

Transportation Planning Quarterly Report

April 2018

Albemarle County Transportation Priorities

County staff continues to work to advance the projects in the approved 2018 Albemarle County Transportation Priorities list. Advancement constitutes planning, funding, design and engineering, construction, or implementation of the project. The typical methods to advance these projects are through the biennial grant programs administered by the State and Federal transportation authorities such as Smart Scale, Revenue Sharing, Transportation Alternatives, among others. Separate pots of funding are also available through State and Federal sources for planning studies. Local sources of funding are available for any phase of a project, primarily through the Albemarle County Capital Improvement Program. Following is a summary of work currently underway to advance the projects through the major funding programs.

2018 Albemarle County Smart Scale Applications

The new Smart Scale Guidance has changed the process for submitting Smart Scale Grants. The Smart Scale Grant program, which provides State and Federal funds for the design/engineering, right-of-way, and construction of transportation projects, is now on a biennial cycle with application period open in the even numbered years. Another significant change in the Smart Scale program is that there is now a four project limit for Albemarle County. The CA-MPO is able to submit an additional four projects as is the TJPDC. County staff will be working with MPO and PDC staff to coordinate projects to insure that the most important projects for the County and the region are those that make up the slate of applications.

There is a pre-application period open from March 1 to May 31 at which time basic information for all project applications must be entered into the system. No additional projects can be added after this pre-application period ends so a determination on the projects to be applied for must be made prior to that. Staff has been engaged in discussions with VDOT and the TJPDC/CA-MPO to identify the projects that are best suited to score well under the Smart Scale process based on the Board approved 2018 Albemarle County Transportation Priorities list as well as which agency is best suited to make the application. The following updated list of projects, in priority order, have been identified as potential applications by each agency:

Albemarle County Applications:

1. **Route 20 (Stoney Point Road)/US 250 Richmond Road Intersection Improvements**

- Project Features:
 - Add a right turn lane on WB US 250 at Route 20 (right-of-way required)
 - Add an additional lane on SB Route 20 to go from a right, left, and shared straight/right/left to a right, double lefts, and a straight (right-of-way required)
 - Remove a lane from SB Riverbend south of US 250 to make room for dual left turn lanes for the NB Riverbend to WB US 250
 - Restripe SB Route 20 approach to intersection to delineate left turn lanes to access 2nd parcels back from intersection
 - New signal poles would likely be necessary

2. **Berkmar Drive to Airport Road Connection** – Extend Berkmar Drive (formerly Meeting Street) north from Timberwood Blvd to Airport Road. Intersection at Airport Road may be reconstructed to a roundabout. Project would include sidewalks and bike lanes.

Staff is also already working with VDOT, UVA Foundation representatives, and other Albemarle County Department personnel on design and engineering on this project in order to improve its scoring potential in the application and bring the project to construction more rapidly. Meetings have been held with the stakeholders and consultant to develop and approve a project scope and cost. Albemarle County submitted multiple comments to the Commonwealth Transportation Board and the Secretary of Transportation related to the proposed changes to the Smart Scale Program that would remove the portion of this project within the UVA Foundation property from eligibility for funding under that program. Unfortunately, those comments were not regarded and staff is now working with the stakeholders to identify another means of funding. The consultant team continues to work on the design of the entire roadway with a preferred alignment expected in late January.

3. Route 20 South (Scottsville Road) Improvements at Route 53 (Thomas Jefferson Parkway)

- Project Features:
 - Extend SB Route 20 2-lane section south of Route 53 to Willow Lake Drive where it becomes a right-turn only lane
 - Remove left turn from Route 20 NB at Debenham Court (Route 53 intersection) and widen NB Route 20 from Willow Lake Drive to left turn lane for College Drive. This will result in a 2-lane section of NB Route 20 south of Route 53 with an additional right-turn lane and a three lane section north of Route 53 until the left lane becomes a turn lane for College Drive.
 - Some right-of-way will be necessary between Willow Lake Drive and Route 53.

4. Rio Road East/Pen Park Road Roundabout – Convert intersection of Rio Road East and Pen Park Road from signalized 4-way intersection to a mini-roundabout including pedestrian facilities and traffic calming measures.

CA-MPO Applications

The Charlottesville-Albemarle Metropolitan Planning Organization will be submitting one or two applications for phases/segments of the Hydraulic/29 Improvement Project. The specific applications have not yet been determined.

- 5. Barracks Road/SB 250/29 Bypass Ramp Left Turn Lane** – Project would realign lanes on eastbound Barracks Road to accommodate a left turn lane onto the SB 29 Bypass. Other elements potentially included would be closure of the median to prevent some left turn movements and inclusion of a sidewalk along Barracks.
- 6. Fontaine Ave/US 29 Bypass Interchange Improvements** – Reconstruct Fontaine Ave at the US 29 Bypass Interchange to a diverging diamond interchange. Additionally, close the left turn from NB US 29 to WB I-64 to heavy vehicles and redirect them to use Fontaine Ave as a U-turn.

TJPDC Applications

- 7. US 29 Shared-Use Path from Polo Grounds Road to Carrsbrook Drive** – This project is a segment of Northtown Trail.
- 8. US 29/Frays Mill/Burnley Station Road Intersection Improvements (R-Cut)** – This project was not on First Tier Transportation Priority List but was recently identified as the top safety priority in the VDOT Culpeper District. The proposal would be to convert the intersection into a restricted crossing u-turn intersection or R-cut.
- 9. Park and Ride Lot at Exit 107** - This project was not on First Tier Transportation Priority List but was recently identified as a need through the CA-MPO SHRP2 Interstate 64 Corridor Study. The proposal would add a new park and ride on the south side of the interchange.

Neighborhood Improvement Funding Initiative

The Neighborhood Improvement Funding Initiative (NIFI) included numerous projects related to transportation and the approved transportation priorities which required transportation staff involvement. Involvement included working with consultants, county staff, and CAC representatives to help develop projects. The transportation related projects that were ultimately selected by the CACs and the Board for funding through NIFI included the following:

- Cale Elementary School Crosswalk
- School-Pedestrian Connections (Albemarle-Jouett-Greer)
- The Crozet Square Improvements
- East Rio Road Pedestrian Connections
- Avon Street Extended Corridor Study
- Free Bridge pedestrian underpass

Staff will continue to work with the consultants and CACs to advance these projects. This past quarter transportation staff has been engaged with other county staff to identify a timeline and scope for completion of the Avon Street Corridor Study. This project was not currently in the workflow sequence for Community Development Department staff. Staff is now attempting to devise a process which will allow the project to move forward over the next year that will fit in with existing staff schedules.

Transportation Alternatives (Safe Routes to School) and Revenue Sharing Grants

Staff submitted projects for funding under the Transportation Alternatives (Safe Routes to School) and Revenue Sharing Grant programs in November. Development and selection of the projects was based on Board direction, CAC guidance, and the work of county staff and consultant teams through the NIFI program. Following is a description of the submitted projects:

Revenue Sharing:

- **Commonwealth Dr./Dominion Dr. Pedestrian Improvements (Requested funds for FY19)** - This project proposes to construct three segments of sidewalk: 1) on Commonwealth from Hydraulic to Peyton Place, 2) on Commonwealth Dr from Commonwealth Circle to Dominion Dr., and 3) on Dominion Dr from Commonwealth Dr to US 29. This is approximately one mile of sidewalk for a total cost of \$3,336,224 making the County's share of 50% under the Revenue Sharing program \$1,668,112. This project is located in an area that is a focus of the County's Strategic Goal to invest in aging urban neighborhoods.
- **Berkmar Drive Bicycle and Pedestrian Improvements** - This project proposes to construct a Shared-use Path from Hydraulic Road to Hilton Heights Road to connect to the new Shared-Use Path on Berkmar Extended. It would be approximately 1.1 miles long and cost \$2,690,026. Under the Revenue Sharing grant the local contribution would be 50%, or \$1,345,013. This project builds on the success of the new Berkmar Extended Bicycle and Pedestrian Path and is also an important segment of the Northtown Trail, which is ranked at #2 in the County's Transportation Priority List and was also on the list of top-ranked NIFI projects for the Rio Community Advisory Committee (CAC).
- **Library Avenue Extension** - This project proposes to extend Library Avenue from its current terminus through the Barnes Lumber property to connect to Hilltop Street in Parkside Village and Crozet Square. This is being proposed as a partnership with the developer of the Barnes Lumber property in which the developer would provide the local match necessary for the Revenue Sharing Program. The project is ranked at #11 on the County's Transportation Priorities and would be a catalyst for the redevelopment of downtown Crozet including the desired office and retail development that is envisioned in the

Crozet Master Plan. To complete this project, a separate agreement will be necessary with the developer of the Barnes Lumber site to define roles and responsibilities. Cost for the project is \$4,986,700 and under the Revenue Sharing grant the local contribution, provided entirely by the developer, would be 50%, or \$2,493,350.

- **Crozet Square** - This project was previously discussed in combination with the Library Ave Extension project but subsequently staff determined this would be a better project if it were separated out from the broader scope of that project. Crozet Square was initiated as a NIFI project with the \$200,000 in Crozet's NIFI funds making up a portion of the required local match for the Revenue Sharing application. The total cost exceeded the amount available from NIFI and so the remainder to meet the 50% match, which comes to \$555,000, will come from the Transportation Revenue Sharing Program CIP funds. The project involves the reconstruction of Crozet Square to improve operations, parking, and pedestrian facilities and connect to the proposed road system of the Barnes Lumber Development. Crozet Square would be a one-way in road from Crozet Avenue and connect to an improved Oak Street or High Street depending on the timing of future development of the Barnes Lumber property. Cost for the project is \$1,510,000 and under the Revenue Sharing grant the local contribution would be 50%, or \$755,000.

Transportation Alternatives:

The initial scores for Transportation Alternatives project applications have been released. The Cale project was the highest scoring project in the State based on merit and the Greer project was in the top five in the state. Award of funding considers additional factors including if project is a continuation of a previously awarded project, making it not a guarantee that these projects will both be funded however, it is a good sign. One previously awarded project sits above both Albemarle County projects for the Culpepper District but available funding could allow funding of up to four projects in the District.

- **Greer/Jouett Bike/Pedestrian Improvements** - This project proposes to construct a shared-use path from the Hydraulic Rd/Lambs Rd intersection to the Greer/Jouett School complex to provide a safe walking and bicycling connection for students, staff, and visitors to those schools. This was submitted as a Transportation Alternatives project under the Safe Routes to School Program. The total length of the path would be just under a half of a mile at a cost of \$700,000 with NIFI (Hydraulic CAC) contributing \$195,000 making the County's share of 20% \$103,000.
- **Cale ES Pedestrian Improvements** - This project proposes to construct a pedestrian crossing of Avon St Extended in front of Cale Elementary and internal sidewalks to connect from the road to the entrance of the school. This was submitted as a Transportation Alternatives project under the Safe Routes to School Program. The total cost of the project is \$512,000 with NIFI (5th and Avon CAC) contributing \$125,000 making the County's share of 20% around \$77,000.

Other Major Transportation Planning Processes

C-A MPO Long-Range Transportation Plan

As the Albemarle County Representative on the C-A MPO Technical Advisory Committee, staff has been working with MPO on the update to the Long-Range Transportation Plan (LRTP). Staff has been involved in the project through the development and refinement of traffic analysis zones (TAZ), which are the units used in the transportation modeling process, the development of the goals, objectives, and evaluation criteria by which the projects will be selected and prioritized, and the submission of candidate projects for inclusion in the LRTP assessment. Staff has been engaged in providing future growth scenarios for the MPO to use in the modeling process. This process has consisted of estimating existing and future population and employment growth by TAZ and providing that information for the modeling process.

Southwood

The redevelopment of the Southwood Mobile Home Park is a significant development project for the County. Transportation staff has been involved attending meetings and reviewing preliminary concepts for the transportation system development. An application and Traffic Impact Study has been submitted and staff is now in the process of reviewing it. Staff will continue to remain involved throughout the entire process to insure that the County's transportation goals are being met and the development's residents are well served.

Rio/29 Small Area Plan

Transportation staff has been heavily involved in this small area planning process for the area surrounding the Rio/29 intersection. This process has included an analysis of existing transportation facilities, internal meetings to develop information and a process to involve stakeholders and the public, and public and stakeholder meetings to gather feedback and ideas. Staff has then taken this information and been working to develop potential transportation improvement recommendations that could be funded through any number of identified processes.

US Route 29/Hydraulic/Hillsdale Area Transportation Project

County transportation staff has continued to follow the evaluation of land use and potential transportation improvements in the US 29/Hydraulic area. State funding has been directed to look at potential improvements for the Hydraulic Road/US Route 29 Intersection as the next phase of the Route 29 Solutions projects. The goal of this process is to develop a preferred transportation improvement in time for the 2018 Smart Scale application period. A recommended alternative has been selected and is currently going through a more detailed design and phasing process. Additional information on this project is available on the Route 29 Solutions website.

Rural Transportation Long-Range Plan

Through the TJPDC and the Rural Transportation Technical Advisory Committee, staff is engaged in the update to the Rural Transportation Long-Range Plan evaluating long term transportation needs for areas of Albemarle County outside the MPO. The process began in late calendar year 2016 and will be completed in fiscal year 2018. The recommended projects have been identified and a Draft document is in review now. The TJPDC staff will be presenting to the Board at an upcoming meeting.

Pantops Master Plan

Staff has been involved in the Pantops Master Plan update process. Three public meetings have been held including one to specifically discuss transportation needs for the region. Staff has been engaged in evaluating the existing transportation system reviewing recommendations from a variety of sources and preparing presentations on the transportation processes, funding, regulatory environment, and existing data.

Bicycle and Pedestrian Facilities

Transportation planning staff has been focused on the following ongoing and future projects related to the development, prioritization, and identification of funding for bicycle and pedestrian projects:

- 5th Street Station Trail Hub project – this Transportation Alternatives project is being led by the TJPDC. Numerous project meetings have been held this quarter to identify the preferred trail alignment and receive public input.
- Development of a bicycle and pedestrian facilities inventory in the county to track progress in the improvement of those facilities.

- Update to the Jefferson Area Bicycle and Pedestrian Plan. With an expected completion date of the Plan is June of 2018.
- Staff is working with the Hydraulic CAC and VDOT to prioritize sidewalk maintenance work within the older urban neighborhoods. Many of these sidewalks are in need of maintenance and improvements to meet connectivity needs that were not addressed when the neighborhoods were first developed. Staff has begun to identify locations where future investment will be necessary to address safety and improve connectivity. Neighborhood 1 within the Places 29 Development Area is seen as an important area in need of these improvements.
- Meetings have been held with a new advocacy group that is working to develop the Three Notch'd Trail which would connect Crozet to Charlottesville in the vicinity of US 250.
- Staff is engaged in the recently created Regional Greenways Advisory Group which is an outgrowth of a grant received by the Piedmont Environmental Coalition and the CA-MPO to plan and promote greenways throughout the region. A number of meetings both among the committee and for the public have been held. Recommendations from this process will be included in the Jefferson Region Bicycle and Pedestrian Plan

Local 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.

- Miller School Road and Owensville Road Through-truck restrictions
- Speeding in the Key West Neighborhood
- Development of the Proffitt Road/Rt 20 intersection improvement project
- Park Ridge Road transportation concerns
- Cory Farms neighborhood traffic concerns
- US 250 West Task Force meeting
- Northfields HOA Annual Meeting
- Gillums Ridge RR crossing quiet zone

Public Transit Program

- **Transit Development Plan** – Staff is engaged with JAUNT, CAT, DRPT, and the C-A MPO in the development of the update to the Regional Transit Development Plan. This plan is intended to assess the current transit needs and services in the Region and make recommendations for improvements and new services primarily focusing on the next six years but acknowledging the needs into the future.
- **CAT Transit Stop Improvements.** Staff is working with CAT to make improvements at a number of the most popular transit stops around the county. The improvements include installation of benches or other seating, shelters, or minor alterations in the routing or stop locations to improve safety, convenience, or circulation. The stops have been identified and improvements recommended. Staff is currently working through the VDOT permitting process or private permissions to make these improvements.

- **New or Improved Service** - Staff and the Board have identified areas where improved or new service is desired through the various Comprehensive, Master, and Long-Range Planning documents, as well as through specific direction of the Board, related to transportation priorities and needs. Areas where new service or improvements were discussed or evaluated this quarter include the following:
 - **Avon Street Extended** – CAT had previously been asked to evaluate the cost and potential service structure to connect the Southern Neighborhoods to the City of Charlottesville.
 - **Hollymead** – In addition to the Route 29 Express Service currently operated by JAUNT, CAT had previously been asked to evaluate the cost and potential service structure to connect the Hollymead area to the City of Charlottesville.
 - **Crozet Commuter Service** – Staff continued to meet with JAUNT and UVA partners to work on the planned commuter bus service between Crozet and Charlottesville. Service is proposed to begin in August. Route planning including timing and potential stops is ongoing but the focus is on linking downtown Crozet with UVA. The need for an improved Crozet area Park and Ride has been identified with this program.
 - **Increased Service on Route 10** – The need for increased service on Route 10 in the Pantops has been identified in order to provide transportation choices to residents and employees that work or live in this area just outside of downtown Charlottesville. Staff plans to use the Transit Development Plan process to evaluate potential improvement and funding.

Local 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. These are based on project submittals with the transportation staff's role to review the Traffic Impact Assessment 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:

- Hollymead Town Center Area C
- Breezy Hill
- Birdwood/UVA Foundation
- Pantops Corner
- Keswick
- Barnes Lumber Redevelopment
- Woolen Mills Redevelopment
- Lighthouse Industries and Avon Court Economic Development Access Program
- Biscuit Run Park Development