

**CITY OF CHARLOTTESVILLE, VIRGINIA
CITY COUNCIL AGENDA**



Agenda Date:	February 6, 2023
Action Required:	Appropriation of Grant Funds
Presenter:	Jack Dawson, City Engineer
Staff Contacts:	Jerry Allen, Transportation Project Manager
Title:	Appropriating Grant Funds for improvements at 10th Street NW and Grady Avenue - \$500,106 (2nd reading)

Background

On September 6, 2016, City Council approved a Resolution of Support to apply for Pedestrian Safety Improvements Funding under the Virginia Department of Transportation (VDOT) Highway Safety Improvement Program (HSIP) Bicycle and Pedestrian Safety Program (BPSP). The purpose of the BPSP is to evaluate proposals addressing non-motorized crashes and risks in Virginia. Proposals target the reduction in the number and severity, or the risk of and exposure to crashes. The intent of the BPSP is to promote proposals that address a known safety or accommodation issue, are smaller in scale, and can be completed quickly.

In June 2017, the city received notice that a number of intersection projects that were submitted received funding in FY22/23. The intersection of 10th St NW and Grady Ave at Preston Ave is one of the intersections that was identified for pedestrian crossing improvements. New pedestrian curb ramps, sidewalk(s), median refuges, and revised pedestrian crossings will reduce pedestrian crossings widths, increase visibility of pedestrians, reduce pedestrian time within the roadway, and minimize out of distance pedestrian travel. VDOT has granted the city \$500,106 to start these improvements.

In March 2019, City Council approved the Resolution to commit funds to this project.

Discussion

The projects that were submitted for HSIP BPSP funding in 2016 were identified based on the results of the Timmons Group ADA Pedestrian Signal study and the Streets that Work Plan recommendations. Each intersection will be reconstructed with ADA compliant curb ramps, pedestrian pushbuttons, and crosswalk and bicycle pavement marking improvements.

In June 2017, staff was notified that the following intersections were awarded for FY20-23:

- a. ~~Monticello/Ridge - \$209,500~~
- b. Monticello/2nd Street - \$338,230
- c. Cherry/Ridge - \$265,230
- d. Preston/Harris - \$245,725

e. Grady/10th - original \$291,000 combining above Monticello/Ridge funds \$209,500 by VDOT, Current TOTAL: \$500,106

The City of Charlottesville selected the intersection of 10th St NW and Grady Ave at Preston Ave based on it being a Tier 1 ADA deficient intersection where none of the features met current ADA requirements. The city hired an engineering consultant firm to conduct the study of the intersection and confirm its deficiencies as they pertain to pedestrians and cyclist.

The northern crossing of Preston Avenue at 10th Street NW is located at the crest of a hill and near a high-speed section of Preston Avenue. The crossing is an important connection between the Legal Aid Justice Center, Washington Park and a transit stop. This intersection is a significant barrier for residents of the 10th and Page and Venable neighborhoods to access the park. The commercial land uses on the eastern side of the intersection ((coffee shop, brewery, restaurant) are experiencing redevelopment pressures. The addition of the newly renovated Dairy Central Market and its business has increased the need for safe pedestrian access from the north side.

The initial scope of the project involves the installation of new pedestrian curb ramps on all corners of the intersection to meet ADA compliance and align properly with pedestrian crosswalks. The existing pavement markings for pedestrians within the intersection will need to be removed/replaced. New pavement markings for relocated pedestrian crosswalks and stop bars are included. The project also involves installing pedestrian curb ramps and sidewalk(s) to facilitate less out of distance pedestrian travel between the north and south sides of the street where there is frequent and high-volume multi-modal demand on the right-of-way. The addition of a median sidewalk will increase visibility of pedestrians, reduce pedestrian crossing widths, and minimize out of distance pedestrian travel.

Alignment with City Council's Vision and Strategic Plan

This initiative supports Council's Vision to be a "Connected Community" ("the City of Charlottesville is part of a comprehensive, regional transportation system that enables citizens of all ages and incomes to easily navigate our community") and "America's Healthiest City ("we have a community-wide commitment to personal fitness and wellness, and all residents enjoy our outstanding recreational facilities, walking trails, and safe routes to schools").

In addition, the project contributes to Goals 1, 3, and 5 of the Strategic Plan, to be an inclusive, self-sufficient community, a healthy and safe city, and a responsive organization.

The initiative further implements recommendations within the ADA Transition Plan (2013), Comprehensive Plan (2013), Bicycle and Pedestrian Master Plan (2015), Streets that Work Plan (2016) and supports the City's Healthy Eating Active Living (HEAL) Resolution.

Community Engagement

The BPSP projects draw heavily from the recommendations included in the Streets that Work Plan, which had extensive community outreach. A full account of the public engagement process is available in the 2016 Streets That Work design guidelines. Additionally, it is the practice of Public Works' project management team to conduct public outreach based on the federal and state requirements as applicable. Community members will continue to be engaged throughout the design and construction process.

Budgetary Impact

No additional City funding needs to be appropriated as the BPSP funding does not require a local match.

Recommendation

Staff recommends approval and appropriation of VDOT grant.

Alternatives

If grant funds are not appropriated, the project will not be implemented and the City will remain in non-compliance with the Americans with Disabilities Act.

Attachments

1. 113916 Resolution Appropriating HSIP BPSP 1.2023