

Albemarle County Transportation Priorities Project Updates & Future Grant Options

Background & Introduction

The Albemarle County Transportation Priorities was last approved in 2019 and lists all capital transportation projects recommended through the various County planning processes. These projects have been ranked through a methodology intended to identify the most important projects based on objective criteria and utilizing readily available data. The factors considered in the scoring include land-use, economic development, safety, congestion, and accessibility. Various data points were collected for each of these factors which allowed staff to assign numerical scores for each project based on its relationship to the data considered. For a full explanation of the methodology please see the Albemarle County Transportation Priorities 2019 Update including the report, list, and mapping.

County staff previously proposed updating the Albemarle County Transportation Priorities by adding new projects, removing fully funded projects, and rescoring all projects once every two years. This would have been set to occur in 2021. However, because of limits in the CDD work plan, and the proposal to develop an Albemarle County Multi-modal Transportation Plan, the decision was made to postpone this update until it could be rolled into that planning process. The proposal for that planning process would involve an evaluation of transportation projects recommended in the various County planning documents, identification of new projects, and a prioritization of all projects that could improve on the current County prioritization process.

This report is intended to provide an update on the work that has been completed to advance each of the projects that fall within the First Tier (projects 1-20) of the 2019 Priorities List as well as the Second and Third Tier projects that have been advanced in some manner. The purpose of providing this report is to identify the highest priority projects that could become the subject of the next two grant cycles which includes the Revenue Sharing and Transportation Alternatives Grants which are due in Fall of 2021 and the Smart Scale Grants which are due in Summer 2022.

The following section provides an update on the prioritized projects from the 2019 Priorities List that have been fully funded based on the estimated cost to complete construction. Following that are the highest-ranking projects from the 2019 List recommended for upcoming grant cycles. The numbers reflect the priority ranking from the 2019 List.

Funded Project Updates

1. **Hydraulic/29 Improvements** – Staff, working with the CAMPO and VDOT, re-evaluated this project to identify scaled back alternatives that address the major issues at the intersection following the failure to receive funding in 2018. The major features of the new recommended alternative submitted for funding in the 2020 cycle include removal of the left-turns from Hydraulic to US 29, a pedestrian bridge over US 29, a new transit stop on US 29, and a

roundabout at the Hydraulic/Hillsdale intersection. Total project cost is ~\$24MM which is proposed to be funded in the FY22-27 Six-Year Improvement Plan.

2. **Route 250 East Corridor Improvements (Pantops): Route 20 to Rolkin Road** - This proposal will close the center turn lane with a median between the Rt 20 intersection and Rolkin Rd with breaks at Hansen Rd, Town & Country Ln, and People Place for limited movements and add right-turn lanes as necessary. Sidewalk gaps will also be addressed. Total project cost is ~\$6MM, \$2MM of which is local funding. This is proposed to be funded in the FY22-27 Six-Year Improvement Plan.
3. **Rt 20/US 250 Intersection improvement** – This project will improve intersection operations by adding turn lanes and rebuilding the signals to allow for additional separation of certain movements. Pedestrian improvements such as addressing sidewalk gaps and pedestrian crossings including across US 250 are also included. This project was funded in the 2018 Smart Scale Cycle and is in design now with construction expected in the 2024 timeframe.
5. **Berkmar Drive to Lewis & Clark Drive: Hollymead Town Center to Airport Road**– 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 also included. This project received funding through the Revenue Sharing Program in 2020. Previous funding has already initiated design, engineering and construction is anticipated for 2025. Total project cost is ~\$11MM with ~\$5MM local funding.
6. **Fontaine Avenue/US 29 Bypass Displaced Left-turn** – This project was initially conceived as a Diverging Diamond but after not receiving funding through Smart Scale in 2018, it was resubmitted in 2020 with a different design which reduced cost. The project will reconstruct the existing traditional unsignalized diamond interchange to a partially displaced left-turn intersection also accommodating U-turns that would allow closure of the current left turn movement from northbound US 29 to westbound I-64. A shared-use path is proposed through the segment as well. This project is proposed to be funded in the FY22-27 Six-Year Improvement Plan with a total cost of ~\$12MM.
7. **Old Lynchburg Road/5th Street Extended Intersection Improvements** – Through the 5th St Ext Corridor VDOT STARS study and previous studies related to development TIAs, this intersection was recommended to be reconstructed as a roundabout including pedestrian crosswalk facilities. This project is proposed to be funded in the FY22-27 Six-Year Improvement Plan with a total cost of ~\$7MM, \$2MM of which will be from local funding.
14. **Rio Road/John Warner Parkway Intersection Improvements** - Working with VDOT and other stakeholders a roundabout was identified as the preferred solution to address identified traffic issues at this intersection and improve pedestrian and bike facilities. The County is also working through the Rio Rd Corridor Study which continues to evaluate this improvement in consideration of other Corridor-wide needs. Submitted for Smart Scale in 2020, this project is proposed to be funded in the FY22-27 Six-Year Improvement Plan with a total cost of ~\$10MM, \$2MM of which will be from local funding.
15. **Route 20/Route 53 Intersection Improvements** – This project would convert this intersection into a roundabout and include bicycle and pedestrian accommodations. The project is proposed to be funded in the FY22-27 Six-Year Improvement Plan with a total cost of ~\$10MM.

- 26. Old Lynchburg Road Bicycle and Pedestrian Improvements** – This priority project to address connectivity issues was recommended for funding through the Board of Supervisors Quality of Life program. Initially staff attempted to use the funding to leverage through the Revenue Sharing Program to expand the project to include the segment of greenway between Sunset Ave and Old Lynchburg Rd. Unfortunately, the full project was not funded as a result of funding shortages related to COVID. Therefore, it was decided to focus on the Old Lynchburg segment only utilizing local funds. A consultant has been contacted for a scope and cost for the design and preliminary engineering and staff is working to get that process underway.
- 35. Northtown Trail Segment: US 29 Shared-Use Path from Seminole Lane North to Carrsbrook Drive** - This project would construct a shared-use path on the east side of US 29. It is proposed to be funded in the FY22-27 Six-Year Improvement Plan with a total cost of ~\$4MM.
- 40. Moore's Creek Greenway Trail: Trail Hub at 5th Street Station** – This project, which previously received funding through the Transportation Alternatives Program, is proposed to be funded through Smart Scale in the FY22-27 Six-Year Improvement Plan with a total cost of ~\$10MM. The proposal includes a shared-use path connecting between 5th St near the 5th St Commercial development, the Wegman's parking lot, and 5th St Station Parkway bridge over Moore's Creek. This proposal replaces the previous TA project following the determination that the TA funding would not be sufficient to make the necessary connections.
- 82. I-64/Exit 107 Crozet Park and Ride Lot:** This project would 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. The project is proposed to be funded in the FY22-27 Six-Year Improvement Plan with a total cost of ~\$3MM.

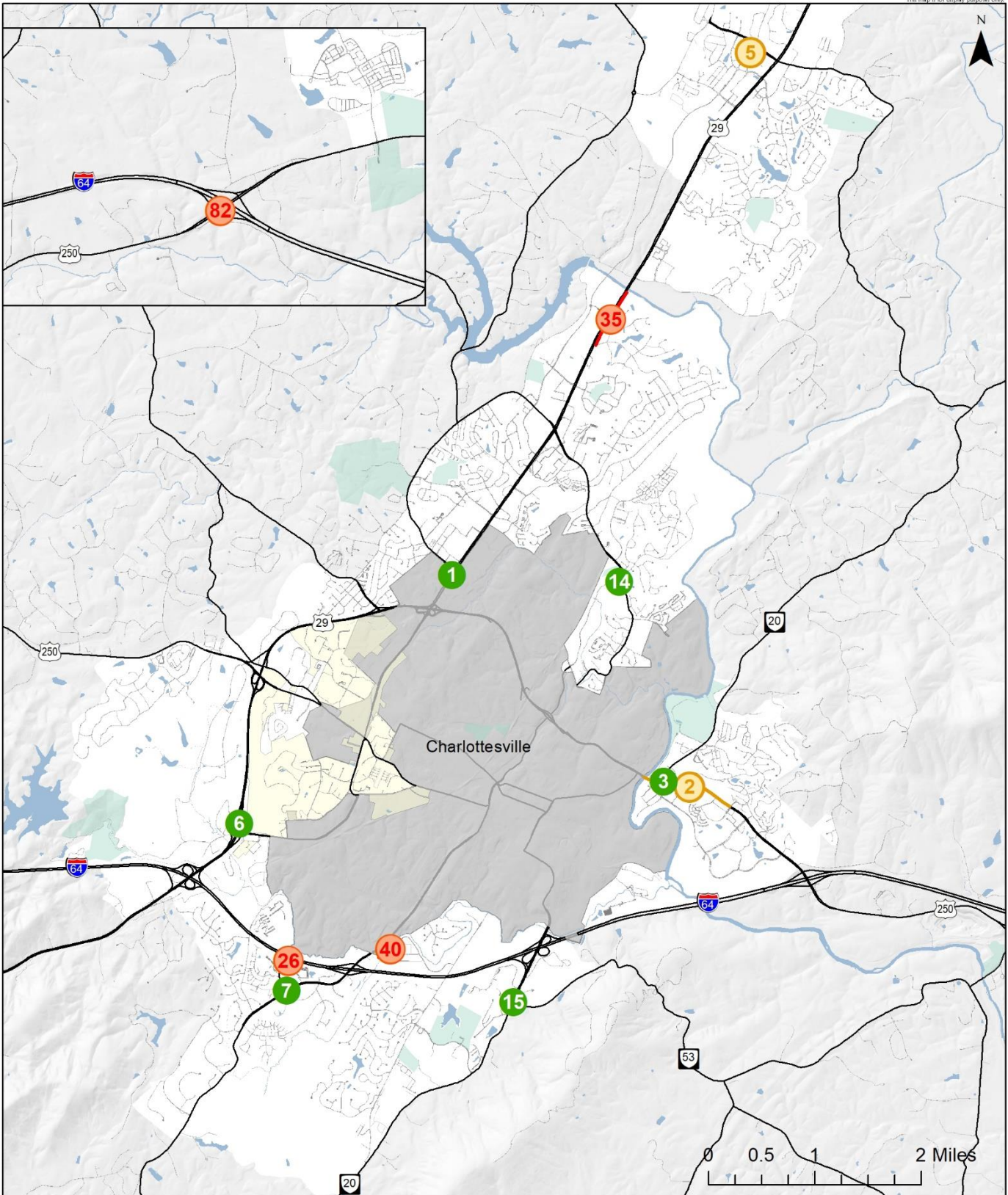
Funded Transportation Priority Projects

— Road Project

● Intersection Project

— Multi-modal Project

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Map created by Dan Butch April 2021
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Recommended Projects for Upcoming Grants

Revenue Sharing 2021

8. **Eastern Ave South: US 250 across Lickinghole Creek to Cory Farms Road** - This project is currently being evaluated through an alignment study and conceptual design which is funded through the Transportation Leveraging Fund in the CIP. The result of this study, which will produce 30% level design drawings and a conceptual cost estimate will be used to seek the necessary funding to complete construction on the project. The alignment report was presented to the Board in January and the preferred alignment was selected. This project is being considered for a Revenue Sharing Grant application.
10. **Avon St. Improvements: City Limits to Route 20** – This project is a segment of a recommendation from the Southern Areas Master Plan, the top priority recommendation from the Avon Street Corridor Study, and a proposal from the Quality of Life program. The recommendation is to construct a shared-use path adjacent to Avon St on the west side of the road from Mill Creek Dr to Peregrory Ln. It also includes a pedestrian crossing of Avon St near the Lakeside Apartments. This is recommended as a Revenue Sharing application if sufficient funds are available below the \$10MM annual limit following the Eastern Ave South application.

Smart Scale 2022

1. **District Avenue Roundabout** – This project was initially a component of the recommended Hydraulic/29 Intersection Improvements package which failed to get funding in 2018 Smart Scale application. It was removed from the 2020 application but is now being considered for a 2022 Smart Scale application by the CAMPO.
4. **Hillsdale Drive Extension and Realignment Phase 1: Mall Drive to Rio Road** – Recommended in the Rio29 Small Area Plan, this project proposes to construct a new public roadway along the eastern boundary of the Fashion Square Mall property from Mall Dr to Rio Rd, a roundabout at the new intersection with Rio Rd with a connection to a realigned Putt-Putt Place. This project is currently being further evaluated through the Rio Rd Corridor Study. Additional study is likely necessary prior to being submitted for construction funding. This additional study should be considered for potential Transportation Leveraging Funds through the CIP.
16. **US 250 West/US 29 Bypass Interchange** – The interchange ramps at Ivy Rd (US 250) and the US 29 Bypass were identified in the US 250 West STARS Study as a high priority location for improvements to address safety and congestion issues in this critical regional corridor. It was also acknowledged that issues at these interchange ramps were tied to the US 250/Old Garth/Canterbury intersection. VDOT is currently evaluating this segment to identify potential solutions which could be the subject of a Smart Scale Grant in 2022.
17. **Belvedere Boulevard/Rio Road Intersection Improvement** – Improvements at this intersection were initially proposed for a Smart Scale application in 2020. However, it was determined that the improvements at the adjacent intersection of John Warner Pkwy and Rio Rd were a necessary first step to this project and so it was removed from the application. The Rio Corridor Study is now further evaluating the recommendations for the Belvedere Intersection and it is recommended that the results of that evaluation determine the possible Smart Scale application in 2022.
19. **5th Street Extended Bicycle and Pedestrian Improvements** – Recommendations from the recently completed 5th St STARS Study included bicycle and pedestrian improvements along the

entire corridor. Ongoing development in the corridor is exacerbating the need for more multi-modal connectivity. This proposal is to extend the shared-use proposed by the ABC development to the north and south to create a continuous facility on the west side of 5th St/Old Lynchburg Rd from Sunset Dr to Afton Pond Ct at a minimum or into the City if possible.

- 21. Crozet Ave/US 250 West Intersection Improvements** – This intersection was identified in the Crozet Area Transportation Study and ongoing Master Plan update as currently experiencing failing movements and significant failure in the future. However, it should be noted that this priority ranking was set prior to that Study which showed that the more serious issue in this segment of 250 is the Old Trail/WAHS/US 250 intersection. It is staff's recommendation that it would be more effective to address that intersection prior to the Crozet Ave intersection. A two-lane roundabout at both the WAHS/Old Trail/250 intersection and the Brownsville-Henley entrance is recommended to address the issues in this segment.

N/A. Rivanna River Bike and Pedestrian Bridge: South Pantops to Woolen Mills – The Rivanna River bike and pedestrian bridge was a priority recommendation from the Jefferson Area Bicycle and Pedestrian Plan and is also identified in the Rivanna River Corridor Plan currently in development. VDOT performed an evaluation on potential locations for this bridge in 2020 and focused in on two locations in the Woolen Mills/Riverview Park/State Farm/Martha Jefferson area. The Charlottesville-Albemarle MPO is considering an application for this project in the upcoming Smart Scale round. Additional planning and conceptual design will be necessary and could be done by CAMPO staff.

Recommended Projects for Upcoming Grants

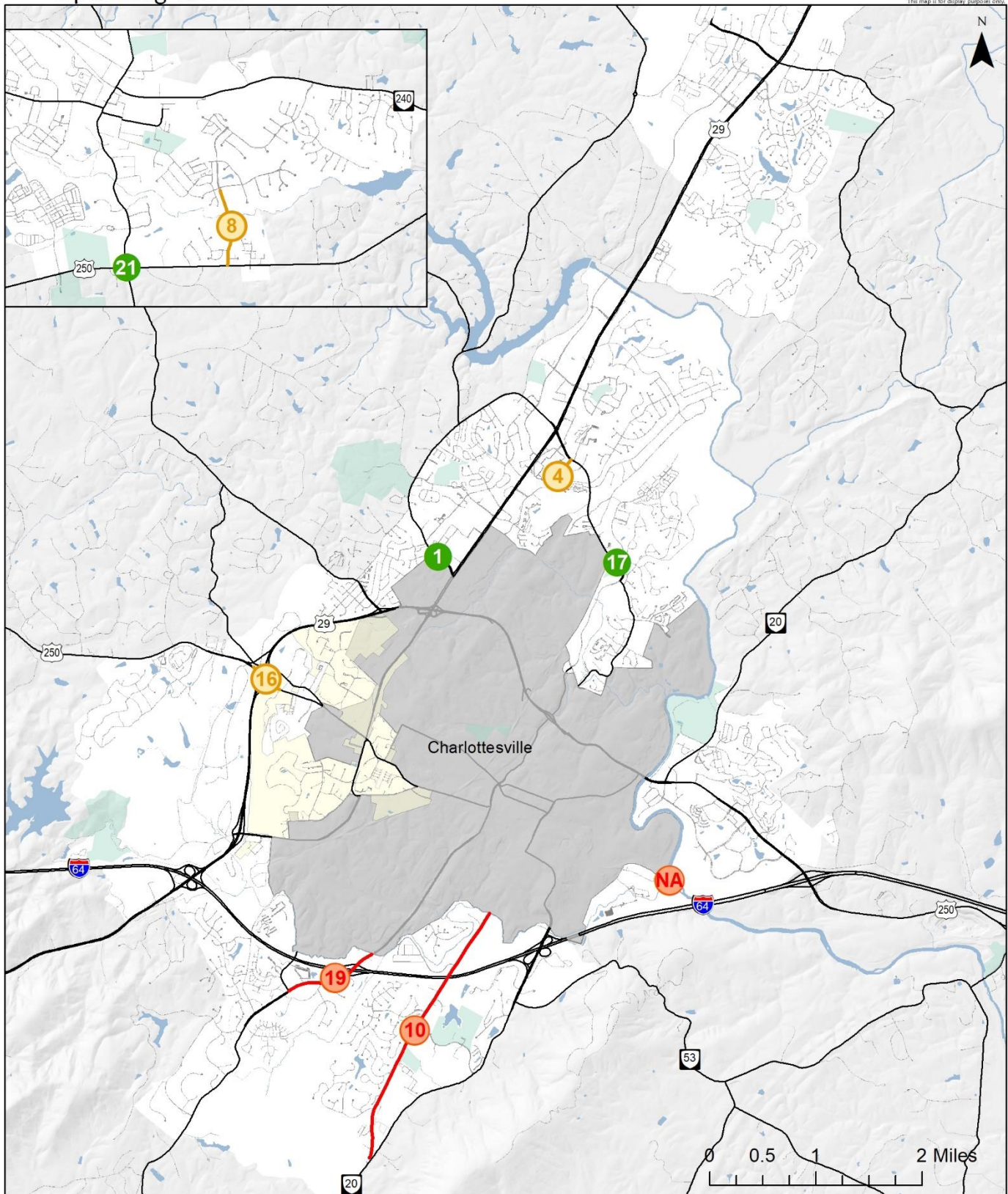
— Road Project



Intersection Project

— Multi-modal Project

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Future Projects to be Reevaluated

- 9. Pedestrian Improvements on US 250 East: Free Bridge to State Farm Boulevard** – The primary need that this recommendation is addressing is pedestrian connectivity in the US 250 Corridor. It has been a long-standing identified need that was most recently reiterated in the 2019 update to the Pantops Master Plan. However, a few years ago a pedestrian crossing of US 250 was constructed at State Farm Blvd and the shared-use path beneath Free Bridge was upgraded. There is a project in design now at Rt 20 and US 250 that will add another pedestrian crossing and a funded project that will fill some sidewalk gaps along US 250. The result of all of these improvements is that much of the need for this project has been addressed. Therefore, staff is recommending this project be re-evaluated through the proposed multi-modal transportation plan to identify what additional needs exist related to this and where they sit in priority.
- 11. Sunset/Fontaine Connector Road** – This project is a long-term recommendation from the UVA/Albemarle Area B Study and the rezoning associated with the Fontaine Research Park. The proposal is for a new roadway connection between Sunset near the City Line and Fontaine near the Research Center. The Fontaine Research Park recently became part of the University and so the proffers associated with it are no longer in place. UVA recently completed a Master Plan on the property that does not include this connection. Development proposals on the south side of the railroad tracks have expressed interest in the connection and it was highly ranked as a priority because it could address many transportation issues. However, the railroad line poses issues that will likely make this a high cost project. Therefore, further study and partner coordination will be necessary to accomplish this project.
- 12. Tabor/High/ Hilltop Streets Pedestrian Improvements** – These pedestrian improvements were recommended generally in the 2010 Crozet Master Plan. Recent engineering studies were completed to support a Transportation Alternatives Grant that was submitted in 2019. The cost of these projects was exceedingly high, and the grant award did not provide enough funding to make this worthwhile to pursue at the time. With the current Crozet Area Transportation Study and Master Plan update underway, staff is recommending waiting for the results of those processes to see if these are still the highest priority projects to improve pedestrian connections in the downtown Crozet area.
- 13. Hillsdale Drive Extension and Realignment Phase 2: JABA to Mall Drive** – This project, identified in the Rio 29 Small Area Plan, remains a high priority. However, staff recommends focusing on Phase 1 of this project first before addressing Phase 2. Further, this project is extremely conceptual at this time and will require a high level of coordination with the developments in the area. Therefore, it is recommended that this project not be advanced until those developers express a desire to work with the County to do so.
- 18. Moore's Creek Greenway Trail Segment: Azalea Park to Biscuit Run** – This greenway segment remains a high priority. However, further planning is necessary in partnership with the City to determine the appropriate alignment adjacent to the Creek. Further, addressing the underpass beneath 5th St will likely have significant cost implications.
- 20. Northtown Trail Segment: Rio/29 Bike and Pedestrian Crossing of US 29** – This project is recommended in the Rio29 Small Area Plan and remains a high priority but should be coordinated with redevelopment in the area to insure connections are made on each side of US 29.

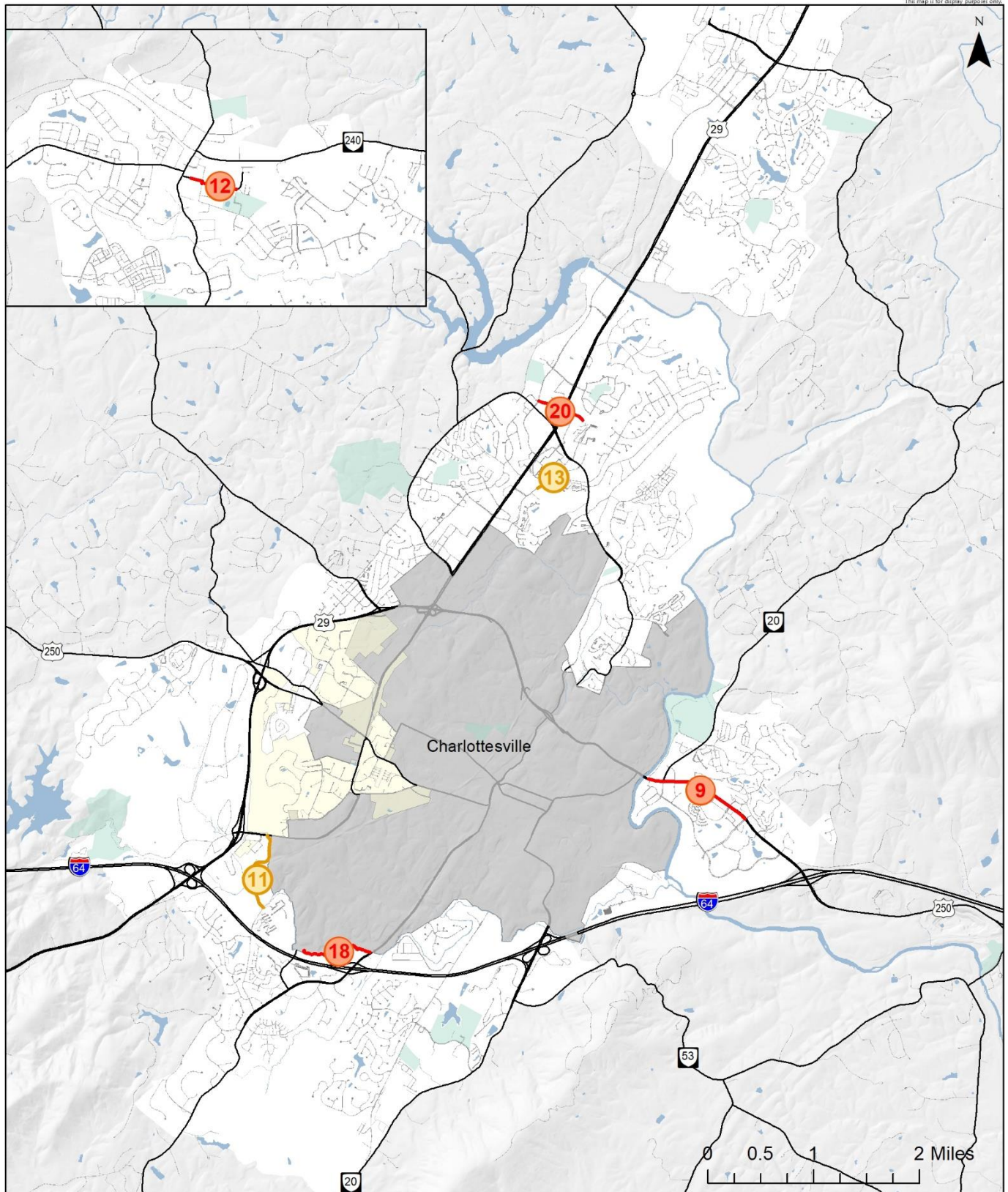
County of
Albemarle
Future Projects to be Reevaluated

— Road Project

⑤ Intersection Project

— Multi-modal Project

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Summary

Over the past two years, eight of the First-Tier projects from the Albemarle County Transportation Priorities List have received funding and are moving towards construction. Additionally, three more projects from the Second Tier (Projects 21-40) and one from the Third Tier are also funded and moving forward. It should be noted that dozens of other public projects not on this list including major new and improved roadway projects, bicycle and pedestrian projects, paving of unpaved roads, and significant reconstruction of bridges are also currently funded and moving towards construction. The above updates focus only on those projects included in the 2019 Albemarle County Transportation Priorities List while other projects are from earlier versions of the Albemarle County Transportation Priorities List or separate priority planning documents.

In the upcoming round of Revenue Sharing applications, staff is proposing to submit the Eastern Avenue South project as the top priority project. There is a \$10MM limit for State funding per locality each application period. If the final cost of the Eastern Ave project leaves sufficient funds to allow an application for the Avon Street Shared-use Path project, then staff is recommending that project also be submitted for Revenue Sharing. There are no Transportation Alternatives applications proposed in this cycle.

In 2022 another Smart Scale Grant window will be open. In order to appropriately plan for the potential applications and allow the Board and community stakeholders opportunity to provide feedback on those projects, staff would like the Board to begin considering the possible projects. At this time, seven projects have been preliminary considered for those applications. The County can submit up to four applications and the CAMPO and the TJPDC have agreed to assist by submitting additional applications on behalf of the County. The following projects are recommended as potential Smart Scale 2022 Grants:

1. District Avenue Roundabout
4. Hillsdale Drive Extension and Realignment Phase 1: Mall Drive to Rio Road
16. US 250 West/US 29 Bypass Interchange
17. Belvedere Boulevard/Rio Road Intersection Improvement
19. 5th Street Extended Bicycle and Pedestrian Improvements
21. US 250 West Intersection Improvements in Crozet
- N/A. Rivanna River Bike and Pedestrian Bridge: South Pantops to Woolen Mills

Coordination with the Finance and Budget Department has occurred and the necessary funding to implement the projects that are currently moving forward and those recommended for funding in the 2021 Revenue Sharing Cycle are consistent with the proposed Transportation Leveraging Funds expected in the Capital Improvement Plan for the Fall of 2021. Staff is careful not to obligate any funds for projects that are not available. However, because project planning is often required to occur many years in advance of the need for funding, staff attempts to make reasonable estimates on potential funding that will be available at points out in the future. The recommendations for projects that will require funding over the next five years described in this report under the Funded Projects Updates and the Recommended Projects for Upcoming Grants; Revenue Sharing 2021 are consistent with reasonable estimates.