

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



Agenda Date: August 5, 2024

Action Required:

Presenter: Ben Chambers, Transportation Planning Manager

Staff Contacts: Ben Chambers, Transportation Planning Manager

**Title: Resolution to confirm the selection of a preferred alternative design for access control at Cedar Hill Drive as part of the Hydraulic Road/District Avenue roundabout project**

**Background**

In 2022, the Charlottesville Albemarle Metropolitan Planning Organization (CAMPO) submitted an application to the Commonwealth Transportation Board's SMART SCALE process to secure funding for a roundabout project at the intersection of Hydraulic Road and District Avenue/Cedar Hill Drive. This project application followed years of planning, which developed a lower cost solution to eliminate dangerous left-turn movements at the intersection of US 29 and Hydraulic Road. This solution includes the roundabout currently under construction at Hillsdale Drive, to the east of US 29, and this second roundabout at District Avenue, to the west of US 29.

The intersection of Hydraulic Road and District Avenue/Cedar Hill Road is a unique challenge in the region and currently has a unique design to address that challenge. The intersection is on the border of the City and Albemarle County, between the Stonefield shopping center and the Meadows neighborhood. The intersection as currently designed includes controls for turns into the Meadows onto Cedar Hill Drive, heading southbound, and has a mix of traffic lights and a stop sign controlling the same intersection.

VDOT's work on the design of the roundabout is focused on addressing a range of traffic and access issues, but needs guidance on how to handle the control of access to Cedar Hill Drive. VDOT developed two design alternatives to solicit feedback from local staff and residents. Alternative A removes southbound access to Cedar Hill Drive from the roundabout design, making that connection a one-way northbound only exit for the neighborhood. Alternative B would maintain two-way traffic on the Cedar Hill Drive leg of the intersection. Alternative A would have fewer impacts on privately-owned properties in the City than Alternative B.

VDOT collected feedback on the two design alternatives from residents in-person at a Citizen Information Meeting in June 2024, as well as via email. Most participants were residents of the Meadows. Most participants supported the selection of Alternative A as the preferred alternative.

**Discussion**

A resolution supporting the selection of a preferred alternative for the District Avenue Roundabout is before council and VDOT is looking for direction to move to the next stage of engineering.

### **Alignment with City Council's Vision and Strategic Plan**

The selection of a preferred alternative for the District Avenue Roundabout supports the Comprehensive Plan's goal to "Maintain a safe and efficient transportation system to provide mobility and access" and its strategies to "Encourage new street connections and alternate traffic patterns, where appropriate, to improve connectivity, reduce trip lengths for all users, and distribute traffic volumes across the street network" and to "Minimize the effects of congestion on local residents, commuters, and the movement of goods and services".

### **Community Engagement**

VDOT held a Citizen Information Meeting on June 4, 2024 at the Holiday Inn-University Area on Emmet Street. The majority of attendees were residents of the Meadows and indicated large majority support for Alternative A.

### **Budgetary Impact**

There is no direct impact to the General Fund from the selection of a preferred alternative for the District Avenue Roundabout.

### **Recommendation**

Adoption of the resolution confirming the selection of Alternative A as the preferred alternative for the District Avenue Roundabout.

### **Alternatives**

Council may select Alternative B and pass a resolution of confirming the support for Alternative B. If Council is unable to come to a determination on the preferred alternative, VDOT will return to the Commonwealth Transportation Board for direction, which could include an overriding selection of the preferred alternative.

### **Attachments**

1. District Ave Roundabout Preferred Alternative Resolution 7.22.24