

Transportation Planning Quarterly Report

January 2025

Administrative Activities

- Staff attended Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) Technical Committee and MPO Policy Board meetings in October and December
- Staff attended the Thomas Jefferson Planning District Commission (TJPDC) Rural Transportation Advisory Committee in October
- Attended monthly Virginia Department of Transportation (VDOT)-County Transportation meetings; in addition to staff from transportation planning, staff from ACPD and FES attended this quarter
- VDOT conducted a major statewide update to the Federal Functional Classification (FFC), which historically has occurred following a decennial Census. County staff completed a detailed review of the existing Functional Classification map to ensure accuracy and consistency with how the roadways are used and submitted their review comments to the CA-MPO, which is coordinating the FFC review process in collaboration with VDOT. In October, the MPO approved a resolution approving proposed updates and revisions. FHWA has since completed their review and this process is now considered complete.

Transportation Planning Efforts

Smart Scale 2024

Final applications for the 2024 application period were submitted on August 1, 2024. Albemarle County, the CA-MPO, and the TJPDC can each submit up to four final applications. Changes to the Smart Scale application and scoring processes include the addition of “readiness gates” that needed to be met by County staff throughout the application process, as well as reductions in the impact of land use on project benefit scores, among other changes.

(On projects identified throughout the report, 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.)

The following submitted projects are listed by submitting entity. Project descriptions utilize the wording staff included in the Smart Scale application submission portal as of the final submission deadline.

Albemarle County:

N/A. Rio Road and Hillsdale/Northfield/Old Brook Intersection Improvements: Reconstruct the existing two signalized intersections as a hybrid, multilane double roundabout. Construct shared use path encompassing the double roundabout and tying into existing bicycle lanes and sidewalks on the north and south ends of the roundabout on both sides of Rio Road. The SUP will also tie into existing bicycle lanes on both sides of Hillsdale Drive via added bike ramps and will tie into existing sidewalk on the south side of Hillsdale Drive; existing sidewalk on the east and west sides of Rio Road, Hillsdale

Drive, and Old Brook Road will be reconstructed. The project will include pedestrian crossings on all legs of the intersection.

#69. US 29 and Plank Road Intersection Improvements: Construct Restricted Crossing U-Turns (R-cut) at US 29 and Plank Road, Sutherland Road/Rabbit Valley Road; and near Woodson Store Lane. Extend the northbound and southbound left-turn lanes at all three intersections: the US 29 crossover near Woodson Store Lane, US 29/Plank Road, and US 29/Sutherland Rd/Rabbit Valley Rd. The project will include extending the substandard right turn lane along US 29 northbound onto Plank Road which will impact an existing box culvert which will potentially need to be replaced as part of the improvement.

N/A. Old Trail Drive/US 250 West Intersection Improvements: This project would construct a 2 and 1 hybrid roundabout at the Old Trail Drive/250 intersection with high visibility crosswalks and active pedestrian controls on the northern, eastern, and southern legs of the roundabout. There are existing crosswalks on the north and east legs of the intersection that will be replaced in-kind. The existing substandard Shared Use Path along the westbound side of US 250 from the crosswalk on the north leg of the intersection to the east to connect to Henley Middle School will be improved to meet existing standards; on the east side of Old Trail Drive, the existing 8' sidewalk will be maintained/replaced in-kind starting at the crosswalk on the north leg of the intersection and extending north.

N/A. Barracks Road Improvements Package – Georgetown Roundabout and SUP: The VDOT-led Project Pipeline study identified a suite of improvements along the Barracks Road Corridor from Georgetown Road into the City of Charlottesville. Albemarle County would apply for those improvements west of the Barracks Road and US 29/250 interchange, which would include the following: Reconstruct the existing signalized intersection of Georgetown and Barracks Roads as a hybrid roundabout with at-grade pedestrian crossings on all legs of the intersection. Close all median crossings along Barracks Road between Georgetown Road and westbound on- and off-ramps to US29/250. Construct a SUP along the west side of Barracks Road between Georgetown Road and the WB on-ramp. Upgrade CG-12 ramps along the east side of Barracks in the project area. Install 2 concrete boarding platforms at existing stops (end of Surrey Road off of Barracks Road and north side of Georgetown Road east of the proposed roundabout) and a bus shelter at the Georgetown Road transit stop. Add SB right-turn lane starting at Bennington Road onto US 29/250 westbound.

Charlottesville-Albemarle MPO:

#19. 5th Street and I-64 Interchange Improvements: Convert existing signalized diamond interchange to a diverging diamond interchange at the connection of I-64 and 5th Street (Exit 120). Includes a shared use path between the NB and SB lanes with crosswalks to the NE and SW. On the northern end of the DDI, the shared use path will be extended on the east side of 5th St to the entrance to Holiday Inn (including crossing 5th Street Landing) and on the SW side from the interchange to Pinehurst Court. A bike ramp will be included on the SW leg to provide a transition for bicyclists traveling south on 5th Street to share the roadway.

#9. US250/Peter Jeff. Pkway and Rolkin Road Pipeline Bundle (Pantops Improvements Package): This would be a resubmission bundling two previously submitted applications (**#9. US 250/Rolkin Road Pedestrian Improvements** and **N/A. US 250/Peter Jefferson Parkway Intersection Improvements, Park and Ride, and Access Management**). The former was not awarded funding; the latter was initially

recommended for funding by VDOT staff but was ultimately replaced by a different Albemarle County project in the final consensus funding scenario. This project would consist of the following elements:

- 1) Close median crossing on US 250 at the Hilton Garden Inn
- 2) Convert existing eastbound shared right-turn/thru-lane to thru-only
- 3) Add a 220' right-turn only for eastbound traffic on US250
- 4) Implement a Thru-cut at the US250/Peter Jeff. Pkwy intersection
- 5) Construct a 50-space park & ride lot on the NW corner of the US250/Peter Jeff. Pkwy intersection
- 6) An at-grade pedestrian crossing for the northern, eastern, and southern legs with a pedestrian island located in the NE quadrant
- 7) Add 800' sidewalk on the southern side of US250 from Rolkin Rd. to State Farm Blvd

N/A. Barracks Road Improvements Package: The VDOT-led Project Pipeline study identified a suite of improvements along the Barracks Road Corridor from Georgetown Road into the City of Charlottesville. While Albemarle County is submitting an application for improvements within the County, the CA-MPO is increasing the likelihood of funding improvements along the corridor by submitting two additional applications: one with a set of improvements at the interchange and east (complementing the Albemarle County Barracks application) and a second application with the full suite of improvements (in both the County and the City).

Barracks Road Pipeline US 29/250 Interchange and SUP

The Barracks Road Pipeline US 29/250 Interchange Project will include hybrid roundabouts at both 29/US250 interchanges and a continuous shared use path along the west side of Barracks Rd from Bennington Road to Emmet St. The project will include improvements to the existing curb ramps and crosswalks at the Millmont St. intersection.

Barracks Road Pipeline Corridor Improvements

The Barracks Road Pipeline Corridor Improvements Project will include:

- 1) hybrid roundabouts at both 29/US250 interchanges, reducing to a single lane between the roundabouts in the SB direction
- 2) a continuous shared use path along the west side of Barracks Rd from Georgetown Road to Emmet St.
- 3) hybrid roundabout at Georgetown Rd and Barracks Rd
- 4) Closing all median cuts along Barracks road from Georgetown to the westbound US 29/250 interchange
- 5) pedestrian crosswalks at all four legs of the Georgetown/Barracks roundabout, on the west side of the two roundabouts on the US29/250 interchange roundabouts through the interchanges, and across Barracks Rd on either side of the two interchange roundabouts
- 6) Reducing the width of the lanes on Barracks Rd between Georgetown and the westbound interchange roundabout to 11 feet
- 7) Improving two existing transit stops along Barracks Road and Georgetown Road, and
- 8) ADA improvements on NB side of Barracks throughout corridor

Revenue Sharing

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.

Staff have begun coordinating with VDOT to prepare for the upcoming round of Revenue Sharing applications by completing site visits for potential project locations. Pre-applications are due on May 31st, 2025; final applications are due on September 15th, 2025. A resolution of support is needed for each final application. Staff will present potential project applications to the Board in early 2025.

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 finalized the grant agreement with FHWA and released an RFP for consultants in early April 2024. A selection committee – composed of voting members from Albemarle County CDD, FES, and CAPE, as well as non-voting members from City of Charlottesville, University of Virginia, and Nelson County – reviewed several written proposals and interviewed the highest-scoring consultant teams. Vanasse Hangen Brustlin, Inc. (VHB) and several sub-consultants, including Toole Design and EPR, were chosen and contract negotiations have concluded. Staff expect to issue a Notice to Proceed and kick off the project in early 2025.

Move Safely Blue Ridge

The TJPDC was awarded a \$857,600 Safe Streets and Roads for All (SS4A) grant to develop a Comprehensive Safety Action Plan for Albemarle, Fluvanna, Greene, Louisa, and Nelson Counties, as well as the City of Charlottesville. Albemarle County committed to participating in the multi-jurisdictional initiative, including providing a portion of the required local match for the project. This safety action plan, which has been branded "Move Safely Blue Ridge," will identify strategies to reduce and eliminate deaths and serious injuries on the roadway. Following the completion of Move Safely Blue Ridge, jurisdictions will be eligible to apply for implementation funding for projects or initiatives identified in the plan.

Site visits were completed to better understand the severity of the safety problem for each site. The sites selected for the site visits were determined jointly by the consulting team, Albemarle County staff, and VDOT staff. All locations considered for a site visit were part of the consultant-identified "high injury network" (the location had at least three fatal or serious injury crashes between 2018 and 2022);

locations that have been previously included in studies or in applications to fund improvements were removed from the site visit list.

Additional recent tasks include an in-person public meeting for Albemarle County, multiple pop-up interactions in the County during the month of November, two virtual meetings for all jurisdictions, and an online survey.

Future tasks include identification of crash reduction strategies and a prioritization of countermeasures and projects for each locality.

VDOT-led STARS Studies

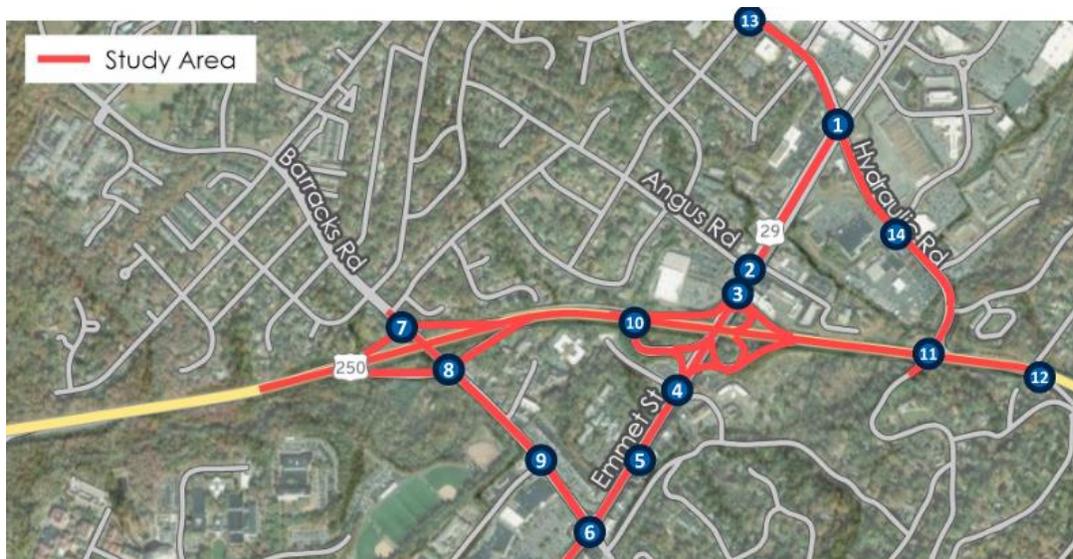
The objective of the STARS (Strategically Targeted Affordable Roadway Solutions) Program is to develop comprehensive and innovative multimodal transportation solutions to address congestion and safety challenges in the Commonwealth.

Albemarle County is included in two STARS studies that kicked off on Friday, December 13th. Staff from Albemarle County CDD and Economic Development were present at the kick-off; they reviewed initial crash analysis, commented on upcoming and proposed development in the study areas, and discussed study priorities and schedules for both studies.

The two STARS studies are:

US 29 Corridor: Hydraulic Road to Woodbrook Road – A corridor study that examines safety and operations for all road users along US 29 and intersecting roadways between Hydraulic and Woodbrook roads.

US 29/250 Bypass Interchange with Emmet Street – An interchange study that examines safety and operations of the interchange with Emmet Street and the surrounding intersections. See study area in graphic below.



Free Bridge Lane Promenade Pilot Program

Following a FY23 study of the corridor, the Board directed staff to develop a Free Bridge Lane Promenade Pilot Program. On August 21, 2024, the Board approved \$15,000 to fund the Pilot Program – namely installation of gates and signage. The Pilot Program kicked off with a gate-closing event on Friday, November 1st, 2024. The Pilot Program will run for one year, after which the promenade will become a permanent amenity or the roadway will be reopened to motor vehicles.

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 was to invite stakeholders to walk around the school and experience current biking/walking conditions, share different perspectives, and identify potential solutions. Upon receiving the final report, staff from CDD, Albemarle County Schools, and VDOT met to discuss feasibility of implementing some short-term recommendations for a future school year.

With CDD's support, Albemarle County Schools applied for another Walkabout Mini-grant for Brownsville/Henley this past fall, but the application was unsuccessful. Staff are considering re-applying for the mini-grant for Brownsville/Henley or for Mountain View Elementary this spring.

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 FY 25-30 SSYP was adopted last summer and includes funds to pave Glendower Road, Henderson Lane, and an additional 0.2 mile stretch of Stony Point Pass. The end of Sutherland Road was reexamined by County and VDOT staff and determined to be eligible for paving, it will be included in the upcoming SSYP. County staff have been receiving requests for new paving projects during the summer and fall and submitted them to VDOT for Rural Rustic Paving Validation. Staff recently received a list of roads that would be eligible for paving and are working with VDOT to craft the FY 26-31 SSYP and improve the public messaging about potential projects. County staff expect to notify residents about paving opportunities early next year.

Albemarle County Transportation Priorities

The update to the Albemarle County Transportation Priorities list, is currently on-hold while the process is under review as part of the Transportation section of the Comprehensive Plan, AC44. This chapter is expected to provide additional direction on the process for prioritizing transportation projects throughout the County.

Comprehensive Plan (AC44) – Transportation Element

As part of the Comprehensive Plan update (AC44), staff are using population data, job counts, land use information, the Master Plans, and public input to identify important activity centers in the Development Areas 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 the recommendations for Albemarle County, as rural community members frequently travel to and through these activity centers. Transportation planning staff and long-range planning staff are collaborating on the background work necessary for this planning effort, such as drafting the Transportation chapter with appropriate policies, objectives, and actions.

The Board of Supervisors reviewed and offered feedback on the Rural Area and Development Area Transportation Goals and Objectives at their March 20, 2024 meeting. This direction is being incorporated into an updated Transportation chapter. Revised recommendations will be shared later this spring. Additional comprehensive plan information comprehensive is available on the AC44 project website at engage.albemarle.org/ac44.

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

#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 incorporated into the Albemarle Design-Build Bundle #2. Two public hearings for this project were held in late September 2023 (at the National Guard Armory and at The Center at Belvedere), and construction is expected in Fall 2025. **(Smart)**

#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.

This project has been fast-tracked by VDOT and incorporated into the Albemarle Design-Build Bundle #2. Two public hearings for this project were held in late September (at the National Guard Armory and at The Center at Belvedere), and construction is expected in late 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 incorporated into the Albemarle Design-Build Bundle #2. Two public hearings for this project were held in late September 2023 (at the National Guard Armory and at The Center at Belvedere), and construction is expected in Fall 2026. **(Smart)**

#7. Old Lynchburg Road/5th Street Extended Intersection Improvements: This project will address failing operations at the entrance to the County Office Building on 5th 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 incorporated into the Albemarle Design-Build Bundle #2. Two public hearings for this project were held in late September 2023 (at the National Guard Armory and at The Center at Belvedere), and construction is expected in Fall 2025. **(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.

This project has been incorporated into the Albemarle Design-Build Bundle #2. Two public hearings for this project were held in late September 2023 (at the National Guard Armory and at The Center at Belvedere), and construction is expected in Spring 2025. **(HSIP)**

#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.

A public hearing for this project was held in late January 2024. Construction is expected in Fall 2025. **(Smart)**

#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.

Construction is expected in Fall 2025. **(Smart)**

#6. Fontaine Avenue/29 Bypass Improvements: This project will signalize ramps at Fontaine, close the current left-turn movement from northbound Rt 29 to westbound I-64, and construct a shared use path. This project does not include the construction of a loon near the intersection of Ray C Hunt and Fontaine.

This project has been incorporated into a bundle to include the Hydraulic Road/District Avenue Roundabout and the City of Charlottesville's Fontaine streetscape project. A public hearing is expected in Summer 2025, and construction is expected in early 2026, although this schedule may be delayed due to design changes (from the partially displaced left-turn to the design described above). See page six for additional information. **(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 organized 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 was held in late 2023, and construction is expected in Fall 2026. **(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 was held in September 2024, and construction is expected in Fall 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 was held in September 2024, and construction is expected in Fall 2027. **(Smart)**

#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.

This project has been incorporated into a bundle to include the Fontaine Avenue/29 Bypass Displaced Left-turn and the City of Charlottesville's Fontaine Streetscape project. A Citizen Information Meeting was held in June 2024, public hearing is expected in Summer 2025, and construction is expected in early 2026. **(Smart)**

#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. A public hearing is expected in Spring 2026, and construction is expected in Summer 2028. **(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. Construction is expected in Fall 2026.

In Construction

#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. Construction began in early 2024, and the roundabout at Hydraulic and Hillsdale was completed in Summer 2024 – ahead of schedule. Construction of the pedestrian bridge is the largest remaining project component. The project is expected to be complete in Fall 2025.

(Smart)

N/A. Route 151/US 250 Roundabout: This project is complete. VDOT used HSIP funds to build a Truck Arrestor Ramp (TAR) west of the Smart Scale-funded 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/ Barnes Lumber Redevelopment – Right-of-way acquisition for this project is underway, and the project is expected to be complete by Summer 2026. Facilities Planning & Construction will provide further updates in their upcoming quarterly report. **(NIFI)**

N/A. Crozet Square – Project construction is about to begin, and the project is expected to be complete by Fall 2025. Facilities Planning & Construction will provide further updates in their upcoming quarterly report. **(NIFI)**

N/A. Commonwealth Dr./Dominion Dr. Pedestrian Improvements – This project will design and construct approximately 2,500 feet of sidewalk on Commonwealth Drive from Hydraulic Road to Peyton Drive (east side); and along Dominion Drive from Commonwealth Drive to US 29 (north side). Facilities Planning & Construction will provide further updates in their upcoming quarterly report. **(RS)**

#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 the Rivanna Trail trailhead south of Azalea Park to improve pedestrian safety and mobility. This project would include a crosswalk across Old Lynchburg Road (the Apartments are on the west side of the roadway and the park is on the east side). Funding to

complete design has been identified. Facilities Planning & Construction will provide further updates in their upcoming quarterly report. **(CIP)**

#62. Berkmar Drive Bicycle and Pedestrian Improvements – This project will design and construct an approximately 1.1 mile long Shared-use Path along Berkmar Drive from the Woodbrook Road intersection to the Hilton Heights Road roundabout. Facilities Planning & Construction will provide further updates in their upcoming quarterly report. **(RS)**

In Construction

N/A

Transit

Regional Transit Partnership

Staff attended the December monthly meeting (no meetings were held in October or November) of the Regional Transit Partnership, hosted by the Thomas Jefferson Planning District Commission. Highlights from the meetings included a presentation from Jaunt regarding their recently completed Rural Transit Needs Assessment. Transit providers and TJPDC staff provided regular updates at each meeting.

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.

Transit stop improvements may also 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. The results of the working group’s efforts include a new collaboration between the City of Charlottesville/Charlottesville Area Transit, Albemarle County, and The Bridge Progressive Arts Initiative. This collaboration aims to utilize approximately \$12,000 annually (including a \$4,000 annual commitment from Albemarle County) to install artwork at two new locations (one in the City and one in Albemarle County) each year. The first County location for the art installation will be at Stonefield, where a transit shelter has already been constructed; the art installation is expected to occur in 2024. The second County location is expected to be Northside Library, where a transit shelter has yet to be constructed; the art installation is expected to occur in 2025. Additional sites for art installation beyond 2025 are being prioritized based on ridership.

Microtransit Service

CAT has been operating MicroCat, a microtransit service throughout the Places 29 and Pantops Development Areas, since October 30th, 2023. The service is funded through a pilot program grant from the Department of Rail and Public Transit and a County local match for two years. CAT has contracted with Via as a turn-key transit provider for this service. Since service began ridership has been steadily increasing each month. The County, VIA, and CAT have been meeting regularly to review operations and plan for potential future expansions of the service into the City and additional areas of the County. The

contract for the second year of service was recently signed and an extension of the Demonstration Grant for the second year was approved. This extension allows the County and CAT to continue funding the service through the grant until the remainder of the initial \$1.94M is expended.

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:

- 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.
- North Pointe Rezoning and TIA – Rezoning proposal in the northern part of the Places 29 Development Area across US 29 from North Fork. This would amend a Rezoning to remove some commercial square footage and add residential units.
- 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-64 and US 29.
- Belvedere Rezoning and Site Development Plan for Phase IV – Rezoning to amend proffers from Belvedere Neighborhood Model District and develop the Phase IV by-right section for residential uses.
- Albemarle Business Campus Amendment to the Neighborhood Model Code of Development – Rezoning to amend the current NMD zoning to reduce transportation proffers and required non-residential square footage and increase residential units.
- Brookhill Rezoning – A proposal to amend the rezoning approved in 2018 to increase the allowable residential units in the development for an additional 300 units, from 1,550 to 1,850.

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.

A note that as of March 2024, all speeding concerns will be directed to ACPD using their website: [Have a traffic safety concern? | Albemarle County, VA](#). Speeding complaints will no longer be documented by CDD unless ACPD finds a significant speeding concern, in which case CDD, ACPD, and VDOT will follow the approved process to pursue potential traffic calming solutions.

- **Requests for sidewalks/pedestrian infrastructure:** Avon Extended, Hickory Road and Old Lynchburg Road
- **Safety concerns:** Whippoorwill Road, Pleasant Green,
- **Maintenance concerns:** Pounding Creek Road