

# Transportation Planning Quarterly Report

July 2023

## Administrative Activities

- Attended Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) Technical Committee and Policy Board meetings in May; attended the Bicycle & Pedestrian Coordination Committee meetings in April, May, and June
- Attended Thomas Jefferson Planning District Commission (TJPDC) Rural Transportation Advisory Committee meetings in May
- Attended monthly Virginia Department of Transportation (VDOT)-County Transportation meetings
- Attended a Piedmont Mobility Alliance meeting in April and June
- The TJPDC was selected to receive an \$857,600 Safe Streets and Roads for All (SS4A) award from the US DOT to develop a Comprehensive Safety Action Plan for Albemarle, Fluvanna, Greene, Louisa, and Nelson Counties, as well as the City of Charlottesville. Albemarle County transportation planning staff will serve on the RFP selection committee and support the development of the safety action plan as active stakeholders in the planning process.
- An application for planning funds through the USDOT's Reconnecting Communities pilot program was unsuccessful. The application proposed to complete a 3.2 mile-long corridor study of Route 29 from Hydraulic Road to Hilton Heights Road. The corridor study would prioritize the mobility and safety of vulnerable road users and aim to improve connectivity across and along the corridor. Recently, Reconnecting Communities was combined with the Neighborhood Access and Equity program into a new, single discretionary grant program: Reconnecting Communities and Neighborhoods Program. Following a debrief with USDOT staff in which we learned our original application had been well-received, Transportation planning staff are strongly considering resubmitting our application for planning funds through the new combined program. The application would be due on September 28<sup>th</sup>.

## Transportation Planning Efforts

### Smart Scale 2022

Albemarle County, CA-MPO, and TJPDC staff submitted Smart Scale final applications on August 1<sup>st</sup>, 2022. The following projects were presented to the Board of Supervisors at their June 1<sup>st</sup>, 2022 meeting, and the Supervisors approved a Resolution of Support for all twelve projects.

The projects below are grouped by the submitting entity. Numbers represent the project's priority ranking from 2019. Projects with "N/A" instead of a number are projects that were not prioritized as part of the 2019 prioritization process – the project may have been started before 2019, it may have been identified in a master plan or regional plan after 2019, or it may have been identified by a local or VDOT-led study after 2019. Project cost estimates were provided by VDOT.

Submitted projects were scored, and VDOT released the staff recommended funding scenario. Projects that were recommended for funding included the Belvedere Boulevard and Rio Road Intersection Improvements (submitted by Albemarle County), US 250/Peter Jefferson Parkway Intersection

Improvements and Access Management (submitted by TJPDC on behalf of Albemarle County), Avon Street Multimodal Improvements (submitted by CAMPO on behalf of Albemarle County and City of Charlottesville).

Transportation Planning Staff's previous Quarterly Report presentation noted that the Hydraulic Road/District Avenue Roundabout application (which was not recommended by staff for funding) scored better than other projects that *were* recommended funding; however, the funding for which the roundabout project was eligible was more limited than the funding for which other (lower scoring) projects were eligible.

The Commonwealth Transportation Board (CTB) met in May 2023 to develop the consensus funding scenario. Considering that the Hydraulic Road/District Avenue Roundabout project has the potential to dramatically improve the effectiveness of the currently funded Hydraulic Road and Route 29 intersection improvements, the CTB determined to fund the Hydraulic Road/District Avenue Roundabout project. To do so, the US 250/Peter Jefferson Parkway Intersection Improvements and Park & Ride project was removed from the consensus funding scenario.

The consensus funding scenario was adopted by the CTB in June 2023 and incorporated into the Six-Year Improvement Plan (SYIP), finalizing which projects receive Smart Scale funding.

Project scores and rankings are noted after each project description. Projects recommended in the consensus funding scenario are highlighted in purple.

**Albemarle County:**

**#10. Avon Street Bicycle and Pedestrian Improvements: Mill Creek Drive to Peregory Lane:** This project would construct a bi-directional shared-use path adjacent to Avon Street on the west side of the road from Mill Creek Drive to Peregory Lane. It would include a pedestrian crossing of Avon Street near the Lakeside Apartments. This project may include the construction of up to two transit shelters near the pedestrian crossing. *Cost estimate: \$11.4 million; Smart Scale score: 2.69; Smart Scale rank: 204; Smart Scale district rank: 22*

**#17. Belvedere Boulevard/Rio Road Intersection Improvements:** This project would install a continuous green-T intersection treatment. With the continuous green-T, vehicles traveling along Rio Road would continue through the intersection without stopping. Vehicles turning left onto Rio Road from Belvedere Boulevard would use a channelized receiving lane on Rio Road to merge onto Rio Road eastbound. It is still to be determined whether this intersection treatment will be signalized. This project may include an at-grade pedestrian crossing of Belvedere. *Cost estimate: \$4.8 million; Smart Scale score: 4.58; Smart Scale rank: 132; Smart Scale district rank: 13*

**#19. Fifth Street Extended Bicycle and Pedestrian Improvements (Afton Pond Court to Ambrose Commons Drive):** This project would extend the shared-use path proposed by the Albemarle Business Campus development to the north and south to create a continuous facility on the west side of 5th Street/Old Lynchburg Road from Ambrose Commons to Afton Pond Court (Stagecoach Rd). A two-stage pedestrian crossing near Hickory Street would be included. The project would include a road diet (single lane for each travel direction and a center turn lane) from the previously funded roundabout at the Old Lynchburg/5th Street/County Office Building intersection to Ambrose commons. *Cost estimate: \$18.7 million; Smart Scale score: 0.98; Smart Scale rank: 325; Smart Scale district rank: 34*

**N/A. Old Trail Drive/US 250 West Intersection Improvements:** This project would construct a roundabout at the Old Trail Drive/250 intersection with pedestrian accommodations, particularly for the pedestrian movement across 250. *Cost estimate: \$12.99 million; Smart Scale score: 1.86; Smart Scale rank: 252; Smart Scale district rank: 28*

**Thomas Jefferson Planning District Commission:**

**#9. US 250/Rolkin Road Pedestrian Improvements:** The project would be composed of two main project elements: 1) An at-grade pedestrian crossing for all legs of the 250/Rolkin Road intersection; and, 2) Continuation of the sidewalk on the southern side of 250 (that currently ends at Rolkin Road) to State Farm Boulevard. *Cost estimate: \$11.9 million; Smart Scale score: 3.91; Smart Scale rank: 159; Smart Scale district rank: 15*

**N/A. US 250/Peter Jefferson Parkway Intersection Improvements, Park and Ride, and Access Management:** The project would have four main elements: 1) Add a right-turn only for eastbound traffic on 250 (turning right onto Peter Jefferson Parkway) to reduce rear-end crashes at this intersection; the existing shared right-turn/thru-lane should be converted to thru-only; and, 2) Implement a “Thru-cut” at the 250/Peter Jefferson Parkway intersection such that thru-movements on the minor approaches are eliminated to maximize signal efficiencies and reduce delay; and, 3) Construct a new park and ride lot on the northwest corner of the 250/Peter Jefferson Parkway intersection; and, 4) Complete the median between Pantops Mountain Road and Peter Jefferson Parkway – this access management treatment is intended to improve safety and reduce delay. This application may include at-grade pedestrian crossings of 250 at Pantops Mountain Road and/or Peter Jefferson Parkway. *Cost estimate: \$20.5 million; Smart Scale score: 6.02; Smart Scale rank: 92; Smart Scale district rank: 8*

**#39. US 250/Louisa Road (Route 22) Intersection Improvements:** The project would result in a displaced left-turn for traffic traveling east on 250 and turning north onto Louisa Road. *Cost estimate: \$10.99 million; Smart Scale score: 0.78; Smart Scale rank: 339; Smart Scale district rank: 35*

**N/A. US 250/Milton Road Intersection Improvements:** The project would construct a roundabout at this intersection. *Cost estimate: \$9.76 million; Smart Scale score: 1.64; Smart Scale rank: 280; Smart Scale district rank: 30*

**Charlottesville-Albemarle Metropolitan Planning District Commission**

**#1. Hydraulic Road/District Avenue Roundabout:** This is a proposed roundabout at the intersection of Hydraulic Road and District Avenue near Stonefield shopping center. This project was part of a previous and more comprehensive Smart Scale application for the U.S. 29 and Hydraulic Road intersection. This was recommended as part of the Hydraulic/29 Small Area Plan and is identified as a priority project in CAMPO’s Long-Range Transportation Plan. *Cost estimate: \$20.1 million; Smart Scale score: 4.60; Smart Scale rank: 130; Smart Scale district rank: 12*

**N/A. Rivanna River Bike and Pedestrian Bridge: South Pantops Drive to Woolen Mills:** This project would construct a bicycle and pedestrian bridge across the Rivanna River from East Market Street to the Pantops area. A shared use path would be constructed from the eastern bridge terminus up to the intersection of Peter Jefferson Parkway and State Farm Boulevard, where bicyclists and pedestrians can join the existing transportation network. *Cost estimate: \$42.1 million; Smart Scale score: 3.17; Smart Scale rank: 179; Smart Scale district rank: 18*

**#10. Avon Street Corridor Bicycle and Pedestrian Improvements: Druid Avenue to Avon Court:** The project will develop a package of multimodal transportation improvements along Avon Street between Druid Ave and Avon Court. Improvements include bicycle and pedestrian facilities, road widening on the west side of Avon Street, undergrounding a drain and improvement to stormwater retention. *Cost estimate: \$15.8 million; Smart Scale score: 8.46; Smart Scale rank: 54; Smart Scale district rank: 2*

**#19. 5th Street Extended Multimodal Improvements: Harris Road to 5<sup>th</sup> Street Landing:** This project would:

- add a left turn lane for southbound 5<sup>th</sup> Street traffic to turn onto 5<sup>th</sup> Street Station Parkway,
- add a mid-block left turn lane for northbound 5<sup>th</sup> Street traffic to access the Food Lion Shopping Center,
- restrict the left turn into Food Lion Shopping Center from northbound 5<sup>th</sup> Street,
- restrict the left turn out of Food Lion Shopping Center onto 5<sup>th</sup> Street (northbound), and
- add an eight-foot shared use path to both the east and west sides of 5<sup>th</sup> Street from Harris Road to 5<sup>th</sup> Street Landing.

*Cost estimate: \$22.8 million; Smart Scale score: 1.68; Smart Scale rank: 273; Smart Scale district rank: 29*

### Revenue Sharing 2023

Virginia Department of Transportation's Revenue Sharing Program provides funding to localities for the improvement, construction, reconstruction, or maintenance of state highways. Localities can request up to \$10 million per round (odd years) and up to \$10 million per project over the project's lifetime. Localities must provide matching funds for all state funds awarded.

In June, Albemarle County submitted five Revenue Sharing pre-applications. Four of the projects qualify as Priority 1 applications because they have previously received Revenue Sharing funding. Additional funding is needed to complete these projects. It should be noted that VDOT's new cost estimating tool (CEWB) accounts for contingencies and inflation, resulting in significantly higher total cost estimates for projects (as compared to earlier estimates for those same projects).

In late September, Albemarle County will submit final applications for a subset of the five pre-applications submitted. Each final application requires a resolution of support from the Board of Supervisors, which transportation planning staff will seek at the second Board of Supervisors meeting in September 2023.

Descriptions of the fine Revenue Sharing applications and total project cost estimates are below. The numbers preceding the project name represent the project's priority ranking from 2019. Projects with "N/A" instead of a number are projects that were not prioritized as part of the 2019 prioritization process. Previously awarded project funds and the proposed 2023 Revenue Sharing request follow the project descriptions.

**N/A. Commonwealth Dr./Dominion Dr. Pedestrian Improvements (Total Cost: \$4,612,121)** – This project will construct sidewalk segments to prioritize transit connectivity on Commonwealth Dr from Hydraulic Rd to Peyton Dr, along Commonwealth from Four Seasons to Dominion Dr, and along Dominion Dr from Commonwealth Dr to Rt 29. *Previously awarded Revenue Sharing: \$1,668,112; 2023 Revenue Sharing request: \$637,949*

**#62. Berkmar Drive Bicycle and Pedestrian Improvements (Total Cost: \$12,143,005)** – This project will extend the shared-use path on Berkmar Dr from Hilton Heights Road to Woodbrook Drive. Consultants are preparing 20% designs and working with VDOT to obtain necessary waivers for several project elements. This project is being administered by Facilities Planning & Construction; please see their April 2023 quarterly report for project updates. *Previously awarded Revenue Sharing: \$1,345,000; 2023 Revenue Sharing request: \$4,726,503 (RS)*

**#5. Berkmar Drive Extension (Total Cost: \$27,257,979)** – This project will extend Berkmar Dr from its current terminus just north of Timberwood Blvd to Airport Rd and includes construction of a roundabout at the Airport Rd/Berkmar Dr/Lewis and Clark Dr intersection. Bike lanes and pedestrian facilities are included. *Previously awarded Revenue Sharing: \$3,684,000; Committed Telefee: \$3,984,000; 2023 Revenue Sharing request: \$6,316,000*

**#8. Eastern Ave South (Total Cost: \$39,474,586)**: This project would construct a new roadway from the current end of Eastern Ave (south of Westhall Dr) across Lickinghole Creek to Cory Farms Road. The County has completed an Alignment Study (presented to the Board of Supervisors in January 2021), 30% designs, and a Geotechnical Study to support this project. *Previously awarded Revenue Sharing: \$8,121,000; 2023 Revenue Sharing request: \$1,879,000*

**N/A. Lamb’s Lane Campus Loop Road (Total Cost: \$8,338,601)**: This project would construct a “Loop Road” by extending Lambs Lane to connect to Hydraulic Rd via Georgetown Green; it would also construct a continuous green-T at the intersection of Georgetown Green and Hydraulic Rd and reconfigure the Albemarle High School entrance to right-in/right-out only. This is a new project. *Previously awarded Revenue Sharing: \$0; 2023 Revenue Sharing request: \$ 4,169,301*

### Three Notched Trail Shared Use Path

Albemarle County was awarded just over \$2,000,000 in Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant funds to complete four major planning tasks (listed below) for a future Three Notched Trail Shared Use Path. Planning efforts will take approximately two years. Additional funding must be sought for project construction.

1. Conduct an alternatives analysis of up to three potential alignments for the shared use path;
2. Conduct stakeholder and public engagement to determine a preferred alignment;
3. Reach functional (30%) design for priority sections of the preferred alignment; and
4. Develop an implementation plan for the shared use path that identifies segments of the alignment that would have independent utility if constructed separately

Staff will finalize the grant agreement with FHWA in the first quarter of FY24. Staff expect to release an RFP for consultants late in the first quarter of FY24.

### Conceptual Design Studies for Transportation Priorities

This fiscal year (FY23), staff intend to engage technical consultants to develop conceptual plans for priority projects, described below. Completing the conceptual design will allow staff to identify the best funding source to complete planning and construct each project.

**#67. Free Bridge Lane:** This study considered two conceptual design alternatives for Free Bridge Lane: 1) southbound only vehicle traffic with an improved shared use path (one-way design), and 2) removal of vehicle traffic (promenade design). Staff presented both options at the January Pantops CAC meeting

and to the Board of Supervisors in early March. Based on feedback from those meetings, the consultants prepared a final design package that illustrates the long-term vision for the preferred promenade design. This design package was shared with the Board of Supervisors at a June 2023 meeting.

Further, the Board directed staff to develop a Free Bridge Lane Promenade Pilot Program. Development of the pilot program would identify the minimum necessary improvements (and the associated cost estimate) to immediately transition Free Bridge Lane from its current condition to a car-free promenade. Staff will return to the Board of Supervisors when the pilot program has been developed to seek approval to implement the pilot program.

**#44. Route 20 Shared Use Path:** Staff have finalized a contract with a consultant to conceptualize a shared use path along Route 20 from Quarry Road to Route 53. Challenges to design include memorial trees in the Route 20 median, crossing I-64 on- and off-ramps, bridging Moore’s Creek, and limited space beneath I-64. The consultant developed two conceptual designs for the corridor (an “east-side” design and a “west-side” design). These two conceptual designs were presented to the public at the June 5<sup>th</sup> and Avon CAC meeting, to the stakeholder group at an early July meeting, and to the Board of Supervisors at the July 19<sup>th</sup> Board meeting. The consultant is working on a more detailed “preferred” concept plan based on the feedback from those meetings.

**#60. Solomon & Inglewood Pedestrian Improvements:** This project would install pedestrian facilities along Solomon Rd and Inglewood Dr between Hydraulic Road and Georgetown Rd. Early planning work would require a conceptual design that addresses the numerous driveway crossings, as well as a cost estimate that considers ROW acquisition. This project is currently on hold due to staffing limitations and workload.

### VDOT Project Pipeline Program

VDOT’s Project Pipeline program is designed to develop a steady stream – or pipeline – of high-priority projects that address identified VTrans needs and may be considered for implementation through funding programs such as Smart Scale, Revenue Sharing, and local and regional funding sources. The objective of the Project Pipeline program is to conduct studies across the Commonwealth with a focus on the priority locations and corridors that were adopted during the VTrans process.

There were kick-off meetings for two Albemarle County Project Pipeline studies on June 23, 2023. It is expected that both studies will be completed in time to prepare and submit applications for the next round of Smart Scale funding.

**US 29 – US 250/Ivy Road & Old Ivy Road Study:** The purpose of this study is to identify project recommendations for the Route 250 (Ivy Road) corridor, including the interchange with Route 29, within Albemarle County and the City of Charlottesville. This study will focus on reducing congestion, improving roadway safety, reducing traffic congestion, improving access, and enhancing multimodal accessibility/connectivity (pedestrian, bicyclist, and transit), including how these needs might be satisfied by facilities within the Route 601 (Old Ivy Road) corridor. The study will build off previous study efforts for the study area led by VDOT and the localities and provide multiple opportunities for public input – including a survey, public meetings, and a corridor focus group.

**Barracks Road (Georgetown Road to Emmett Street):** This study is intended to identify projects to address transportation concerns (including pedestrian, bicycle, and transit access) along Barracks Road



between Georgetown Road and Emmet Street. This study will provide multiple opportunities for public input – including a survey and public meetings.

### Fontaine Avenue

In Round 4 of Smart Scale, the Charlottesville-Albemarle Metropolitan Planning Organization submitted an application for improvements to the US 29 and Fontaine Interchange that were estimated to cost just over \$12 million. Specifically, the project would replace the existing unsignalized diamond interchange with a partially displaced left-turn. The new interchange will accommodate U-turns, allowing closure of the current left-turn movement from northbound Rt 29 to westbound I-64. A shared-use path is proposed through the segment as well. This project was intended to be more cost-effective than an unsuccessful Round 3 Smart Scale application that proposed replacing the existing diamond interchange with a diverging diamond. The Round 4 application was successful.

Recently, stakeholders have expressed concern that the proposed displaced left turn/R-cut interchange does not meet the long-term needs of the rapidly developing area. Albemarle County is working with fellow stakeholders and VDOT to determine next steps for this project.

### Plank Road Through-Truck Restriction

The state of repair of the existing Plank Road bridge over Mechum’s River (just north of the intersection with Craigs Store Road) limits the weight of vehicles using the bridge to no more than 17 tons. The Virginia Department of Transportation (VDOT) has proposed improving the bridge using maintenance funds. These improvements would increase the weight limit allowed on the bridge. Residents have expressed concern that the weight limit change would result in increased use and larger truck traffic routing through Batesville. Given the condition and typical use of Plank Road, residents consider this additional truck traffic to be a safety concern.

VDOT has completed an initial review of the roadway and determined that the roadway “appears to meet the objective criteria established by the CTB [Commonwealth Transportation Board] required to be considered for a Through Truck Restriction.” Transportation planning staff will return to the Board of Supervisors to conduct a public hearing and ask the Board to adopt a resolution to formally request VDOT restrict through truck traffic on the roadway.

### Safe Routes to School

Transportation Planning staff, in collaboration with Albemarle County Public Schools, was awarded a Safe Routes to School (SRTS) Walkabout Mini-grant for Woodbrook Elementary. The purpose of this grant is to invite stakeholders to walk around the school and experience current biking/walking conditions, share different perspectives, and identify potential solutions.

On the actual walkabout were Alberic Karina-Plun from CDD, Lisa Walker from Albemarle County schools, a SRTS representative, Woodbrook Elementary School administrators and staff, and community members that live near the school and have a vested interest in helping to secure safe, accessible, and convenient ways for children to be able to walk or bike to school.

We have received the preliminary report from SRTS, which provided both short and long-term recommendations for improvements to be made around the school. Stakeholders provided comments to SRTS, and we are hoping to receive the final report shortly. In the meantime, staff from CDD,

Albemarle County Schools, and VDOT have met to discuss feasibility of implementing some short-term recommendations for the upcoming school year.

CDD will continue working with Schools to apply for more of these walkabout Mini grants for different schools in the county, with Brownsville/Henley being the focus of the September application.

### FY24-29 Secondary Six Year Plan (SSYP)

The SSYP allocates funding for the construction, maintenance, and improvement of roads in the state secondary system – including the hard surfacing of unpaved roads. The SSYP identifies the Telefee and Unpaved District Grant funds for Albemarle County for the upcoming fiscal year and projects allocations of these funds for the following five fiscal years. The SSYP is updated and approved by the Board of Supervisors annually.

The Board of Supervisors recently adopted a resolution at the July 19 meeting that authorizes VDOT to begin work on the Rural Rustic Road Projects. Staff is receiving requests to add roads to the paving list and will come back next spring with an updated Priority Paving list.

### Albemarle County Transportation Priorities

Staff are preparing an update of the Albemarle County Transportation Priorities list, which was last updated in 2019. We expect to share progress on the prioritization process and seek input from the Board of Supervisors at a work session before the end of the calendar year.

### Comprehensive Plan Transportation Element

As part of the Comprehensive Plan update, staff is using population data, land use information, and public input to identify important activity centers throughout the county and, subsequently, how to facilitate movement through and between those centers for individuals of all ages and abilities, no matter the travel mode they choose. Both urban and rural transportation will be considered in developing a multimodal transportation system for Albemarle County. Transportation planning staff and long-range planning staff are collaborating on the background work necessary for this planning effort, such as drafting the Transportation topic area report for Phase 1, reviewing transportation-related comments from Phase 1, and reviewing/drafting transportation goals and objectives for the Plan.

### Moving Toward 2050

Moving Toward 2050 is the Charlottesville-Albemarle Metropolitan Planning Organizations's Long Range Transportation Plan (LRTP). The LRTP is federally-required and covers the City of Charlottesville and urbanized portions of Albemarle County. This plan, to be reviewed and adopted by the CA-MPO Policy Board, identifies long range transportation needs, considers possible infrastructure improvements, and establishes priorities to implement projects based on anticipated funding.

Albemarle County has strongly supported public outreach for the LRTP. Transportation planning staff participated in a virtual public meeting on June 20<sup>th</sup> and an in-person public meeting on June 21<sup>st</sup>. There is also an online public survey currently open.



## Transportation Project Construction

Projects currently in design and/or under construction are listed and described below. Timelines for public hearings (when relevant) and expected construction beginning and completion dates (when available) are listed for each project. Projects that are administered by VDOT are listed first; projects that are administered by Albemarle County are in the following grouping. Projects funded by Smart Scale are identified by the notation (Smart) following the project information. Projects funded by Revenue Sharing are identified by (RS); projects funded by Transportation Alternatives are identified by (TA); projects funded by the Highway Safety Improvement Program are identified by (HSIP); projects funded by Albemarle County's Capital Improvement Program are identified by (CIP).

### VDOT Administered

#### In Design

**#1. Hydraulic/29 Intersection Improvements:** The major features of this project include removal of the left-turns from Hydraulic to US 29, a pedestrian bridge over US 29, a new transit station, and a roundabout at the Hydraulic/Hillsdale intersection.

Due to changes in how VDOT compensates property owners for project impacts, the overall cost of this project (and most other Smart Scale projects) now exceeds the original project budget. To reduce overall project cost, the Charlottesville-Albemarle Metropolitan Planning Organization Policy Board voted to remove the continuous green T at Angus Road from the project package.

VDOT hosted a public hearing in late May 2022 showing initial design concepts for project features. Procurement is underway and construction is expected to begin in late 2023. Construction of the pedestrian bridge will likely be in Spring 2024 and the Hillsdale/Hydraulic roundabout will likely be in Summer 2025. **(Smart)**

**#8. Eastern Ave South (US 250 across Lickinghole Creek to Cory Farms Road):** See detailed description in the "Revenue Sharing 2023" section.

**#5. Berkmar Drive to Lewis & Clark Drive (Hollymead Town Center to Airport Road):** See detailed description in the "Revenue Sharing 2023" section.

**#14. Rio Road/John Warner Parkway Intersection Improvements:** This project will construct a roundabout to address identified traffic issues at the intersection and improve pedestrian and bike facilities. Albemarle County committed \$2 million to this project.

This project has been fast-tracked by VDOT and bundled with Old Lynchburg Road/5<sup>th</sup> Street Extended Intersection Improvements and Route 20/Route 53 Intersection Improvements. A public hearing is expected in Summer 2023, and construction is expected in early 2025. **(Smart)**

**#7. Old Lynchburg Road/5<sup>th</sup> Street Extended Intersection Improvements:** This project will address failing operations at the entrance to the County Office Building on 5<sup>th</sup> St with a roundabout that includes pedestrian crosswalks. Albemarle County committed \$2 million to this project.

This project has been fast-tracked by VDOT and bundled with Rio Road/John Warner Parkway Intersection Improvements and Route 20/Route53 Intersection Improvements. A public hearing is expected in Fall 2023, and construction is expected in early 2025. **(Smart)**

**#15. Route 20/Route 53 Intersection Improvements:** This project will convert the intersection into a roundabout and include bicycle and pedestrian accommodations. Albemarle County committed \$1 million to this project.

This project has been fast-tracked by VDOT and bundled with Rio Road/John Warner Parkway Intersection Improvements and Old Lynchburg Road/5<sup>th</sup> Street Extended Intersection Improvements. A public hearing is expected in Fall 2023, and construction is expected in early 2025. **(Smart)**

**#2 Route 250 East Corridor Improvements:** This project will close the center turn lane with a median between the Rt 20 intersection and Rolkin Rd with potential breaks at Hansen Rd, Town & Country Ln, and People Place for limited movements and additional right-turn lanes as necessary. Sidewalk gaps will also be addressed. Albemarle County committed \$2 million to this project.

VDOT has bundled this project with Intersection Improvements at Route 20/US 250 to maximize cost efficiencies and minimize disruptions to US 250 corridor users. A public hearing is expected in late Fall 2023, and construction is expected in Summer 2027. **(Smart)**

**#3. Intersection Improvements at Route 20/US 250 in Pantops:** The project will rebuild the traffic signal, add additional turn lanes and reallocate other lanes, add a pedestrian crossing of US 250 and crossings of Route 20 and Riverbend Drive, close existing sidewalk gaps approaching the intersection, and update all pedestrian curb ramps in the VDOT right-of-way.

VDOT has bundled this project with Route 250 East Corridor Improvements to maximize cost efficiencies and minimize disruptions to US 250 corridor users. A public hearing is expected in late Fall 2023, and construction is expected in Summer 2027. **(Smart)**

**#6. Fontaine Avenue/29 Bypass Displaced Left-turn:** This project will reconstruct the existing unsignalized diamond interchange to a partially displaced left-turn intersection. The new intersection will accommodate U-turns, allowing closure of the current left-turn movement from northbound Rt 29 to westbound I-64. A shared-use path is proposed through the segment as well.

A public hearing is expected in Fall 2024, and construction is expected in early 2026. **(Smart)**

**N/A. Rt 240/US 250/680 Intersection Improvements:** This project will construct a roundabout at the 3-way intersection of Rt 240, Rt 250, and 680.

The public hearing for this project is complete, and construction is expected in Fall 2025. **(HSIP)**

**#35 US 29 Shared Use Path (Seminole Lane North to Carrsbrook Drive):** This project will construct a shared-use path on the east side of US 29 from Seminole Lane to Carrsbrook Drive.

VDOT will post a willingness to do a public hearing in Spring 2023, and construction is expected in Fall 2025. **(Smart)**

**#82 I-64/Exit 107 Crozet Park and Ride Lot:** This project will construct a park and ride lot at the corner of Patterson Mill Lane and US 250 just south of the I-64 interchange. This lot could potentially be served by both the Crozet Connect and the proposed Afton Express transit lines.

VDOT will post a willingness to do a public hearing in Summer 2023, and construction is expected in summer 2025. **(Smart)**

**N/A. Fifth Street Hub and Trails:** This project will complete a shared use path that connects a commercial space adjacent to Fifth Street to the Fifth Street Station shopping center. This trail would be the first of a planned network of trails in the area to connect pedestrians and bicyclists to commercial and recreational amenities. VDOT has organizing a staff-level stakeholder committee to assist in the development of this project; they met in February 2023 and again in July 2023.

A public hearing is expected in early winter of 2023, and construction is expected in summer 2026. **(Smart)**

#### In Construction

**N/A. Route 51/US 250 Roundabout:** This project is expected to be complete in early 2023. VDOT will be using HSIP funds to build a Truck Arrestor Ramp (TAR) west of the roundabout. The TAR was deemed necessary for safety purposes, given nearly three miles of 8% grade west of the intersection. **(Smart, HSIP)**

### Albemarle County Administered

#### In Design

**N/A. Library Avenue Extension/Crozet Square/Barnes Lumber Redevelopment** – Designs for these projects are expected to be complete by early Fall 2023. Facilities Planning & Construction will provide further updates in their July 2023 quarterly report. **(RS)**

**N/A. Commonwealth Dr./Dominion Dr. Pedestrian Improvements** – See detailed description in the “Revenue Sharing 2023” section. Facilities Planning & Construction will provide further updates in their July 2023 quarterly report.

**#26. Old Lynchburg Road Bicycle and Pedestrian Improvements** – This project would construct an enhanced sidewalk and multiple crosswalks along Old Lynchburg Road between Timberland Park Apartments and Azalea Park to improve pedestrian safety and mobility. This project may be a collaborative effort between Albemarle County and City of Charlottesville. If the City of Charlottesville is unable to contribute to the collaboration, Albemarle County may construct only a portion of the enhanced sidewalk (from Timberland Park Apartments to the Rivanna Trail trailhead south of Azalea Park). Facilities Planning & Construction will provide further updates in the July 2023 quarterly report. **(CIP)**

**#62. Berkmar Drive Bicycle and Pedestrian Improvements** – See detailed description in the “Revenue Sharing 2023” section. Facilities Planning & Construction will provide further updates in their July 2023 quarterly report. **(RS)**

## In Construction

**N/A. Ivy Road (US 250) Bicycle and Pedestrian Improvements:** This project constructed continuous sidewalk on the south side of Ivy Road from the City Line west to Stillfried Lane and include bike lane and curb and gutter. A crosswalk and pedestrian signals were also installed to cross Ivy Road at the Old Ivy Road intersection. This project was substantially completed at the end of 2022. This project is being administered by Facilities Planning & Construction; please see their July 2023 quarterly report for project updates. **(RS)**

## Transit

### Regional Transit Partnership and Transit Governance Study

In April and May, staff attended the monthly meetings of the Regional Transit Partnership, hosted by the Thomas Jefferson Planning District Commission; no meeting was held in June. Meetings included presentations from all transit providers, DRPT, and VDOT regarding alternative fuel options, as well as brief updates on the progress of the **Transit Governance Study**. The purpose of the governance study is “to identify strategies for achieving regional transit priorities and goals identified in the Regional Transit Vision Plan.”

### Transit Stop Improvements

Staff continue to work with Charlottesville Area Transit and stakeholders to make improvements to transit stops throughout Albemarle County. Improvements include the installation of shelters, benches or other seating, and/or minor alterations to routing or stop locations that are intended to improve safety and/or convenience for transit users.

Transit stop improvement efforts may be coordinated with other transportation planning/construction projects – such as improvements to Commonwealth Drive transit stops. Additionally, transit stop improvement efforts may be coordinated with proposed development that can offer additional stop locations or amenities. Lastly, transit stop improvements may be coordinated with the “Sense of Place” project – spearheaded and led by Supervisor McKeel – to bring public art to select transit stops in the County; Sense of Place sites currently include Stonefield and Northside Library. Meetings of the Sense of Place Working Group, which will help manage the logistics of identifying, installing, and maintaining the art at all Sense of Place locations are expected to resume before the end of the fiscal year.

One significant challenge for making transit stop improvements in Albemarle County has been the lengthy process to receive VDOT approval for the construction of transit shelters within the VDOT right-of-way. DRPT staff have offered to assist Albemarle County staff in ensuring that transit shelters will be able to be located in the VDOT right-of-way for the Commonwealth Drive project, being administered by Albemarle County FES. This will facilitate faster approval of placement of the same shelter design in future locations/projects.

### Microtransit Service

With Albemarle County’s support, Charlottesville Area Transit submitted a request for – and received – funds to implement pilot microtransit service for a portion of the north 29 development area and a portion of the Pantops area. CAT is likely to identify a service provider soon.

## Development Projects

Transportation staff reviews and comments on transportation issues related to pre-application meetings and projects submitted for Zoning Map Amendments, Special Use Permits, and Site Development Plans. Transportation staff's role is to review the Traffic Impact Assessment (TIA) or other transportation information and assist the lead reviewer or engineer in the development and scoping of traffic studies and review of plans/plats for transportation and mobility issues such as transit, pedestrian access and interconnectivity. Major projects reviewed/discussed this quarter include:

- North Fork Discovery Park Rezoning and TIA – Rezoning proposal to add residential uses to the North Fork Park;
- Oak Bluff Rezoning and TIA – Rezoning proposal of both single family attached and detached, which includes the parcels south of Westhall Dr and west of Jonna Street. This proposal would be completed in two phases, with the phase north of Lickinghole Creek being Phase 1. This project also falls in the current alignment of the proposed Eastern Avenue Connector Road and bridge.
- Woodbrook Apartments Rezoning and TIA – Rezoning proposal which would include over 200 units of multifamily housing just north of Agnor-Hurt Elementary School between Woodburn Road and Berkmar Avenue.
- North Pointe Rezoning and TIA – Rezoning Proposal in the northern part of the Development Area across from North Fork, would see a combination of single-family and multifamily housing.
- Seig Property Rezoning and TIA – Rezoning proposal for a Mixed-use development including 1,100 residential units, 300,000 square feet of non-residential uses located on the southwest quadrant of I-654 and Route 29.

## Reported Transportation Issues

Staff has been engaged in addressing local concerns related to a variety of transportation issues. Staff has instituted a documentation process to track these ongoing issues and keep a record of these concerns. This includes collecting relevant data and reporting through proper channels as appropriate. A tracking list of these concerns/issues has been developed and is reviewed and presented at monthly traffic coordination meetings with VDOT, Albemarle County Police Department, and other agencies. Following is a list of the primary issues staff has been working on in this quarter.

- **Requests for crosswalks:** Intersection of Old Trail and Bishop Gate, Whitewood Road (near Charlotte Humphris Park);
- **Requests for sidewalks/pedestrian infrastructure:** Proffit Road, Route 20 (near Darden Towe Park), Old Ivy Road'
- **Request for bike lanes:** Commonwealth Drive, request for bike signage on Route 53;
- **Speeding concerns:** Park Road, Polo Grounds Road, Red Hill School Road, Woodlands Road, Park Ridge Drive, Rolling Road, Forestvue Drive, Pen Park Road, Greenwood Station Road, Zion Hill Road, Rio Mills Road, Park Ridge Road, Taylor's Gap Road, Fray's Mountain Road, Cascadia;
- **Safety concerns:** Southern Parkway, intersection of 250/240/680, Monacan Trail, Dry Bridge Road, Stony Point Pass/Route 20 intersection, Hillsdale Drive;

- **Maintenance concerns:** Taylors Gap Road, Crozet Saddle Hollow Road, Reasford Lane, Decca Lane, Timberwood Boulevard, Rio Road by John W. Warner Parkway, Faulconer Drive/Old Ivy Road;
- **Updates to parking signage requested:** Cascadia, Grayrock Orchard, Indigo Road and Crimson Street