

CITY OF CHARLOTTESVILLE, VIRGINIA
CITY COUNCIL AGENDA



Agenda Date:	August 17, 2020
Action Required:	Resolution
Presenter:	Chip Boyles, Executive Director, Thomas Jefferson Planning District Commission (TJPDC)
Staff Contacts:	Sandy Shackelford, Director of Planning & Transportation, TJPDC Jessica Hersh-Ballering, Transportation Planner, TJPDC Chuck Proctor, Culpeper District Planning Manager, Virginia Department of Transportation (VDOT) Jeanette Janiczek, Public Works UCI Program Manager
Title:	Resolution of Support for 3 Smart Scale Grant Applications – Hydraulic/29 Intersection Improvements Hillsdale Avenue South Extension Fifth Street Hub and Trails

Background:

Virginia's SMART SCALE (§33.2-214.1) is a grant process where transportation projects are scored and funded based on an objective, outcome-based process that is transparent to the public. The Commonwealth Transportation Board (CTB) continues to refine the process in each round with this being the fourth round.

Eligible projects include newly constructed facilities that increase capacity or improve operations – for vehicles, transit, rail, bicyclist and/or pedestrians.

Project applications must also meet an identified need in the Commonwealth's long-range transportation plan – VTrans2040 - under one or more of the following categories:

- Corridors of Statewide Significance (CoSS) – certain key multimodal corridors
- Regional Networks – certain multimodal networks that serve urbanized or intraregional travel areas
- Urban Development Areas (UDA) – areas of identified concentrated growth and development
- Transportation Safety Needs – Statewide safety needs identified in VTrans2040

Each project in the Culpeper District are scored by the 6 factors and their weighted basis:

- Safety – 20%
- Congestion Mitigation – 15%
- Accessibility – 25%
- Environmental Quality – 10%

- Economic Development – 20%
- Land Use – 10%

Once a project is scored, that score is divided by its submitted budget/estimate to create its final ranking/funding priority. Even if a project has many benefits, if the cost of implementation is too high, it will receive a low final ranking/ funding priority. One method of improving a project's score is to commit additional funding to lower the amount of funding being sought, or cost of the project for the SmartScale application.

Next Steps: VDOT will evaluate all applications received and will issue a Recommended Funding Scenario of projects to receive funding in January 2021. February to April 2021, public meetings will be held to discuss Funding Scenario to inform the Commonwealth Transportation's Board adoption of the Six Year Improvement Plan (SYIP) which finalized awards to projects in the Funding Scenario in June 2021.

Discussion:

The Charlottesville-Albemarle Metropolitan Organization (CA-MPO) and the Thomas Jefferson Planning District Commission (TJPD) have the opportunity to submit Smart Scale applications in addition to the applications submitted by localities.

The projects addressed herein are competing for VDOT's High-Priority Projects funds against projects across the state due to the estimated benefits in providing capacity on a Corridor of Statewide Significance and regional network. These three grants applications would not be competing against the City's grant applications because the City's grants are seeking funding from a different source of funding from the District.

Letters of Resolution have been provided for these three grant applications by the Charlottesville-Albemarle MPO as well as the County of Albemarle for the Hydraulic/29 Intersection Improvement project and the Thomas Jefferson Planning District Commission for the Fifth Street Hub and Trails project. Since these three grant applications impact land located within the City, a Resolution of Support is being sought from the Charlottesville City Council tonight on all three projects.

The following projects were identified as critical needs in previous planning documents (Hydraulic Small Area Plan, Long Range Transportation Plan 2045, Jefferson Area Bicycle and Pedestrian Plan).

In addition, two of the projects have additional funding that can be applied to the projects to buy down the costs of the projects improving the cost/benefit analyses, increasing the scores, and thereby increasing the likelihood that the projects will receive funding. There is \$18 million in state funding currently dedicated to relieving congestion along the 29 Corridor that will be applied to the 29/Hydraulic intersection improvements project, and there are Transportation Alternatives funding and dedicated proffer funds from Albemarle County dedicated to the Fifth Street Hub and Trails project.

Each project has been evaluated to ensure it meets Smart Scale eligibility as well as address the 6 scoring factors.

Additional Details– All of the remaining 29 Solutions funding will be applied to the Hydraulic/29 Intersection Improvements application. Discussions with the 29/Hydraulic Solutions panel indicated that project was a slightly higher priority, so this application will request the full funding amount through Smart Scale.

3) Fifth Street Hub and Trails

Cost Estimate **\$3.7 million** (*\$3.7 project estimated cost; remaining Transportation Alternatives and proffer funding will be applied to the project; the balance of the project cost will be requested through Smart Scale*)

Application Project Manager **Jessica Hersh-Ballering, TJPDC**

Scope – This project improves bicycle and pedestrian access to a number of commercial destinations along Fifth Street SW and at Fifth Street Station shopping center. The project will construct a shared use path that is eight feet wide with a two feet wide graded shoulder on either side. Other components of the project include the widening of an existing bridge over Moore’s Creek, the construction of a bridge over Moore’s Creek, and a retaining wall paired with earthwork to address terrain challenges for the branch of the shared use path leading to the Fifth Street Station shopping center parking area.

Current Plan Development Status and Public Engagement – Due to the existing Transportation Alternatives funding, which has allowed planners and engineers to identify terrain and other design challenges, this project is ready to move forward quickly following the award of Smart Scale funding.

An open house on the project area was held in March of 2018. The Thomas Jefferson Planning District Commission hosted a public workshop that included the most current project design concepts on May 13th.

Additional Details – Because of careful project design that uses existing crosswalks and does not include a mid-block crossing for bicycle and pedestrian traffic, VDOT’s assessment of the project projects limited impact on motor vehicle traffic on Fifth Street Station Parkway.

This Fifth Street Hub and Trails project was awarded \$399,880 in Transportation Alternatives funding in 2016 and, additionally, has \$200,000 of funding from a proffer to Albemarle County. Through the process of designing this project, it was determined that additional funding was needed to allow the project to adequately address the challenges of the area’s terrain. The Smart Scale funding requested would leverage the existing Transportation Alternatives and proffer funds to complete this project.

This design of the Fifth Street Hub and Trails project is the product of joint efforts from bicycle and pedestrian transportation experts from the City of Charlottesville, Albemarle County, VDOT, and other organizations.

Alignment with City Council’s Vision:

Approval of these agenda items uphold the City’s commitment to create “a green city,” “America’s healthiest city,” and “a connected community” by expanding sustainable and healthy transportation options in commercial corridors and improving regional transportation efficiency. Furthermore, these projects expand transportation options that will be available to residents “of all ages and incomes.”

Budgetary Impact:

No funding is requested from the City of Charlottesville for these projects.

Recommendation:

Staff recommends approval of the attached Resolutions of Support for the 3 projects:

- Hydraulic/29 Intersection Improvements
- Hillsdale Avenue South Extension
- Fifth Street Hub and Trails

Alternatives:

Remove one or all of the projects from the Resolutions of Support so that support from the City of Charlottesville would not be included with the grant applications, which may impact the ability of the project(s) to receive funding.

Attachments:

- 1) Resolution of Support
- 2) Public Comments Received from May 13th public meeting
- 3) Project Concept Sketches

**RESOLUTION ENDORSING THE SUBMISSION OF SMART SCALE (HB2)
APPLICATIONS REQUESTING TRANSPORTATION FUNDING BY THE
CHARLOTTESVILLE-ALBEMARLE METROPOLITAN ORGANIZATION**

WHEREAS, the Charlottesville-Albemarle Metropolitan Planning Organization (MPO), in cooperation with the Virginia Department of Transportation and the Thomas Jefferson Planning District Commission, completed a comprehensive Long Range Transportation Plan (LRTP) in May, 2019; and

WHEREAS, the 2045 LRTP includes the following transportation improvements; and

WHEREAS, the Hydraulic Small Area Plan was adopted as an amendment to the Charlottesville Comprehensive Plan on May 7, 2018; and

WHEREAS, the MPO Policy Board has identified transportation projects which are critical to improve safe and efficient movement of people and goods along public roadways in the Charlottesville-Albemarle Metropolitan area; and

WHEREAS, during its 2014 session, the Virginia General Assembly enacted legislation in the form of House Bill 2 (“HB2”) now titled “Smart Scale”, which established new criteria for the allocation of transportation funding for projects within the state; and

WHEREAS, the Commonwealth Transportation Board (CTB) during its board meeting of June 17, 2015 approved the Policy and Guidelines for Implementation of a Project Prioritization Process in accordance with Smart Scale; and

WHEREAS, many of the transportation projects identified by the MPO meet the eligibility criteria for funding under Smart Scale; and

WHEREAS, it is in the best interests of the Metropolitan Transportation Planning Area of Charlottesville-Albemarle, for the MPO, the City of Charlottesville and Albemarle County to submit HB2 applications requesting state funding for eligible transportation projects.

NOW, THEREFORE, BE IT RESOLVED that the City of Charlottesville fully endorses the submission of a Smart Scale application by the MPO requesting funding for the following transportation projects:

Being Submitted by the CA-MPO within the City of Charlottesville

1. Hillsdale Drive South Extension
2. Hydraulic Road and US 29

ADOPTED this _____ day of _____, 2020 by the Charlottesville City Council being duly assembled.

A COPY ATTEST

Kyna Thomas, Council Clerk

**RESOLUTION ENDORSING THE SUBMISSION OF SMART SCALE (HB2)
APPLICATIONS REQUESTING TRANSPORTATION FUNDING BY THE THOMAS
JEFFERSON PLANNING DISTRICT COMMISSION**

WHEREAS, the Charlottesville-Albemarle Metropolitan Planning Organization (MPO), in cooperation with the Virginia Department of Transportation and the Thomas Jefferson Planning District Commission, completed a comprehensive Long Range Transportation Plan (LRTP) in May, 2019; and

WHEREAS, the 2045 LRTP includes the following transportation improvements; and

WHEREAS, the Charlottesville-Albemarle Metropolitan Planning Organization (MPO), in cooperation with the Thomas Jefferson Planning District Commission, completed the Jefferson Area Bicycle and Pedestrian Plan in early 2019 after a multi-year process that relied heavily on public engagement; and

WHEREAS, the 2019 Jefferson Area Bicycle and Pedestrian Plan includes the following transportation improvement; and

WHEREAS, the MPO Policy Board has identified transportation projects which are critical to improve safe and efficient movement of people and goods along public roadways in the Charlottesville-Albemarle Metropolitan area; and

WHEREAS, during its 2014 session, the Virginia General Assembly enacted legislation in the form of House Bill 2 (“HB2”) now titled “Smart Scale”, which established new criteria for the allocation of transportation funding for projects within the state; and

WHEREAS, the Commonwealth Transportation Board (CTB) during its board meeting of June 17, 2015 approved the Policy and Guidelines for Implementation of a Project Prioritization Process in accordance with Smart Scale; and

WHEREAS, many of the transportation projects identified by the MPO meet the eligibility criteria for funding under Smart Scale; and

WHEREAS, it is in the best interests of the Thomas Jefferson Planning District Commission and the Metropolitan Transportation Planning Area of Charlottesville-Albemarle, for the MPO, the PDC, the City of Charlottesville and Albemarle County to submit HB2 applications requesting state funding for eligible transportation projects.

NOW, THEREFORE, BE IT RESOLVED that the City of Charlottesville fully endorses the submission of a Smart Scale application by the MPO requesting funding for the following transportation projects:

Being Submitted by the CA-MPO within the City of Charlottesville

1. Fifth Street Hub and Trails

ADOPTED this _____ day of _____, 2020 by the Charlottesville City Council being duly assembled.

A COPY ATTEST

Kyna Thomas, Council Clerk

Hydraulic Road and US 29

Name	Question/Comment	Answer
Debbie Luzynski-Weber	Can you please point out where the bike commuter trail will be?	live answered
Neil Williamson	Does this project make the 250/Hydraulic right in right out only? -- the image does not look like it	Not sure the answer addressed this particular question - This doesn't change the Hydraulic/250 intersection, though
Neil Williamson	If current cost for these projects total \$19 Million, how does \$ remaining in US29 Solutions plan enter into this project cost calculus?	live answered
Darren Pace	Is an overpass still an idea being considered for 29/Hydraulic?	live answered
Peter Ohlms	Is the intent to extend bike/ped facilities south past Holiday Drive to the existing sidewalk/path adjacent to 250? Hard to tell from the image.	live answered
Peter Ohlms	<p>Lucinda and Sandy,</p> <p>Thanks for hosting the info sessions. I'd like to submit some comments on the proposed projects. I am generally in support of all of them.</p> <p>Hydraulic/29: Definitely include the bike/ped improvements on Hydraulic between Hillsdale and the 250 Bypass.</p>	
Ann Mallek	please separate the cost elements especially the second bridge and the steep switchback trail.	live answered
Ann Mallek	There are already bike lanes in the shopping center.	live answered
Shawn Brydge	Will northbound 29 traffic going to 250 west getting re-routed to right on Angus then right on new on ramp?	It's Holiday, not Angus.
Travis Pietila	Can you explain where transit stop(s) would be located and how that relates to existing stops and route locations in this area?	We would expect to retain and improve bus stops but the locations would need to be evaluated in later designs. We are including transit stop improvements as part of the application.
John Lewis	I am very supportive of a bike/ped solution for crossing 29 safely in this area. I fully support prioritizing a bike/ped bridge crossing at Zan road, but in doing so we would need to consider what happens when bike/ped users reach the hydraulic/250 bypass intersection. Will that require a signalized crossing there? Or a formal bike/ped trail that uses the stream culverts (following the existing Rivanna Trail?	<p>Thank you for your comment and or question! We are receiving comments in several formats, including at the online workshop, email, phone and on this website. We will continue to collect and categorize your comments/questions and will post a summary with responses on this webpage in early June. Thank you for your participation and patience while we work to address all your comments and questions.</p> <p>Have a great day!</p>

Hillsdale Drive South Extension

Name	Question/Comment	Answer
John Lewis	As a representative of the bike ped community, I fully support this project as it (along with a Zan road bridge) would allow pedestrian/bike access across this very dangerous area, and much better access for bike/ped users to reach key shopping areas and future travel routes up 29 and into the City. Neighborhood connectivity and providing ways for people to reach these commercial areas without putting their lives in danger, or having to own a car, needs to be an important, funded strategy to address the residents of this area, who are now completely cut off by 29/hydraulic/bypass.	Thank you for your comment and or question! We are receiving comments in several formats, including at the online workshop, email, phone and on this website. We will continue to collect and categorize your comments/questions and will post a summary with responses on this webpage in early June. Thank you for your participation and patience while we work to address all your comments and questions. Have a great day!
Peter Ohlms	Lucinda and Sandy, Thanks for hosting the info sessions. I'd like to submit some comments on the proposed projects. I am generally in support of all of them. Hillsdale: Ensure the shared-use path on the east side extends south past the northern portion of Holiday Drive to the old stub of Holiday Drive and connects to the city sidewalk that continues east to Hydraulic Road.	

Fifth Street Hub and Trails

Name	Question/Comment	Answer
David Storm	Figuring out a way under 5th St. Station Parkway is paramount. You cannot have a mid-block crossing there as during the evening rush (5-6:30 or later), the traffic is nonstop off of 5th Street, leading to massive backups on the southbound side of 5th Street and with so much traffic coming off 64 and using 5th Street northbound to access the parkway, a mid-block crossing could never happen without great danger to the cyclists/pedestrians.	Thank you for your comment and or question! We are receiving comments in several formats, including at the online workshop, email, phone and on this website. We will continue to collect and categorize your comments/questions and will post a summary with responses on this webpage in early June. Thank you for your participation and patience while we work to address all your comments and questions. Have a great day!
Roger Schickedantz	How will this connect with the path parallel to Biscuit Run Creek running under I-64?	live answered
Dan Heuchert	I am very much in favor oof this project, in whatever form we can get it accomplished. As a resident of Mill Creek, I would love to have a better bike/ped connection from Biscuit Run Park to the 5th Street Station hub, and then to the Rivanna Trails.	Thank you for your comment and or question! We are receiving comments in several formats, including at the online workshop, email, phone and on this website. We will continue to collect and categorize your comments/questions and will post a summary with responses on this webpage in early June. Thank you for your participation and patience while we work to address all your comments and questions. Have a great day!
Dan Heuchert	Interested in trail hub.	

Peter Ohlms		Lucinda and Sandy, Thanks for hosting the info sessions. I'd like to submit some comments on the proposed projects. I am generally in support of all of them. 5th St hub and trails: I got confused about the midblock crossing location on 5th Street Station Parkway. This project really should show a connection to the existing biscuit run trail, even if it's primitive.		
Rex Linville		Won't a mid block crossing there create a huge conflict with cars in an area that is already very tight and congested?		live answered

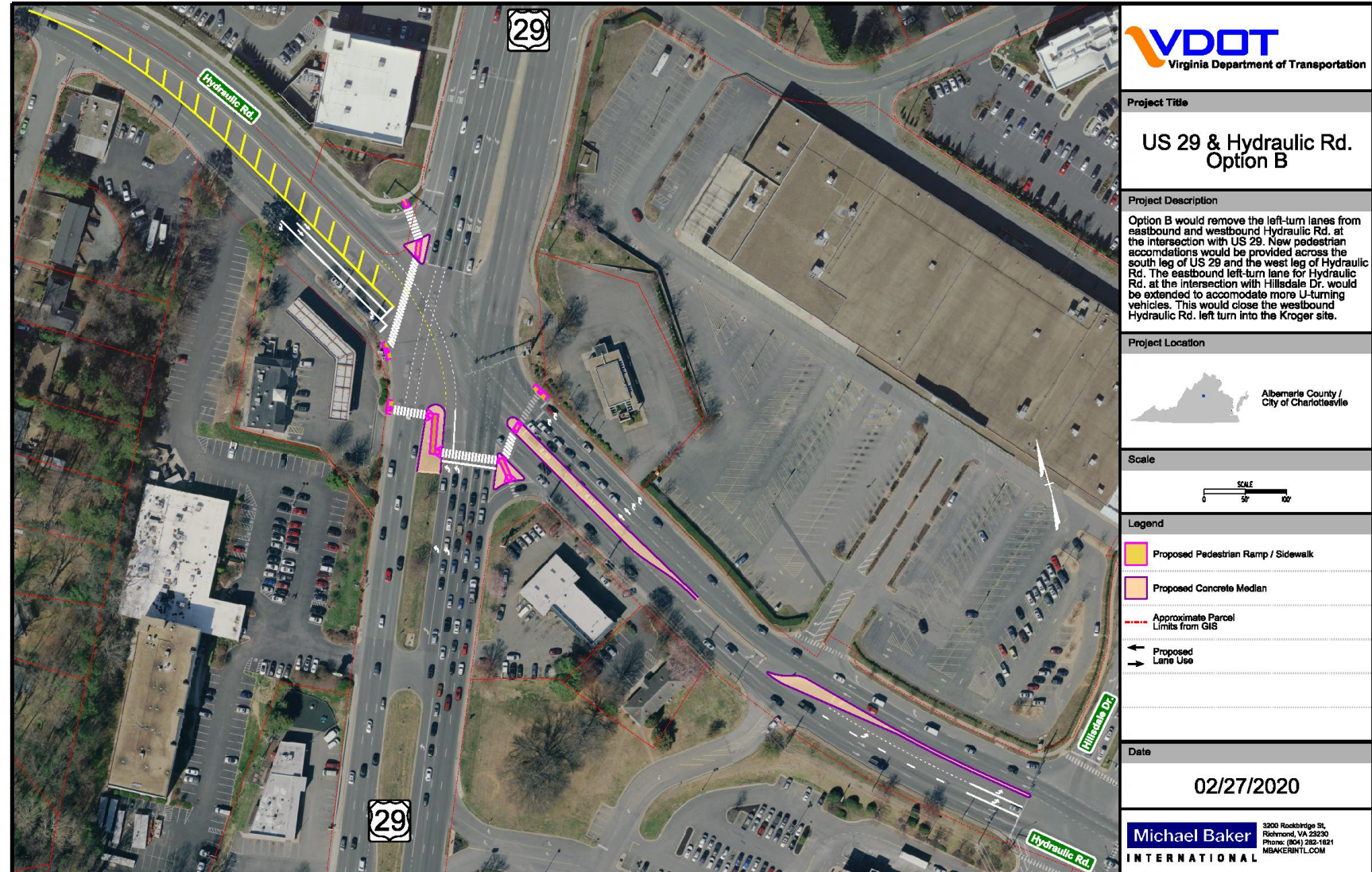
Project #1: Hydraulic/29 Intersection Improvements
Route 29 / Hydraulic Rd.

Option B – Concept

- No lefts from Hydraulic Road

**Estimated Cost
\$1.0 – 1.2 Mil.**

This estimated cost does not include improvements to other intersections.



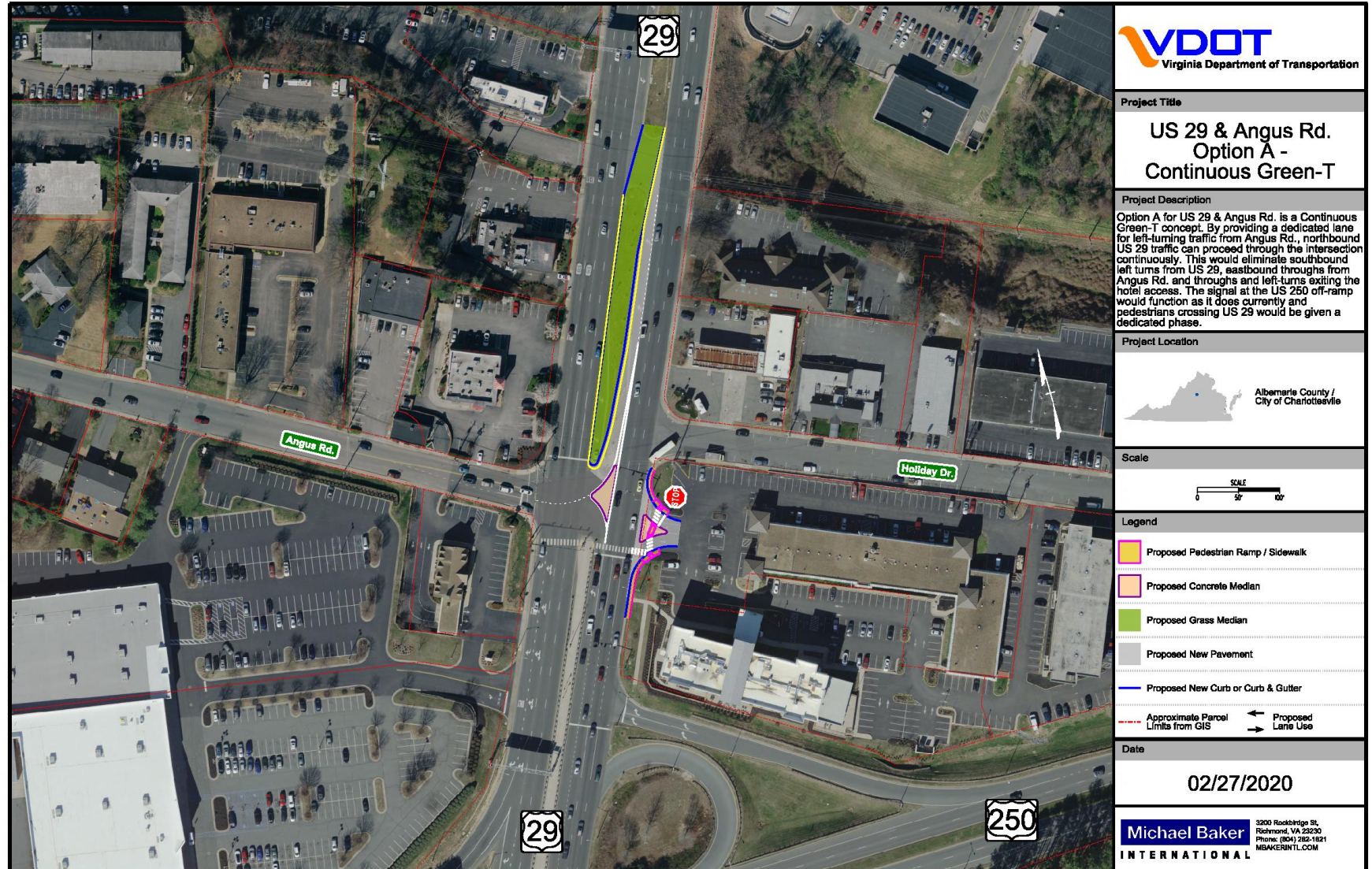
US 29 & Angus Rd.

Option A – Concept

- Continuous Green – T

Estimated Cost
\$1.2 – \$1.4 Mil.

This estimated cost does not include improvements to other intersections.



Hydraulic Rd./Hillsdale Dr. Roundabout

**Estimated Cost
\$10.0 – \$12.0 Mil.**

This estimated cost does not include improvements to other intersections.

The Concept shown was clipped from the previous application.



Zan Road Bicycle and Pedestrian Concept

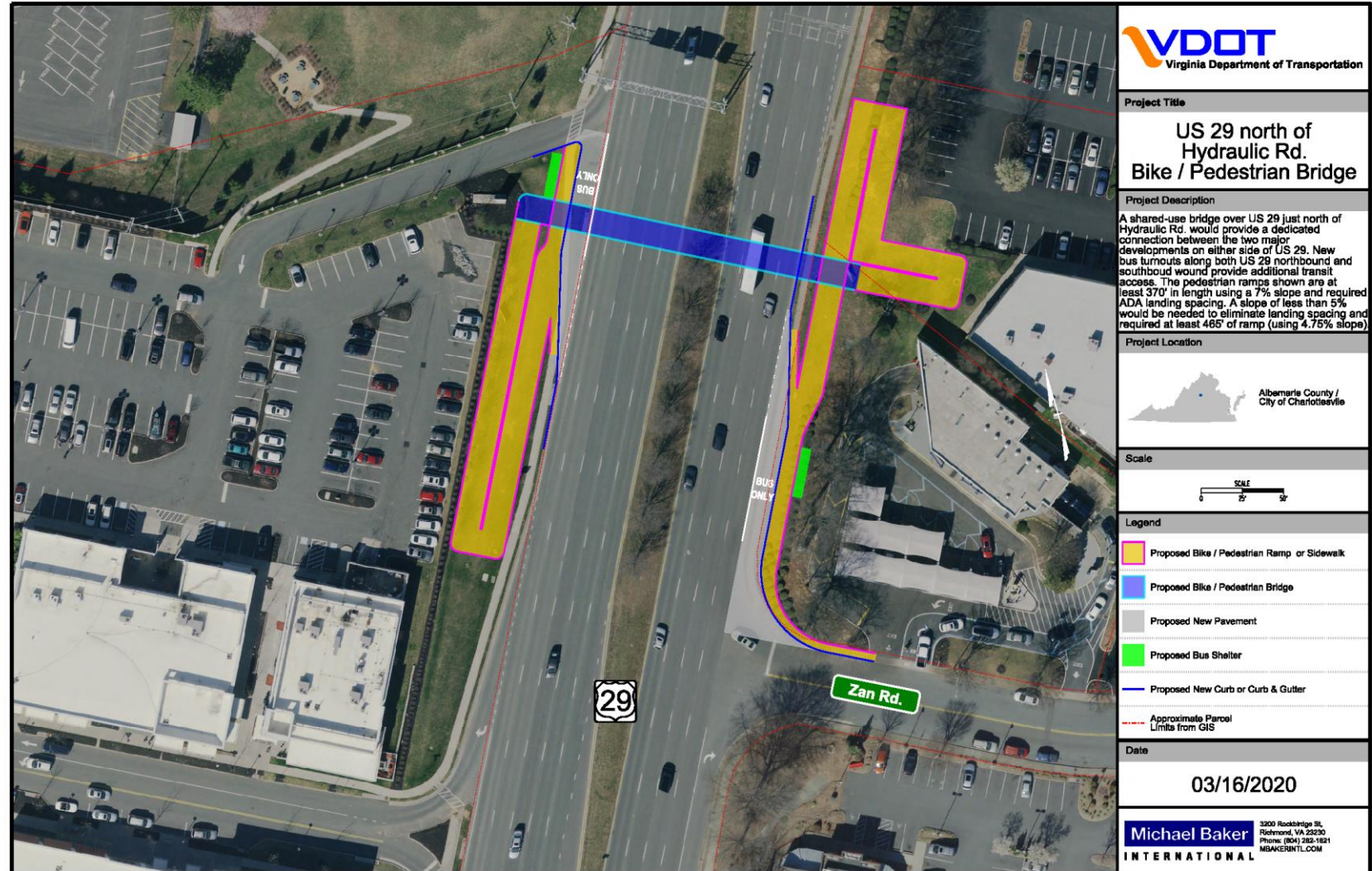
Bicycle and pedestrian only Alternative

Significantly less cost and impact

Flexible configuration

Transit stops with pull offs on both sides of Route 29

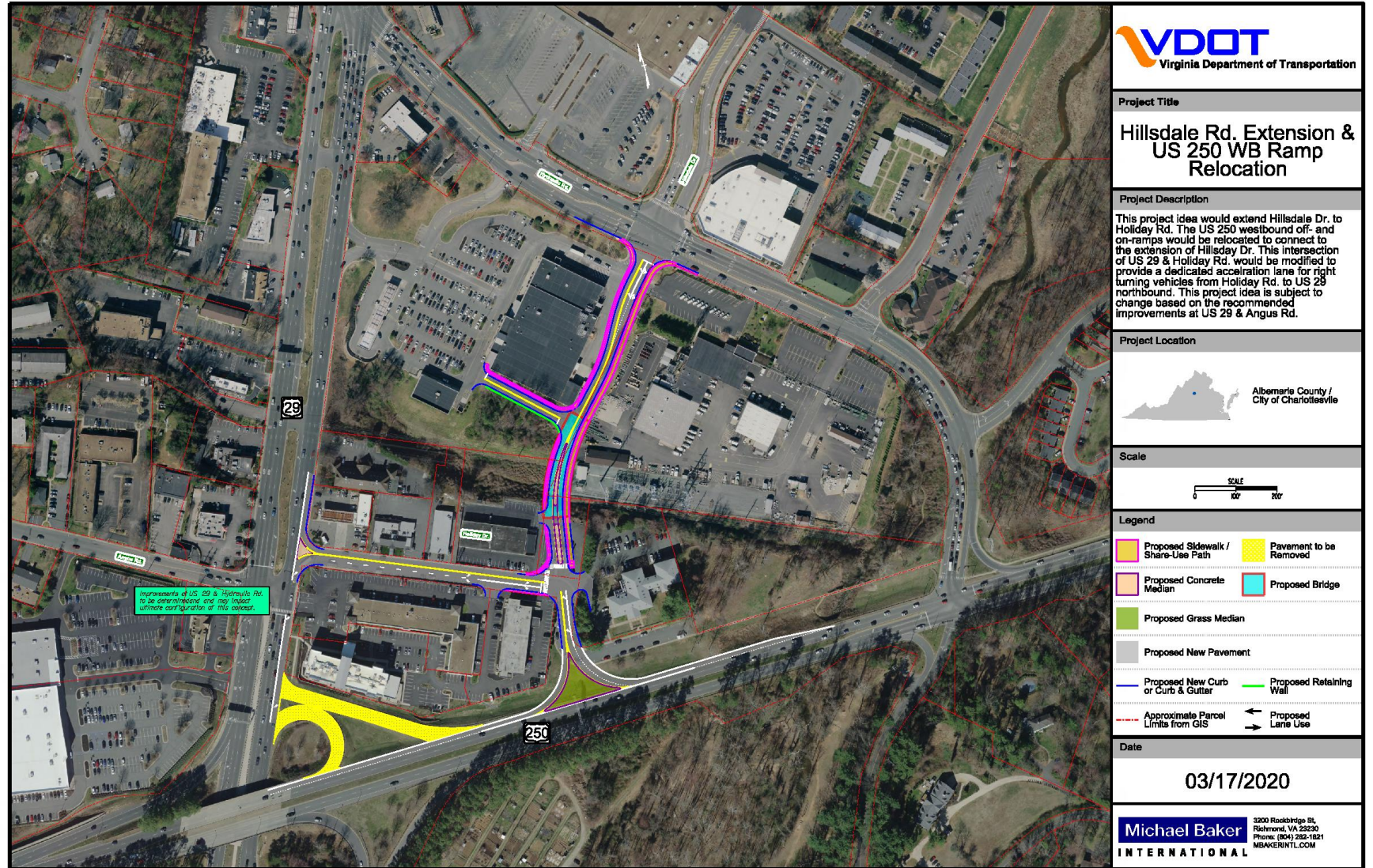
**Estimated Cost
\$9 – \$12 Mil.**



Hillsdale Drive Extension South

Estimated Cost
\$24.2 – \$29.7 Mil.

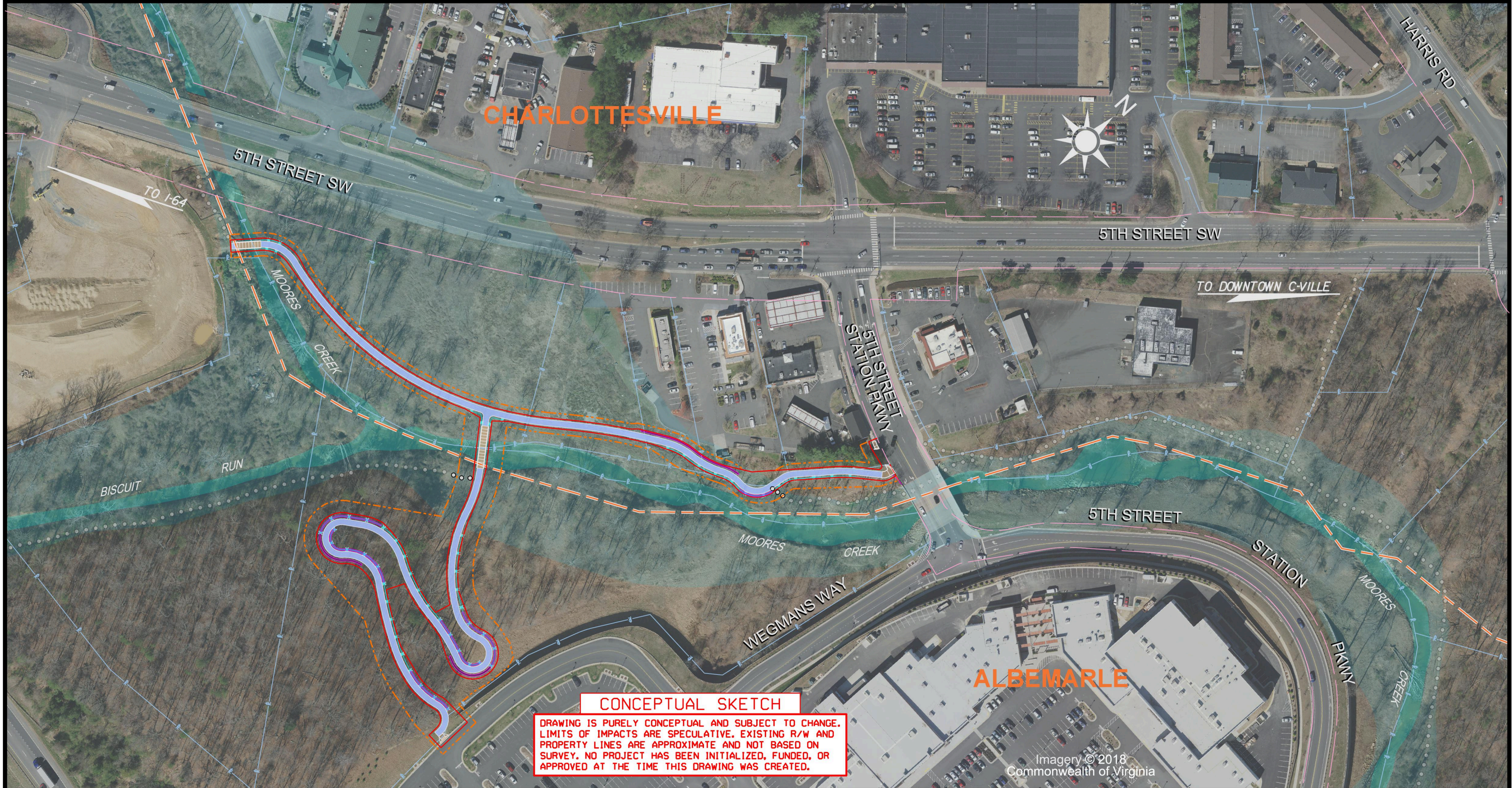
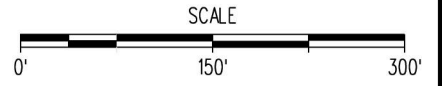
This estimated cost does not include improvements to other intersections.



Legend

- 8' Shared Use Path
- Water Body
- Regulatory Floodway (per C-ville GIS)
- Retaining Wall w/ St'd. HR-1, Type III
- Retaining Wall
- St'd. HR-1, Type III
- Pedestrian Bridge
- Proposed Guardrail/FOA
- Prop. R/W
- Temp. Constr. Ease.
- Exist. Trail
- Prop. Trail Connection
- Exist. R/W (GIS)
- City/County Line (GIS)

Location: Charlottesville, VA



CONCEPTUAL SKETCH

DRAWING IS PURELY CONCEPTUAL AND SUBJECT TO CHANGE. LIMITS OF IMPACTS ARE SPECULATIVE. EXISTING R/W AND PROPERTY LINES ARE APPROXIMATE AND NOT BASED ON SURVEY. NO PROJECT HAS BEEN INITIALIZED, FUNDED, OR APPROVED AT THE TIME THIS DRAWING WAS CREATED.