Route 20
Shared Use Path

Today's Purpose

Raise additional concerns about the project

Previously stated concerns have been recorded, but are welcome to be revisited and will be documented by TJPDC staff and included with all Smart Scale comments

Offer feedback regarding the TJPDC public engagement processes

Develop a plan for how to proceed, especially if the project moves forward

A Note

- Please make comments, recommendations, or commitments on behalf of an organization only if those comments, etc. are officially approved by your organization; if not, please clarify that they are your own personal comments, etc. This is intended to ensure clarity in the record

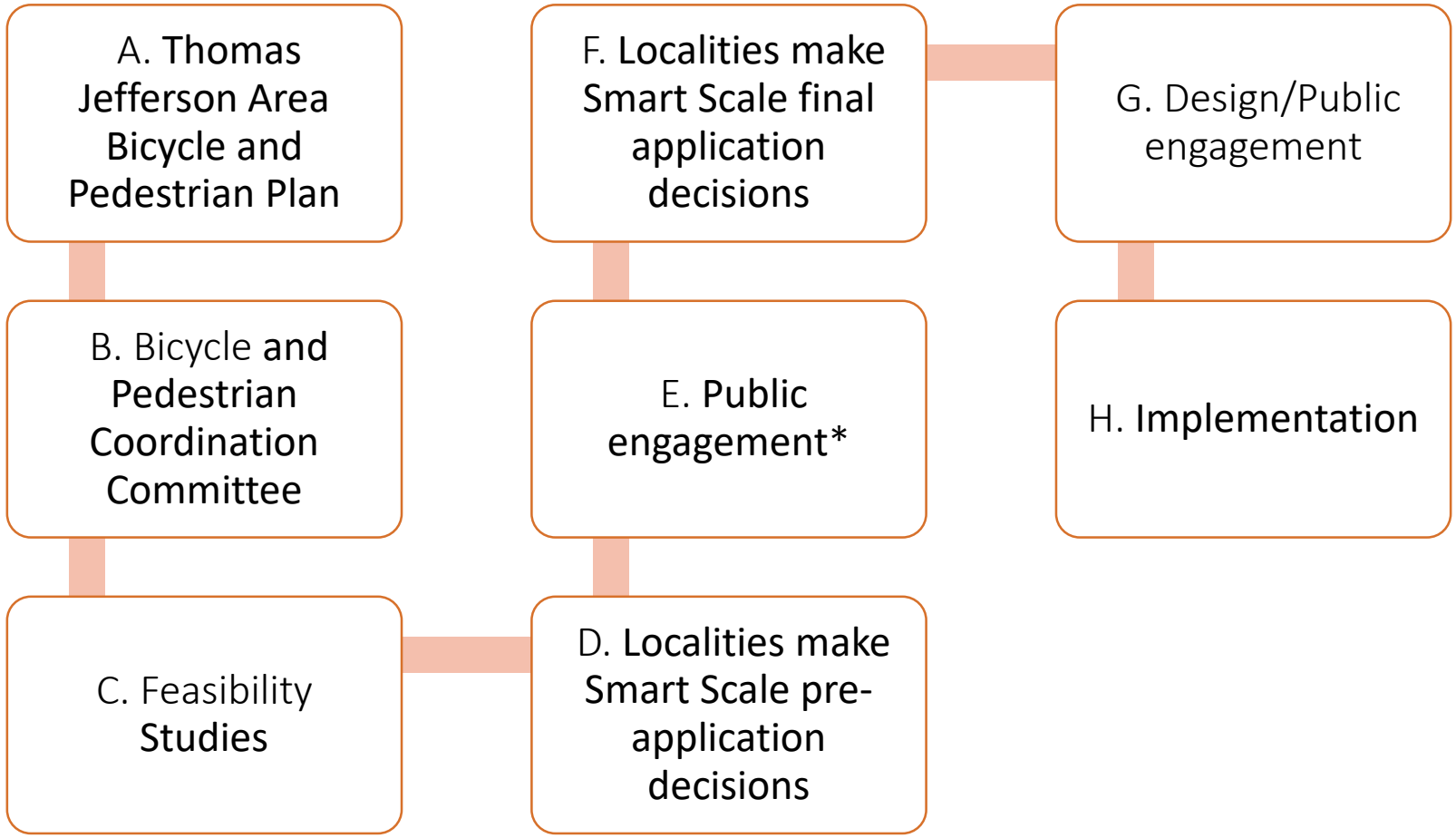
Common Misconceptions

We cannot replace this Smart Scale application at this time, only remove it

Other alignments that have been suggested do not meet Smart Scale criteria and/or are too expensive to realistically be considered for Smart Scale funding

Long range planning – like the Bicycle and Pedestrian plan – groups projects into tiers of relative priority. Although projects may be numbered, they are not intended to go in strict numerical order. Projects are chosen based on a variety of factors

Process History



A. Thomas Jefferson Area Bike and Pedestrian Plan

- Began in 2017
- Collaboration between TJPDC and PEC
- Plan purpose – "The Jefferson Area Bicycle and Pedestrian Plan is regionally-focused and intended to help build and implement bicycle and pedestrian infrastructure. The Plan seeks to encourage implementation by providing a focused list of regionally-significant bicycle and pedestrian projects that enhance connectivity and provide routes to important residential and economic centers"

A. Thomas Jefferson Area Bike and Pedestrian Plan

- Process Goals:
  - Goal 1: Get Projects Implemented
  - Goal 2: Get the Right Projects Built
  - Goal 3: Provide Localities with Valuable Tools
  - Goal 4: Encourage Public Participation
- More details on public participation – "The development of the plan included a robust public participatory process. This process was made possible by a partnership between the Planning District and the Piedmont Environmental Council that secured local funding from the Charlottesville Area Community Foundation for an extensive public engagement process. One key output of the plan is for the engagement and advocacy process to continue to make progress on implementing regionally important bicycle and pedestrian infrastructure connections."

A. Thomas Jefferson Area Bike and Pedestrian Plan

- Approved by MPO Policy board February 2019 and Planning District Commission March 2019
- A connection from the City of Charlottesville to the Saunders-Monticello Trailhead is mentioned in Chapter 8 on page 77
- Read more: http://tjpdc.org/transportation/jefferson-area-bike-and-pedestrian-plan/

B. Bicycle and Pedestrian Coordination Committee/Working Group

- Began as part of the Thomas Jefferson Area Bicycle and Pedestrian Plan creation process
- Composed of staff from TJPDC, VDOT, City of Charlottesville, Albemarle County, University of Virginia, and some other organizations by invitation, as needed
- Monthly meetings continued to give staff the opportunity to work through technical questions and identify ways to collaborate across jurisdictions

C. Feasibility Studies

- VDOT funds a small number of feasibility studies for projects that have been identified in long-range planning documents (such as the Jefferson Area Bicycle and Pedestrian Plan)
- NOT final design, but an assessment of whether the project is possible from a transportation planning/engineering perspective
- Anticipates public engagement in design if funding is awarded
- Two projects were chosen for feasibility studies; choice made by Bicycle and Pedestrian Coordination Committee; both projects were identified in the most recent Bicycle and Pedestrian Plan
    - Bicycle and pedestrian connection near Route 20 to Saunders-Monticello Trailhead and PVCC
    - Bicycle and pedestrian crossing of Rivanna River

C. Feasibility Studies

- Results of Route 20 SUP feasibility study presented to the coordination committee at December 2019 monthly meeting with follow-up at February 2020 monthly meeting; additional local organizations invited
  - Staff suggested alternative alignments, but it was clear to consultants and VDOT that alternative alignments did not meet VDOT requirements for project endpoints, cost, and other factors
  - Discussion with VDOT for future public engagement with feasibility studies via MetroQuest surveys, etc.

D. Localities Make Smart Scale Pre-application Decisions

- Localities, PDC, and MPO can each submit up to 5 pre-applications, but ultimately can each submit only 4 final applications
- Albemarle County requested the MPO apply for the Route 20 SUP project in mid-March

E. Public Engagement

- Projects for which the TJPDC and CAMPO planned to apply were summarized in documentation sent to the Citizen Transportation Advisory Committee,* MPO Tech, and MPO Policy board for March meetings
- Public workshops held on May 13th and 14th

F. Localities make Smart Scale final application decisions

- Pre-applications must be reviewed and approved by VDOT
- The applying entity and the locality in which the project is proposed must both offer a resolution of support – for the Route 20 project, Albemarle County Board of Supervisors will vote this month and the MPO Policy board in July
- Final applications tentatively due August 3rd, 2020

G. Design/Public Engagment

- Currently estimated at ~$1 million, but we will have more informed estimates for final application
- This step is when we would seek input from landscape architects and/or arborists, and other professionals who can knowledgeably address project challenges
- Details that have not been addressed in the existing preliminary design would be addressed at this step (drainage, utilities, etc.)
- Public engagement throughout
  - To possibly include surveys and public workshops
  - Presentations to CTAC, MPO Tech, and MPO Policy Board

H. Implementation

- Chuck to discuss timeline for implementation

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