401 E. Water St, Charlottesville, VA 22902 www.tjpdc.org
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Agenda
MPO CTAC
Wednesday, July 15th, 2020 @ 7:00 p.m.
Virtual Meeting via Zoom

https://us02web.zoom.us/j/81623462451?pwd=TnYzL2ZUTWRERjNwUDM2eEo1UDYzZz09

Password: 100374

Item	Time	Description
1	7:00-7:03	**Matters from the Public: limit of 3 minutes per speaker** *Members of the Public are welcome to provide comment on any public-interest, transportation-related topic, including the items listed on this agenda – limit three minutes per speaker*
2	7:03-7:05	**Approval of January 18th draft meeting minutes** **Review of May 20th meeting summary –** no vote required
3	7:05-7:25	**MPO Transportation "One-pagers" – Ian Baxter** Discuss the purpose of the one-pager project and view drafts of the informational one-pagers and offer feedback for revision
4	7:25-7:45	**MPO Documents – Lucinda Shannon and Sandy Shackelford** • Public Participation Plan (memo) • TIP amendment • STIP – can view draft at http://www.virginiadot.org/about/resources/stip/2021-2024_Virginia_STIP_DRAFT.pdf and offer feedback until July 30th by emailing stip@vdot.virginia.gov • FOIA resolution
5	7:45-8:15	**Smart Scale updates – Chuck Proctor, VDOT and Lucinda Shannon** • Review public feedback from May's public workshops (Comments Report) • Review where we are in the Smart Scale application and award process and next steps (Resolution)
6	8:15-8:25	**COVID-19 Impacts on Transportation and other topics** This is an opportunity for committee members to share and ask questions about how COVID-19 might impact transportation planning in our region. This discussion is intended to identify topics of interest for upcoming CTAC meetings.
7	8:25-8:30	**Additional Matters form the Public: Limit of 3 minutes per speaker** *Members of the Public are welcome to provide comment on any public-interest, transportation-related topic, including the items listed on this agenda – limit three minutes per speaker*

Upcoming Meetings:
MPO Tech Committee (3rd Tuesday): July 21st at 10am
MPO Policy Board (4th Wednesday): July 22nd at 4pm
MPO CTAC (3rd Wednesday): September 16th at 7pm

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Citizen Transportation Advisory Committee

Draft Meeting Minutes: January 15, 2020

Committee – Voting Members

Chair Travis Pietila – Present
Vice Chair Mike Smith (Charlottesville) – Absent
Tristan Fessell (Albemarle County) – Present
Donna Chen (MPO) – Present
Marty Meth (Albemarle) – Present
Stuart Gardner (MPO) – Present
Mike Dunn – Present
Tim Keller (Albemarle Planning Commission) – Present
Ray Heron – Absent
Adam Moore (Charlottesville) – Absent
Gary Heaton (Charlottesville PC) – Absent
Fran Hooper – Absent

Staff

Chuck Proctor – VDOT
Jessica Hersh-Ballering – TJPDC/CAMPO

Call to Order

Due to a lack of quorum, the meeting could not be officially called to order at this time. According to the committee's bylaws, meetings are allowed to proceed without a quorum, but no votes can be taken and no recommendations can be made. The committee began the meeting at 7:05 PM.

Matters from the Public

There were no matters from the public.

Approval of November 20th Meeting Minutes

A quorum had not been reached at this stage of the meeting. The committee tabled this item until a quorum could be reached.

Appointments and Bylaws by Jessica Hersh-Ballering and Travis Pietela

A quorum had not been reached at this stage of the meeting. The committee tabled this item until a quorum could be reached.

Off-site Meeting Planning Discussion by Jessica Hersh-Ballering and Travis Pietela

A quorum had not been reached at this stage of the meeting. The committee tabled this item until a quorum could be reached.

VDOT Updates by Chuck Proctor
Mr. Proctor presented an overview of the Smart Scale funding process and project eligibility. He emphasized that this is a major funding mechanism for a variety of roadway projects in Virginia. He also described the role of the pre-application phase of the process, the role VDOT plays in preparing the localities' application materials, limits on type and number of projects for which the localities can apply, as well as the final scoring process for projects submitted by the localities. Mr. Proctor responded to a number of clarification questions from the committee.

Mr. Proctor also described the current list of projects that the localities were considering applying for as pre-applications, noting that this could change over the next few months as the localities ask for TJPDC and CAMPO to use their application projects for certain projects. The projects Mr. Proctor described in detail included Hydraulic and Route 29, Fontaine Avenue interchange improvement, Fray's Mill, and the Exit 107 Park and Ride.

There was an informative discussion on potential funding mechanisms localities might use as an alternative to Smart Scale funding or as a complement to Smart Scale funding for roadway projects.

*** During this discussion, a seventh member of the committee arrived, thus reaching quorum. The official meeting was called at approximately 7:20pm.

Mr. Proctor described three TIP amendments that would be going before the MPO Policy Board. Mr. Proctor also gave an overview of TIP purpose and processes, specifically mentioning that there would be a public hearing for these amendments at the MPO Policy Board meeting. Mr. Keller moved that the committee recommend to the MPO Policy Board the adoption of the proposed TIP amendments. The motion was seconded by Mr. Fessell, and the committee voted unanimously in favor of the recommendation.

Finally, Mr. Proctor gave an overview of the safety performance targets process and purpose. These targets are federally mandated, but locally set with detailed quantitative analysis provided by VDOT. There was a focus on the fact that while the MPO sets local safety performance targets, there are no clear repercussions for localities not meeting those targets; however, there are consequences for the state not meeting targets. There was a broad discussion and some concerns raised by committee members regarding how these performance targets influence Smart Scale project scoring.

Mr. Dunn made a motion for the committee to recommend to the MPO Policy Board the adoption of state safety performance targets as the Charlottesville-Albemarle MPO's targets, as outlined in a letter from CAMPO staff. Mr. Keller seconded the motion, and the committee voted unanimously in favor of the recommendation.

Approval of November 20th Meeting Minutes
Mr. Meth moved to approve the November 20th meeting minutes. Mr. Fessell seconded the motion, and the committee voted unanimously to approve the minutes.

Appointments and Bylaws by Jessica Hersh-Ballering and Travis Pietela
Ms. Hersh-Ballering reminded committee members to share their appointment information with her for record-keeping purposes.

Mr. Pietela reviewed the recommended edits to the committee's bylaws. There was a discussion of representation by UVA among CTAC's non-voting members. There was also a discussion about whether or not to decrease

Off-site Meeting Planning Discussion by Jessica Hersh-Ballering and Travis Pietila
Mr. Pietela reviewed the committee's goal to host an event in coordination with the coming Tom Tom Festival, and the need to form a subcommittee to ensure the event's success. Ms. Hersh-Ballering had previously confirmed with Ms. Chen her willingness to lead this subcommittee, as the committee expressed a strong desire to use her UVA research lab's planning-related virtual reality software and equipment to draw attendees to the committee's event. Ms. Hersh-Ballering asked that anyone who wants to participate in the subcommittee to contact her directly, as each subcommittee meeting will need an agenda to be publicly posted.

After some discussion, it was determined that Ms. Hersh-Ballering, as a TJPDC staff member, would contact Tom Tom Festival staff to request more information regarding CTAC hosting an event in coordination with the Festival. Ms. Hersh-Ballering also agreed to email CTAC members as a follow-up to this meeting to get a tentative headcount of individuals interested in helping to host the event on the day of.

Staff Reports

Mr. Boyles could not join CTAC. Ms. Hersh-Ballering did not have any specific updates, but fielded questions from committee members. Mr. Meth requested more information regarding new train and bus routes coming to the Charlottesville area. Mr. Keller asked about the impact of the Long Bridge construction/redevelopment on local transportation. Ms. Hersh-Ballering noted that a comprehensive update on new train and inter-city transit projects could be a future agenda item.

Elections

Mr. Smith, committee vice-chair, is leaving Charlottesville, so the committee needed to elect a new vice-chair. Mr. Pietela stated that he would like to step down from his current role as chair in the interest of having someone new in the position.

Mr. Meth nominated Mr. Fessell for the position of chair; Ms. Chen seconded the motion, and the committee voted unanimously in favor of the motion. Mr. Dunn nominated Mr. Gardner for vice-chair, and Mr. Gardner seconded the motion. The committee voted unanimously in favor.

Additional Matters from the Public:
There were no matters from the public.

The meeting was adjourned at 8:44 PM.

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Citizen Transportation Advisory Committee

Meeting Summary: May 20, 2020

Committee – Voting Members

Chair Tristan Fessell (Albemarle County) – Present
Vice Chair Stuart Gardner (MPO) – Present
Travis Pietila – Present
Donna Chen (MPO) – Present
Marty Meth (Albemarle) – Present
Tim Keller (Albemarle Planning Commission) – Present
Mike Dunn – Absent
Ray Heron – Absent
Adam Moore (Charlottesville) – Absent
Gary Heaton (Charlottesville PC) – Absent
Fran Hooper – Absent

Staff

Chip Boyles – TJPDC/CAMPO
Lucinda Shannon – TJPDC/CAMPO
Sandy Shackelford – TJPDC/CAMPO
Jessica Hersh-Ballering – TJPDC/CAMPO
Chuck Proctor – VDOT

Call to Order

Due to a lack of quorum, the meeting could not be officially called to order. The meeting began at 7:05pm.

Matters from the Public

There were no matters from the public.

Approval of January 18th Meeting Minutes - delayed

There was not a quorum of committee members at this meeting. Additionally, the January meeting minutes had not yet been prepared. This item was tabled until the July meeting.

MPO Documents by Lucinda Shannon and Sandy Shackelford

Ms. Shannon reviewed the draft TIP document, which obligates funding for planning projects for the next four fiscal years. There was some discussion of the impacts of COVID-19 on local transit operations and future funding. Members of the committee were asked to email Ms. Hersh-Ballering with any comments or recommendations regarding the draft TIP to be shared with the MPO Policy Board at their upcoming May meeting.

Ms. Shackelford reviewed the draft Unified Planning Work Program (UPWP), which outlines all of the work activities to be undertaken by MPO staff in the coming fiscal year. There was a special focus on the coming revision of the public participation plan.

Smart Scale Updates by Chuck Proctor and Jessica Hersh-Ballering
Mr. Proctor described the number of projects submitted as pre-applications across the district and within the MPO area and explained where VDOT was in their review process.

Ms. Shannon described the May 13th and May 14th public workshops hosted by TJPDC that solicited comments from the public on each of the pre-applications submitted by TJPDC, CAMPO, City of Charlottesville, and Albemarle County. Ms. Shannon showed the webpage with links to the meeting recordings and described the timeline available for comments. Ms. Hersh-Ballering agreed to receive from CTAC members any emails containing comments on Smart Scale pre-applications.

There was a longer discussion of the Route 20 Shared Use Path project being submitted as a pre-application by the MPO. There was also a focused discussion on the Hydraulic Road and US 29 project being submitted as a pre-application by the MPO.

Membership
Ms. Hersh-Ballering reviewed current membership processes and recommended that the committee consider for new members a single start date each year. Three-year terms would still be staggered (some members beginning in 2020, others beginning in 2021, others in 2022).

Additional Matters from the Public:
There were no matters from the public.

The meeting concluded at 8:20 PM.



Charlottesville-Albemarle Metropolitan Planning Organization

What is an MPO?
An MPO, or Metropolitan Planning Organization, is an organization comprised of representatives and policymakers from a region's local governments dedicated to creating, evaluating, and implementing transportation policy in a region.

What is its purpose?
MPO's are required by federal law to be created for any urbanized area with a population of over 50,000 in order to qualify for federal transportation funding. MPO's ensure that the region is compliant with federal transportation and planning statutes, as well as facilitating a coordinated and collaborative process for decision-making concerning the present and future transportation goals of a region.

The core functions of an MPO are to:

- Create, evaluate, and implement transportation solutions across a region considering financial, political, and environmental constraints.
- Create and maintain a Long Range Transportation Plan (LRTP), which is a federally-mandated plan that outlines a region's transportation goals over the next 25 years.
- Create and maintain a Transportation Improvement Program (TIP), which outlines a region's scheduled spending of transportation funds over a period of 4 years.

How is it staffed?

Most MPO's consist of permanent staff from the local planning commission, or members of local governments or transportation authorities. The Charlottesville-Albemarle MPO is staffed by the Thomas Jefferson Planning District Commission. Appointed members of the committees within the MPO are often elected or appointed officials from the localities within the MPO boundary, federal and state agency representatives, and other transportation stakeholders.

How is it funded?
The organization manages and directs federal funds, with the possibility of additional added funds provided by state, local, or private entities. The organization's internal budget is often provided by the local planning commission, which provides permanent full-time staff.

How are an MPO's boundaries determined?
MPO's are required to encompass an urban area with a population of over 50,000, as well as the surrounding urban areas in other jurisdictions. MPO's often include areas that are anticipated to become urban over the next 20-year period. MPO's across the country feature varied combinations of small cities and larger counties that comprise urban centers.

The boundary of an MPO are updated and expanded after each census, in order to have a more accurate picture of where increased population requires new transportation and infrastructure planning.

Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO)



The current boundaries of the Charlottesville-Albemarle MPO contains all of the city of Charlottesville and the urbanized portions of Albemarle County.

What Committees Compromise the CA-MPO?

The CA-MPO contains three standing committees, as well as one advisory board.

- Policy Board: decision-making authority rests with the Policy Board, whose voting membership is made up of two members each from the Albemarle Board of Supervisors, the Charlottesville City Council, and the district engineer for the VDOT Culpeper District.
- Technical Committee: Consists of transportation planning personnel from Charlottesville Area Transit, Charlottesville, Albemarle, and other regional actors. Both Charlottesville and Albemarle having a Planning Commissioner on the technical committee. This committee provides technical expertise for proposals from the Policy Board.
- Citizens Transportation Advisory Board: Comprised of members of the Charlottesville-Albemarle community and provides feedback, recommendations, and community input on transportation proposals from the Policy Board. The members of the this board are recruited and appointed by the Policy Board.
- Regional Transit Partnership: Serves as on official advisory board to localities and stakeholders, and whose membership consists of members of Charlottesville and Albemarle local governments, members of the state's Department of Rail and Public Transportation, as well as key figures from transportation providers like Charlottesville Area Transit, JAUNT, and UVA.

Thomas Jefferson Planning District Commission
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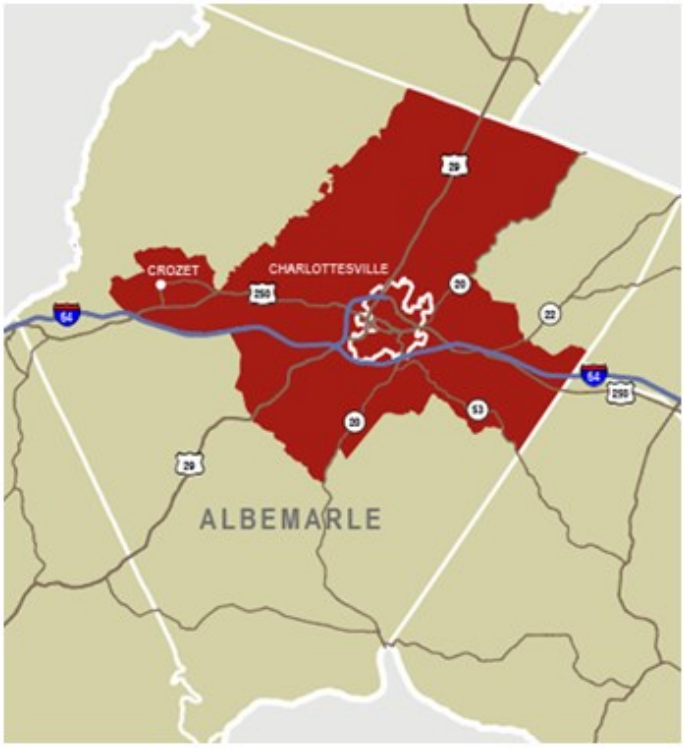
Website: http://campo.tjpdc.org/



Long Range Transportation Plan

What is a Long Range Transportation Plan?: A Long Range Transportation Plan (LRTP) is a federally-mandated plan that outlines the region's priority transportation improvements over the next 20 years at a minimum. The Charlottesville-Albemarle MPO's current Long Range Transportation Plans covers the time period through 2045. Regional transportation projects must be included in a Metropolitan Planning Organization (MPO)'s LRTP in order for it to qualify for federal funding. It exists to provide guidance on current transportation conditions and attempts to project what projects and monies will be needed in the future.

The LRTP covers all modes of transportation (private vehicles, public transit, bicycles, pedestrians, air) and transportation issues such as bridge maintenance and safety improvements. The plan incorporates a performance-based approach, considering many factors like safety, congestion, freight, access, state of good repair, and transit, as well as a robust public input process specifically to identify transportation deficiencies and potential projects. Performance measures are then used to determine the degree to which various improvements would accomplish the region's vision, goals, and objectives. A set of performance measures, created using federal resources, public comment, and committee input, was used to produce quantitative values for project scenarios. With these tools, the MPO was able to determine the degree to which various transportation improvements accomplished the region's vision, goals, and objectives, and select the most optimal project combination for achieving them.



What are does it cover? The LRTP covers the Charlottesville-Albemarle MPO's boundaries, which include all of the City of Charlottesville and parts of Albemarle County.

What is the LRTP's role in policymaking?
In order for transportation projects to be eligible for federal funding, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) require that they be listed in a long-range transportation plan. For this reason, any project that requires extensive funding needs to be included in the LRTP. Project proposals are submitted to the MPO and judged upon the criteria previously created for the LRTP that highlight's the MPO's priorities for the future. These are derived, generally, from federal guidelines, but are finalized in Virginia by the Virginia Department of Transportation and Department of Rail and Public Transit. The MPO's decide which projects to submit as applications for funding.

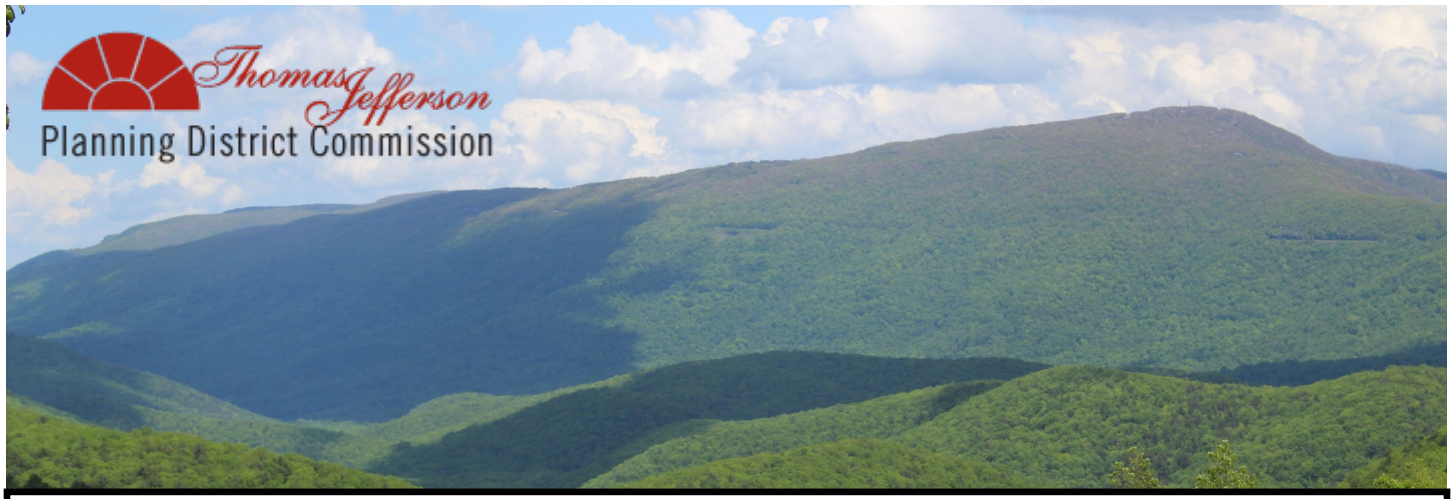


What are requirements for a project's inclusion in the LRTP?
Projects are measured by various criteria including environmental impact and design, impact on regional transit, and expected operations and maintenance costs. Deficiencies within the transportation area studied are identified, and a list is developed using projects that were carried over from the previous long range plan, other plans produced by the MPO and the Thomas Jefferson Planning District, and the CAT and Jaunt Transit Development Plans. Modeling is used to determine the extent of the deficiency throughout the timeframe of the LRTP. Projects are chosen based on how well they address a current deficiency in the area's transportation infrastructure, satisfy the MPO's criteria, and how much they cost. Public comment is also solicited, as well as recommendations from the MPO's standing committees.

How is the Long Range Transportation Plan Adopted?
The LRTP is adopted by the Policy Board of the MPO after public hearings and presentation of the final plan.

Thomas Jefferson Planning District Commission
Charlottesville/Albemarle MPO

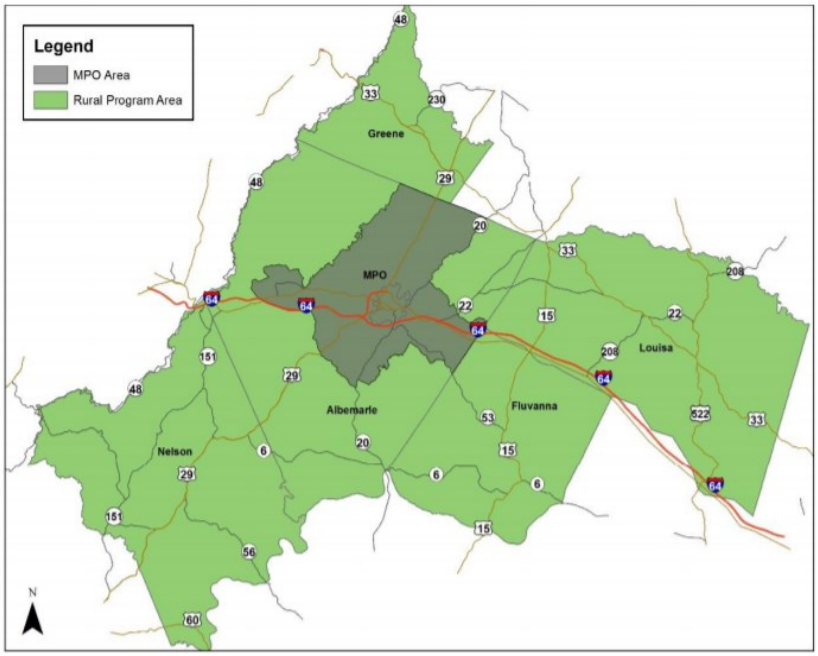
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Unified Planning Work Program

What is the UPWP? - The Unified Planning Work Program is a formal presentation of the transportation planning projects that will be undertaken by an MPO for a designated fiscal year. The UPWP serves as a mechanism for the MPO to plan the money that it receives from federal and state sources - it can go towards project research, committee management, or other responsibilities of the MPO.

Why is it important? - The UPWP reflects the planning priorities of an MPO in terms of its desired transportation planning, but also provides a detailed list of projects, their associated costs and timelines for completion, as well as end products and deliverables. In addition to its critical function, ensuring federal funds which make up the majority of the MPO's budget, it serves as a way for associated localities and residents can understand what improvements are being prioritized, how they are occurring, and what will look different when they have been completed.



Who prepares the UPWP? The UPWP is prepared by the MPO of an area in line with transportation and planning priorities that have been determined by partner organizations and the public, and are reflected in the MPO's long range transportation process and broader transportation goals and vision.

How is work identified? Federal law dictates that work programs identified in the UPWP must incorporate one or more of eight basic planning factors in order to be included. These factors include safety, security, and connectivity, and generally represent most or all of an MPO's own planning goals. The MPO, after considering these factors, will then formulate its own set of planning priorities after input from staff, transportation stakeholders, local governments, and the general public, and use these priorities to guide and formulate projects. Long term transportation planning efforts, like the Long Range Transportation Plan developed by an MPO, will also guide and prioritize projects.

B) Short Range Project Planning

PL Funding: $25,000

FTA Funding: $7,500

MPO staff will continue to work with VDOT, DRPT, City and County staff to identify appropriate funding sources for regional priority projects. SMART SCALE pre-applications were submitted in April of 2020, with final applications due in August of 2020. MPO staff will continue to strengthen and prepare SMART SCALE applications for submission on behalf of the MPO, as well as provide support for projects submitted by the City of Charlottesville and urbanized portions of Albemarle County where needed.

End Products:

- Facilitate outreach efforts in the pursuit of funding sources for high priority projects within the MPO;
- Hold a regional meeting to coordinate SMART SCALE project submittals from the member localities and MPO;
- Coordinate sharing of economic development, and other relevant information, between the localities in support of SMART SCALE applications; and
- Attend the Quarterly Transportation Meetings hosted by OIPI to ensure that MPO and locality staff have appropriate information about all funding programs.

An example entry in the 2021 Fiscal Year UPWP from the CA-MPO.

How is it monitored? The UPWP's progress is monitored by the staff of the MPO. The Virginia Department of Transportation is currently developing a mechanism to ensure MPO's across the state are complying with their UPWP's.

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Memorandum

To: MPO Committee Members
From: Sandy Shackelford, Director of Planning & Transportation
Date: July 7, 2020
Reference: Public Participation Plan

Purpose:

MPOs are required to comply with federal regulations to ensure that there are adequate public participation opportunities for the public when developing and adopting planning documents. The Public Participation Plan is the document the Charlottesville-Albemarle MPO uses to communicate the strategies that will be utilized to satisfy those requirements.

This Plan is intended to provide as much flexibility as possible in meeting the requirements established in the federal regulations. The TJPDC as an organization, which includes the MPO operations, is committed to exceeding the minimum requirements and developing meaningful public engagement opportunities for the public, considering the diversity of needs and preferences throughout the MPO area.

Background:

The current Public Participation Plan was last updated in 2016 and is in need of revision. A summary of the proposed changes is listed below:

- Updating references to Thomas Jefferson Planning District Commission (TJPDC) reports and *News Briefs* to reflect current practices.
- Including procedures for electronic meetings when authorized.
- Updating sections on accessibility for people with disabilities and non-English speakers.
- Updating plans for communicating with traditionally underserved communities.
- Generalizing the committee membership to remove references to specific individuals.

The draft of the Public Participation Plan included in your packets reflect all of these recommended changes. This is an initial opportunity for the MPO committees to review the document and provide feedback. The federal regulations require that there be a 45-day public comment period prior to any significant changes to the plan being made. CA-MPO staff will begin a formal comment period following the committees' and Policy Board's initial review of this document.

Recommendation:

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Charlottesville/Albemarle MPO

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At this time, each of the committees and the Policy Board are being asked to review the current draft of the Plan and provide feedback to staff. Once staff has received feedback, recommendations for changes will be incorporated and the Plan will be distributed publicly for comment. The Plan will be placed on the September agenda for the committees and Policy Board, along with any pubic feedback that is received, for a final discussion.

If there are any questions or comments, please contact Sandy Shackelford at sshackelford@tjpdc.org.

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Memorandum

To: MPO-Policy Board
From: Lucinda Shannon, Transportation Planning Manager
Date: July 22, 2020
Reference: Amendment to the Transportation Improvement Program (TIP) FY18-21 and FY21-24

Purpose: To add an additional $8,659,856 to Federal Fiscal Year 2020 for Grouping: Maintenance: Preventative Maintenance and System Preservation.

Old Table

MPO	Charlottesville					
GROUPING	Maintenance : Preventive Maintenance and System Preservation					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
CN	Federal - STP/STBG	$0	$1,349,537	$12,485,925	$0	$0
MPO Note	FFY19-25 STIP Adj - move $26,585 (STP) FFY19 from Statewide Traffic & Safety to Culpeper Preventive MN & System Preservation FFY19.					

New/Adjusted Table

GROUPING	Maintenance : Preventive Maintenance and System Preservation					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	$14,821,995
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
CN	Federal - NHS/NHPP	$0	$0	$0	$10,790,569	$0
	Federal - STP/STBG	$0	$1,109,104	$1,286,434	$0	$1,635,888
CN TOTAL		$0	$1,109,104	$1,286,434	$10,790,569	$1,635,888
MPO Note	TIP AMD - add an addit'l $8,659,856 (NHPP) FFY20					

Action Item: MPO staff recommends a motion to approve the TIP amendment.

Once this TIP amendment is reviewed and approved by the MPO Policy Board, the TIP documents for FY18-21 and FY21-24 will be updated with the modified table.

IN WITNESS WHEREOF, the MPO Policy Board on July 22, 2020, approved the amendments proposed above.

Signature:

_____
Chair
Charlottesville-Albemarle Metropolitan Planning Organization

WITNESS BY _____

If there are any questions, please contact Lucinda Shannon at lshannon@tjpdc.org or (434) 979-7310 Ext.113.

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RESOLUTION

APPOINTMENT OF FREEDOM of INFORMATION ACT (FOIA) OFFICER

WHEREAS, *Virginia Code* §2.2-3704.2 currently requires all state and local public bodies that are subject to the provisions of the Virginia Freedom of Information Act (FOIA) to designate and publicly identify one or more FOIA officers, whose responsibility is to serve as a point of contact for members of the public in requesting public records and to coordinate the public body's compliance with provisions of the Act; and

WHEREAS, SB 138, approved by the 2020 General Assembly and signed by the governor, adds regional public bodies to the types of public bodies that must designate a FOIA officer, effective July 1, 2020; and

WHEREAS, the new law requires that the name and contact information of the public body's FOIA officer be made available in a way reasonably calculated to provide notice to the public; and

WHEREAS, the law stipulates that the FOIA officer possess specific knowledge of the provisions of the Act and be trained at least once every two years; now, therefore be it

RESOLVED, that the Charlottesville Albemarle Metropolitan Planning Organization (CA-MPO), a regional public body, hereby appoints David Blount, Deputy Director, as FOIA officer for the CA-MPO.

ADOPTED by the Charlottesville Albemarle Metropolitan Planning Organization at its meeting of July 22, 2020, in the City of Charlottesville, Virginia.

_____ _____

Charles P. Boyles, II Executive Director Michael Payne, Policy Board Chair

_____

Date

Smart Scale Workshop Public Comments
Charlottesville Albemarle MPO

June 2020



Charlottesville-Albemarle Metropolitan Planning Organization

of the Thomas Jefferson Planning District Commission

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Summary of Smart Scale Workshop

Introduction

In May, the Charlottesville Albemarle MPO partnered with the City of Charlottesville and Albemarle County to host a public workshop on the Smart Scale projects proposed for submission in round 4. The workshop covered the 17 projects submitted during the preapplication period in the CA-MPO area. Representatives from VDOT, Albemarle, and Charlottesville provided overviews of the transportation projects planned for submission in August for funding through VDOT's Smart Scale program during two Zoom webinar sessions. The MPO hosted a webpage (http://campo.tjpdc.org/smart-scale/) with a summary of the Smart Scale process and created a two-page informational graphic for each project, which included sketches from VDOT's project descriptions.

Process

The public was invited to provide their feedback during the workshops, via email, phone, and on the workshop webpage. The workshops were advertised via email, Facebook, through Albemarle's eBlast announcement, the City's event calendar and were also covered in the Daily Progress and on CBS19 News. The Piedmont Environmental Council also shared information about the workshops and opportunities to comment throughout its network via newsletters, emails, and Facebook. Between 60 and 70 people participated in each of the two online workshops and comments were collected through the end of May.

Comments were submitted via all the options available to the public: through email, webinar participation, the website, and one phone call from someone who only used the phone or in person meetings to communicate. Staff from all three agencies collaborated to combine the comments into one large spreadsheet and respond to questions as they were submitted.

Most Relevant Feedback

Almost 280 comments were collected on 16 of the 17 projects. See Table 1 for a sum of the number of comments by project. The four proposed Smart Scale projects that received significant attention from the public and community organizations are:

1. US/29Frays Mill/Burnley Station Intersection Improvements,
2. Rt. 20 Shared Use Path,
3. Preston Ave. & Grady Ave. Intersection Improvements, and
4. John Warner Parkway/Rio Road Intersection Improvements.

In addition to comments on specific Smart Scale projects, CA-MPO also received about 35 comments and questions on the general process and other transportation projects. A full collection of all the comments received is included in Appendix C. Comments from the public for the top four projects and the general comments are summarized in this section.

Table 1: Sum of Comments Received by Project

Project Name	Number of Comments	Opposed/ Concern	Support	Design Suggestion/ General
107 Park and Ride Lot	1		1	
Access Management on US 250 East from VA 20 (Stoney Point Rd) east to Hanson Rd.	2			2
Belvedere/Rio Rd Intersection Improvements	5	1		4
Emmet Street Multimodal Phase Two	7	1		6
Fifth Street Hub and Trails	6	1	2	4
Hillsdale Drive South Extension	2		2	
Hydraulic Road and US 29	11	2	1	8
John Warner Pkwy / Rio Rd Intersection Improvements	22	13	1	8
Preston Ave & Grady Ave Intersection Improvements	20	9	1	10
Ridge Street Multimodal Improvements	5			5
Rt. 20 Shared Use Path	50	41	5	4
Rt. 20/53 Intersection Improvements	1			1
Rt. 29 Shared Use Path	3	1	1	1
US 29 and Fontaine Avenue Interchange Improvements	2		2	
US 29/ Frays Mill/ Burnley Station Intersection Improvements	96	92	2	2
W Main Streetscape Ph 3 – 8th St NW to Roosevelt Brown Ave	8		1	7

US/29Frays Mill/Burnley Station Intersection Improvements project

Approximately one third of the 297 comments were in response to the US/29Frays Mill/Burnley Station Intersection Improvements project; 92 of the 96 comments about this project were opposed to the project. Many of the comments mentioned alternative strategies and concerns of people living in the neighborhoods near the intersection, as well as non-residents using Preddy Creek Park. Those in opposition of the project expressed significant disapproval due to “inappropriate spending” and the danger the proposed configuration presents to cyclists and pedestrians on the road. A majority of the individuals that commented felt that the intersection currently has no issues and that this project would be a waste of tax dollars that could be reallocated to smaller, more locally impactful projects. These commenters believed that traffic is flowing properly at the moment and will decline if improvements are undertaken. The perception among these users is that system performance limitations are not due to the configuration of the current intersection, but rather other factors like speed limits and law-breaking.

Quote from comment submitted about the US/29 Frays Mill/Burnley Station Intersection Improvements:

> *The R cut, though supposedly may be assumed safer, it is going to bring added time constraints and dangerous maneuverability to all the large horse trailers as well as trailers with motor bikes and road bikes coming to and from the county park. There are numerous new subdivisions okayed by the county along this road and the tie-ups for them trying to blend into fast traffic on Rt 29 will be disastrous. The problem now is with speeding cars on Rt 29 trying to beat the light. Better enforcement would be a less expensive answer. I most definitely am opposed to this R cut solution.*

Rt. 20 Shared Use Path

The project that received the second highest number of comments was the Rt. 20 Shared Use Path. Eighteen percent of the comments were about the Rt. 20 Shared Use Path; 41 of the comments were opposed/concerned about the project, and five were in support of it. There were four comments that were neutral, mostly asking design and process questions. The main concerns voiced were about the damage to memorial trees planted in the median, the lack of public participation in the design process for consideration of alternative designs. The public was also concerned with the safety and usability of a path in the median of Rt. 20.

Quote from comment submitted about the Rt. 20 Shared Use Path:

> *It is important, when building a path, to build a path worth caring about, a path that people will love and use (as they use and love the Saunders trail). There are such paths in Charlottesville, the Rivanna trail between Riverview Park and the Free Bridge is such a path. When the bike-pedestrian connection is completed between Charlottesville and Monticello make it a by-way of high quality. Route it through the Blue Ridge Sanitarium property, or route through the Woolen Mills and the Roundabouts. It will take more time and that time is worth investing. Conditions on the ground have changed since the student project in 2016. Build the path once and build it worthy. Withdraw the Median idea from Smart Scale consideration.*

During the initial online registration, 25 questions were submitted to the MPO. A plurality of the registration questions regarded the Route 20 SUP project. Many citizens expressed frustration at the prospect of spending money on a project that they thought could potentially increase accidents and remove what they considered much-needed trees in the median, which would provide shade for the users of the SUP. Other citizens, primarily bike-ped enthusiasts, preferred the idea of using the median as a bike lane to reduce the need for road widening, which would increase the cost of the project and reduce the likelihood that a funding source to make what they considered a needed network expansion would be identified in the near future. Environmental groups also expressed some concern with competing non-profit efforts.

Preston Ave. & Grady Ave. Intersection Improvements

The Preston Ave. & Grady Ave. Intersection Improvements project received twenty comments; nine expressed concern, one was in support of the project and twelve were questions about the lack of public input in the design process and community input in general. In general, the public wanted to know more about the project and requested additional opportunities to have input and influence on this project; they would like to look at the intersection holistically, as a part of the entire neighborhood. Some of the questions raised expressed concerns about the reduction of parking availability during the construction phase, and effects of that reduction on residents and businesses.

Quote from comment submitted about the Preston Ave. & Grady Ave. Intersection Improvements:

> *There is tremendous opportunity to imagine a better Preston Avenue, if viewed holistically as you have successfully done on the other corridors under improvement. Why not Preston? The current project would make such visioning moot before its conception and represent a tremendous missed opportunity.*

John Warner Parkway/Rio Road Intersection Improvement

Twenty-two comments were about the John Warner Parkway/Rio Road Intersection Improvement. Thirteen of the comments were opposed to the project as it was proposed, one was in support of it and eight comments

were from respondents requesting more information about the design. Those that supported the proposed improvement referenced concerns about traffic flow and a desire to improve the connectivity of the intersection. Several people requested more details about the project to better assess its feasibility and overall impact on traffic patterns and congestion.

Several letters in support and opposition to the projects were received and can be viewed in Appendix A; these letters were included in the analysis above. Appendix B contains copies of the Daily Progress and CBS19 coverage, and all other comments received are included in Appendix C.

General Feedback

In addition to questions and comments about specific applications, there were thirty-six general comments about the transportation planning and funding process and unrelated transportation projects in the CA-MPO area. The general issues raised varied from safety concerns to ecological conservation. More than anything, the reallocation of funding to other infrastructure and maintenance projects seemed to be the most common suggestion. CA-MPO staff observed from the general comments and questions that the overall transportation funding process is not well understood by the public. Another frequent request from citizens was for additional public engagement opportunities to better understand project details and to obtain community support for multi-million-dollar projects. Additionally, the questions and comments received included suggestions for alternative designs from elected officials and community leaders.

Lessons Learned

This is the first time that the CA-MPO/TJPDC staff held a workshop of this nature for Smart Scale project application submissions. Public participation for this event was significantly higher than expected, which is likely at least partially due to the online format and circumstances related to the state of emergency. The public was actively engaged throughout the process, some of whom commented in multiple venues and reached out to individual staff members with questions and concerns. Due to the large number of concerns raised about the Rt. 20 Shared Use path, TJPDC invited the workshop participants to the June 11th Bike and Pedestrian Committee meeting and hosted a second Public Workshop specifically on the Rt. 20 Shared Use Path The Albemarle County Board of Supervisors failed to provide a resolution of support for the Rt. 20 Shared Use Path at their meeting on June 17th, so that project will not be moving forward for final submission. TJPDC/CA-MPO staff will work with Albemarle County staff to determine next steps for advancing a project that will provide the needed connection in the bike/ped infrastructure that also includes a much more robust stakeholder engagement process throughout the project development.

Moving forward, CA-MPO and the TJPDC will work with its localities to select Smart Scale projects much earlier so that public engagement can occur and support from the elected officials can be obtained well before the initial project pre-application deadline.

Appendix A: Letters Received on Smart Scale Projects

From: Kathryn Charlottesville Area Tree Stewards

Topic: Rt. 20 Shared Use Path

Dear Sirs:

The Monticello GatewayTrees have been a source of pride and pleasure for the Charlottesville area for many years. The design, supported by numerous charitable and memorial agencies, has won awards and provided pleasure for those traveling to and from Charlottesville. The current plans for the bike path to run in the middle of the median is incompatible for the survival of the trees. The following details are listed by the figures in Attachment A of the design. After a site visit, with the plans in hand, we found many issues. **The number of trees in parenthesis are those that will be severely impacted.** Based on our estimation**, 62 trees will be either outright removed or severely adversely impacted.**

Figure 1 (**2 Trees**): The College Road entrance to the Bike Path. The trees noted in this figure are planted along the side of the drainage ditch. If the ditch is filled to provide a level surface for the path, 1 or more feet of soil will be placed over the trees' grade, effectively burying them.

Figure 2 (**6 Trees**): The diagram does not show all the trees that will be impacted by this project. The trees on both sides of the trail crossing are planted on the sides of the ditch. They will be impacted as above.

Figure 3 **(20 trees**): At this point the ditch is deeper and the trees are planted deeper into the ditch. If as above, soil is added to the ditch to make a level path, these trees will be covered by more soil than above and so will be more adversely impacted. In the long term, they will die a slow torturous death and look horrible for most of that time.

Figure 4 (**16 trees**): As the path goes under the overpass, the trail widens as it goes into and through. In doing so, 7 trees on one side and 4 trees on the other side are in the path and so will be eliminated. The remaining 5 trees on the other side of the bypasses are impacted as above.

Figure 5 (**14 trees**): This area of the median has a very deep ditch. The 10 trees in this figure are planted deeply into this ditch. If soil is added to provide a level area for the path, these trees will be buried under 3-4 feet of soil. As indicated above, they will die. Four (4) trees are in the path and will be eliminated.

Figure 6 (**4 trees**): The figure does not show the trees in this part of the median. Four (4) trees are on the side of the median where the path is shown. The path impinges on the trees' root systems and will adversely affect their health. Two (2) trees are on the opposite side from the path. If and only if the grade is not affected and if all construction equipment is kept away from the critical root zone, they should be okay.

The conclusion of the above is that **62 trees will be lost** by the construction of the path. Some are affected directly as they are in the footprint of the path. The majority are affected by the addition of soil to allow for a level path and will also be adversely affected by construction.

Trees survival is directly related to root health. If a tree's root system is damaged or compromised, the tree will die. One has to remember that a tree's root system extends 2-3 times the width of the tree's canopy and lies within the first 12-18 inches of the soil surface. This project as designed will have serious adverse impacts on the root systems of all the trees. The submitted plans have no information on elevations. Thus, it is difficult to determine exactly how much soil will be piled on top of the trees' root systems. It may be much more than what we determined.

- The placement of soil over the root system prevents the roots from obtaining sufficient oxygen, nutrients and water for life. In order to have a level path, the trees will be covered with from 1 to 4 feet of addition soil. This is not compatible with tree life, they will suffocate. Research shows that even 2-3 inches of soil can adversely impact tree health, let alone 1 foot or more.

- The construction process with the use of heavy equipment such as trucks, bobcats, and other earth movers, compacts the soil. Soil compaction is one of the major causes of death of trees in construction sites. Compacted soils adversely affect root growth, especially of the small rootlets responsible for water and nutrient absorption (soil pore size is diminished). The median is such a small area, it will be impossible to complete the construction and not compact the soil near the trees.

As presented, the construction of this proposed path will ultimately result in the death of most if not all the trees. If constructed, there will be a bike path, but it will be flanked by dead trees.

Thank you for your time and consideration,

Kathryn Nepote

Projects Chair, Charlottesville Area Tree Stewards

Earlysville, VA

From: Bill Emory

Topic: Rt. 20 Shared Use Path

Dear MPO Policy Board Members,

I am writing regarding the Route 20 Shared Use Path, a candidate for Smart Scale funding.

I want to touch on the product, the process and the price.

The Product:

Yesterday I walked from Charlotteville to PVCC, starting at Druid Avenue in the City, ending at the intersection of Route 20 and College Drive. This is the route proposed in the Kittleson design (2/27/2020). I hoped to sample the "ground truth" of walking this mile.

There were few vehicles on the road, additionally it was beautiful Saturday morning in the Piedmont.



The walk on the Route 20 median in the divided highway portion between the dual north and south bound lanes was harrowing. Depending on passing vehicle carriage types, vehicle fuel, vehicle tires, vehicle speeds and numbers, the ambient noise of the traffic varied from annoying to damaging (90+db). It is not a quiet place to

walk and talk. With the addition of noxious gasses and particulates from the exhaust and the threat of vehicles moving at highway speeds, it was a disagreeable experience.

Secondary to the traffic, it is inconceivable that parents will be pushing strollers down the proposed path. It is highly unlikely that people will walk this stretch to access PVCC or Monticello.

Additionally, the route of the shared use path between Moores Creek and Druid Avenue is steep. I think of ADA compliant slope as being one inch of rise in every 12 inches of run. The places I measured in the proposed travel-way were steeper, about 1.38 inches rise per foot of run. It is a tough hill, not easily biked or negotiated with a wheel chair.

It is imperative that you walk the proposed shared use route before voting on this project. It will help you in making an informed Smart Scale submission.



The Process:

The process leading to the potential Smart Scale submission of the Route 20 SUP has been opaque, it has not been transparent.

The process for the selection of this particular route is not discernible from the public record. Were alternate routes that the public might love and use considered?

Why would the CAMPO suggest a path that damages a beautiful grove of trees without consulting the community members and organizations that planted those trees five years ago? How was the routing decision made?

At this point in the game, with COVID going on, how will the Board Of Supervisors and the City Council get informed feedback from their constituents regarding this project? In the past, both jurisdictions have been very

conscientious bringing MPO submissions front and center to residents. (Smart Scale public hearings for West Main in the City or Route 29 in the County come to mind).

Orderly, thoughtful process has been abrogated in this instance.

Applicable aphorisms? *First do no harm. Measure twice, saw once. If a thing is worth doing, it's worth doing well.*

Please pull this submission and reevaluate potential routes with transparent, full community participation, then resubmit next year.

As presented, the Route 20 SUP is an unworthy idea.

The Price:

At the May 27 MPO Policy Board meeting a member of the public commented on the chosen route saying: *"The idea of going down the median is not anybody's preferred option but it is the one option that could be achieved within a generation. And so that is why that route is looked at."*

That is to say, *"the price is right, it is a simple concept, VDOT already owns the land. We can make it happen this year!"*

Expediency is not a planning principle.

Please do not support this project. We can do better. Vote to withdraw it from the August submission to VDOT.

Thanks for all your work!

Bill Emory

1604 E Market Street

Charlottesville VA 22902

From: The Piedmont Environmental Council

Topic: Rt. 20 Shared Use Path

Dear Lucinda,

The Piedmont Environmental Council supports the proposed Route 20 Shared-Use Path with some caveats related to design. Like any project of this kind, it has challenges but we believe these can and should be resolved through robust community participation.

The project addresses numerous long-standing community priorities and it accomplishes many things in a relatively short distance:

- Makes it possible to ride a bike from one half of our World Heritage Site to the other;
- Allows people of all ages to walk to the region's premiere trail destination;
- Connects Albemarle's Southern Neighborhood residents to the rest of the community;
- Makes PVCC more accessible to those who cannot or choose not to drive.

Furthermore it will dramatically reduce the need for parking at the Saunders Monticello trailhead and eliminate many thousands of vehicle trips and the pollution they cause. It will make the community better for all--particularly those who are young or with fewer transportation options.

The selected route is not ideal and it has challenges but VDoT has determined that it is the only option that is likely to be accomplished in the foreseeable future.

One important concern that we have heard regards the Gateway memorial grove. It needs to be treated with honor and respect. PEC has a very special relationship to the Journey Through Hallowed Ground. We see the route as a zone of reverence and the gateway trees, planted with much cost and effort, need to be handled with care. Those that need to be relocated should stay on site and any replacements need to be of the same species and size. Ideally, the project should aim to increase the net tree canopy. This isn't an attempt to erase earlier work--it is about extending its legacy and the community's open space resources to more people.

We are also steadfast in our belief that the best way to solve difficult problems is by bringing the public's collective knowledge and wisdom inside the planning process. The project will need to balance the goals of connectivity with the numerous layers of past triumphs and painful lessons and that will require participation. The design team will need to think creatively and it should include an arborist, an engineer who is well versed in hydrology, and representatives from Monticello and PVCC. There should be many community voices and I can assure you that there are hundreds of citizens, businesses and organizations who are eager to take part.

Projects like this are the reason why the Jefferson Area Bicycle and Pedestrian Plan was created. The process that got us to this moment--interjurisdictional cooperation and robust community involvement--will be how we overcome the challenges we encounter along the way. It is possible for all concerns to be balanced and that must be the approach going forward.

Sincerely,

Peter Krebs
Albemarle / Charlottesville Community Organizer
The Piedmont Environmental Council

From: Rivanna Trails Foundation

Topic: Rt. 20 Shared Use Path

Rivanna Trails Foundation
Post Office Box 1786
Charlottesville, VA 22902
rivannatrails@gmail.com

Board of Directors

Michael Barnes

Jay Endahl

Allie Hill

Duncan Hill

Michael Holroyd

Robert LeHeup

Ned Michie

Todd Niemeier

J.H. (Rip) Verkerke

Jeff Wilbur

John Woodriff

Associate Members

Chris Gensic
Charlottesville Parks & Recreation

Christian Dahlhausen
Charlottesville Area Trail Runners

John Lewis
Charlottesville Area Mountain Bike Club

Terri Miyamoto
Crozet Trail Crew

Pro Bono Counsel

Fran Lawrence

Lucinda Shannon
Transportation Program Manager
Thomas Jefferson Planning District Commission
401 E. Water Street
Charlottesville, VA 22902

May 29, 2020

Re: Proposed Shared Use Path Along Route 20 South

Dear Ms. Shannon:

I am writing on behalf of the Rivanna Trails Foundation to express our support for the proposed shared use path along Route 20 South.

This trail will safely connect thousands of City and County residents who live north of I-64 with PVCC, the extraordinary Saunders-Monticello Trail, and ultimately the grounds of Monticello itself. Our own Rivanna Trail (the RT) crosses Route 20 just north of the interstate, and we expect RT users will be thrilled to be able to extend their hiking and biking routes into the extensive trail system that the Thomas Jefferson Foundation offers in the area. We also believe that bicycle commuters from southern Albemarle neighborhoods will use this new connection to dramatically improve the safety of their journey.

We are aware that members of the community have raised legitimate concerns about the Gateway memorial grove located in the Route 20 median. If as it appears, the median is the only practicable alignment for the shared use path, designers should take every precaution to protect and preserve not only these individual trees but the sense of place the memorial was intended to establish. Trees should be relocated in the area only if necessary. And the completed project should both increase tree cover and incorporate the trail into the Gateway concept. We are confident that careful, creative design and thorough consultation with stakeholders can reconcile any potentially conflicting objectives.

Founded in 1992, the mission of the Rivanna Trails Foundation is to promote, create, and protect pathways, trails, and greenways in the Rivanna River Watershed that connect communities and people to one another and to nature. We are a volunteer organization supported solely by tax-deductible contributions and believe that community-wide trails serve as a resource for nature-related recreation, environmental education, and human-powered transportation. Thank you for considering our views in your review of this project.

Sincerely,

J.H. (Rip) Verkerke
President, Rivanna Trails Foundation

Trails connecting our community
www.rivannatrails.org

From: Charlottesville Area Tree Stewards (CATS)

Topic: Rt. 20 Shared Use Path

To: Members of the Metropolitan Planning Organization

From: Rachel Keen, President of the Charlottesville Area Tree Stewards (CATS)

Date: May 29, 2010

A proposal for a bike path and trail in the median of US Rt.20 will be put forward for your consideration as one of the submissions for Smart Scale Projects. I wish to call attention to the way this project would impact or perhaps completely destroy an already existing project called the Monticello Gateway. Beginning in 2015, around 15 different organizations collaborated in planting around 80 trees on this median. The intention was to form a canopy of large native trees that would be beautiful as well as environmentally valuable for their ability to absorb storm water runoff. The location on Rt. 20 would connect Monticello, Piedmont Community College, and Charlottesville, providing a gateway that would welcome visitors and residents to the area. As now conceived, the bike path and trail as described in the Shared Use Plan would require removing a great many of these trees. According to an estimate by members of CATS, around 60 of the trees would be lost either by direct removal or severe impact on roots and soil during construction of the path. For these reasons, members of CATS are opposed to this project. We can provide details of exactly how the trees will be impacted if you desire.

From: Charlottesville Area Tree Stewards

Topic: Rt. 20 Shared Use Path

The Monticello GatewayTrees have been a source of pride and pleasure for the Charlottesville area for many years. The design, supported by numerous charitable and memorial agencies, has won awards and provided pleasure for those traveling to and from Charlottesville. The current plans for the bike path to run in the middle of the median is incompatible for the survival of the trees. The following details are listed by the figures in Attachment A of the design. After a site visit, with the plans in hand, we found many issues. **The number of trees in parenthesis are those that will be severely impacted.** Based on our estimation**, 62 trees will be either outright removed or severely adversely impacted.**

Figure 1 (**2 Trees**): The College Road entrance to the Bike Path. The trees noted in this figure are planted along the side of the drainage ditch. If the ditch is filled to provide a level surface for the path, 1 or more feet of soil will be placed over the trees' grade, effectively burying them.

Figure 2 (**6 Trees**): The diagram does not show all the trees that will be impacted by this project. The trees on both sides of the trail crossing are planted on the sides of the ditch. They will be impacted as above.

Figure 3 **(20 trees**): At this point the ditch is deeper and the trees are planted deeper into the ditch. If as above, soil is added to the ditch to make a level path, these trees will be covered by more soil than above and so will be more adversely impacted. In the long term, they will die a slow torturous death and look horrible for most of that time.

Figure 4 (**16 trees**): As the path goes under the overpass, the trail widens as it goes into and through. In doing so, 7 trees on one side and 4 trees on the other side are in the path and so will be eliminated. The remaining 5 trees on the other side of the bypasses are impacted as above.

Figure 5 (**14 trees**): This area of the median has a very deep ditch. The 10 trees in this figure are planted deeply into this ditch. If soil is added to provide a level area for the path, these trees will be buried under 3-4 feet of soil. As indicated above, they will die. Four (4) trees are in the path and will be eliminated.

Figure 6 (**4 trees**): The figure does not show the trees in this part of the median. Four (4) trees are on the side of the median where the path is shown. The path impinges on the trees' root systems and will adversely affect their health. Two (2) trees are on the opposite side from the path. If and

only if the grade is not affected and if all construction equipment is kept away from the critical root zone, they should be okay.

The conclusion of the above is that **62 trees will be lost** by the construction of the path. Some are affected directly as they are in the footprint of the path. The majority are affected by the addition of soil to allow for a level path and will also be adversely affected by construction.

Trees survival is directly related to root health. If a tree's root system is damaged or compromised, the tree will die. One has to remember that a tree's root system extends 2-3 times the width of the tree's canopy and lies within the first 12-18 inches of the soil surface. This project as designed will have serious adverse impacts on the root systems of all the trees. The submitted plans have no information on elevations. Thus, it is difficult to determine exactly how much soil will be piled on top of the trees' root systems. It may be much more than what we determined.

- The placement of soil over the root system prevents the roots from obtaining sufficient oxygen, nutrients and water for life. In order to have a level path, the trees will be covered with from 1 to 4 feet of addition soil. This is not compatible with tree life, they will suffocate. Research shows that even 2-3 inches of soil can adversely impact tree health, let alone 1 foot or more.

- The construction process with the use of heavy equipment such as trucks, bobcats, and other earth movers, compacts the soil. Soil compaction is one of the major causes of death of trees in construction sites. Compacted soils adversely affect root growth, especially of the small rootlets responsible for water and nutrient absorption (soil pore size is diminished). The median is such a small area, it will be impossible to complete the construction and not compact the soil near the trees.

As presented, the construction of this proposed path will ultimately result in the death of most if not all the trees. If constructed, there will be a bike path, but it will be flanked by dead trees.

Kathryn Nepote

Projects Committee Chair

Charlottesville Area Tree Stewards

From: Supervisor Donna Price

Topic: Rt. 20 Shared Use Path

Shared use path down VA-20/Scottsville Rd.

Chip et al:

Thank you for your prompt response. I believe it will be important to get as many people notified of this as possible; and that they have a chance to be heard – be it before or at the requisite meetings.

I actually parked at Druid and walked the median from there to the PVCC light and back. It took right at 15 minutes each way; and an average of 230 vehicles passed by me on each leg…only those at the curve between Quarry and Druid being anywhere near under 45mph.

Greatly appreciating the complexities and difficulties of any other route; and recognizing that the Smart Scale funding may be what makes this option financially advisable (even if not exactly desirable); having now spent most of the day in two meetings and on several phone calls with constituents about this project (to include walking the path); my initial impressions are that bicyclists may find it useful; that it will connect Charlottesville with PVCC; but, I would not be comfortable walking with my grandchildren down that median – even with landscaping and guardrails. Consequently, I see it as useful for bicyclists, not so much for pedestrians…I have several other thoughts and concerns (trees will be larger and less able to be successfully transplanted in a few years; major road and drainage revisions would be required; to name a few).

I look forward to further conversations and discussions regarding this proposal.

Let me also say, however, that I would never personally consider taking a long tunnel under I-64 (another option I understand has been considered); and believe that a continuation of the path on the west/south bank of the Rivanna River, with a bridge over Moore's Creek, passing under the RR and I-64 trestles over the River and then on to Monticello would be the most desirable from an aesthetic and tranquil perspective, however, I also recognize that brings people on the wrong side of Monticello from their desire to have all visitors come to the Visitor Center; and, bringing visitors the west, on the south side of and parallel to I-64 has problems with the property ownership of the old Blue Ridge Sanitarium property owned by the UVA Foundation to name but a few issues there…in other words it almost sounds like one "can't get there from here."

Best wishes,

Donna Price
Supervisor
Scottsville Magisterial District
434-529-0191
dprice@albemarle.org

From: Supervisor Donna Price

Topic: Rt. 20 Shared Use Path

From: Chip Boyles <CBoyles@tjpdc.org>
Sent: Tuesday, June 2, 2020 4:50 PM
To: Donna Price <dprice@albemarle.org>; Roger Johnson <rjohnson2@albemarle.org>; Jeff Richardson <jrichardson3@albemarle.org>
Cc: Sandy Shackelford <sshackelford@tjpdc.org>; Lucinda Shannon <lshannon@tjpdc.org>; Jessica Ballering <jballering@tjpdc.org>; Kevin McDermott <kmcdermott@albemarle.org>
Subject: RE: Shared use path down VA-20/Scottsville Rd.

Thank you Donna. Knowing that this project has a very divided set of stakeholders, we are recommending an additional public meeting some time prior to the July 22nd MPO meeting when a vote would be required to submit the application. More information should be available for consideration at that meeting. Like you, I understand the needs and concerns of both groups and would have hoped that a mutually acceptable project could have been developed. I will be sharing with the MPO the process that the MPO staff takes on these types of projects submitted by our local governments. For this Smart Scale round, the Hydraulic and 29 projects are the priority projects for the MPO. There are two Hydraulic projects to be recommended for funding consideration. The MPO can apply for a total of four projects. This left an opening for two projects. We asked both Albemarle County and the City of Charlottesville if they had any projects that they would like for the MPO to include in their submissions. The City did not have any projects and Albemarle County requested that the MPO submit the US 29 and Fontaine Ave project and the Route 20 Shared Use Path.

My understanding of this project is that the goal is to make the bike/ped connection from the City to Monticello Trail. This connection is identified as a priority need in several county, city and regional plans. Unfortunately, most routes are very expensive and because of cost would not rank very high in the smart scale ranking. The Route 20 median is the most cost effective route but at the expense of the existing median trees and user safety concerns. It is my opinion that it will be Albemarle County's role to establish the highest priority and the TJPDC/MPO staff will pursue accordingly in its recommendations to the MPO Policy Board. I am sharing with Kevin McDermott as he has been very active with this project and is much better informed than I.

I am glad to discuss in more detail. Please let me know if that would be of any help.

Chip

From: Donna Price <dprice@albemarle.org>
Sent: Tuesday, June 2, 2020 11:04 AM
To: Chip Boyles <CBoyles@tjpdc.org>; Roger Johnson <rjohnson2@albemarle.org>; Jeff Richardson <jrichardson3@albemarle.org>
Subject: Shared use path down VA-20/Scottsville Rd.

Chip:

I want to follow up on our earlier communications regarding this project. I have received a number of inquiries from both organizations and individuals; all of whom have some valid concerns both in support of and in opposition to the current plan. While, ultimately, a decision will be made (and no action is an action); and, while when a decision is made there are likely going to be some who are not going to support whatever the final decision is; one of the things I am hearing are concerns that not every voice that should be heard; has been heard.

I would greatly appreciate the opportunity to sit down with the relevant players and ensure that every voice that should be heard, is heard; that we do not let perfect be the enemy of good; but, we also want to be satisfied with the outcome. I am often reminded of the saying "I wanted it in the worst way, and this is how I got it." In the end, we want to be satisfied that we did and achieved the best we could in the process.

To be clear, at this point in time I am not specifically committed to any particular "pathway." My ultimate objective is to have a safe, usable, and desirable path that connects north of I-64 with south of I-64 and facilitates greater access to the Monticello historic site and its surrounding amenities. If there are other ways to achieve that than down the median of VA-20/Scottsville Road, then I would think that would be preferable. What I do not know at this point in time is whether there are other possible options.

Thank you and best wishes,

Donna Price

Supervisor

Scottsville Magisterial District

434-529-0191

dprice@albemarle.org

From: Allen Ingling

Topic: Rt. 20 Shared Use Path

May 21, 2020

Comments on Route 20 Gateway Shared Use Path (SUP)

It is going to take a concerted effort on the part of all of us concerned about the Rt. 20 Gateway trees to protect those trees. The proponents of the project are not making a serious effort to preserve them. We have been told repeatedly that an arborist or horticulturist would be working with the planning group to be sure the trees were protected. If this was true, that person would have been there from day one of the planning and have been in attendance at every meeting. There is also no item in the preliminary budget dedicated to potential tree relocation and/or replacement. There is a worrisome phrase in the Kittelson Task Memorandum of February 27, 2020. The phrase states, "All existing trees in conflict with the proposed alignment will be relocated or replaced to the extent possible." This is too easy of an out to avoid saving the trees. Relocation and/or replacement of trees of a size that the existing trees will have reached by proposed project implementation time will be impossible, ergo, no trees.

Elsewhere in the Memorandum is the caveat that no vertical cross-sections of the project area were reviewed. All interference between the SUP and the trees is based on a theoretical two-dimensional horizontal plane. As far as the tree area is concerned, this is an unacceptable oversight. There are many trees impacted directly by being in or too close to the path of the SUP, but there are far more trees affected indirectly. The root systems of trees are found almost entirely in the upper one foot of the soil. Adding fill on the area encompassing the root area of a tree is deleterious to the tree, preventing air and water from reaching the roots. Water need is obvious, but roots carry on metabolism and respire, requiring oxygen. Covering the root area with as little as two inches of soil, especially if compacted, can kill the roots, and subsequently the tree. In the areas along the alignment, elevations will generally have to be raised from a minimum of several inches to as much as four feet. Nearly all of the trees with the exception of a half dozen or so will be in the areas requiring elevation. All of these trees will require relocation, even if only by being raised.

Which brings us to another question: Relocation and Replacement. By the time this project makes it through the necessary hurdles and might be implemented, the trees will have been planted here for about ten years. Given decent growing weather, on average, some of the trees could be up to five inches in diameter, or larger. From my experience with nursery stock, tree spades have their limitations. Five inch trees do not lend themselves to removal by ordinary tree spades. We are looking at backhoes and a lot of labor, or some really monster equipment. And the trees would not survive the experience. So, without sending the project into a 100% cost overrun, most of the trees would have to be cut down and discarded. Replacement of five inch trees is also impossible, so at best we would be starting over planting little trees and losing years of effort and progress.

It is ironic in light of what will happen to the trees if this project moves forward as it is presented, that at the beginning of the site of the alignment there is a sign designating Charlottesville as an Arbor Day "Tree City."

Allen Ingling (CATS, 2017)

From: Dairy Holdings, LLC

Topic: Preston Ave & Grady Ave Intersection Improvements

DAIRY CENTRAL
CHARLOTTESVILLE, VA

May 26, 2020

VIA EMAIL: klingk@charlottesville.org

Kyle Kling
Transportation Project Manager
Department of Public Works
City of Charlottesville
P.O. Box 911
Charlottesville, VA 22902

Re: Preston Avenue and Grady Avenue Intersection Improvements

Dear Mr. Kling:

As you know, my company Dairy Holdings, LLC is the owner and developer of the Dairy Central project located at the intersection of Grady Avenue, 10th Street, and Preston Avenue. We are particularly interested in ensuring that the proposed improvements for this intersection are well designed with significant, authentic input from the community, including residents of the surrounding neighborhoods. Please accept this letter as our official comments to the proposed intersection improvement plan discussed at the May 14th Smart Scale Workshop.

While we appreciate the City Neighborhood Development Services' ("NDS") investment in staff time, consultants and other resources to address the critical needs of this intersection, we are concerned that the proposed plan was developed without input from the community, that the plan has numerous technical flaws, and that it lacks sufficient consideration for several land use concepts that are critical to the plan's success.

Lack of Community Engagement:
We believe it is important for all infrastructure projects and other community development projects be created with input from the community, and it is particularly important at this intersection, which is located adjacent to two historically African American neighborhoods. While working on the Dairy Central development project in 2017-2018, including the Special Use Permit application for Phases 2 and 3, I found the residents in the nearby 10th and Page neighborhood to be highly engaged and interested in working with our project team and providing input on the project. We value the relationships that we developed during this process, and we know that the Dairy Central project is better as a result of the community's input. Community-wide public engagement efforts were utilized with great success in the development of comprehensive solutions to other important City infrastructure projects, such as the following:

- Hydraulic / Seminole Trail interchange
- Belmont Bridge

- West Main Street
- Cherry Avenue Small Area Plan
- Ridge / McIntire and Cherry Avenue / Elliot Ave. intersection
- Emmett Street / Barrack's Road Intersection

We believe it is equally important that the community's input be incorporated into the intersection improvements plan for Preston and Grady Avenues. Not only is the intersection a critical component of a major east-west corridor through the heart of the City, but its location adjacent to two historically African American neighborhoods warrants particular attention to ensure inclusion and equity in the planning process.

During the Smart Scale public workshop on May 14th, you indicated that the community's input on the proposed plans was based on the City's Streets that Work planning effort. While that Plan did identify this intersection as a high-priority improvements due to its high ranking in the areas of safety and the need for pedestrian improvements, that process merely identified those areas most in need of improvement, it did not engage residents in developing location-specific solutions to the problems. We believe it is critical to gather a broad range of input from the community, including from the nearby neighborhoods, to ensure a comprehensive solution that addresses the particular needs and opportunities of the neighborhoods.

Technical Comments to the Proposed Plan:
We believe the proposed plan has a number of shortcomings and technical flaws that warrant staff review and input from the community, including the following:

- The proposed plan appears to direct the majority of the vehicle trips to Grady Avenue instead of Preston Avenue. With the current alignment, trips split at the current west bound Preston/Grady intersection, but the majority of trips continue along Preston. The west bound traffic on Grady then splits again, with nearly half of the vehicles turning left/south onto 10th Street, and the other half proceeding to Grady. The proposed Smart Scale plan proposes the through movement to Grady, which only accounts for approximately 20% of the trips, with the majority (those going towards Preston/Barracks) now needing to make two turning movements (the one at the intersection with Grady and the turn in front of Shenandoah Joe's.

- Similarly, vehicles traveling east and approaching the intersection from Barrack's will need to make double turning movements. The majority of the traffic (about 60% of the trips) continues straight onto Preston. The vehicles, which previously made no turning movements, would now need to make the same turns as noted above (a right at Shenandoah Joe's and then a left at the proposed intersection with 10th and Grady).

- These additional movements mean that it will take longer for the majority of vehicles to travel through the intersection, which creates more pollution and congestion, without corresponding improvements to safety or the pedestrian experience.

- The proposed plan appears to add additional unnecessary impervious surface when compared to other plans that continue to direct trips down Preston instead of Grady. This additional impervious surface will result in additional stormwater runoff and heat island effect.

- It appears from the proposed plan that vehicles exiting Shenandoah Joe's will be unable to turn left/west onto Preston Avenue, thus creating additional confusion and unnecessary turning movements.

Considerations for Improvements to the Intersection Plans:

We believe that other proposed designs that have previously been shared with NDS merit further consideration by both NDS staff and the community as part of the vital community engagement process. In addition, we believe there are a number of important land use concepts that should be considered as part of that process which are critical to the success of the project. In addition to consideration of the technical comments referenced above, we ask that NDS also incorporate the following considerations into a community engagement process:

- Focus on developing pedestrian-friendly solutions that improve pedestrian safety and the pedestrian experience overall.
- Consider the land use issues as well as the transportation and traffic movement issues; look for opportunities to create good spaces within a strong urban fabric.
- Consider opportunities to create new connections into adjacent neighborhoods, reestablishing a system of streets and blocks.
- Pay attention to the nature of the street edge as an important aspect to commerce for all properties.
- Examine whether the Preston median might be abandoned, which would provide space for wider sidewalks, street trees along the edges, bike lanes, and similar place-making improvements.
- Develop a strategy that could be applied to the entire eastern length of Preston to McIntire Road.

We believe that other intersection improvement plan concepts that have been shared with NDS, including those enclosed with this letter, more effectively address these concepts and merit discussion by the community during the community engagement process.

This intersection improvement project offers potentially transformative opportunities to improve the safety and pedestrian experience at this intersection and create an inviting urban place, while also improving multi-modal traffic flow along this important corridor. At the same time, it also provides the opportunity to build authentic community engagement and foster better connections between the City and its African American neighborhoods whose interests have historically been ignored or taken for granted.

We appreciate the urgent need to improve this intersection, but we think it is even more important that the process not be rushed; that we take the time to gather input from the community and make sure it is done right. This community has now been calling for a holistic, long range plan for the entire Preston Avenue corridor for twenty years, as detailed in the past three adopted Comprehensive Plans:

- 2001 Comprehensive Plan lists Preston Avenue as one of several corridors needing a comprehensive, integrated land use and transportation approach to redevelopment, as identified by the Torti Gallas study in 2000.

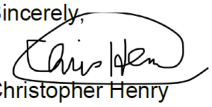
- 2007 Comprehensive Plan and 2006 Neighborhood Design Day Reports for Rose Hill and Tenth & Page Neighborhoods call for more planning with residents, to develop holistic solutions for problems along the entire corridor. No planning was ever done.

- 2013 Comprehensive Plan identifies the Rosehill Neighborhood and Preston Avenue, including the Preston/Grady intersection, as needing a small area plan, as shown on the enclosed map entitled "Proposed Areas – Small Area Plan Development." No planning has begun for such a plan. Other small area planning efforts that included transportation planning and engineering have been carried out and could be used as models for this corridor, such as the SIA, Hydraulic, and Cherry Avenue plans.

- 2020 Comprehensive Planning process (as stated by the consultant team at the May 23 Webinar) will build on the previous small area planning and associated code reform efforts to date. It is unfortunate that Preston Avenue has not been a part of those past efforts, so that the plan could be incorporated into the current process.

Since there will be an opportunity to reapply for Smart Scale funding again in two years, or for VDOT Revenue Sharing funds in one year, there is ample time to gather such input. We believe that a robust community engagement plan is the critical next step in this process to ensure that the intersection plan achieves all of the community's objectives. We appreciate the opportunity to provide comments on the proposed Smart Scale plan and welcome the opportunity to work with you and others in NDS on this important project.

Sincerely,



Christopher Henry

Enclosures:

1. Proposed alternative intersection improvement plans Options A, B, and C dated June 10, 2019

2. Map from 2013 Comprehensive Plan entitled "Proposed Areas – Small Area Plan Development."

42622176_4

From: The Piedmont Environmental Council

Topic: Preston Ave & Grady Ave Intersection Improvements

Mr. Kling:

The Piedmont Environmental Council does not support the Preston & Grady Avenues SmartScale project currently under consideration. While we recognize that it seeks to address a legitimate problem (a confusing swirl of intersections) it misses some key underlying issues and could exacerbate them.

The other SmartScale projects the City is considering all result from long-standing dialog about their respective corridors. West Main, Fifth/Ridge/McIntire and Emmet have been studied holistically and the resulting projects emerged from robust public discussion and advance multiple goals simultaneously. The Preston project, on the other hand, addresses a tactical problem but is not situated within a larger strategic plan.

Preston Avenue is built like a suburban arterial that emphasizes through traffic, auto-centric land use, a past industrial legacy and social divisions that need healing. The Preston Avenue of today is situated within the very heart of Charlottesville and is surrounded by dense residential and commercial neighborhoods. It ought to be a lively streetscape but instead it is a barrier that sunders communities and discourages street life.

The proposed project ignores this pattern and actually perpetuates the corridor's worst characteristics: high vehicle speeds, a median without purpose, too many lanes with too few pedestrian crossings and frontages that are difficult to develop.

There is tremendous opportunity to imagine a better Preston Avenue, if viewed holistically as you have successfully done on the other corridors under improvement. Why not Preston? The current project would make such visioning moot before its conception and represent a tremendous missed opportunity.

Therefore this project should be shelved until there has been proper consideration of the wider context and opportunities throughout the corridor.

Thank you,

Peter Krebs
Albemarle/Charlottesville Community Organizer
The Piedmont Environmental Council

Appendix B: Media Coverage

Daily Progress May 12, 2020

https://www.dailyprogress.com/news/local/shared-use-connector-path-may-require-relocation-of-monticello-gateway-trees/article_3c3135ac-5c14-562d-ab85-5f08fe10d53f.html

TOP STORY

Shared-use connector path may require relocation of Monticello Gateway trees

By ALLISON WRABEL awrabel@dailyprogress.com | (434) 978-7261
May 12, 2020



ANDREW SHURTLEFF/THE DAILY PROGRESS

If a proposed shared-use path is built in the median, the trees would have to be removed or relocated on Route 20 near the Interstate 64 overpass in Charlottesville.

A proposed shared-use path may force the relocation of multiple memorial trees along Route 20 in Albemarle County.

The shared-use path is one of the project submissions from the Charlottesville-Albemarle Metropolitan Planning Organization for Smart Scale — the current primary method for funding large-scale transportation projects in Virginia — and would create bike and pedestrian access from the city to Piedmont Virginia Community College and the Saunders Monticello Trailhead.

The trees were planted in the median of Route 20 near Interstate 64 as part of an effort between Charlottesville Area Tree Stewards, Monticello, Journey Through Hallowed Ground and the Virginia Department of Transportation to create the Monticello Gateway.

Dorothy Smith, past president of the tree stewards and Monticello Gateway project manager, said she was shocked and hurt that the group was not approached ahead of the shared-use path's initial submission.

"It's a design — it's not just a bunch of trees put out there, it's a concept," she said. "And the difficulty is that it's a young concept. It's only five years old."

This week, the Thomas Jefferson Planning District Commission is hosting two public virtual workshops on the upcoming round of Smart Scale projects.

MPO and TJPDC projects will be presented from 5 p.m. to 6 p.m. on Wednesday and Charlottesville and Albemarle projects will be presented from 5 p.m. to 6 p.m. on Thursday.

Representatives from the area will provide overviews of the transportation projects planned for final submission in August for funding through VDOT's Smart Scale program and there will be time for questions from the public.

To register for the virtual workshops, visit campo.tjpdc.org/smart-scale/.

Charlottesville, Albemarle, TJPDC and the MPO may each submit a maximum of four applications. The proposed shared-use path on Route 20 is one of the MPO's four submissions.

Pre-applications for the proposed projects have already been submitted.

In addition to the shared-use path, the Charlottesville-Albemarle MPO has submitted a project to extend Hillsdale Drive south and connect it to U.S 250 westbound, improvements at the intersection of U.S. 29 and Hydraulic Road and interchange improvements at Fontaine Avenue and the U.S. 29 Bypass

The Thomas Jefferson Planning District Commission submitted county projects for a shared-use path on U.S. 29 from Carrsbrook Drive to Riverside Center, a park-and-ride lot at Exit 107 off Interstate 64, a trail hub and trails at 5th Street and a restricted crossing U-turn at the intersection of Frays Mill Road, Burnley Station Road and U.S. 29.

Albemarle has submitted projects to close the open median on the U.S. 250 corridor from Peoples Place to Hanson Road, a roundabout at the intersection of Route 20 and Route 53, a roundtable at the intersection of Old Lynchburg Road and Fifth Street Extended, a roundabout at Rio Road and John Warner Parkway and a restricted crossing U-turn at the intersection of Rio Road and Belvedere Boulevard.

Charlottesville has submitted the third phase of the West Main Streetscape project, improvements at the intersections of Preston and Grady avenues, the second phase of streetscape improvements along Emmet Street and multimodal transportation improvements on Ridge Street between Cherry Avenue and West Main Street.

All applications must ultimately include a resolution of support from the submitting entities' governing body.

Some kind of pedestrian and bike connection on the corridor of Route 20 heading south out of Charlottesville is mentioned in multiple area plans, including the county's Southern and Western Neighborhoods Master Plan and the Jefferson Area Bicycle and Pedestrian Plan.

Kevin McDermott, the principal planner for transportation in Albemarle, said the shared-use project was developed from a joint regional bike and pedestrian committee's request.

"I think it would work really well, especially if we were to get that roundabout [at Route 20 and Route 53], that would really make that whole area a nice gateway that has bike/ped access all the way up to the Saunders Mountain Trail from the city and from the Rivanna Trail," he said.

That study, completed by transportation planning consultant Kittelson & Associates, recommended putting the shared-use path in the median due to the proximity of the I-64 and Route 20 interchange. Other options, according to the study, would require crossing highway ramps and create safety and price concerns.

But Peter Krebs with Piedmont Environmental Council, who was also a member of a graduate student project team that studied the gap between the Saunders-Monticello Trail and the community, said the trees are essential to making the corridor appealing.

"This is a memorial grove that has had a lot of work put into it and we need to find a way for them to be there," he said. "... The trees need to be handled respectfully, they need to remain on site, they can't be moved to some other distant location. To the extent possible, the trail needs to modify to account for the trees, and in cases where there's just irreconcilable conflict between trail and tree then the tree needs to move someplace nearby. And I think it's completely possible to do that."

Paul Josey, a landscape architect who designed the plan for the trees, said it may be possible to store trees and replant them, but it would not be an easy thing to do.

"I don't want to seem as a naysayer about the trail," he said. "I would love a trail from town to connect to Monticello and the trails, but just the approach doesn't seem at all very public."

The median currently has a V ditch, and a concept design suggests removal of the existing drainage ditch and installation curb and gutter and closed drainage system around the median, which would raise the existing grades of the median.

"The existing trees, you can't just fill up against the trunks without them dying," Josey said.

CBS19 News May 15, 2020

Seeking public comment on proposed intersection improvements

May 15th, 10:08 PM EDT
Updated: May 15th, 10:09 PM EDT
By **News Staff**

ALBEMARLE COUNTY, Va. (CBS19 NEWS) -- A public comment period is currently open for a project to improve an intersection at the border of Albemarle and Greene counties.

The Thomas Jefferson Planning District Commission's Charlottesville/Albemarle Metropolitan Planning Organization wants to hear from people bout a proposal to fix the intersection of Route 29, Frays Mill Road and Burnley Station Road.

The proposal suggests putting in an RCUT design for the intersection to reduce congestion and get rid of crossover traffic.

The comment period will close on May 31.

For more information or to submit a comment, click here (http://campo.tjpdc.org/us-29-frays-mill-burnley-station-intersection-improvements/).

Appendix C: All Comments from the Smart Scale Workshop

Summary of Comments

Project Name	Number of Comments	Opposed/ Concern	Support	Design Suggestion/ General
107 Park and Ride Lot	1		1	
Access Management on US 250 East from VA 20 (Stoney Point Rd) east to Hanson Rd.	2			2
Belvedere/Rio Rd Intersection Improvements	5	1		4
Emmet Street Multimodal Phase Two	7	1		6
Fifth Street Hub and Trails	6	1	2	4
Hillsdale Drive South Extension	2		2	
Hydraulic Road and US 29	11	2	1	8
John Warner Pkwy / Rio Rd Intersection Improvements	22	13	1	8
Preston Ave & Grady Ave Intersection Improvements	20	9	1	10
Ridge Street Multimodal Improvements	5			5
Rt. 20 Shared Use Path	50	41	5	4
Rt. 20/53 Intersection Improvements	1			1
Rt. 29 Shared Use Path	3	1	1	1
US 29 and Fontaine Avenue Interchange Improvements	2		2	
US 29/ Frays Mill/ Burnley Station Intersection Improvements	96	92	2	2
W Main Streetscape Ph 3 – 8th St NW to Roosevelt Brown Ave	8		1	7

The rest of the 279 comments were general comments, not about specific projects.

Comments in Order of Project

107 Park and Ride Lot

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.

Exit 107 lot: Predicting demand for park-and-ride lots can be tricky. This is a fairly small lot, but I assume it's all in existing VDOT right-of-way. Ensure the design considers potential future expansions of the lot if demand merits – perhaps relocate the bus loop so more parking can be built on the other side of it in the future.

Access Management on US 250 East from VA 20 (Stoney Point Rd) east to Hanson Rd.

A 5' striped, unprotected bike lane seems inappropriate in this context. Any chance of a shared-use path on one side (or ideally, both)?

Can you make a left turn from the various car dealerships onto 250W.

Belvedere/Rio Rd Intersection Improvements

Are the improvements on Belvedere Boulevard colored yellow entirely a median or will it just be painted or partially painted? Will the detail regarding how far into Belvedere that median will go be determined at a later point?

Hi Sandy!

Thanks for confirming my registration for the road improvements meeting coming up on Thursday.

My biggest question, or really concern, is the intersection change at the corner of Rio and Belvedere. How is it best traffic flow to restrict left hand turns out of Belvedere Blvd onto Rio? This would only allow traffic to go through Dunlora to get to the roundabout. Doing a roundabout at the Rio, Belvedere intersection makes way more sense than the current design. Also knowing, since I have done this myself, that u-turn traffic where the bus loop is going to be will significantly increase since traffic can't turn left. Leading, in my opinion, to a higher risk of traffic accidents.

I hope this is brought up during the meeting on Thursday. Thank you for your time.

it seems that there are more accidents on rio around the gas stations and their intersections, not rio/belvedere.

What does CAT think of this design, i.e. their ability to get in and out of Belvedere as they have promised to do for many years? And I thought there would be a signal at Greenbrier Tr to allow safer U Turns?

Your graphic indicates the u-turn accommodates truck and school buses. Will it also handle CAT buses, which The Center was intending to rely on for its daily visitors?

Emmet Street Multimodal Phase Two
If the project is designed and funded before a public engagement process is conducted, how can that engagement have a meaningful impact on said design and funding?
Will there be improvements for pedestrian crossing of Emmet St.?
Are there any trees along Emmet?
Did you consider having 10'on both sides for bikes and people and then having trees on both sides? Why 15' on one side and 10' on the other? Peggy Van Yahres
How are pedestrians protected from cyclists?
Thanks, Amanda - with overhead power located on the west side of Emmet, could you consider the 6' median located on the east side to avoid those? Secondly, would it be possible to consider a shared 5' and 5' sidewalk on both sides to allow a planted buffer on both sides?
Were overhead utilities factored into the design to allow for canopy trees?

Fifth Street Hub and Trails
How will this connect with the path parallel to Biscuit Run Creek running under I-64?
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.
Interested in trail hub.
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.
Won't a mid block crossing there create a huge conflict with cars in an area that is already very tight and congested?

General
Can the multipurpose trail at 999 Rio be constructed soon?
Comment: That will only encourage a dangerous crossing of the Rivanna River, absent some sort of bridge.
For the County projects, will they be brought to the respective CAC's before final submission?
Generally, how will the transportation projects impact public transit like CAT and how will equity be addressed for each of the projects?
Given the level of funding available in the District and statewide, how realistic is it that any of the projects will be funded. Is there a local priority?
Good evening! Looks like a good number of people might show up!
Good morning Ms. Shannon, Please forgive me if this is a duplicate, but I just tried to email you and that email seems to be lost in the ethernet, so I'm re-sending!! My question to you was about the itinerary for the proposed workshop on transportation projects: Are you the person I

should ask about the projects listed on the agenda, or is there someone else? Specifically, I'm looking to see if there is a project that includes Rte 250 E from Hanson Road through Shadwell and Keswick, past Glenmore, Rivanna Village and east to Black Cat Road?? Thanks for any assistance. Please stay safe and healthy!
I will also be interested in knowing the timelines of completion of transportation projects in the Pantops area. A pedestrian crosswalk at the intersection of Hwy 250 and Rt 20 is crucial. What is the status of converting Free Bridge Lane into one-way?
is there a cost estimate?
It would be nice to cover the safety of broken glass in bike lanes. I just finished a bicycle ride yesterday on Berkmar Drive to avoid riding on 29N. Travelling Southbound from the Hollymead Towne Center to the UVA Credit Union was very unsafe and I frequently had to ride in the motor vehicle section of the road do to lots of broken beer bottles, soda bottles, etc. I don't want to ride on the walking paths because that makes it unsafe for walkers. There are a lot of them at this time.
meetings have not been widely advertised
Roughly how long do these projects generally take once a final decision is made? In a related question, when will the final decisions be made about which projects will be funded on this cycle?
She does not use the internet and would like an easier way to know about these things and how to comment on them. She uses the telephone and had difficulty finding out about who to call in the yellow pages. Wants more information in the Newspaper and with phone numbers about who to call.
Since Smart Scale projects go by priority, How can park and ride lots, shared use paths and hub trails , have higher priority than a VDOT recognized, "John Warner Parkway and Rio Road, very dangerous intersection, with conflict points and crashes"?
Thank you for offering public access to this process. Robin Hanes
There is a sidewalk from Riverside to bridge
What's the status of the earlier 250/20 intersection project?
When will the Albemarle plans be presented to the BOS?
Will there be any accommodation to proposed Three Notched Trail connection to the Capital Trail?
Will there be somewhere to view all the Q&As after the fact?
You all need to get off R29 and the major roads. Spend some time and money on county roads. That is where the people live. Also don't make roads Bike trails that on don't meet the minimum standard - not wide enough and don't have lane separation , let alone a separate bike path. Tom Sikes taxpayer
You asked for questions in advance of the meeting. Here goes. The workshop material indicates that preliminary applications were submitted in April. What action or feedback is expected from the Commonwealth Transportation Board/VDOT on a preliminary submittal? What additional information will be included in a final application? Other than this workshop, has there been public input opportunity to date? Will there be additional opportunities before the final submittals? What endorsement was received by staff on submitting the chosen set of preliminary applications?

Is there a written analysis and evaluation (traffic study, comparison of before and after) available about each project? Significant improvements/contributions were proposed in connection with the Parkway Place ZMA. How would the roundabout be handled in relation to that applicant's proposal which was not a roundabout? Thanks Bruce
Are there any changes or additions to the Pantops Master Plan in this application? Traffic management is the key concern of all the residents in the Pantops area, especially now that the Holiday Inn Express and Wa-Wa are going up. I am a member of the Pantops Citizen Advisory Committee so I have a vested interest in Pantops development and traffic management.
For the future, it would be helpful to have some animation on the slides to show how traffic would move.
http://www.virginiadot.org/info/innovative_intersections_and_interchanges/rcut.asp
I think you're on the wrong slide
Please show the picture - no visual
Sorry 29 southbound
the powerpoint is in the packet. need modeling simulation to get support from the board
This is Debbie's husband, Tim Weber...is there ever going to be a plan to allow left turns into the main post office from 29 south?
Video, right?
Which exist will be closed?
will an audio recording of this meeting be available for download?
How can the Bike/Ped community communicate their support for these bike/ped initiatives?
(sorry that question is for the next project - hit enter and it sent!)
Why change an intersection which is controlled by

Hillsdale Drive South Extension

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.
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.

Hydraulic Road and US 29

Can you please point out where the bike commuter trail will be?

Does this project make the 250/Hydraulic right in right out only? -- the image does not look like it
If current cost for these projects total $19 Million, how does $ remaining in US29 Solutions plan enter into this project cost calculus?
Is an overpass still an idea being considered for 29/Hydraulic?
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.
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. Hydraulic/29: Definitely include the bike/ped improvements on Hydraulic between Hillsdale and the 250 Bypass.
please separate the cost elements especially the second bridge and the steep switchback trail.
There are already bike lanes in the shopping center.
Will northbound 29 traffic going to 250 west getting re-routed to right on Angus then right on new on ramp?
Can you explain where transit stop(s) would be located and how that relates to existing stops and route locations in this area?
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?

John Warner Pkwy / Rio Rd Intersection Improvements

1. How many accidents have occurred at this intersection in the last 5 years? 2. This intersection functions very well due to the traffic signals. Since this intersection is used quite heavily by traffic at most times, especially during morning and afternoon commutes, please explain how a roundabout with no traffic signals is to improve traffic flow and safety? This plan looks like it may cause more accidents. 3. I believe taxpayers money could be spent more wisely. 4. Do any of the people involved with this proposed project live in this area, and will have to deal with this traffic hazard?
Good afternoon, I have registered for the Webinar Smart Scale Applications primarily concerned with the John Warner Parkway/Rio Road Intersection proposed changing from the current intersection to a roundabout. My name is Curt Yohe, I live in the Rivercrest Section of the Dunlora Subdivision. My email address is cdy821@aol.com. On my application to register for the webinar, I had listed a couple of questions and comments. The email I received saying I had been registered for the webinar stated any questions or comments needed to be submitted to you. Questions/Comments: 1. How many accidents have occurred at this intersection in the last five years? 2. This intersection is currently controlled by traffic signals which guides traffic through with no problems from what I

can tell. The John Warner Parkway is a heavily traveled road, especially during morning and afternoon commuting times, how will a roundabout with no traffic signals improve safety to all traffic going through this intersection.
3. I believe taxpayers money could benefit more by just leaving this intersection as is.
4. Do any of the people involved with the conception of this plan actually live in this area, and travel through this intersection all the time? It may look good on paper, but in actuality, this proposed change could cause more harm to safety at this intersection.

I have not registered for one of these meetings before, so I am not certain what to expect, but will listen and if appropriate will ask any question or make a comment.

Thank-you for the opportunity.

Curt Yohe

Good morning,

I listened to the Smart Scale Webinar yesterday evening as I was concerned about the proposed John Warner Parkway/Rio Road intersection changes. Unfortunately, since this was my first time participating in a webinar, I was nor able to submit my questions/comments. This was totally on my part, I am not the most computer savvy person. Would you be able to relay myquestions/comments to Kevin McDermott?

Questions/Comments:

1. Why is there a need for the change to this intersection? All traffic flows at a steady pace due to the traffic signals already in place. The vehicular traffic through this intersection is heavy especially during the morning and evening commute times. The traffic signals due their intended job in allowing all traffic to flow in an orderly fashion. With a roundabout in place, with no traffic signals, you cannot imagine how hazardous traffic trying to merge from Rio Road or CATEC onto the John Warner Parkway will be.
2. How many accidents have occurred at this intersection? Are you able to provide documentation of the accidents?
3. There is a proposed Townhouse development (sorry, I cannot recall the name) to be located across from the entrance to the Dunlora subdivision. The amount of traffic which will cause at this intersection will be an added problem.
3. Do any of the people who developed this plan live in this area, and travel through this intersection multiple times daily, as those of us who do live in this area must do?

Thanks for allowing to ask questions/comments.
Curt Yohe
cdy821@aol.com

How will this impact the future developments of 999 Rio Rd and Parkway Place? What about all the joint efforts between Albemarle County and the City of Charlottesville to make the Wildflower Meadow a reality?

I am very interest in the potential roundabout solution at the intersection of Rio and John Warner Parkway and other Rio Road corridor improvements. I thought that the roundabout solution had been evaluated and nixed by the County. I was surprised to see it on the Smart Scale list. I'd like to hear about all solutions considered for that intersection and the corridor, their likelihood of success, and their potential timelines for funding and construction.
Thanks!
Lori

Interested in particular in John Warner/E Rio and Belvedere/E Rio. Comment: These should have been presented for review and comment to the Community Advisory Committee Places29-Rio and to the Planning Commission before having been submitted back in April and before being finalized this summer. True of other projects as well to their respective CAC's.
Multi-lane roundabouts, such as the one proposed for the intersection of John Warner Parkway and Rio Road are inherently problematic. A better and less expensive solution would be retain the signalization of the intersection of Rio Road and the John Warner Pkwy, but force all northbound East Rio Road traffic to turn right onto Rio Road, and any of that traffic wanting to proceed southbound on Rio Road / John Warner Parkway could simply use the U-turn proposed as part of the Belvedere Blvd and Rio Rd intersection improvements. Traffic flow on the John Warner Pkwy / Rio Rd corridor would thereby be significantly improved and the cost of the intersection improvement would be significantly reduced.
She does not want a round about, they are confusing and people don't know how to drive around them.
The 2 projects on Rio Rd are very close to each other. Why aren't they considered as just one project?
The traffic circle for the Warner Pkwy/Rio Rd intersection is a GREAT idea and is essential for handling the increasing volume of traffic in this area. Also, a storm water treatment area is perfect for this location. I would not worry about the loss of the wildflower garden because more can always be planted around the perimeter after the improvements are made.
With respect to the proposed traffic circle at John Warner, I'd like to hear details on the anticipate impact it will have on the current multi-use trail that goes along the parkway and continues over through Belvedere. Currently, trail users can really only cross Rio with the help of the signaled cross-walks. I use it regularly, for both jogging and cycling, and many friends and co-workers do the same. Given the continuous flow goal of all traffic circles, what help will trail users have to get through traffic that isn't intended to have a signaled break? What examples do you have of approaches from other jurisdictions that you can share (for instance, even DC traffic circles are signaled, largely to aid pedestrian crossings)?
Comment: I don't know how you would take a four lane (two-lane each way) roadway into a single lane roundabout.
Does the initial construction envision any signaling, specifically to stop westbound Rio traffic to allow multiple Belvedere exits during large volume Center or SOCA dispersing
Does this project depend on the Rio Road Corridor Study the Board of Supervisors has authorized but that has temporarily been removed from the staff's work plan? Do you have a sense of when the study will be placed on the work plan again?
Is the traffic study Kevin referenced the roundabout availabe for the public?
The developer of Parkway Place has proffered money or a redesign, with the roundabout proposal does that mean that the county would choose money over improvementss.
Why not forget the roundabout and instead make all the westbound traffic on E Rio Rd turn right and use the U-turn facility for Belvidere to head south on the John Warner Parkway?
Why do roundabouts seem to be the new solution to every traffic problem? In this age of sophisticated computerized systems and sensors, it's almost like waving a white flag.

Any thought to a stoplight on the east bound Rio before the turnaround? Could be quite a stack up of cars trying to double back.
Does the roundabout eliminate the need for the Parkway Place road proposals?
how many cars can stack up whjile waiting to make the uturn?
Multipurpose Trail at intersection?

Preston Ave & Grady Ave Intersection Improvements

our neighborhood has been overrun during the hospital / roosevelt brown contsruction making it difficult for the residents
Also for Preston/Grady: would you be willing to start with a community engagement process first before taking this project further?
Does this cost include the future "green/park" space? If so, what is that?
For Preston/Grady: other concept plans for this area have been shared with the City that many of the area neighbors feel are much better. Why was this plan which seems more impactful pursued instead of these other plans?
Has a traffic study been conducted on this intersection?
Hi I am the Chair of PLACE Design Task Force. In June of last year we took on the subject of the Preston Grady intersection. We reviewed the several Schemes the City had prepared and found each falling far short of being successful proposals. I attach three schemes we offered as alternatives. Our suggestions at the time included items that seemed un addressed by the City's consultant's schemes. 1. Value the nature of street edge as an important aspect to commerce- that all properties should have decent frontage. 2. Seek pedestrian friendly solutions. 3. Look for opportunities to create good spaces. 4. Find development opportunities that fit into a strong urban fabric. 5. Examine whether the Preston median might be abandoned- offering a chance for wider sidewalks, street trees along the edges, bike lanes etc. 6. Develop a strategy that could be applied to the entire eastern length of Preston- to McIntire. 7. Consider how new connections can be made into adjacent neighborhoods, reestablishing a system of streets and blocks. I don't see any of that reflected in the exhibit attached to this meeting. Seems no changes have occurred since last year. Sincerely,
How many trips now go on Preston from downtown past Washington Park to the west, and vice versa? They are all going to be put into a sharp right or left turn at the light instead of just moving through.
How was RKK selected as the design consultant? Were other consultants considered?
I am trying to understand why it would be proposed that traffic on Preston, a major through-street to Rt. 29, would be disrupted so severely in favor of traffic coming from Grady. Maybe this is due to the new development in the Dairy building? Is there really sufficient traffic to and from UVA on Grady to give it precedence? Admittedly the shopping center parking access is currently challenged, but this solution will just relocate the bottlenecks, not resolve them. Is

there a way that an elongated roundabout could work here? That would provide for more contiguous green space in the center, simplifying access for pedestrians and bicyclists.

I may be reading this plan incorrectly. How does one go from Martin Hardware back to the downtown?
Peggy Van Yahres

Jeanette and Kyle,
Thanks for the update and info re Preston Grady tonight on the webinar.
I think you've seen the attached sketches before but I wanted to share again. In addition to the project goals you described tonight, please consider the following:

1. Value the nature of street edge as an important aspect to commerce- that all properties should have decent frontage.
2. Seek pedestrian friendly solutions. Not just safety- but good experiences.
3. Look for opportunities to create good spaces.
4. Find development opportunities that fit into a strong urban fabric.
5. Examine whether the Preston median might be abandoned- offering a chance for wider sidewalks, street trees along the edges, bike lanes etc.
6. Develop a strategy that could be applied to the entire eastern length of Preston- to McIntire.
7. Consider how new connections can be made into adjacent neighborhoods, reestablishing a system of streets and blocks.

These are meaningful objectives and were the foundation of the ideas attached and discussions at PLACE. It is important to achieve these along with the engineering, safety and access goals you've identified. But the two sets of values are not mutually exclusive. I'd go as far to say the City would be better off if the Smart Scale application did not use the plan advertised tonight as it might prove to confine the project in ways undesirable.

Mr. Kling:
The Piedmont Environmental Council does not support the Preston & Grady Avenues SmartScale project currently under consideration. While we recognize that it seeks to address a legitimate problem (a confusing swirl of intersections) it misses some key underlying issues and could exacerbate them.
The other SmartScale projects the City is considering all result from long-standing dialog about their respective corridors. West Main, Fifth/Ridge/McIntire and Emmet have been studied holistically and the resulting projects emerged from robust public discussion and advance multiple goals simultaneously. The Preston project, on the other hand, addresses a tactical problem but is not situated within a larger strategic plan.
Preston Avenue is built like a suburban arterial that emphasizes through traffic, auto-centric land use, a past industrial legacy and social divisions that need healing. The Preston Avenue of today is situated within the very heart of Charlottesville and is surrounded by dense residential and commercial neighborhoods. It ought to be a lively streetscape but instead it is a barrier that sunders communities and discourages street life.
The proposed project ignores this pattern and actually perpetuates the corridor's worst characteristics: high vehicle speeds, a median without purpose, too many lanes with too few pedestrian crossings and frontages that are difficult to develop.
There is tremendous opportunity to imagine a better Preston Avenue, if viewed holistically as you have successfully done on the other corridors under improvement. Why not Preston? The current project would make such visioning moot before its conception and represent a tremendous missed opportunity.
Therefore this project should be shelved until there has been proper consideration of the wider context and opportunities throughout the corridor.
Thank you,
Peter Krebs
Albemarle/Charlottesville Community Organizer
The Piedmont Environmental Council

Good morning Kyle,

Some comments:
-I tentatively support this project. From the discussion during the meeting and my experience in the community, and compared to the other city proposals, it seems like community engagement for this one has been lacking and that the conceptual design is half-baked.
-Speaking of design, add (preferably separated or buffered) bike lanes to 10th and Grady/Preston within the extents where they're missing, in accordance with Streets that Work and the adopted bike/ped plan. Ensure safe, comfortable, and connected bike facilities are shown for every path of movement within the project's scope.
-It was unclear whether the western driveway to Preston Plaza will be retained or closed. Closing it would improve access management and bike/ped conditions.

Peter Ohlms

Please accept the attached comment letter as the official response from Dairy Holdings, LLC to the short public forum that was held on the Preston/Grady SmartScale Application on May 14th. If not too late, I would appreciate if this letter of concern could be included in the official packet for the MPO Policy Board Meeting this evening. I noticed that several Albemarle County SmartScale Submissions have included comment letters from neighboring property owners on those projects.
I look forward to your response and hope to craft a productive working relationship as this important infrastructure project is considered for funding.
Sincerely,
Christopher A. Henry
President
See Appendix

What is the purpose and use of the large area inside the new sidewalk? Who uses it? Who maintains it?

while construction is on-going how will you protect parking in the adjacent neighborhoods

Why aren't the bike facilities continuous in the concept image? Why don't they match the city's adopted Streets that Work or bike/ped plan?

Will you entertain a workshop involving PLACE Design Task Force, area property owners and other constituents to perhaps re-imagine this?

Brennen
Could I come see you and talk one-on-one about the Preston-Grady intersection project? I'd like to do so before the next PLACE meeting. I figured it would be better for a preview talk rather than the typical PLACE burst of comments. - Mike Stoneking 434-981-4382

CALL SETUP with Kling : Mornings are usually better for me. I figure you're busy so I thought you might list a few good times and I'll maneuver.- Mike

Brennen, thanks for sending this over. Have you all officially applied for VDOT funding at this point or are you getting ready to (I was thinking those applications are due in the Fall). If you've applied already, could you share the application with us?
Thanks,
Craig

Ridge Street Multimodal Improvements

That east side parking is going to be important because of the Early Learning Center there...

Anything to help traffic flow through that area?
Is the buffer solely protected by paint?
No parking on the street?
You mentioned the possibility of a shared-use path on Ridge - is it the case that the bike lanes would go away in that option?

Rt. 20 Shared Use Path

Dear Ms. Shannon,
I hope this message finds you safe and well in these challenging times. I've attached a letter from RTF concerning the proposed shared use path along Route 20 South. Please let me know if you have any trouble with the file. Thanks for your efforts to improve bike/ped connectivity in our community.
Best regards,
Rip
See Appendix for attached letter

Is the Shared Used Path along the side of Rt 20 or down the center of the median at this time?

As presented the project plan has no elevations,thus there is not sufficient information available to see how devastating this project will be to the trees. Trees were planted along the sides of the drainage ditch that runs the length of the project area. The depth of this ditch goes from approximately 1 foot to 5 or 6 feet or more below grade The plan will necessitate filling the ditch and thus will bury the trees under 1 to 4 feet of soil. This will kill the trees. Also construction on the site will involve heavy machinery that will compact the soil around the trees. Soil compaction is the primary cause of tree death at construction sites. So filling the ditch and constructing the path will kill the trees that remain after those that are eliminated as they are in the path foot print. We estimate that most of the trees (62 trees) will die as a result of this project. If built you will have a bike path but it will be flanked by dying and dead trees. Find an alternate route.

Can the Monticello Gateway trees in the Rt 20 median survive the building of the infrastructure given that they will be 16 years old by the time the project begins? Could the conflict between the trees and infrastructure be resolved by professional arborists before this project goes forward for funding?

Comment. There are facebook groups for bike/ped

Concerns on both sides. See Appendix

Dear All,
One more compound question.
There was BP24, on the 2040 LRTP, a bike-ped Rivanna River crossing. In the current 2045 LRTP is BP80, a BikePed crossing at Riverview Park that would help a lot of people who need help. BP80 is a Tier One project.
How did a tier two, Route 20 Median project, jump into line ahead of the Rivanna crossing? Who decides what to bring forward for smart scale funding? CTAC, MPO Policy, Tech Committee? Are there minutes available so we can understand the reasoning?
Thanks!

Bill
Dear Sandy,
"For a project to be eligible for Smart Scale funding, it must be included in the Long Range Transportation Plan (LRTP), and that process involves public hearings."
I am looking at the 2045 LRTP. I've attached two pages. Is the Route 20 SUP item "BP66"? What is the difference between Tier 2 and Tier 1?
Thanks!
Bill

Dear Sandy:
At the start of the Zoom conference can someone please explain the Smart Scale process?
I am particularly interested in the proposed RT 20 Shared Use Path.
Questions:
1-Will the Charlottesville and Albemarle Planning Commissions discuss this project?
2-Is there ever a public hearing?
3-Do the legislative bodies have to vote on projects submitted for smart scale funding?
Thanks!
Bill

Dear Chip,
I participated in the Webinar on the Route 20 Shared Use proposal. Thank you for making these open to the public. There were a number of people I know who wrote in comments and questions that were not read or mentioned. The group attending did not know they existed. Seems like you aren't being fully open about some public concern about this project. I know this is early in the process.
Is there a system for picking what comments are chosen for the discussion?
If general information on a proposal is to be considered by county representatives, is this fair?
I am going to reccomend that these individuals post their comments on your
post webinar comment page.
Is there a record of how many people attended the webinar and who they are? I'd love to see that.

Thank you!

Robin Hanes
marchhanes@gmail.com

Dear Gretchen Thomas,
Dorothy Smith said that you had offered to get messages to the MPO. I would be grateful if you would forward the attached comments to members of the MPO about Tree Stewards' response to the proposed bike path on Rt 20.
Thank you so much,
Rachel Keen
President,
Charlottesville Area Tree Stewards
rachelkeen@virginia.edu

Dear Sandy:
At the start of the Zoom conference can someone please explain the Smart Scale process?
I am particularly interested in the proposed RT 20 Shared Use Path.
Questions:
1-Will the Charlottesville and Albemarle Planning Commissions discuss this project?
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3-Do the legislative bodies have to vote on projects submitted for smart scale funding?
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There was BP24, on the 2040 LRTP, a bike-ped Rivanna River crossing. In the current 2045 LRTP is BP80, a BikePed crossing at Riverview Park that would help a lot of people who need help. BP80 is a Tier One project.
How did a tier two, Route 20 Median project, jump into line ahead of the Rivanna crossing? Who decides what to bring forward for smart scale funding? CTAC, MPO Policy, Tech Committee? Are there minutes available so we can understand the reasoning?

Dear TJPDC,

Here are my comments to the proposal for a shared use path in the Rt. 20 median. These have been posted to the

website. Thanks, Roger

There are many safety and logistical challenges with this proposal:
• The connection at the north with Monticello Ave. is a dangerous place for cyclists and pedestrians given the steep grade and curve; particularly at the Quarry Rd. intersection.
• There are multiple vehicular crossing points all along this stretch of Rt 20; any of which are just as potentially dangerous as the avoided ramp entrances
• The end point at the PVCC entrance is left unresolved
• The drainage slopes within the median look to be fairly steep, and it seems that it would be difficult to provide sufficient width for a proper shared-use path while maintaining storm drainage (and replacing the trees)

Because work has already been done to envision a shared-use path along Avon Street Extended (refer to the Corridor Study completed by Line + Grade in 2019), why not prioritize that project instead? The connection from Avon St. through the back of PVCC to Rte. 20 is a much safer alternative.

Have you explored going through the Blue Ridge sanitarium property? Im on the Tree Commission and very concerned about saving the trees
Peggy Van Yahres

Have you reconsidered the Woolen Mills/Willow Tree site, passage through there with the proffered pedestrian bridge?

Hello All,
Thank you for all your time and effort to improve transportation in the C'ville Area. A daunting task.
I am very concerned about the Route 20 Bike Path Project. I call it that as, having worked in the median, I do not see that anyone would want to walk on the proposed path.
Please see my attached letter that details the specific parts of the proposal and how the trees will be severely affected in each.
Thank you again for your review of our concerns.
Kathryn Nepote
Projects Committee Chair
Charlottesville Area Tree Stewards
See Appendix

Hello Jessica,
As per yesterday's CTAC, I wanted to share that speaking as a CTAC member I approve of the drafted plans.
Only one recommendation / feedback I wanted to share on the Smart Move projects:
I'd like to reiterate the interest / concern that I have heard from the community in preserving the greenery / trees planed by the non-profit CATS on the RT20 Shared use path. I would be very interested in making sure we saw the option drawn up for the narrower path. In addition to this, still concerning the RT20 share use path, the northern entrance to it at Quarry Rd seems like a possibly dangerous location to start the path (seems like it could be a low visibility turn for drivers). Is there any way the CTAC could learn how we are ensuring safety for those who are entering the shared use path at its northern entrance?
Thank you Jessica and again I wanted to say thank you for the great presentation!
Thanks,
Tristan

Hi Peter, Thanks for reply to our history of the Monticello Gateway. In my response, I asked to be notified of the next webinar regarding the Shared Use Path. Yet again, neither the Charlottesville Area Tree Stewards nor the Tree Commission was notified of or invited to the second public webinar last Wednesday evening May 13. The lack of transparency and opportunity to weigh in on plans for the bike path are frustrating to our members and partners, who have put much blood, sweat, and money into the project over the last five years.

The original Shared Path Plans show a small number of trees being eliminated and only a few trees replaced or relocated. In short, the plans are not realistic about the impact on the large canopy trees of putting a 10' wide path down the middle of the Route 20 median. We project that putting curbs on either side to level the grade for the path would effectively kill all of the trees (they would be buried up a few feet). In the Kittleson plan there are no details of

steps to protect the trees during building of infrastructure. There are no estimated costs for tree work. We project that moving 16-year-old trees (at the time the project begins 6-8 years from now), storing, and replanting them would cost about $5000 apiece, adding $400K to the project cost—and still not guarantee their survival. We were told that the project team was advised to update the plans to show minimization or elimination of tree impacts for the second webinar. Please confirm what those updates consist of at your earliest convenience.

Finally, I understand from those on the webinar last week that the TJPDC expressed interest in a tree expert becoming a member of the bike/ped committee (if there is a more formal name for your committee, I apologize). We would be happy to nominate a licensed tree professional (landscape architect or arborist) to serve on the committee and offer expertise about the possibility of saving the trees in the Gateway during construction of the bike path.

I look forward to your reply, Dorothy Smith, project manager of Monticello Gateway

I am unable to participate, but as a cyclist and walker-hiker I have huge doubts about this project (hills, fast traffic) and the plan to move/save our trees. I am a Tree Steward who put in many volunteer hours on this beautiful tree planting project.

I know it would be more expensive but is there a possibility to have a path on the side of 20 instead of in the median? Should the project be delayed until those funds are obtained?

I would like an explanation of how the trees planted on the median of Rt. 20 “Gateway Project” will survive a 10 ft. Wide path with curbs. How is this plan preferable to a a multi use trail on the west side of Rt,20?

I would like the Shared Use Path Proposal on route 20 to return to its former location on the side of route 20 rather than in the median. Building in the median would destroy a beloved entrance corridor full of trees and ask pedestrians and riders to endure fast traffic on both sides. They won't use it.

In Support of Rt. 20 SUP
See Appendix

Interested in Route 20 and Fifth/Ridge Street projects.

Is there really a plan to put a walking path on the median strip BETWEEN two 55MPH roads on Route 20??!! You ARE kidding, right?

It is a sad day when Piedmont Environmental Council champions a plan that hurts the environment.

It is going to take a concerted effort on the part of all of us concerned about the Rte.20 Monticello Gateway Trees to protect those trees. The proponents of the project are not making a serious effort to preserve them. We have been old that an arborist or horticulturist would be working with the planning group to be sure the trees were protected. If this were true, that person would have been there from day one of the planning and have been in attendence at every meeting. There is a worrisome phrase in the Kittelson Task Memorandum of February 27, 2020. The phrase states, “all existing trees in conflict with the proposed alignment will be relocated or replaced to the exrent posssible.” This an out to avoid saving the trees. Relocation and/or replacement of trees of a size that the existing trees will have reached by the proposed implementation times will be impossible, ergo, no trees.

Elsewhere in the Memorandum is the caveat that that no vertical cross-sections (elevations) of the project area were reviewed. All interference between the SUP and the trees is based on a two-dimensional horizontal plane. As far as the tree area is concerned, this is an unacceptable evaluation. There are many trees impacted directly by being in or too close to the path of the SUP, but there are far more trees affected indirectly. The root systems of trees are found almost enrirely in the upper one foot of the soil. Adding fill on the area encompassing the root area of a tree is deleterious to the tree, preventing air and water from reaching the roots. Water need is obvious, but roots carry on metabolism and respire, requiring oxygen. Covering the root area with as little as two inches of soil can kill the roots and subsequently the treee. In the areas along the alignment, elevations will generally have to be raised from a minimum of several inches to as much as four feet. Nearly all of the trees with exception of a half dozen or so will be in areas requiring elevation. All of these trees will require relocation, even if only by raising.

Which brings us to another question: Relocation and Replacment. By the time this project makes it through the necessarky hurdles and might be implemented, the trees will have been planted here for about ten years. Given decent growing weather, on average, some of the trees could be up to five inches in diameter, or larger. Tree spades have their

limitations. Five inch trees do not lend themselves to removal by ordinary tree spades. We are looking at backhoes and a lot of labor, or some really monstrous equipment.If the trees could not be replanted immediately, they would have to be stored, the idea of storing these trees is beyond bizarre.The trees would not survive the experience of relocation, much less storage, if even possible (NOT).So, without sending the project into a 100% cost overrun, most of the trees would have to be cut and discarded. Replacement of five inch trees would also be costly and difficult, so at best we would be starting over planting little trees and losing years of effort and progress. The proponents of the current plan need to be honest and admit that there is either a bike path, or the existing trees, we can not have both.

It is ironic in light of what will happen to the trees if this project moves forward as it is presented, that at the beginning of the site of the SUP alignment there is a sign designating Charlottesville as a National Arbor Day "Tree City USA.""

Also in Appendix

It is important, when building a path, to build a path worth caring about, a path that people will love and use (as they use and love the Saunders trail). There are such paths in Charlottesville, the Rivanna trail between Riverview Park and the Free Bridge is such a path. When the bike-pedestrian connection is completed between Charlottesville and Monticello make it a by-way of high quality. Route it through the Blue Ridge Sanitarium property, or route through the Woolen Mills and the Roundabouts. It will take more time and that time is worth investing. Conditions on the ground have changed since the student project in 2016. Build the path once and build it worthy. Withdraw the Median idea from Smart Scale consideration.

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.

Route 20 SUP: The Willow Tree route mentioned during the meeting would be great but as a secondary connection. Linking the Belmont area with PVCC is critical, and going along Route 20 is likely more feasible than, say, building a new shared-use path and bike/ped crossing of I-64 to the west (although as the costs and objections rise, maybe we should take a look at whether a path from Quarry Park, roughly aligned with Castalia Street, would be possible).
Peter Ohlms

RE: Monticello Gateway Trees. These have been truly a great enhancement for this busy road inter-connection between 250 and 29. I would really hate to see them go; in fact I can envision even more plantings. Please don't cut them down for yet more bike and pedestrian traffic...these trees are a peaceful reminder that the environment includes more than "people"! They should design a trail on the side of the roadway which conceptually is where bikes and pedestrians should be. Thank you.

Regarding costs and ultimate utility of the CHO-M'Cello connection. If one wants to stay level, why not route the SUP through the beautiful Blue Ridge Sanatarium campus?. Was the UVA foundation approached? Was that route seriously considered? How much will a pedestrian underpass under I-64 cost? Walking in the median of a divided highway is an execrable experience. The proposed plan is convenient (to highway planners) but poorly conceived and destructive to green-infastructure. It reminds me of the plan to locate a sewage pumping station in Riverview Park.

She does not support the shared use path on Rt. 20. It will be dangerous and uncomfortable for people to use it in the median.

Also, she looks at the trees in the median of Rt. 20 everday and has watched them grow. She is concerned for the trees health and safety and wants to see them stay as is and be protected.

Speaking on behalf of the Charlottesville Area Tree Stewards, who planted the Monticello Gateway Trees, since adding curbs and raising grade throughout the central median will likely remove all existing memorial trees, would the Rt. 20 path consider locating the path along the western side where current space allows (and would not require moving any utilities, adding curbs or removing memorial trees / lowering costs)?

Thanks!

The Blue Ridge Hospital route is another way of expressing east side route and it was considered. A tunnel under 64 on the far side of the Hospital is still in long-range plans. But that's very long-range.
The project as presented is not complete as it does not include any information on elevations. Thus, it is not possible to comprehend the major changes that will be necessary to build the bike path. A ditch runs through the middle of the median. It's depth varies from approximately 1 foot to 4 or 5. The trees are planted along the sides of the ditch. When the ditch is filled to build the path. Thg trees will be buried under 1 to 4 feet of dirt, effectively killing them. This project should not go forward as designed.
The proposed plans for the Monticello Gateway Shared Use Path are inadequate in that they do not detail the specific steps that will be taken to either ensure the survival of the trees. The modification of the median is incompatible with the survival of the trees as it will impact their roots and access to oxygen and water. Moving the trees to another site negates the rationale for having trees along the path and moving them to another site for subsequent replanting is unlikely to result in tree survival. The process of moving these trees, given their size, is problematic for the survival of the trees and will be extremely expensive if done properly. Until the details of how the trees will be protected to ensure their survival are presented and then reviewed by arborists for adequacy, the plan should not be accepted or funded. We do not want a median denuded of trees or filled with dead and dying trees. Finally, having worked in the median planting and pruning these trees, I can tell you it is NOT SAFE and it is not a pleasant place to walk. Before the committee approves the project, I would suggest that the members walk along the median during rush hour and see what if they think they would like to walk or bike the proposed path. Finally, having
the study meetings where people were suppposed to provide comment
thank you!
There are a number of people who know about trees who believe that there is no way to modify a plan to make the path work without killing the trees. An expert may not find a way to compromise so that your median location will work for a 10' trail
There are many safety and logistical challenges with this proposal: • The connection at the north with Monticello Ave. is a dangerous place for cyclists and pedestrians given the steep grade and curve; particularly at the Quarry Rd. intersection. • There are multiple vehicular crossing points all along this stretch of Rt 20; any of which are just as potentially dangerous as the avoided ramp entrances • The end point at the PVCC entrance is left unresolved • The drainage slopes within the median look to be fairly steep, and it seems that it would be difficult to provide sufficient width for a proper shared-use path while maintaining storm drainage (and replacing the trees) Because work has already been done to envision a shared-use path along Avon Street Extended (refer to the Corridor Study completed by Line + Grade in 2019), why not prioritize that project instead? The connection from Avon St. through the back of PVCC to Rte. 20 is a much safer alternative.
There was BP24, on the 2040 LRTP, a bike-ped Rivanna River crossing. In the current 2045 LRTP is BP80, a BikePed crossing at Riverview Park that would help a lot of people who need help. BP80 is a Tier One project. How did the tier two, Route 20 Median SUP, break into line ahead of the Rivanna crossing? Who decides what to bring forward for smart scale funding? CTAC, MPO Policy, Tech Committee? Are there minutes available so we can be aware of the reasoning?
Time to hold up on Rt 20 median, conditions on the ground have changed.
Walking on a median strip isn't much fun and it will be HOT when you remove those trees and possibly fune smelling. I'm all for bike and pedestrian walkways but can't you place on one side where there is shade, too.?
We are concerned about the impact on the trees which were planted with many hours of volunteer labor. They are still young and we believe they won't survive with a 10 ft path there. Also the median seems like a very exposed and risky place for a bike or pedestrian path.
What if the tree expert you find for your committee tells you the majority of trees will fail, due to grade and drainage changes? Will you report that? What does it mean that one non profit with altruistic goals mangles and possibly destroys another non profit's altruistic project?

What is the value of the project that dies compared to the cost of a different route? What do the non profits funding the Shared Use proposal think?
What steps will be taken to ensure the health of the trees during construction and after and have they been reviewed by an independent arborist.
when will the designs for the stream crossing by pvcc be available
Will you be able to widen sidewalk across bridge?
how is shared use path resolved vs. the one in the median strip presented yesterday?
Per the concept design report, topography and existing utilities were not considered yet by adding 6" curbs and moving drainage from the center of median to the curbs, likely all of the existing memorial trees to military casualties would be removed. If memorial trees are likely to be removed as currently shown, is it possible for another study be developed to relocate this path along one (or both sides) of Rt 20 where adequate ROW exists?
The trees are a beautiful addition to the median, but please do not put this project on hold at the expense of pedestrian and biker safety. I see this as a critical connector bike/ped users to get through this very dangerous section, and the median makes the most sense from a cost and timeliness perspective. Surely we can find a way to build the path with minimal disturbance to the trees (other than the ones that need to move).

Rt. 20/53 Intersection Improvements

Hi Kevin,

My comments to the Smart Scale proposal below. Thanks, Roger

• A roundabout is preferred to the current signalized intersection. Overall I am in favor of this solution.
• There is a potential problem with the southbound lane(s) on Rt 20. Because the left turn lane (onto 53) is no longer a dedicated lane, through cars on 20 may get held up behind turning cars, leading to cars switching lanes within the roundabout, which could lead to more crashes.
• While it looks as if there are two through southbound lanes, one of them will disappear at the bottom edge of the map. Maybe it's ok for them to merge into one at that point.
• It's not clear how the shared use path connects with anything beyond the limits of the map.

Rt. 29 Shared Use Path

Comment, not question on 29 SUP--maybe add an underpass (ala Free Bridge) at bridge to get people across 29 and over to Berkmar?

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.

29 shared use path: Installing the path from Carrsbrook to Hilton Heights would be worthwhile now, but extending it past Hilton Heights Rd doesn't make a lot of sense until it can continue across the river bridge. The traffic shift across the bridge to accommodate the path sounds good as a future phase.

Connecting to Berkmar from 29 seems to make more sense than creating a path along 29 that ends too soon.

US 29 and Fontaine Avenue Interchange Improvements

The shared use path is an essential part of this design. Currently, cyclists and pedestrians must brave a bewildering array of highway ramps and dangerous surface conditions. This new bike/ped access will dramatically improve safety and create a genuine alternative transportation corridor from the City and University to the extraordinary natural areas west of Rt. 29. The Rivanna Trails Foundation strongly supports this project.

This is a wonderful design that will improve traffic flow AND provide a safer route for bike/ped users to connect City/Rivanna Trails/University to the Foxhaven/University/Ragged Mountain trails and open spaces. Please don't eliminate the bike/ped path to save money!

US 29/ Frays Mill/ Burnley Station Intersection Improvements

Adding my voice to my concerns about biker/pedestrian crossing at this intersection. This is an important crossing of 29 for area bicyclists.

Is an Rcut U-turn without a light a good idea?

"The MPO boundary includes the City of Charlottesville and urbanized areas of Albemarle County". Is the MPO over-reaching? Burnley Station Road/Fray's Mill I thought was "rural" rather than "urban".. The cost of this Rcut is astronomical and certainly could be put to better use. The traffic light seems to be fine for residents of both Fray's Mill and Burnley Station Rd. If traffic needs to move faster on Rt. 29, spend the $10 million on an upgrade to that

1. Dear Supervisor LaPisto-Kirtley,

Have you taken a position on the Frays Mill/Burnley Station/Rt. 29 RCUT proposal? I have experienced RCUTs while driving in Maryland and know that they can entail traffic delay and inconvenience for local residents as opposed to non-local commuters.

I have been seeking accident analysis at that intersection from the county but have not seen any detailed data to date, just generalized figures. The data provided does not appear to be specific enough to make an intelligent decision on alternatives to the RCUT. I will greatly appreciate any accident analysis you may be able to provide.

Specifically, I am looking for data that reveals the type of accident, loss of life/injury, vehicle damage, type of vehicle, day of week, time of day, lane/road, direction and signal when the accidents occurred, etc. Obviously, this data in comparison to other intersections will be of help. Thank you!

434-531-7851

2. Thank you for responding so quickly. I have sent these concerns to Mr. McDermott in an earlier communication. I am looking for a more detailed analysis than appears to be available so far.

3. Thank you, Kevin, for the charts regarding crash and improvement analysis. You replied above in part:

"Generally VDOT does enough analysis to identify a preferred solution and we make the application based on that. If the project were to be funded there would be a full analysis performed during the preliminary engineering stage (including public meetings) to insure the appropriate solution is being implemented."

1. How can VDOT "indentify a preferred solution" without a "full analysis"? Also, the VDOT crash data map that you provided shows some raw data but no analysis, as far as I can tell.

2. How can a project be funded without a full analysis? Does VDOT assume that their partial analysis provides enough information to come up with a solution to fund the project? What if the full analysis contradicts the findings of the partial analysis? Would VDOT choose a different solution? Meaning, wouldn't it be best to do a full analysis before deciding on a particular solution?

3. If I correctly understand the crash data and analysis you presented, the vast majority of collisions are rear end collisions in close proximity to a North/South red light on Rt. 29? This suggests that lead cars stopped for the red light while following cars failed to stop? Do you have any further analysis as to why these rear end collisions occur? Do you know why the following cars failed to stop? For example, someone closer to the light stopped suddenly on yellow while traffic behind wanted to continue through the yellow? Or someone intended to run the red light? Other data on reason for collisions?

4. I may have missed it, but do you have time of day data for the collisions as well as particular lane data?

5. Obviously even one accident is too many. However, it appears from your data that bringing accidents to zero is unrealistic. This suggests, as with all risk taken by people in a free society, that in enacting our laws (traffic signals or controlling traffic flow constitute laws for this argument) we must have calculated a cost/benefit ratio for each solution. Do you have such a calculation for all of the alternative for this project? What are the alternatives, if any, that are projected to bring the accident rate at this intersection down to the norm for similar intersections?

Thank you for your patience in responding to these questions. I will share your response with other neighborhood site persons.

Adding my concern regarding pedestrian and cyclist crossing 29. The description describes “signalized restricted crossing”. Can you elaborate on the differences regarding the signal?

After reading the comments here so far, it seems that people might be really misunderstanding how this intersection would work. I am not for it or against it at this point, only trying to understand it.

It’s hard to see on the graphic, but look closely and there is a red/yellow/green stoplight symbol at the main intersection AND at the U-turns. And if you realize that and study it carefully, you can see that the number of phases to the light is reduced from 4 to 2. It should have been explained better.

Current setup has 4 phases:
1. 29 northbound and southbound traffic has GREEN, everyone else RED.
2. Traffic from Burnley Station gets GREEN, everyone else RED.
3. Traffic from Frays Mill Road gets GREEN, everyone else RED.
4. Traffic turning left from 29 onto the side roads gets GREEN, everyone else RED.

New proposed design has 2 phases:
1. 29 northbound and southbound traffic has GREEN, everyone else RED.
2. Traffic from Burnley Station, Frays Mill, and traffic turning left from 29 onto the side roads, all get GREEN simultaneously – none of them intersect with each other.

Theoretically, everyone will spend less time waiting, and 29 traffic won't get backed up as much. Mathematically speaking, at least, it works well.

If you are coming out of Burnley, for example, and going south (left) on 29, you do NOT have to merge across multiple lanes of busy traffic as you turn right, only to have to then merge again into more busy fast moving traffic as you make your u-turn. As has been suggested by so many of the comments, this would be a nightmare, but it seems clear, once you realize the stop lights are there, that this is NOT how it works. When you are making this type of move, the through traffic on 29 from both directions will be stopped at the U-turns and at the main intersection by red lights, and you will be merging into and crossing EMPTY lanes at the main intersection and at the U-turn. You will usually be able make your right turn and your u-turn free and clear.

For the 29 through traffic, if the U-turn lights are made red just a few seconds prior to the main intersection lights turning red, then the intersection will be mostly cleared out of traffic when both side roads are released. When you are released from the side roads you will usually easily be able to go in any of the 3 directions you want with very little interference from other traffic.

People are also commenting about large vehicles and vehicles with trailers making the u-turns, but it seems to me that they have made allowances for that shown on the design image.

The issue regarding bicycles crossing the intersection, that does seem to be a problem. I sure as heck do not want to ride along the shoulder of 29. Sure seems like a simple solution would be to have a push-button pedestrian/bicycle crosswalk that would go directly across the intersection.

All of this is just my personal interpretation of the graphic. I am not claiming any expertise.

It's hard to see on the graphic, but look closely and there is a red/yellow/green stoplight symbol at the main intersection AND at the U-turns. And if you realize that and study it carefully, you can see that the number of phases to the light is reduced from 4 to 2. It should have been explained better.

An RCUT is not the answer and I believe it would actually increase hazards, both at 29/Burnley Station/Frays Mill and also further to the north as local residents would have encounter daily risks trying to turn left/make a U-turn at a dangerous spot in order to proceed south on 29. In terms of consequences, replacing the existing light with an RCCUT is tantamount to negligent highway design. Also, the cost of the proposed project is astronomical. Leave the existing traffic signal in place. It is doing its job in terms of safety. People who live down the Burnley Station Road need safety, including safe access to 29 South. People using Fray's Mill also deserve safety. Let's not sacrifice the welfare of local Albemarle residents on account of the impatience of some further north commuters. An RCUT is not a safe or tenable solution.

Apparently everyone is opposed to this for very obvious reasons so why is this project even being considered. It will also cost 9.6 MILLION dollars. Could that money not be better used for other rural road improvement projects? Let's use some common sense if that still exists.

As a new driver that uses this turn to go into town every time I drive, I am against this plan. Merging onto high speed traffic to change lanes and make a u-turn just to go south seems riskier than the already dangerous intersection. I'm only 16 and could not see myself, my neighbors, or the school busses that transport people to work, school, and town

feeling confident in this change. I would much rather continue to use the light and check for red light runners before I exit Burnley than be responsible for such an awkward and anxiety provoking turn.
As many of my fellow residents of this area have pointed out, there are numerous reasons why I disagree with this change. We rely on this intersection several times a day to keep our commuting to school and work both reasonable and safe. Traffic to and from Preddy Creek trails has only increased over the past several years and this proposal would seem to add unnecessary time. Overall, it is not clear to me the benefits to this proposal given the huge cost involved.
As reducing rear-end collisions at the stoplight is one of the goals, why not place a warning sign with flashing lights when traffic is stopped ahead—similar to the one located in the approach to the light at Boulders Rd on 29N?
Considering this is less than a mile from Greene County line have they been consulted? Understanding they are not part of the CA-MPO.
Dear Ms. Kirtley, As a long-time Burnley Station Rd. resident I want to express my opposition to this change. It would be dangerous and inconvenient to cross multiple lanes of traffic to make a U turn against opposing traffic to turn south on 29. Additionally, it is difficult turning north on 29 from Burnley Station to see what lanes approaching traffic is in to enter the roadway safely especially at night and with agressive lane changes the norm. Over the years many more residents have moved to our area increasing backups at the current intersection. Traffic has increased enormously as Preddy Creek Trails has become very popular with people living in Charlottesville and beyond further increasing traffic delays. Our county would be much better served by limiting all the new developments along 29 and/or adding traffic lanes or the bypass. Even now I see new 29 crossings being created for these new developments. Please oppose this proposed intersection change for the sake of our local residents who in my experience are staunchly and uniformly opposed.
Enforcement of speed limitations is crucial for this plan to work as most using 29 are regularly exceeding the limit. Drivers will have to await lulls in traffic, then cross multiple high speed lanes to reach the turn around lanes, then have to do it all over again to head the direction they wanted to originally travel if the light is removed. This is a significant increase of risk, likely more of an increase than drivers using the stoplight face now. KEEP THE STOPLIGHT, its the SAFEST option!
Following up on an earlier comment … I trailer horses to Preddy Creek park. I would have no rational means to head back to Charlottesville without U turning at 33 in the shopping center lot. I also have the same issue pulling farm equipment. Is the park being repurposed? Is this coupled with a major expansion of the intersections North and South to accommodate the new line of vehicles, trucks and trailers that will be now have to U turn? Are the turn lanes being lengthened at those same intersections to handle the new large volume Of U-turn traffic?
Good morning, I signed up for the webinar next week so I could hear about the proposed changes to Burnley Station Rd/Rt 29/Frays Mill area. My main question is around how much traffic congestion decrease we'd expect to see with this change put in place. As someone who lives on Burnley Station Rd and would need to make extra turns, crossing lanes of traffic to make a u-turn to drive to work each day if the changes go through, I want to understand how people calculated that this move will decrease congestion. I think there is a definite traffic issue on Rt 29 at rush hour each day, but I don't see how one light will make a difference when the increasing population attempting to travel the same two lanes of road seems to be the real issue. I'm looking forward to hearing more next week, in hopes it changes my opinion of this project.

FOLLOW UP:

That's wonderful. Thank you! And thanks for your quick response.

For what it's worth, I'm of the opinion that we should go ahead and expand 29 to the county line, even if it costs us a fair amount of money to do so, since it'll be worth it in the long run. That's certainly not a question (which is what you were asking for) but I figured I'd share.

Take care,
Tara

Have the engineers considered backed-up traffic to make a u-turn heading south during rush hour? It could end up clogging the left-hand lane on Route 29 heading north, as most residents who live in this area head south for employment. Terrible idea! Charlottesville should have built a by-pass years ago. Band-aiding a problem never works.

I agree that this proposed RCUT would worsen safety and traffic flow at this intersection. Previous comments about the hazards and complications of turning in the opposite direction of intended travel, only then to cross several lanes and decelerate to make a U-turn into on-coming traffic, are quite apt. More so, for school busses, horse trailers, bicyclists, mothers with excitable children, elderly motorists, etc. Also, wasteful of time, fuel, and air quality.

Here are some much cheaper, easier, quicker, and more safety-enhancing projects for this intersection:
Improve line-of-sight visibility for turning motorists, as others have mentioned.
Widen Burnley Station & Fray's Mill Roads out to 1/4 mile from the intersection.
Improve speed-limit & red-light enforcement on this section of highway. Speeders & runners cause deaths, e.g. Sydney Aichs.
Fill in & pave the giant pothole at the northeast corner of BSR-29N. When it rains, a pond forms there, the size of a wading pool.
Seriously, let's do the obvious, local, and pertinent fixes, rather than some distant "planner's" theoretical scheme!

I agree with the widening of Frays Mill and Burnley station roads at the intersection with Hwy 29. Much needed turn lanes on both sides.

I am a resident of Albemarle County and write to express concerns regarding a proposal to modify the intersection of Rt. 29 at Fray's Mill Rd. & Burnley Station Rd. This item is described within the Transportation Planning Quarterly Report (January 2020, pg. 2, no.74) as a "resubmittal of a SMART Scale application from 2018 that was rejected for funding. Project would reconstruct this intersection into an R-cut" (2).

I live off of Burnley Station Rd. in the Sandy Branch subdivision. For me, and for many of my neighbors, this proposed improvement raises significant concerns. If this were to be implemented, the proposed R-cut would make it impossible to turn left onto Rt. 29 South through the removal of the turning lane.

I hold several specific concerns:

1. Public Safety. If the project were implemented, one would be required to use Rt. 29N and thereafter make a U-turn at a place where there is no traffic light in order to travel south. Throughout the day, this would indeed lead to further accidents, as those speeding southward could easily rear-end those using the U-turn through the elimination of the

traffic light under consideration for removal.

2. Inconvenience to Residents. There is absolutely nothing wrong with the traffic light as it is situated at present. Removing the light to impose a strangely-shaped R-cut turning system is unnecessary and entirely inconvenient to residents that live off of Burnley Station Rd, Watt's Passage, and Fray's Mill Rd.

I write to strongly encourage voting against this measure as our Supervisor when the measure comes up again for consideration. I feel that this project is proposed simply to enact a creative innovation that would do little to improve the safety, convenience, and utility of road travel in Albemarle County.

Best regards,

Casey Eriksen

I am against the RCUT at Burnley Station/Fray's Mill because anyone going to work south on the 29 will have to make the U turn up the road across from Donuts- have used that throughway so many times, I know the danger it would pose as many drivers coming south on the 29 out of Greene County are speeding. Having cars trying to do a u turn at that area would cause treacherous conditions for all the cars driving north on the 29 and potentially just move the 29/burnley station road intersection issue up the 29 a few hundred more feet. Thank you for you consideration of our concerns.

I am against this proposal. The benefits are unclear and do not justify the enormous cost. This does not seem like a long term solution to congestion.

I am deeply disturbed by the proposed changes to the Rt. 29/Burnley Station Rd./Frays Mill Rd. intersection. I live east of Rt. 29 in a small lake s/d off Burnley Station Rd. I travel to Ch'ville during rush hour and find it appalling that the Rt. 29 traffic is now being given preference over the local traffic. For us to have to go north and struggle with the 29 South rush hour traffic at a u-turn or R-cut, as proposed, causes delays for us, but more importantly, is even more of a safety hazard. Not only is there residential traffic, but school buses, and horse trailers (due to Preddy Creek Park) which will have to maneuver this turn in to speeding traffic (or sit through another light if one is installed at the R-cut for yielding traffic). We also have to be concerned about the delay for emergency vehicles, as Stony Point VFD is within the general neighborhood. In the afternoon rush hour, traffic can back from Greene Co. all the way to this light-so if we need to go out during this time, we are then going to have to sit in that traffic and/or maneuver our way across 2 lanes to turn back south. How does any of this make sense for a light that is working at this time-not to mention the extreme cost of the project during a time when our economy is experiencing a downturn. I ask you to reconsider this terrible and unsafe option.

I am firmly against this intersection change. It is not obvious to anyone that this intersection even needs to be "fixed". The existing lighted intersection seems to be safe so how can making turning traffic cross over lanes of oncoming traffic and u turning into more lanes of on coming traffic improve safety. With lights to control oncoming Traffic lanes, how can it improve congestion. Seems like you are wanting to spend an incredible amount of money to fix something that doesnt need fixed. If it aint broke, dont fix it!

I am not in support of this intersection change for many reasons. I do not feel that this will improve the safety at the light.I believe this will cause a hinderance and futher jeopardizee the safety of drivers in vehicles and students on buses. As a rural farmer who has to periodically transport livestock in a livestock trailer I find the new Rcut not realistic. Ther extended length of the truck and livestock trailer would mean that I would have to travel into Greene – turn right into Sheetz or left into the shopping center make a u turn in those businesses then go back out to 29 and turn left at that

light instead of just turning left at the current light. I don't have to do that now – I can just turn left. This may also pose problems to horseback riders traveling to Preddy Creek Park – one of the few parks in the County that you can ride your horse on the trails. I have seen a great number or bikers on Watts Passage and Burnley station. In order to access the road from the other side of 29/Seminole they would have to turn, cross lanes of traffic, make a uturn then cross more lanes of traffic when now they can go straight across. Also their are still rural roads that require gravel and grading from time to time from VDOT – I shudder to think of the heavy dumptrucks that have the equipment trailers carrying the motor grader that will not be able to make the uturn either. Lastly the school buses. How can it be safer to have our buses cross into traffic move over through the lanes and then make a u turn. These are large buses and I don't see how this is helping the buses at all. I think it comes down to the county/state/vdot wanting traffic flow on 29 to be smoother – ie not so many stops – this is not about safety. While there have been concerns and accidents at this light(which they have shown a study but no finer details) I find it so very hard to vbelieve this is the most dangerous intersection. I believe this is an intersection they can change and expect little push back from the residents of the area. Why are they not doing this at both Forest Lakes entrances and Hollymead? Perhaps because more residents would be opposed to it and voice their opinions.
I am opposed to the proposed change. I do not think it will be any safer than the existing intersection. I am opposed to adding an additional stop light which will increase travel time on Route 29. I also believe the proposed change will cause a safety hazard for pedestrians and bicyclists needing to cross the intersection without a stop light. Larger vehicles (farm transport vehicles) will either have difficulty making a U-turn, or be unable to make the U-turn to a 2 lane road. This would cause an additional safety concern. In all likelihood, they will have to travel to Ruckersville or near Charlottesville to be able to turn around to go the opposite direction. In my opinion, the solution to the problem would be to widen route 29 to three lanes from Proffitt Road to Ruckersville, or at minimum to the Greene county line. This will space out the traffic and solve the congestion, as well as improve safety at the Frays Mill/Burnley Station intersection. Although this solution would cost more money, in the end it would increase safety and decrease travel time on Route 29.
I am opposed to this change to the design of the the intersection of Frays Mill Rd and Rt 29. I use this intersection as a bicyclist on a regular basis. The proposed Rcut intersection provides no safe passage across Rt 28
I am VERY AGAINST this proposed change for all of the reasons cited above in the outstanding concerns, plus for the significant cost to taxpayers. We are going to have a huge shortfall in funding due to the current coronavirus situation because of decreased tax revenue. Plus, many people are using Preddy Creek trail park for horseback riding, so trying to negotiate horse trailers through the R Cut intersection on a regular basis is very concerning to me from a safety standpoint. These are not vehicles that can accelerate quickly for merging and also can have a wider turning radius. I also personally think this intersection is confusing to navigate and may pose difficulties for navigation by older drivers and brand new drivers (teens). It seems an intersection more appropriate for an urban neighborhood vs. a highway where cars are often going in excess of 60 mph!
I am very much opposed to this project for many of the reasons already stated. I share all of the "Outstanding Concerns" listed and fail to see how any potential benefit outweighs these concerns. In particular, this would make the intersection more dangerous for cyclists who frequently cross 29 at this location.
I am writing to you as a very concerned Albemarle County resident/constituent and business owner who is in strong opposition to the proposed R-cut transformation of the Fray's Mill/Burnley Station/US29 Intersection. I am also writing to you representing the concerns of many Albemarle County residents, bicycling and horse enthusiasts as well as many of the more vulnerable younger and older county residents who use this intersection on a daily basis who also feel the

way I do on this proposed change. Below are some of the reasons why transforming this intersection would be detrimental to the safety of Albemarle County residents and all who use this intersection on a regular basis. · There has been an uptick in construction on both Burnley Station Road, Watts Passage as well as many of the newer developments off of these roads including but not limited to Foxwood Forest and Mountain Vista.

· Burnley Station Road and Watts Passage merge very near this traffic light and at certain times of the day there is a line of cars often 15+ trying to make a left turn onto 29 south. I personally on a regular basis have to wait 2 lights in order to make a left onto 29 south due to the high volume of cars needing to do so especially during the morning rush time.

· Burnley Station Road and Watts Passage are both cut throughs linking Route 20 and Route 29 with this being the only access point to route 29.
· The very popular county park, Preddy Creek Trails Park, is located on Burnley Station Road only 2 miles from this light. Many county and state residents enjoy this park and on many occasions throughout the week the parking lot is completely full of mountain bikers, runners, hikers and horse trailers. The light at 29 and Burnley Station Road is the main access point for these individuals to go home. Of exceptional concern would be horse trailers that need access to this light for safe turns onto 29 south.

· Burnley Station Road and Watts Passage are very popular roads for local cyclists. Many of these cyclists access the area on the west side of 29 via this light. If this light were not in place those cyclists would have to risk their safety to ride on 29 north then do a U turn back onto 29 south to access Frays Mill Road.

· Turning right onto 29 north to then make the next U-turn is very dangerous. This cut out on 29 in Greene county is a spot where motorists make U-turns in both directions and only 1 car can be in the center lane at a time. This is also an area where vehicles moving in the southbound direction on 29 are at high speeds and makes a merge unsafe.

· There are many young teenage drivers who drive to and from school and utilize this light to make a left onto 29 south toward the local high schools. Eliminating this light would put these drivers in particular in grave danger having much less experience with high speed merges especially during the morning rush hour on their way to school when there will be hundreds of cars needing to access 29 south from Burnley Station Road and Watts Passage.

· Cars passing this intersection via 29 north or south are moving at a very high rate of speed in this area, often times 60-70 miles per hour. Many of these vehicles are tractor trailers and larger trucks that would not be able to stop in time with the many cars that would now need to merge onto 29 north.

· The examples that I have provided are based on accessing 29 south from Burnley Station Road. The same concerns apply to the other side of 29 where motorists would have to make a right onto 29 south or a left onto 29 north off of Frays Mill Road.

I can not see how this change does anything but make the situation worse on 29 Southbound and horrific for anyone living off Burnley Station Road. Making all those people turn right to head north only to get hung up at what appears to be another light and then uturn to get stuck in southbound traffic even further North than they originally started seems counterproductive. Not to mention how many people I expect will try to scoot out as quickly as possible into 29 and then have to cut across lanes of traffic just to get to the u-turn. Likely causing several accidents. What about the school buses and horse trailers??How are they going to get across the lanes of traffic easily to get to that u-turn. Not to mention the negative impact this could likely have on property values as you add to commutes and inconvenience. If you want to reduce congestion, stop approving construction in areas where the infrastructure (roads and schools) can't handle it. A massive development was approved on 29 North and it doesn't seem all those residents are going to have

to head North before heading South so why change a smaller intersection to force this. If you want to reduce congestion, widen the road so it aligns with everything South of airport Road! That's seems the most logical as a long term solution especially as more development gets pushed North
I can't believe this change is even being considered. There doesn't appear to be any need to improve this intersection and these funds could be better spent on something else. Creating this u-turn to go north would be a disaster considering the amount of traffic that currently goes north and the difficulty cars would have trying to enter onto the highway from this u-turn to go north. It would be the same problem for cars trying to go south. The proposed change to cross over the highway to make the u-turn would definitely create the opportunity for more accidents,especially for cars trying to u-turn to go north, since the viability is not good when exiting Frays Mill Rd. to go south on Rt. 29. Everything works well at the present time and this proposed change would make things worse!.
I fail to see how this helps. I often travel on 29N to make a left onto Frays Mill to go to Spring Hill Baptist Church preschool programs. There are also concerns about getting to/from Preddy Creek. More u-turns does not sound like a solution to ANY traffic problem. This just seems like another expensive boondoggle to give the illusion the county is doing something to ease traffic concerns. Just a few short years ago, the BoS scrapped a plan for a bypass because the traffic on 29 was 90% local (duh- many are coming from Greene/N Albemarle to go the University/Hospital/Martha Jeff). Now we have a very expensive GSI and… this? I wish the county would have listened to one of the top traffic engineers in the US when the RT 29 businesses got together to hire him to study our area. Instead, the BoS plowed forward with wasteful projects.
I fail to see how this makes 29 safer for anyone, and it certainly is far less convenient for local drivers who should be the primary consideration in making this decision. Route 29 is our Main Street so let's think first about the preference of local residents. There are lots of bridges that need repair. How about spending that big chunk of money on bridge and road maintenance.
I feel that this change to the traffic pattern is a very big mistake. For traffic attempting to merge into free flowing traffic on 29 from either Burnley Station or Frays Mill is a hazard in that 29 traffic is going very fast at that point and to try and merge with this fast moving traffic would be very hazardous. Then to have to cross over the current flow of traffic is another point where accidents can occur. The current situation can be hazardous in itself as the traffic is moving so fast many times traffic runs the red light while the light to go from the side streets has turned green. As a precaution a driver should wait and make sure all traffic has stopped. People feel that they have gotten out of town and they go much above the 55mph speed limit at that point.
I have concerns about joining traffic from the cut-throughs. Southbound in the morning, northbound in the evenings. I'd think you'd need acceleration lanes.
I have lived in the Burnley Station Rd area for 18 years, including prior to the current traffic light at the intersection of Rt 29 and Burnley Station Rd. Prior to that traffic light installation, when crossing Rt 29 or turning left onto Rt 29 you had to wait for a break in traffic, cross to the median, wait for another break in traffic, before making the turn. This was a very scary prospect during "rush hour"; it was most scary to the kids on the school buses. This RCut intersection is not going to improve the situation. The current traffic light system is working well, with no heavy delays. This is not a sight of "rush hour" traffic delays, those are closer to Charlottesville, south of Bolder Rd./Rivanna Station. It will just mean extra, unnecessary spending by VDOT. Wouldn't it be wise to spend those monies on improving the current quality of the secondary and tertiary road surfaces, or adding bike lanes on those same road surfaces.

I have lived in this area over 30 years, and have had no issues with the current status of this site regarding traffic, etc. This is a horrible plan for everyone who travels this route. Sounds extremely dangerous for the excessive traffic currently commuting 29. Waste of money, resources, & inevitably will cause a multitude of traffic accidents, deaths and all around chaos. STOP THIS.

I have lived off of Burnley Station Rd for over 30 years, both before and after the traffic light and lowering of grade at the intersection. The light and new grade have provided greater safety and visibility, and therefore ease of traffic flow in all directions. I use this intersection at least daily, and since theses construction improvements were implemented, I have had no issues with it.

Since Preddy Creek Park has become operational in the past sevearal years, the vehicles using this intersection increasingly includes bicycles and horse trailers. The proposed U-turn into on-coming traffic traveling at 55+miles an hour is not a reasonable alternative for slow moving trucks and trailers, never mind school buses! By the way, are we truly planning on sending Albemarle County students into Greene County on their way to school? Our students are already on a school bus for up to an hour a day each way in our neighborhood. Have the turn-radius needs for these vehicles been fully explored?

What about the ease needed to quickly and efficiently cross four lanes of fast moving traffic on a bicycle or on foot? My understanding is that Albemarle County is interested in promoting transportation alternatives to moving vehicles. This plan for the intersection to Route 29/Burnley Station Road/Fray's Mill Road would limit the active use of alternative transportation methods by increasing risk to the user's safety.

Project's being proposed should be informed by the needs of all of the users in the area, and should compliment the long-term goals of the citizens of the County. According to the Albemarle County website, "Climate protection is a top priority for Albemarle County. The purpose of local climate action planning is to reduce the community's contributions to global climate change while advancing the County's vision of a thriving, vibrant community for every resident." If we are truly interested in promoting healthy climate change alternatives in Albemarle County, vehicular travel should not be the only issue being addressed when expensive projects like this one are being considered.

I have studied this proposed change and have previously corresponded with both my local Supervisor and one of the county's planner. This is a bad idea all the way around. It seems like we are just a laboratory for VDOT to waste money on schemes of this sort. Please spend the money from this effort on improving our rural roads in the county. That is needed far more than this hare-brained scheme.

I live in the area of Albemarle County that is served by this interchange and I am fiercely opposed to this change and the characterization that it would be an improvement. There is a very large population that uses this intersection at Burnley Station Road every day, including: Watts Passage Rd/Solaris Subdivision/Foxwood Subdivsion /Ashleigh Subdivision/Gilbert Station Rd to name a few. Albemarle County also opened Preddy Creek Park along Burnley Station Road which is used by the community members that live nearby but also serves to invite community members from all over the County to come use the park and the intersection at Burnley Station Road/29.

I recall before a traffic light was placed at the Burnley Station/ 29 intersection and the traffic light has served to make the intersection much safer. Now you are proposing to negate this safety improvement with this alteration. The traffic light along route 29 at the burnley station intersection currently turns from yellow to red much too fast not giving proper time for large vehicles to make the stop properly at close range. That is an easy improvement that should be made. Also it is beyond ridiculous that the stop lights along route 29 from Hollymead to the Green County line are not synced together to make them more efficient and smarter. Many times I get a green light at the Austin Drive/29 intersection light only to come to a red at the Briarwood Drive/29 intersection, this lights need to be more synched up.

Also the Briarwood Drive/29 light is green for too short of a time period for 29 traffic in the late afternoon/evening timeframes, giving too much priority to NGIC traffic coming out; this is the major back up/ choke point in the high traffic times. I am sure you could also tweak the rhythm of the Burnley Station/29 light to make 29 traffic more of a priority through a reduction in the time the light is red without totally blocking the left turn onto 29 South from Burnley Station Road. I believe that you are just using traffic data and have not actually spoken with community members who use this stretch of the roadways or tried for yourself the actual repercussions of this alteration. I would request that you respond to me with a justification for this proposed change and the methodology used for gauging the repercussions for the change. Thank you for your work on this issue.
I live off Burnley Station Rd and have for 40 + years both before and after the light. The light has provided great ease coming and going from Rt 29 in both directions. The R cut, though supposedly may be assumed safer, it is going to bring added time constraints and dangerous maneuverability to all the large horse trailers as well as trailers with motor bikes and road bikes coming to and from the county park. There are numerous new subdivisions okayed by the county along this road and the tie-ups for them trying to blend into fast traffic on Rt 29 will be disastrous. The problem now is with speeding cars on Rt 29 trying to beat the light. Better enforcement would be a less expensive answer. I most definitely am opposed to this R cut solution. Its ridiculously expensive after the huge cost of taking the dip out of the south bound lane years ago. We don't have the money and you have already taxed us to death in Albemarle.
I must respectfully disagree with continuing with this project, even at a preliminary / study phase! Stop it now.I thought at first this proposal was to remove the traffic signal entirely, making it a continuous flow of north-south traffic — in other words, going back to the old days (which I personally remember, having moved to Burnley Station Road in 2003) of patiently waiting for a break in seemingly endless traffic to leap across to make a left turn. I thought the proposal was just to prioritize the time of drivers going north-south on 29 completely and utterly over the time and safety of the poor chumps who live on the cross roads. And I don't even know how a driver of a horse trailer visiting Preddy Creek Trail Park would be expected to "gun it" across full-speed traffic! But now I see the proposal diagram, for a Signalized RCUT. OK, so the north-south traffic would still be ordered to stop fully when cross traffic is waiting, as today, but… for fewer seconds? Is that the ONLY benefit, speeding up the light cycle? And in exchange for this, all Burnley Station drivers who want to turn left (which includes me, every single day for work, school, and errands) have to go up-and-back through the U-turn (not, as I had feared, all the way up into Greene County, but a newly constructed dedicated U-turn lane). I guess I see the appeal, but it still feels like a big expenditure of money and paving a bunch of surrounding land, perhaps moving important power and utility poles, all for a paltry improvement! The current intersection works just fine. I do not notice huge backups in any direction, nor do I see accidents or even near-accidents; people seem to be well-behaved at the existing intersection, at least to my eyes, even though it involves a downhill approach and a mixture of traffic types. I happily pay my taxes to support our local services, which includes roads, and if anything I think our tax rates should be slightly higher. But I would rather put that $10 million toward something else, and in the current pandemic-impacted climate of sudden, unexpected shortfalls in state and local government budgets, we should PASS right now on this particular project and save the money.
I object to this change. It is not needed, will cause delays and doesn't seem any safer.
I really hope the county considers the issues mentioned above, and I must say there are some great comment to be considered below. Merging safety, U turns, more delays, but nothing mentioning the amount of additional traffic on Burnley Station since the park opened? This would include horse trailers, vehicle with multiple bikes hanging off the back,and also to heavy equipment that supports the area growth. I have travel this road and surrounding area for most

of my 59 years. We embraced the light when added as you could barely cross the road in the morning to go south, we would often go north to cross over much like your design.. trust me it was a bad Idea then and with the traffic an even worse Idea now, there is no corrective action need at this intersection. I am not sure why the, study did not show what I see daily, traffic stopped at Boulders Rd and then Mathew Mill Rd, I think this would be a travesty if this design was implemented as you would increase accidents (although they would be in Greene County) and would not assist in alleviating the congestion.. you know the one I mentioned above that doesn't really exist at this intersection, but at Boulders and Mathew Mills. Think we could do something more constructive with the million dollars.
I think this is a terrible idea from a safety standpoint. I remember watching school buses have to angle in the median area and try to pull out in front of speeding vehicles before they put in the lights. Now you expect the buses to make a U-turn and get up to speed in rush hour traffic. I see that being a bigger potential cause for accidents.
I think this RCUT is a very bad Idea… expensive and even more dangerous than the red-light-running we regularly observe. Why not simply change the stop lights' timing, during the heaviest traffic times of the weekdays? This RCUT intersection would make it very difficult for delivery trucks to reach my business, at Burnley Station, or anyones' homes, which are already not easily truck-accessed, via the local "country" roads. Anyone who wants to u-turn, need only drive Rt. 29 north, one fifth of a mile, so just add a decent turn lane, at the cross-over, to make that safer. Leave the traffic light!
I want to endorse Matthew Holbrook's concerns. This is not the solution that is needed at this intersection.
I'm opposed to this project. As stated by many already, this seems to be a bandaid solution to the problem of increasing traffic in this area. With more developments in Northern Albemarle and Greene county coming, it'd be better to focus on Rt 29 in this region as a whole as opposed to a single intersection. As someone who lives on Burnley Station Rd and commutes to Charlottesville every morning, I'm concerned about what the RCUT will do to my commute and my safety. Someone else mentioned that traffic regularly backs up to the Holiday Inn on 29S in the morning. Are we supposed to make a u-turn into backed-up traffic every morning? I cannot see how that will make me or others on 29 safer. Thank you.
I've lived here since 1992, and I was delighted when we finally got the light and I didn't have to avoid speeding truckers on Route 29. We now have even more traffic at this intersection and that makes this light more important. Even when the light is green To allow me to go South on 29, I have to be sure there are no trucks coming North who don't want to slow down, much less stop! I can't imagine having to wrestle across several lanes of highway to then do a u-turn. Perhaps instead of removing my ease at going South from Burnley Station Road, you should have signs before the intersection advising drivers that there will be a light and they should be prepared to stop. Also, giving out tickets to drivers going through the light might help. Although it's been some time since the light has been in place, there are many drivers who seem to conveniently forget it and then go through the light. I don't see the solution to be removing the light and putting me and my neighbors at a greater risk of making U-turns in heavy traffic during rush hour. Thanks.
I've seen a few comments that sounded good to me regarding using the funds to widen/improve Burnley Station Rd and Frays Mill Rd. Panting lines, adding bike lines or widening could be a good use of funds rather than taking away our ability to turn left or go straight at the light.
If one is on Rt29, either North or South, it appears you have to pass through 2 lights now as oppose to 1? To Ann's point, how is this better?

I'm a resident of Burnley Station Rd and will be attending so I can hear more about the proposed project there. I have serious concerns about the project but will submit my concerns afterwards, if my opinions aren't changed by hearing the presentation.
In my opinion there isn't congestion at this intersection that warrants the spending of $10M. Regarding the three safety concerns ..are these simply "concerns" or have there been accidents, injuries, deaths due to these issues? I am not saying that we need to wait to do something about safety concerns, just that if we have data like Steve Ferguson posted but compared to typical, "safe intersections" it would be helpful to share it. Regarding" Safety concerns for pedestrian and bicyclist crossing US 29 at the existing intersection without a signal." I am confused…there IS a traffic signal at this intersection why is this concern saying that there isn't?
In my opinion, this project will create safety issues for all motorists as well as additional problems for those using Burnley Station Road and Fray's Mill to access Route 29. The need to cross over lanes of traffic to get to a lane where one must make a u-turn seems much more risky than the present intersection with a traffic light. School buses, trailers and trucks may be unable to easily navigate the u-turn. The speed and density of traffic on Route 29 would seem to be incompatible with this plan. While growth does require upgrades and changes in roadways and infrastructure, the cost vs benefit must also be examined. The proposed changes appear to be quite a costly investment at a time when money is tight and many other needs are competing for funding. It seems important for more research and data collection to be completed as well as a broad look at how this project will impact citizens on a daily basis and as taxpayers. Thank you for the opportunity to voice my opposition to this project.
In reading the comments and looking at the diagram, I am still left confused by this whole convoluted mess that could probably be better fixed by building in an additional 2 or 3 second delay between when route 29's light turns red and the side road's light turns green. Wouldn't that ensure that the yellow/red light runners (and no that won't change with this proposed waste of taxpayer's money) completely clear the intersection before cross traffic begins to move? Wouldn't that make the intersection safer if safety is one of the primary concerns? And really, if you want to address the reason so many people run red lights, it's because route 29 is nowhere near adequate for all the traffic it carries. Why has it not been addressed to widen route 29 from Forest Lakes through to Ruckersville? Maybe if people weren't stuck in eternal gridlock from antiquated roads, then maybe people would drive more sensibly. Wouldn't that make more sense for the congestion problem that is said to be the other primary motivation for this ridiculous proposal. I realize widening the road would probably be a much greater cost, but it would sure make a lot more sense to me than this abomination. I'm still not even sure how this madness is even supposed to work. So I'm going to sit at a light to turn right onto 29? Then I'm going to sit at another light to make a U-turn, since presumably it will take at least a full minute if not more for the right turning traffic to complete the distance from a dead stop somewhere along the length of the side road to the proposed turn around? Then what? Do I get stopped again at the first light going in the opposite direction, since the only way the U-turn light can be green is if the 29 lights are red? And what about right turn on red from the side streets? If it's allowed, then I have to merge across 2 lanes of traffic in a couple hundred yards? Where is the safety in that. If it's not allowed, then I am stuck at the light even during slow periods? How would that help congestion on the side streets? Or is this really more about just sacrificing the tax paying side street folks so that the county can keep getting away with not dealing with the inadequate parking lot they like to call route 29? I say to hell with that.
In reply to Adam Harnois. Here is an idea for the challenge for bike riders. Go ride somewhere else.
In reply to Bob Newman.: I'd like to add my concern about this project. I have lived on Watts Passage for 30 years and have lived through the various improvements. While there are issues with the current traffic light, I don't think the rCut

is the solution. Vehicles seek to make a left on to 29 would first have to merge into high speed traffic, then move to the left to reach the u-turn lane only to repeat the merge into traffic again to proceed north or south. That is three vehicle movements all with other high speed traffic only interested in continuing on their way along 29. Speeding is already an issue on this section of 29 and removing this traffic light will only allow speeding to go on without any check. I would think there are better ways to spend this money to improve how the current light works. Perhaps warning lights to alert traffic if the approaching light. Manage the light better with a longer yellow to allow traffic time to stop. Provide more enforcement to slow traffic. I can't believe a count of traffic on 29 and the two side streets would justify the safe implementation of this traffic scheme.

In reply to justin altice: I agree with Justin's statement above. I have lived on Burnley Station for 32 years and having that light installed is the best thing that the county has done. The idea of having to go back to making the dangerous right hand turn and get over into the left lane to go left is an unreasonable request for the many cars that make a left off this road on a daily basis. I do not have the statistics but I have not seen near as many accidents since the lights were installed and the number of cars on Burnley Station has increased greatly since the installation of the lights. You will be doing a disservice to our community and those passing along 29 if you revert remove the lights.

In reply to Peter Aleksiewicz. I live on Gilbert station and really dislike this plan. Burnley is a busy road especially with preddy Creek. Most cars head south on 29 and forcing them to uturn seems dangerous and unnecessary.

In reply to Rob Gilchrist. Here is a video explaining and showing what it looks like. https://youtu.be/g1SA1mAXmfk. It will cause increased delays at the light along with confusion.

In reply to Sherry Brooks.

I agree. The bypass would significantly reduce traffic and negate any need for this RCUT proposal. There is a huge amount of traffic that just wants to pass through Charlottesville – not be forced to drive through it. And the most dangerous are the tractor trailers that routinely run the red light at 29/Burnley. Shouldn't those tractor trailers just be allowed to bypass most of the Charlottesville area and stop making our local commutes more dangerous?

Is there data available to the public where we can see the number of accidents that occur? We live on Burnley Station and see issues with people not stopping in time on 29 because they're travelling quickly and can't brake in time at the light, but don't see it frequently.

it seems that making a u-turn on rt 29 would be very dangerous–we are totally against this plan

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.

Frays Mill and Burnley Station: The RCUT is a great idea at this spot if you can convince folks that the world won't end when they have to drive a few extra feet and make a U-turn. Accommodating the direct bike crossing as mentioned seems wise and needs to be done safely, with automatic detection of bikes by the traffic signals, and signal timing to allow crossings at bike speeds.

Me and my husband disapprove of this project. I think it would be horrible to have to go in to green county to turn to go south and down to Bamboo house to go north. I can't see making our school buses have to do that either. You are making a bad intersection worse. If anything you need more police presence and cameras at that light. You can also put in rumble strips to slow people down as they approach the light. Bad idea, bad.

Ms. LaPisto-Kirtley,

I wanted to share with you my recent comments on the proposed RCUT change to Rt29 and Burnley Station/Frays Mill. I'm hopeful that you'll help me and my neighbors oppose something that'll make our commutes harder. I'm opposed to this project. As stated by many already, this seems to be a bandaid solution to the problem of increasing traffic in this area. With more developments in Northern Albemarle and Greene county coming, it'd be better to focus on Rt 29 in this region as a whole as opposed to a single intersection.
As someone who lives on Burnley Station Rd and commutes to Charlottesville every morning, I'm concerned about what the RCUT will do to my commute and my safety. Someone else mentioned that traffic regularly backs up to the Holiday Inn on 29S in the morning. Are we supposed to make a u-turn into backed-up traffic every morning? I cannot see how that will make me or others on 29 safer. Thank you

My Husband, Jim Brooks & I find it ludicrous that County Planners would even consider this idea/process and spend over $8million when Watts Pssg. to Stoney Point has NOT been properly cared for by REAL PAVEMENT, for over 25yrs. Fix Watts Pssg. before you create another mockery on 29/aka Western Bypass. If the Western Bypass would have gone thru, it would have solved a LOT of these future issues your now looking at … like getting heavier traffic off 29 which would also lessen traffic in the neighborhoods. We also feel that the traffic lights could be synced to keep the traffic flowing, instead of trying to force drivers to turn the OPPOSITE direction of which their traveling, its a dangerous pattern, hard for School Buses & the Tractor Trailers who somehow have ended up on Watts Pssg. Why not build what was created at the cross roads of 29 & Rio Rd…. or propose the Western Bypass again with a Traffic Layout pattern as shown in this NOT IN FAVOR PROPOSAL. Go back to the drawing board. I hope all these people responding are being listened to and not brushed aside like SO many others. Also.. agreeing with Jenny Jeffress "We don't have the money and you have already taxed us to death in Albemarle."

Myself and many other county resident cyclists regularly ride across 29 at the Fray's Mill Road intersection, and the proposed R-cut plan would create significant difficulties to safely cross the intersection. Please re-consider this plan to take into account Albemarle county residents like myself that want a safe way to cycle across 29.

Not trying to clog the discussion here, but I had one more comment regarding the process with this whole thing. It seems like we are being asked to comment on something that has been somewhat poorly explained to us. I'd never even heard of an r-cut before this and I still can't quite visualize how the r-cut at this particular location would function. A video modeling traffic for this proposed project would go a long way. Are there any benefits (or at least negligible costs) to those of us who would be entering or crossing 29 from Burnley Station or Frays Mill? So far it feels like we're commenting on a somewhat unclear project that doesn't appear to benefit us at all.

Route 641 is an important road for Northern Albemarle County. This proposed R-cut will make travel on it much more difficult, time consuming and dangerous. The area around this intersection is rural in nature this road change along with the also proposed transmission towers and line will change its nature.

Terrible idea. Having risked my life crossing Rt 29 for many years prior to signal installation I think proposed change will be dangerous and will delay local traffic which is much increased by Preddy Creek Trails users from Charlottesville. Very difficult for seniors like myself to drive 29 under current situation, but impossible to cross multiple lanes of traffic quickly to make a U turn. Clearly this proposal is intended to benefit 29 traffic flow at the expense of local residents. Why not subject huge new developments like Both Point and others to similar dangers and delays?

The proposed changes to the Frays Mill and Burnley Station Road 641/Route 29 intersection would be a dangerous undertaking. The 4 way intersection with two counties and 641 congested roads desperately needs to keep the current light. Also besides growth in this area, there is now a heavily visited Preddy Creek Park traffic. It would be near

impossible for school buses and horse trailers to use this intersection safely while trying to make a left turn onto 29 S from the Burnley Station Road 641 without the current light.
There are only 25 comments prior to mine but I except there are many others who are concerned. I believe there are legitimate concerns in those comments so I wish to enter my opposition to the proposed changes.
This does not help the citizens of this area. We use this intersection to safely cross with bicycles and to visit our friends on the other side of 29 on Burnley Station Road. Bypassing the intersection to go north to a U-turn will be VERY unsafe. Have you ever tried to do a U-turn at that spot in Greene county? And it might be even worse going south on 29 and then try to make a U-turn across from the Bamboo house. This change make everyone who wants to make a turn at the intersection to go to a U-turn area that doesn't even have a lane for U-turn. I believe this change will cause more accidents than the planners think it will prevent. If I get a vote, I'd vote NO.
This in no way is safer for the diverse traffic using this intersection. I use this intersection often while accessing Preddy Creek. Making a U turn into the fast traffic flow does not feel safe. Many large vehicle that accelerate slowly (horse trailers and large vehicles) would be at risk turning into this traffic. There are also numerous cyclist that cross 29 from the west. Forcing them to join the 29 traffic flow will cause collisions and deaths. Forcing local residents to leave the county prior to coming back to ours seems unreasonable as well.
This intersection has been evolving for some years now. Since our moving to the area serviced by SR641 & 600 in late 1989, the getting on R29 (north or south) was dangerous; especially when going south. During that time, VDOT attempted to fix a sight-distance problem with southbound lanes by "shaving down" a critical hump. Sadly, at that time, they should've gone three feet deeper. For drivers in cars, the lowering didn't help much. During hump removal, the south lanes were shared with the north lanes. The project took MONTHS to complete and made for a long, hot summer dealing with backed up traffic and dozens of accidents. As time went on, the R29 traffic increased and the going south on R29 became more risky with the marginal sight distance. Later, thanks to Rob Bell's help, the intersection received a light (after some near misses involving local school buses). The light works when drivers honor its light cycle. This light and others (like the one at UVA Research Park) experience a lot of red light runners – especially involving tractor trailers. The light runners cause a very high percentage of the accidents. Yes, the "rush hour" traffic is heavy. The lights are a pain but, they are needed and must be honored – I would proffer "traffic calming" by default. To remove this light and subject this intersection to a RCUT "improvement" would be greatly counter productive. A "fix" of this type, at the SR641 crossing, is not a "fix"; it is going to impose great travel hardships and more risk. This risk will be at a much higher level than what had been a limited sight problem and, that of dealing with an additional light on R29. Money for this proposed project would be better spent by dealing with the growth north of Polo Grounds Road to points north. [Honestly, it's because of this growth we need our fully functional light; not limited access!]
This is a really bad idea and I am against this proposal. For residents that use Burnley Station Rd we have no alternative way US 29. To force us to make a u turn on a high speed limited visibility highway is a foreseeable disaster. Please stop this proposal NOW.
This is a ridiculous idea and a terrible waste of tax payers money. If anything the intersection needs to be improved to allow more time for traffic exiting Burnley Station Road to go south and a wider area for cars turning north. I assume traffic from Fray's Mill Road would also benefit from this type of arrangement. Not sure who came up with this plan, but clearly they do not live anywhere on or off of Watts Passage or Burnley Station Roads. I have lived here 9 years and the traffic has only getting worse, especially with the added traffic of Preddy Creek Park. It scares me to think my teenager would need to make a right then go do a turn around into high speed traffic coming down 29S. Not sure why we are even discussing this option. Money would be better spent improving the rural roads in the county.

This is a terrible idea that makes all of us on the feeder suffer. I guarantee you it will cause many near accidents or accidents just like the Rio Road/29 mess. Everyone will be frantically changing lanes at the last minute, which is far more dangerous than the current situation. The road should be widened to three lanes in each direction (north – south). The commute into Charlottesville is 10 times more stressful than it was before the Rio Road mess with splitting lanes. The safest thing is to have a consistent number of lanes so the majority of us can get in our lane and stay there. Confusing people or forcing them to change lanes multiple times increases driving stress and leads to unsafe conditions when the speeders cut off the rest of us. The road (highway 29) at Burnley Station should have been widened before all of the new construction on 29 was approved. They are building an absurd number of units right next to 29 without an access road. Dumping all of the traffic right on 29 with or without traffic lights, or these RCUTS, is what causes the excessive congestion. Also, the real issue is people speeding and running the red lights. This is noticeably increased when UVA is in session. The speeders zip in and out crossing lanes often passing on the right (illegal as well) then cutting the law abiding citizens off right before an intersection. These “innovative” intersections, like the RCUT, only exacerbate the real problem of speeders and red light runners. Have you ever driven this stretch of road yourself? Try it. I would say half the people are either talking on their phones or texting. Do you really think they are going to see the speeders and red light runners in time to defensively avoid a crash?
This is a terrible idea. It forces three streets of cars from Burnley Station, Watts Passage and Freys Grant to go North and South respectively to make UTurns. Instead, the focus should be on improving traffic lights. Traffic is picking up on all these roads as residential, park and commercial business expand on these three side roads. It is easy to imagine off ramps on R29 backing up through sever lights in only a few years. Please, don’t turn a reasonably good situation into a disaster. Just fix the lighting if there is a pressing need to piss money away.
This is a very common crossing for cyclists in the area. It will make it an extremely dangerous crossing for cyclists who would then need to travel on 29 to get across. There would be no other safe crossings for several miles. This seems like a waste of millions of dollars.
This may be the dumbest idea yet. I agree with all of the opposing comments. This will make the intersection more dangerous. And the u-turns are impossible for many of the vehicles using these roads, and that can’t be safer. In the morning, there’s already a multi cycle wait on Burnley Station/ Watt’s Passage. Now that traffic will all go North, crossing 2 lanes to make that u-turn, where it will back up, possibly into the North bound 29 traffic, and likely wait an additional 2 signal cycles to turn. That includes all if the school busses. It’s already a long bus ride. That’s going through make it longer and less safe. I live on Burnley Station and have 2 daughters that ride busses each day. This is an amazingly stupid idea.
This seems like an entirely inappropriate way to spend money at this time.
Traffic here is a not a problem and this is a solution in search of a non-existent problem. Please share with the public how many traffic accidents have occurred here in the last 10 years and identify each year.
U-turns in this area are already problematic. People do not understand the concept and many accidents have already been caused by people making a U-turn where there is no left turn lane. In my time living here, most of the rear-end crashes are caused by this. Making more is NOT the solution. Someone didn’t research this plan at all.

Vehicles intending to go south from Burnley Station Road on Rt 29 should not be forced to go north first and travel to a u turn without a light to protect drivers from melding into oncoming southbound traffic. If a traffic signal were to be placed at the u turn, it would create the same interruption to traffic flow as already is experienced on Rt 29 at the intersection of Frays Mill and Burnley Station. 10 million would be better spent on a roundabout to slow traffic and to get vehicles safely across that intersection from all points. All four corners of that intersection are currently not built up. There seems to be plenty of vacant land to create a roundabout there. This Smart Scale project is not smart at all as submitted.
We are totally against this one million dollar plus plan. We would like this committee to spend at least an hour watching the car, truck, bicycle traffic at the intersection on a work day and weekend day. You will see why all the comments from upset people are correct. This is a totally ridiculous plan. Spend the money on a different location.
What is an RCUT? Isn't there already a traffic light at Frays Mill and Burnley Station Rds? Are you proposing removing this traffic control device? Who's the idiot that came up with that idea? The more road cuts you create the more distractions for drivers and opportunities for accidents for: inattentive drivers, distracted drivers, tired drivers, and bored drivers stuck in a traffic jam – causing more rear-end collisions. Deceleration lanes are most in need of any left turn median cut. These cuts w/out deceleration lanes are the #1 cause of high speed rear end collisions on Hwy 29 in this area. Your No – left turn / U-turn signs are useless. Make the opposing traffic's left turn curl/curve so that there is no way possible for the opposing traffic (without the deceleration lane) to make a turn there. See the redesign in Culpeper near all the dealerships. This only works due to their not having the heavy volume of traffic seen here and the slight hills that block view sight distance. It's still scary making that left turn into the dealerships – and coming out of the one at the new Yoder's. I agree with Rob Gilchrist. Any money spent today should be inline with future needs, spending or development. Future expansion, widening to three lanes makes more sense. Keep the traffic light and put in longer deceleration and turn lanes. I agree with AWildman with regard to trailers; and pose the same questions as Bill Wood. I agree with Barbara Whary that traveling north to make an unaided u-turn in order to go south makes no sense and creates more hazards and more opportunities for distractions and accidents. Marty Johnson is correct, "an RCCUT is tantamount to negligent(ful) highway design"… with the limited sight distance due to hills. I echo Bob Newman's concern for non motorized crossings for pedestrians and cyclists unable to trigger the light.
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WOW! I can't believe how much this is going to cost and it is not necessary. I live 1 mile off Watts Passage and would be incredibly inconvenienced daily by this traffic change.
Yes, something must be done at the Albemarle/Greene line. It's about time. I believe Rt. 29 needs a major upgrade. I'm tired of all the VDOT money going to DC and the Crescent area. Traffic backs up to the Holiday Inn every morning. 3/4/5 light cycles are not uncommon. The U-turn at Lake Saponi Dr. either needs an exit lane or be closed entirely The cross over at the Holiday in is extremely dangerous. The sightlines coming up to Frays Mill/Burnley Station are still not good. VDot should have fixed that problem when they installed the light at that intersection years ago. An RCUT at Frays Mill/Burnley Station sounds good to me. Does VDOT know that Greene County has approved two new apartment developments that will enter/exit on to 29, one on the East side and the other on the West side adding more traffic to an already congested highway? You need to move on this NOW.
That is a fairly short distance to travel to go over several lanes to make the u-turn. What about safety?
Why is an R-CUT better than a traffic light?
will this accomdate the large construction traffic in this area - e.g. flat bed trucks?
With several approved and other proposed developments adjacent to this project, what level of residential development in this area were modeled?

Thomas Jefferson Planning District Commission

Charlottesville/Albemarle MPO

RESOLUTION ENDORSING THE SUBMISSION OF SMART SCALE (HB2) APPLICATIONS REQUESTING TRANSPORTATION FUNDING BY LOCALITIES

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, 2014; and

WHEREAS, the 2040 LRTP includes the following transportation improvements; 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 Policy Board of the MPO fully endorses submission of a Smart Scale application requesting funding for the following transportation projects:

Being Submitted by Charlottesville

1. W Main Streetscape Ph 3 – 8th St NW to Roosevelt Brown Ave.
2. Preston Ave & Grady Ave Intersection Improvements
3. Emmet Street Multimodal Phase Two
4. Ridge Street Multimodal Improvements.

Being Submitted by Albemarle

1. Access Management on US 250 East from VA 20 (Stoney Point Rd) east to Hanson Rd.
2. John Warner Pkwy / Rio Rd Intersection Improvements
3. Belvedere/Rio Rd Intersection Improvements
4. Old Lynchburg Rd./5th St. Ext. /County Office Bldg. Intersection Improvements
5. Rt. 20/53 Intersection Improvements

Being Submitted by the Planning District Commission but within the MPO Area

1. 107 Park and Ride Lot
2. Rt. 29 Shared Use Path
3. Rt. 29/Fray's Mill/Burnley Station Intersection Improvements
4. 5th Street Hub and Trails

Being Submitted by the CA-MPO within the MPO Area

1. US 29 and Fontaine Ave Interchange Improvement
2. Hillsdale Drive South Extension
3. Hydraulic Road and US 29

ADOPTED this 22rd day of July, 2020 by the MPO Policy Board being duly assembled.

ATTESTED:

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Michael Payne, Chair
Charlottesville-Albemarle MPO Policy Board