Final Summary Report

Eastern Connector Study

March 2009

Prepared for

Prepared by

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EXECUTIVE SUMMARY

The purpose of the Eastern Connector Corridor Study was to investigate the potential feasibility of providing an improved multimodal transportation facility to link the US Route 29 corridor north of the existing US Route 29/US Route 250 Bypass and the City of Charlottesville with the US Route 250 corridor east of the City in the Pantops area of Albemarle County. The original concept for such an improved east-west transportation linkage was identified as a long-range need during the technical analysis associated with the development of the UnJAM 2025 long-range transportation plan.[1]

During the development of the ultimately adopted, fiscally constrained long-range multimodal transportation plan for the year 2025, a wide range of alternative transportation system improvement actions were assessed. In the case of the proposed Eastern Connector, a number of rather general alternative alignments were examined to link the US Route 29 North and the US Route 250 East corridors via a new crossing of the Rivanna River. In essence, this analysis sought to assess whether or not there appeared to be merit in completing what could be viewed as the "third leg of the triangle" between the north-south US Route 29 and the east-west US Route 250 travel corridors.

Without making any final recommendation as to the exact location of the project, the adopted UnJAM 2025 Plan included a generalized description and cost estimate for an Eastern Connector roadway. The ultimately adopted plan envisioned the Eastern Connector as having an assumed typical cross section of a two-lane rural highway, with a projected average daily traffic volume in the year 2025 of approximately 15,000 vehicles per day. Based upon these considerations, the purpose of the Eastern Connector has been envisioned as that of being an important element of the overall integrated multimodal transportation system for the Charlottesville/Albemarle County urbanized area. With that said, it is also explicitly acknowledged by all of the city, county, regional and state agencies involved in this feasibility study that the project is not to be considered to be a regional scale bypass facility.

Project Purpose and Need

Following the adoption of the UnJAM 2025 Plan, representatives of the Albemarle County government, the City of Charlottesville, the Thomas Jefferson Planning District Commission, and the Virginia Department of Transportation (VDOT) collaborated on the development of a general scope of work for the proposed project feasibility study. Once the general scope of work had been defined, funding commitments for the study were made by Albemarle County and the City of Charlottesville, with each governmental body

[1] UnJAM 2025 (United Jefferson Area Mobility Plan); Adopted by the Charlottesville Albemarle Metropolitan Planning Organization (MPO) on May 10, 2004.

contributing equal shares of the project funding. The Eastern Connector feasibility study project was initiated in late 2006. **Figure ES-1** on the following page illustrates the general boundaries of the defined project study area. The study considered a wide range of potentially feasible alternative alignments that appeared to offer cost-effective transportation benefits while attempting to minimize impacts to neighborhoods and the natural environment.

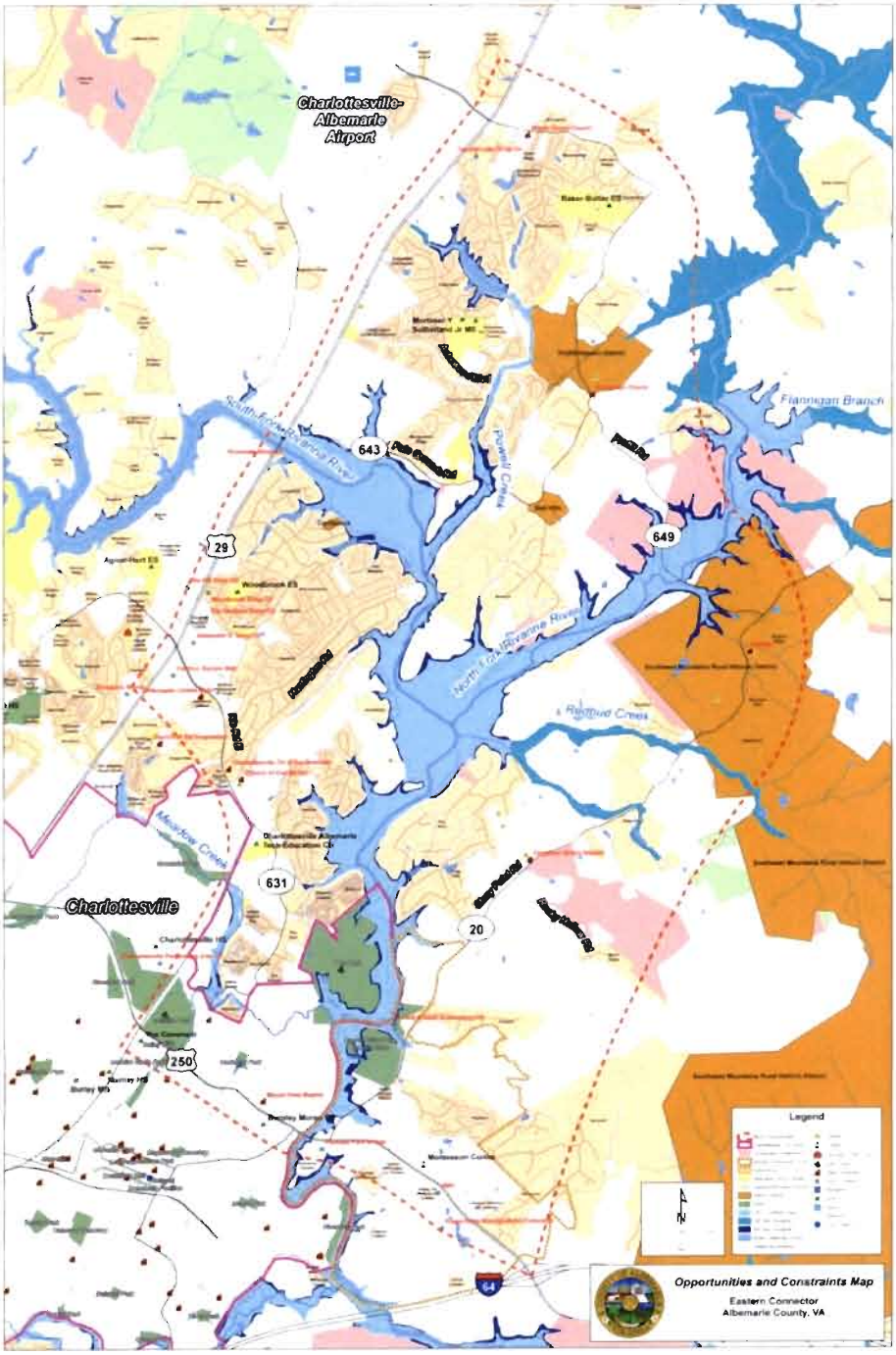
Current and Projected Travel Demand

Since the proposed Eastern Connector project was envisioned as representing a primarily "new" transportation corridor linking the existing US Route 29 north and US Route 250 east corridors, it was not possible to make a direct comparison of current or historical travel demand in the Eastern Connector corridor itself to assess what the magnitude of future travel demand might be in the plan horizon year of 2025. However, it was possible to examine the historical traffic growth trends along those corridors to which the Eastern Connector might potentially be linked. These existing travel corridors include: US Route 29 north, US Route 250 east, Virginia Route 20, and Rio Road (Route 631).

Average daily traffic volumes on the major roadways in the Eastern Connector study area have typically experienced steady growth. Along the US Route 29 corridor, a modest increase in average daily volume between the defined study area limits of the US 250/US 29 Business interchange and the Albemarle County/Greene County line north of Proffit Road was recorded between 2001 and 2006. For example, from Rio Road (Route 631) to Hollymead Road (Route 1520), average daily volumes along US Route 29 increased from 43,000 vpd in 2001 to 51,000 vpd in 2006, an increase of about 18.6 percent overall or an average annual increase of about 3.5 percent.

The US Route 250 corridor also exhibited consistent increases in average daily traffic volumes between 2001 and 2006. The largest reported increase in average daily volume in the US 250 corridor within the Eastern Connector study area was observed on the corridor segment from the east city limits of Charlottesville to the intersection of US 250 with VA Route 20 (Stony Point Road). This segment essentially consists of the Free Bridge over the Rivanna River and its immediate approaches east and west of the river itself. The VDOT reported traffic volumes show an increase from an estimated 30,000 vpd in 2001 to an estimated 52,000 vpd in 2006. This total estimated volume change of 22,000 vpd over a period of only five years represents a total increase of 73.3 percent and is equivalent to an average annual percentage increase of about 11.6 percent.

Figure 1-1. General Boundaries of the Defined Project Study Area



In focusing on just those routes which provide a physical linkage between the US Route 29 north and the US Route 250 east corridors, **Table ES-1** presents the estimated 2005 and 2025 average daily traffic volumes for only those three roadway segments which cross the Rivanna River. These crossing points are: Interstate Route 64 (I-64), US Route 250 (Free Bridge), and Profitt Road (Route 649). The total base year (2005) estimated volume crossing this east-west river screenline is about 93,900 vehicles per day. This east-west travel demand is projected to increase to about 138,150 vpd by the year 2025. This anticipated traffic volume increase of about 44, 250 vpd represents a 47 percent increase in demand across the Rivanna River screenline from 2005 to 2025.

Table ES-1
Projected Traffic Volumes at Rivanna River, 2005-2025

Description	2005 Volume	2025 Volume	Volume Change 2005-2025	Percent Change 2005-2025
I-64 at Rivanna River	41,500	59,690	18,190	43.8%
US 250 at Rivanna River	48,210	68,340	20,130	41.8%
Profitt Rd N of Stony Point Rd	4,190	10,120	5,930	141.5%
Screenline Totals (All links)	93,900	138,150	44,250	47.1%
US 250 and Profitt Road Only	52,400	78,460	26,060	49.7%

Source: Estimated volumes using regional travel demand forecasting model.

If only the US Route 250 and Profitt Road crossing points are considered as the routes most likely to be used by locally oriented traffic, the estimated volume in the 2005 base year of 52,400 vpd is projected to increase to 78,460 vpd by the year 2025. This estimated change of 26,060 vpd represents about a 50 percent increase in total two-way travel demand across the Rivanna River

Land Use and Economic Development

A majority of the recent development within the region has tended to occur north of the City of Charlottesville along the US Route 29 corridor or to the east of the City along the US Route 250 corridor. The development along both corridors has taken the form of major employment centers, shopping centers, major residential subdivisions, and a large number of free-standing hotels/motels, restaurants, and other businesses. Since the adoption of Albemarle County's first Comprehensive Plan in 1971, the areas along the Route 29 corridor between the north corporate limits of the City of Charlottesville and the Albemarle County / Greene County line have been designated as growth areas. The Comprehensive Plan's stated objective is to direct the majority of residential, commercial and institutional growth into those areas designated for development while conserving the

balance of the County for agricultural and forestal uses and other resource protection purposes.

Most recently, the Places29 Framework Master Plan for Albemarle County's Northern Development Areas has developed a vision for how best to accommodate ongoing and projected future growth in this portion of the County. As an element of the Places29 study, a general assessment was made of the potential for some type of an Eastern Connector facility to provide a new linkage across the Rivanna River at or beyond the year 2025. As described in the Places29 Draft Final Report:

> *"The Eastern Connector concept analysis evaluated three different possible alignments and connecting points for the Eastern Connector as shown in Figure 5.44. Alignment 1 would connect to Rio Road, Alignment 2 would connect to Polo Grounds Road and Alignment 3 would connect to Proffit Road. Alignments 1 and 2 would connect to Stony Point Road (Route 20) that intersects with US 250 east of the Rivanna River. Alternative 3 would connect to Turkey Sag Road (in Gilbert), which connects to Louisa Road that intersects with US 250 further east in Shadwell."*

The findings of this conceptual analysis determined that the provision of an Eastern Connector linkage between Rio Road and Route 20 could attract approximately 12,900 vehicles per day to the facility. It was further indicated that a large percentage of this potential demand (on the order of about 11,000 vehicles per day) might represent diversions from the US Route 250 corridor. The conceptual alignments #2 and #3 as described above were estimated to attract on the order of 4,400 and 2,800 vehicles per day, respectively.

At the same time as the Places29 Framework Master Plan development has been underway a similar effort has been ongoing to develop a comprehensive master plan for the Pantops area along the US Route 250 corridor, from the Rivanna River east to the area of the I-64/US Route 250 interchange. The Pantops Area Master Plan similarly seeks to define the basic physical form and land use configuration of the existing and planned development of this portion of the County through the year 2025.[2] The Draft Pantops Area Master Plan Implementation Map illustrates two potential new crossings of the Rivanna River; one from Route 20 on the east along the north side of the Darden Towe Park and the other linking the area of the Pantops Shopping Center with the High Street (VA Route 20 / US Route 250 Business) corridor in the City of Charlottesville.

Both the Places29 Framework Master Plan and the Pantops Area Master Plan envision a considerable amount of the anticipated population and employment growth in Albemarle County over the next 20 years taking place in the US Route 29 north and the US Route 250 east corridors. These findings are further confirmed by the population and employment forecasts prepared by the MPO as part of their long-range regional

[2] Draft Final Report, Pantops Area Master Plan; Albemarle County Department of Community Development; Charlottesville, Virginia; August 2007.

transportation planning process. **Table ES-2** illustrates the historical and projected future population of the Charlottesville/Albemarle County Metropolitan Planning Organization's urbanized area.

Table ES-2
Historical and Projected Regional Population, 1990-2030

Jurisdiction	1990	2000	2010	2020	2030	Total Change 2000-2030	Percent Change 2000-2030
City of Charlottesville	40,341	40,099	39,600	39,600	39,600	(499)	-1.2%
Albemarle County	68,040	84,186	97,200	107,400	117,400	33,214	39.5%
Fluvanna County	12,429	20,047	28,100	34,300	39,200	19,153	95.5%
Greene County	10,297	15,244	19,500	24,000	28,400	13,156	86.3%
Louisa County	20,325	25,627	29,100	32,600	36,200	10,573	41.3%
Nelson County	12,778	14,445	15,100	15,900	16,600	2,155	14.9%
MPO Regional Totals	164,210	199,648	228,600	253,800	277,400	77,752	38.9%

Source: U.S. Census Bureau, Virginia Employment Commission

As shown on **Table ES-2**, the defined jurisdictions are: the City of Charlottesville, Albemarle County, Fluvanna County, Greene County, Louisa County, and Nelson County. Between 2000 and 2030, the total population of this five county region, including the independent City of Charlottesville, is projected to increase from the 2000 US Census value of 199,648 persons to a forecast total of approximately 277,400 persons. This estimated increase of about 77,752 persons represents an increase of nearly 39 percent above the 2000 US Census figures. With the population of the City of Charlottesville anticipated to remain relatively static between 2000 and 2030, virtually all of the projected growth is expected to be observed in the surrounding jurisdictions. Albemarle County alone is anticipated to experience a population increase of about 33,200 persons, or almost a 40 percent increase from the 2000 Census population of 84,186 persons. Similarly, Fluvanna County to the east along the US 250/I-64 corridor and Greene County to the north along the US Route 29 corridor are projected to experience significant growth on the order of 86 percent and 96 percent, respectively, from their 2000 Census populations.

Taking all of this information into consideration, it appears that the potential does indeed exist for an improved linkage between the US Route 29 north and the US 250 east corridors that could be provided by an Eastern Connector type of transportation facility.

Candidate Alignments Recommended for Further Study

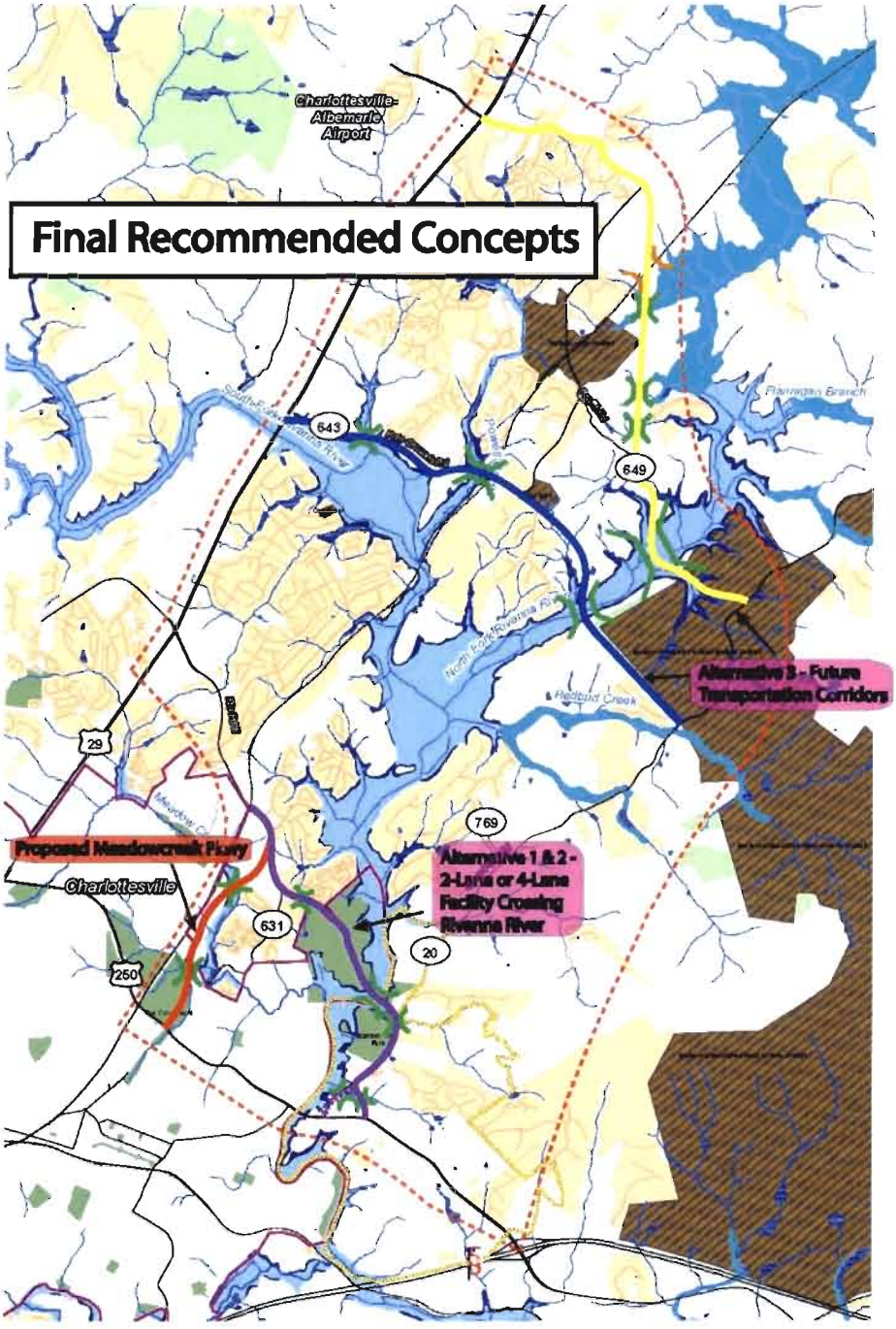
Three conceptual alternatives were ultimately recommended by the members of the Eastern Connector Study Steering Committee for further testing and evaluation. These alternatives represent the collective recommendations of the consultant team and the members of the Steering Committee based on the results of the technical analysis and discussions undertaken to date. The final group of alternatives sought to take into account public comments, environmental constraints, and the results of the technical analysis outlining the magnitude and the spatial distribution of present day and projected future travel demands in the study area in the Year 2025. Taking all of these factors into account, the three potential conceptual improvement alternatives recommended for further study over and above the assumed Year 2025 No-Build conditions (the currently adopted, fiscally constrained transportation plan (CLRP) for the Charlottesville urbanized area) are described in the following sections. The final group of alternatives is illustrated on **Figure ES-2.**

Alternative 1& 2 - Rio Road to VA Route 20 via Pen Park

This alternative would connect US Route 250 and the proposed Meadowcreek Parkway/Rio Road corridor with a roadway alignment that passes directly through or immediately adjacent to Pen Park and Darden Towe Park. It would create a new connection from Whitehouse Court to VA Route 20. It also improves the roadway section on VA Route 20 between US Route 250 and Elk Drive. This alternative follows the existing alignment of VA Route 20 from the VA Route 20 / US Route 250 junction north to approximately Cason Farm Road. Then a new section of roadway would be extended west from VA Route 20 along the northern edge of Darden Towe Park to cross the Rivanna River and eventually connect to the existing Pen Park Road. Following the existing Pen Park Road through Pen Park itself, the roadway continues to the area of the junction of the proposed Meadowcreek Parkway (Phase 1) with Rio Road.

This alternative was one of the original concepts that the Virginia Department of Transportation (VDOT) examined during the early stages of the US Route 29 Bypass study and the earlier 1985 CATS regional transportation plan development. It is viewed by Steering Committee members as providing a good connection in the study area and is thought to potentially be one of the more cost effective alternatives.

Figure ES-2 Final Recommended Concepts



Reflective of projected future travel demands, the Steering Committee membership further recommends that both 2-lane and 4-lane cross section facilities be further investigated. Depending upon the specific alignment of the proposed new transportation corridor linkage, the total cost of this alternative inclusive of both construction and right-of-way has been estimated to range between approximately $40 million and $75 million for a 2-lane facility and between approximately $88 million and $169 million for a 4-lane facility. All costs are in terms of Year 2008 dollars.

Alternative 3A - Proffit Road (VA Route 649) Relocated.

Identified by the Project Steering Committee as a future transportation corridor, this option would follow the general alignment of the existing Proffit Road corridor between US Route 29 and VA Route 20. The western portion of this corridor, from the US Route 29 intersection east for approximately 1.6 miles, is included in the current CLRP and the associated Short Range Transportation Improvement Program (TIP) for the region as a funded improvement project. This project envisions reconstruction of the existing 2-lane rural cross section type roadway to a 4-lane urban cross section facility with sidewalks. Beyond the eastern limits of this project, a relocated section of VA Route 649 would be constructed on new alignment.

This new location facility would be constructed to the north and east of the defined Proffit Historic District and would provide an additional grade separated overpass of the Norfolk Southern mainline railroad tracks. The basic cross section of this new facility is envisioned as being a two-lane, rural collector type roadway with parallel bicycle and pedestrian paths. The new location section of the corridor would rejoin existing VA Route 649 near the western edge of the North Fork Rivanna River floodplain and then continue along the existing alignment east to the intersection of VA Route 649 with VA Route 20. The new location portion of this corridor would divert through traffic from the Proffit Historic District and reduce traffic volumes which must now use the oldest and most physically and operationally constrained portions of VA Route 649 to travel between VA Route 20 and US Route 29. The total cost of this facility is estimated to be approximately $64 million.

Alternative 3B - Polo Grounds Road (VA Route 643) Connector

Also identified by the Project Steering Committee as a future transportation corridor, this option would follow the existing alignment of Polo Grounds Road (VA Route 643) from the VA Route 643/US Route 29 junction east to approximately the current single lane railroad underpass. As described in the currently adopted regional CLRP, this very narrow underpass is planned to be replaced by a modern two-lane overpass or underpass structure. From a point just east of the railroad line, a new location alignment for Polo Grounds Road (VA Route 643) would be defined.

This new alignment portion of the corridor could be located adjacent to the Red Hills property and north of the Bentivar community, include a new crossing of the Rivanna River and its floodplain, and parallel the southern boundary of the Southwest Mountains Rural Historic District and the northern boundary of the Redbud community to terminate at VA Route 20 near the VA Route 20 intersection with Hammocks Gap Road (VA Route 612). Between the US Route 29 and VA Route 20 terminus points, the basic cross section of the improved Polo Grounds Road (VA Route 643) Connector would be that of a two-lane, rural collector type roadway with parallel bicycle and pedestrian paths. Depending upon the exact alignment chosen, the total cost of this facility is estimated to range from approximately $66 million to approximately $94 million.

Unresolved Areas of Concern

The concerns over the potential impacts of any new or improved transportation routes on the natural environment and existing communities, with potential impacts on existing public parklands are the major considerations for this project. For example, the Rio Road to Route 20 alignment option identified as Alternative 1 (2-lane) & 2 (4-lane) is estimated to result in the most significant diversion of projected traffic demands from the US Route 250/Free Bridge corridor in comparison to the estimated diversion effects of the other two potential alternatives. However, the proposed alignment of this alternative would likely have to pass through or immediately adjacent to the existing Pen and Darden Towe public parks. This is not viewed as an acceptable action by most of the local residents.

While the existing highway system is viewed as being able to accommodate existing travel demands other than during peak travel periods, a number of specific "trouble spots" and "bottlenecks" were identified during the course of this study which should be considered for near term improvements. These included the existing US Route 250 Bridge that crosses the Rivanna River (the "Free Bridge") and portions of the Route 250 corridor east and west of this river crossing as well.

With the projected traffic growth anticipated to be observed over the next 15-20 years in the project study area, the level of peak period traffic congestion in these roadway sections may reach a level that regular travelers will not be willing to tolerate if no improvements can be done. However, the improvement solutions for these sections are still in debate since the traffic pattern (where these trips are coming from and going to) at these critical areas cannot be definitively determined as of this date. Currently, VDOT in conjunction with the Charlottesville/Albemarle County MPO is undertaking an updated regional origin and destination (O-D) study to better understand current travel patterns in the urbanized area. Both the Albemarle County Board of Supervisors and the City of Charlottesville City Council have concluded that they should wait for the results of this O-D study before making a final decision as to what actions should be taken relative to the Eastern Connector Corridor.

At the final project Steering Committee meeting on September 4, 2008, the members of the project Steering Committee were in agreement that each of the three final alternatives had their own set of advantages and disadvantages. However, the Rio Road to Route 20 alignment alternative was determined to have relatively more advantages than either of the other alternatives. Thus, the members of the Steering Committee concluded that this alignment alternative would be defined as the "preferred alternative" that the committee would recommend for further study to the Albemarle County Board of Supervisors and the Charlottesville City Council. From a traffic operations point of view, this alternative would provide the most benefits by diverting the largest amount of vehicular traffic from the most heavily congested section of the study area, the US Route 250 / Free Bridge across the Rivanna River.

However, this alignment alternative is not currently supported by a majority of local residents because the proposed alignment would need to pass through or immediately adjacent to the existing Pen Park and Darden Towe Park in order to maximize its potential transportation benefits. In addition, this alternative alignment also needs to be examined through the Section 4(f) process in order to obtain the appropriate environmental permit approvals to allow for the construction of the project. The lack of adequate funding for this and other proposed transportation improvement projects within Albemarle County and the City of Charlottesville is also a concern for the future of the Eastern Connector project.

All of these issues are challenges which need to be overcome in order for the project to move forward to possible implementation.

Chapter 1 – PURPOSE AND NEED

1.1 Purpose

The purpose of the Eastern Connector Corridor Study is to investigate the potential feasibility of providing an improved multimodal transportation facility to link the area of the US Route 29 corridor north of the existing US Route 29/US Route 250 Bypass and the City of Charlottesville with the US Route 250 corridor east of the City in the Pantops area of Albemarle County. The original concept for such an improved east-west transportation linkage was identified as a long-range need during the technical analysis associated with the development of the UnJAM 2025 long-range transportation plan.[1]

As described in the "Introduction" section of the UnJAM 2025 Plan report, the Plan's overall stated goals are to:

- Improve connections and travel throughout the region
- Improve mobility within neighborhoods, towns and counties
- Make transportation choices which help foster livable communities[2]

During the development of the ultimately adopted, fiscally constrained long-range multimodal transportation plan for the year 2025, a wide range of alternative transportation system improvement actions were assessed against these primary goals. In the case of the proposed Eastern Connector, a number of rather general alternative alignments were examined to link the US Route 29 North and the US Route 250 East corridors via a new crossing of the Rivanna River. In essence, this analysis sought to assess whether or not there appeared to be merit in completing what could be viewed as the "third leg of the triangle" between the north-south US Route 29 and the east-west US Route 250 travel corridors.

Without making any final recommendation as to the exact location of the project, the adopted UnJAM 2025 Plan included a generalized description and cost estimate for an Eastern Connector roadway. The ultimately adopted plan envisioned the Eastern Connector as having an assumed typical cross section of a two-lane rural highway, with a projected average daily traffic volume in the year 2025 of approximately 15,000 vehicles per day. The adopted UnJAM 2025 Plan further stated that the "*...Eastern Connector project is to study potential alignment connecting the 250 East-Pantops area to Rio Road or 29 North. If no feasible alignment can be found, the funds from this project remaining*

[1] UnJAM 2025 (United Jefferson Area Mobility Plan); Adopted by the Charlottesville Albemarle Metropolitan Planning Organization (MPO) on May 10, 2004.
[2] Ibid; Page 11

after the study will be reallocated. The study of this project will be concurrent with that of Northern Free State Road."[3]

Based upon these considerations, the purpose of the Eastern Connector is envisioned as that of being an important element of the overall integrated multimodal transportation system for the Charlottesville/Albemarle County urbanized area. With that said, it is also explicitly acknowledged by all of the city, county, regional and state agencies involved in this feasibility study that the project is not to be considered to be a regional scale bypass facility. The following paragraphs discuss the general need for the project which justifies this statement of purpose.

1.2 History

In 1988, VDOT, the City of Charlottesville and Albemarle County had agreed that the three agencies would collaborate on the construction of the following traffic facility improvements.

- Widening US 29 from the US 29/US 250 Bypass interchange north to the Rio River crossing
- The construction of three interchanges along the US 29 corridor at Rio Road, Hydraulic Road, and Greenbrier Drive
- Meadowcreek Parkway Phase 1 from the 250 Bypass to Rio Road
- US 29 West side Bypass from the south fork of the Rivanna River to the US 250 Bypass

With respect to the US 29 West Bypass, residents near the study area were severely against it and raised almost $500,000 per year in legal fees to block this project. They also got the support from Charlottesville City Council members to oppose the project. Therefore, the idea of the Eastern Connector came up in order to replace the US 29 Bypass as one of several ideas developed by the MPO for an improved network of connector type roadways.

From the VDOT prepared forecast of the future traffic demands associated with the Meadowcreek Parkway and US 250 Bypass/Meadowcreek Parkway interchange, most of the traffic growth using these facilities was expected to be coming from the east and north sides of the County, with a potential for gridlock conditions on the US 250 corridor in the 2025 timeframe. In order to solve this, UnJAM2025 identified the Eastern Connector as a potential roadway to provide the linkage between US 29 North and US 250 East. In response to these findings, the City of Charlottesville and Albemarle County jointly contributed funds to conduct the feasibility study of this potential Eastern Connector Corridor.

[3] Ibid; Footnote #2 to table labeled "CHART 2025 Project Listing"

1.3 Needs

1. Planning Background

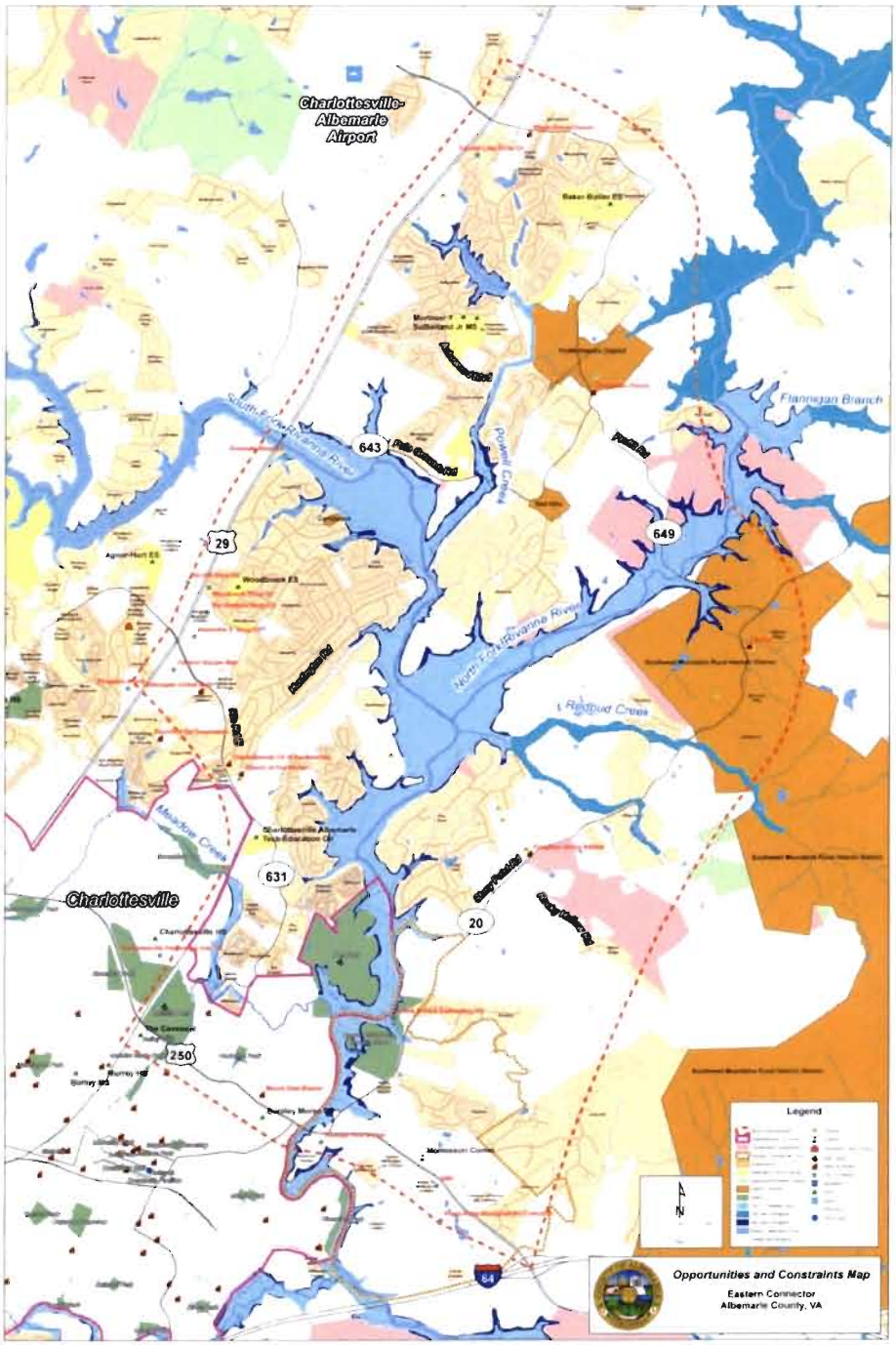
As discussed previously, the Eastern Connector is envisioned as being merely one potential new linkage in the currently adopted year 2025 long-range multimodal transportation plan for the Charlottesville/Albemarle County urbanized area. Following the adoption of the UnJAM 2025 Plan on May 10, 2004, representatives of the Albemarle County government, the City of Charlottesville, the Thomas Jefferson Planning District Commission (the body within which is housed the Charlottesville Albemarle MPO), and the Virginia Department of Transportation (VDOT) collaborated on the development of a general scope of work for the proposed project feasibility study. As described in the Request for Proposal for the conduct of the study as issued on May 15, 2006:

> "*The successful project will result in the design of several alternative road alignments that will provide a connection between US 250 east of Route 20 and US 29 between Rio Road and Proffit Road. Study shall provide a thorough assessment of issues related to each alignment and a recommendation on preferred alignment based on analysis and direction provided during project.*"[4]

Once the general scope of work had been defined, funding commitments for the study were made by Albemarle County and the City of Charlottesville, with each governmental body contributing equal shares of the project funding. One major change in the general scope of work for the study from the work described in the UnJAM 2025 Plan was the deletion of the concurrent examination of the proposed Northern Free State Road (formerly designated as the Meadowcreek Parkway Phase 2 project) from the assessment of the need for the Eastern Connector project itself. With this single major change in scope, the Eastern Connector feasibility study project was initiated in late 2006. **Figure 1-1** on the following page illustrates the general boundaries of the project study area as defined by the selected consulting team in concert with local agency inputs.

[4] Request for Proposal #2005-06203-49, Architectural/Engineering Services, Eastern Connector Study; County of Albemarle, Virginia; May 15, 2006; Page 1.

Figure 1-1. General Boundaries of the Defined Project Study Area



The study considered all feasible alternative alignments that offer cost-effective transportation benefits while attempting to minimize impacts to neighborhoods and the natural environment. This document summarizes the results of the Eastern Connector Corridor Study, addresses comments made by agencies and citizens during the public review process, and identifies the final group of alternatives selected by the members of the project Steering Committee for potential future advancement into more detailed preliminary engineering and environmental impact assessment studies.

2. Highway Capacity and Traffic Demand

Since the proposed Eastern Connector project is envisioned as representing a primarily "new" transportation corridor linking the existing US Route 29 north and US Route 250 east corridors, it is not possible to make a direct comparison of current or historical travel demand in the Eastern Connector corridor itself to assess what the magnitude of future travel demand might be in the plan horizon year of 2025. As noted previously, the travel demand forecasting conducted during the development of the ultimately adopted UnJAM 2025 Transportation Plan estimated a potential demand on the order of approximately 15,000 vehicles per day in the year 2025 if such an Eastern Connector linkage were to be provided between the US Route 29 north and US Route 250 east corridors.

It is possible, however, to examine the historical traffic growth trends along those corridors to which the Eastern Connector might potentially be linked. These existing travel corridors include: US Route 29 north, US Route 250 east, Virginia Route 20, and Rio Road (Route 631). **Table 1-1** presents a summary of the changes in average annual daily traffic volumes within portions of these corridors for the period 2001-2006, based on the annual traffic count program conducted by the Virginia Department of Transportation (VDOT). This information is documented in a series of statewide and jurisdiction level reports which are published annually by VDOT.[5,6]

[5] Average Daily Traffic Volumes with Vehicle Classification Data on Interstate, Arterial, and Primary Routes; Virginia Department of Transportation; Richmond, Virginia; Years 2001-2006.
[6] Daily Traffic Volume Estimates including Vehicle Classification Estimates; Jurisdiction Report 02 (Albemarle County, City of Charlottesville, Town of Scottsville); Virginia Department of Transportation; Richmond, Virginia; Years 2001-2006.

Table 1-1: SUMMARY OF HISTORICAL TRAFFIC COUNT DATA, 2001-2006
Eastern Connector Study Area; City of Charlottesville and Albemarle County

Route Number/Name and Segment Limits		Average Annual Daily Traffic Volume						Change, 2001-2006		
From	To	2001	2002	2003	2004	2005	2006	Volume Change	Percent Change	Average Annual Percent Change
Route 20 (Stony Point Road)										
Gillespie Avenue	US 250 & BUS US 250	19,000	20,000	18,000	19,000	19,000	20,000	1,000	5.3%	1.0%
US 250 & BUS US 250	ECL Charlottesville	33,000	34,000	33,000	33,000	34,000	39,000	6,000	18.2%	3.4%
ECL Charlottesville	US 250 Richmond Road	30,000	30,000	33,000	33,000	52,000	52,000	22,000	73.3%	11.6%
US 250 Richmond Road	Rt 1422 Dorrier Drive	11,000	11,000	11,000	12,000	12,000	9,100	(1,900)	-17.3%	-3.7%
Rt 1422 Dorrier Drive	Rt 649 Proffit Road	6,500	7,200	7,100	7,600	7,800	7,000	500	7.7%	1.5%
Rt 649 Proffit Road	Rt 600 Stony Point Pass	3,500	3,800	3,400	3,600	3,700	4,000	500	14.3%	2.7%
Rt 600 Stony Point Pass	Orange County Line	2,100	2,300	2,000	2,100	2,200	2,400	300	14.3%	2.7%
US Route 29 (Emmet Street / Seminole Trail)										
US 250, BUS US 29	NCL Charlottesville	53,000	56,000	58,000	59,000	60,000	58,000	5,000	9.4%	1.8%
NCL Charlottesville	Rt 631 Rio Road	58,000	61,000	56,000	57,000	57,000	57,000	(1,000)	-1.7%	-0.3%
Rt 631 Rio Road	Rt 1520 Hollymeade Road	43,000	45,000	44,000	45,000	46,000	51,000	8,000	18.6%	3.5%
Rt 1520 Hollymeade Road	Rt. 649 Proffit Road	36,000	36,000	36,000	37,000	37,000	38,000	2,000	5.6%	1.1%
Rt. 649 Proffit Road	Rt. 1510 Camelot Drive	36,000	36,000	36,000	37,000	37,000	38,000	2,000	5.6%	1.1%
Rt. 1510 Camelot Drive	Greene County Line	33,000	34,000	32,000	33,000	33,000	35,000	2,000	6.1%	1.2%
Interstate Route 64										
Nelson County Line	US 250 near Yancy Mills	25,000	27,000	26,000	28,000	29,000	31,000	6,000	24.0%	4.4%
US 250 near Yancy Mills	Rt 637	29,000	31,000	32,000	34,000	35,000	34,000	5,000	17.2%	3.2%
Rt 637	US 29	31,000	33,000	33,000	36,000	36,000	37,000	6,000	19.4%	3.6%
US 29	Rt 631 South 5th Street	36,000	38,000	44,000	46,000	46,000	46,000	10,000	27.8%	5.0%
Rt 631 South 5th Street	Rt 20 Scottsville Road	38,000	41,000	48,000	50,000	51,000	52,000	14,000	36.8%	6.5%
Rt 20 Scottsville Road	WCL Charlottesville	29,000	31,000	35,000	37,000	38,000	39,000	10,000	34.5%	6.1%
WCL Charlottesville	ECL Charlottesville	29,000	31,000	35,000	37,000	38,000	39,000	10,000	34.5%	6.1%
ECL Charlottesville	US 250 Richmond Road	29,000	31,000	35,000	37,000	38,000	39,000	10,000	34.5%	6.1%
US 250 Richmond Road	Rt 616 Black Cat Road	29,000	31,000	36,000	38,000	39,000	38,000	9,000	31.0%	5.6%
Rt 616 Black Cat Road	Fluvanna County Line	25,000	27,000	30,000	31,000	31,000	32,000	7,000	28.0%	5.1%
US Route 250 (Richmond Road)										
US 29, BUS US 250 Ivy Road	WCL Charlottesville	39,000	40,000	45,000	46,000	46,000	51,000	12,000	30.8%	5.5%
WCL Charlottesville	US 29 Emmet Street	35,000	35,000	38,000	39,000	39,000	41,000	6,000	17.1%	3.2%
US 29 Emmet Street	Rt. 3431 Hydraulic Road	22,000	22,000	20,000	20,000	20,000	24,000	2,000	9.1%	1.8%
Rt. 3431 Hydraulic Road	Dairy Road	39,000	40,000	38,000	38,000	38,000	45,000	6,000	15.4%	2.9%
Dairy Road	Rugby Avenue East	39,000	39,000	40,000	40,000	41,000	42,000	3,000	7.7%	1.5%
Rugby Avenue East	McIntire Road	38,000	38,000	35,000	35,000	36,000	42,000	4,000	10.5%	2.0%
McIntire Road	Park Street	33,000	34,000	34,000	34,000	36,000	38,000	5,000	15.2%	2.9%
Park Street	Locust Avenue	36,000	37,000	37,000	37,000	37,000	42,000	6,000	16.7%	3.1%
Locust Avenue	BUS US 250 High Street	33,000	34,000	33,000	33,000	34,000	39,000	6,000	18.2%	3.4%
BUS US 250 High Street	ECL Charlottesvisille	33,000	34,000	33,000	33,000	34,000	39,000	6,000	18.2%	3.4%
ECL Charlottesvisille	Route 20 Stony Point Road	30,000	30,000	33,000	33,000	52,000	52,000	22,000	73.3%	11.6%
Route 20 Stony Point Road	I-64 East of Charlottesville	30,000	30,000	33,000	33,000	43,000	37,000	7,000	23.3%	4.3%
Route 631 Rio Road East										
NCL Charlottesville	Rt. 768 Penn Park Lane	22,000	23,000	19,000	20,000	21,000	21,000	(1,000)	-4.5%	-0.9%
Rt. 768 Penn Park Lane	Rt. 650 Gasoline Alley	23,000	24,000	22,000	23,000	24,000	25,000	2,000	8.7%	1.7%
Rt. 650 Gasoline Alley	Rt. 1428 Huntington Road	26,000	27,000	24,000	25,000	26,000	26,000	0	0.0%	0.0%
Rt. 1428 Huntington Road	Rt. 652 Brook Road	25,000	27,000	24,000	25,000	26,000	26,000	1,000	4.0%	0.8%
Rt. 652 Brook Road	US 29 Seminole Trail	25,000	27,000	26,000	25,000	29,000	28,000	3,000	12.0%	2.3%
Route 643 Polo Grounds Road										
US 29 Seminole Trail	1.5 Mile from US 29	1,000	1,000	1,900	1,900	1,900	1,900	900	90.0%	13.7%
1.5 Mile from US 29	1.65 Mile from US 29	950	950	1,500	1,500	1,500	1,500	550	57.9%	9.6%
1.65 Mile from US 29	1.89 Mile from US 29	950	950	1,200	1,200	1,200	1,300	350	36.8%	6.5%
1.89 Mile from US 29	Rt 649 Proffit Road	750	750	1,300	1,300	1,300	1,500	750	100.0%	14.9%
Route 649 Proffitt Road										
Route 20 Stony Point Road	Rt. 643 Polo Grounds Road	3,500	3,800	4,600	4,900	5,100	4,000	500	14.3%	2.7%
Rt 643 Polo Grounds Road	Rt. 785 Pritchett Lane	2,900	3,200	4,600	5,000	5,100	4,000	1,100	37.9%	6.6%
Rt 785 Pritchett Lane	Rt. 1509 Springfield Road	5,200	5,800	6,600	7,100	7,300	6,600	1,400	26.9%	4.9%
Rt 1509 Springfield Road	US 29 Seminole Trail	6,300	6,600	6,700	7,000	7,200	6,900	600	9.5%	1.8%

As illustrated on **Table 1-1**, average daily traffic volumes on the major roadways in the Eastern Connector study area have typically experienced steady growth over the period 2001-2006. While not all sections of the routes presented on **Table 1-1** have experienced a steady rate of growth in traffic over this time period, the majority of the route segments have been observed to carry increased traffic volumes from one year to the next. Given the differing nature of local and regional growth and development which has taken place over the 2001-2006 time period the observed rate of change in average daily traffic volume between the various routes and along various segments of each defined corridor have fluctuated as well over the years.

Along the US Route 29 corridor, for example, the information presented on **Table 1-1** illustrates a modest increase in average daily volume between the defined segment limits of the US 250/US 29 Business interchange and the north city limits of Charlottesville from 53,000 vehicles per day (vpd) in 2001 to 58,000 vpd in 2006. This is equivalent to a total change over this five year period of about 9.4 percent or an average annual change of about 1.8 percent. Conversely, the next segment of US 29, from the north city limit to the Rio Road (Route 631) junction shows a reported slight decrease in average daily volume, from 58,000 vpd in 2001 to 57,000 vpd in 2006. This is equivalent to a total change over the five year period of about (-1.7) percent or about (-0.3) percent per year. On the next segment north, from Rio Road (Route 631) to Hollymead Road (Route 1520), average daily volumes along US 29 are reported to have increased from 43,000 vpd in 2001 to 51,000 vpd in 2006, an increase of about 18.6 percent overall or an average annual increase of about 3.5 percent. From Hollymead Road north to the Greene County line, average daily volumes on US 29 were reported to have increased from about 36,000 vph in 2001 to about 38,000 vpd in 2006, an increase of about 5.6 percent overall or an average annual increase of about 1.1 percent.

Individual segments of the US Route 250 corridor within the study area have also exhibited fluctuations in their observed rate of change but consistently showed increases in average daily traffic volumes between 2001 and 2006. The US 250 corridor segments between the Hydraulic Road (Route 3431) and McIntire Road junctions exhibited average daily traffic volume increases from 38,000 – 39,000 vpd in the year 2001 to average daily traffic volumes in the range of 42,000 – 45,000 vpd in the year 2006. The segment level percentage increase over this section of the corridor between 2001 and 2006 was between 7.7 percent and 15.4 percent over this five year period. This represents a range of average annual traffic volume increases of between 1.8 percent and 3.2 percent per year.

East of McIntire Road, the observed increases in traffic volumes in the US Route 250 Bypass corridor were even greater than those observed to the west of McIntire Road. Indeed, the largest reported increase in average daily volume between 2001 and 2006 in the US 250 corridor within the Eastern Connector study area was observed on the corridor segment from the east city limits of Charlottesville to the intersection of US 250 with VA Route 20 (Stony Point Road). This segment essentially consists of the Free Bridge over the Rivanna River and its immediate approaches east and west of the river

itself. The VDOT reported traffic volumes show an increase from an estimated 30,000 vpd in 2001 to an estimated 52,000 vpd in 2006. This total estimated volume change of 22,000 vpd over a period of only five years represents a total increase of 73.3 percent and is equivalent to an average annual percentage increase of about 11.6 percent. The US 250 corridor segment from the Route 20 junction east to the US 250 / I-64 interchange through the Pantops area is reported to have experienced an increase in average daily traffic volume from about 30,000 vpd in 2001 to about 37,000 vpd in 2006. The 7,000 vpd increase represents a total change over the five year period of about 23.3 percent, and is equivalent to an average annual increase of about 4.3 percent.

The reported average daily traffic volumes along individual segments of each of the other corridors illustrated on **Table 1-1** typically exhibit low to moderate increases (and a few slight reported decreases) over the period 2001-2006. Particularly in the case of secondary highways such as Rio Road (Route 631), Polo Grounds Road (Route 643), and Profitt Road (Route 649), and to a somewhat lesser degree on minor arterial facilities such as VA Route 20 (Stony Point Road), these variations are to be expected. Such year to year fluctuations in the reported estimated annual daily traffic volumes are due to the combined effects of changes in development patterns and roadway construction projects as well as VDOT's continuing efforts to create additional roadway reporting sections for the annual traffic summary documents. In the latter situation, what might have originally been a five mile long section of highway in an earlier edition of the annual traffic count summary report may have recently been redefined into a number of smaller length individual route segments. As a result, the reported average daily traffic volumes for any specific individual segment might be somewhat greater or smaller than the value reported for the single larger segment in past years.

Along the Route 20 corridor, for example, the lowest reported volume segment in 2001 between Route 600 (Stony Point Pass Road) and the Orange County line was reported to carry about 2,100 vpd. By 2006, this same segment was reported to be carrying about 2,400 vpd, a total percentage change over this five year period of about 14.3 percent, or an average annual change of about 2.7 percent per year. Similarly, the Route 20 segment between Dorrier Drive (Route 1422) and Proffit Road (Route 649) experienced a volume increase from 6,500 vpd in 2001 to 7.000 vpd in 2006. It should be noted that average annual traffic volumes along this section of Route 20 were reported to be as high as 7,800 vpd in 2005, with the slight reported volume reduction in 2006 likely attributable to the closure for much of 2006 of the single lane highway overpass of the NS mainline tracks just west of the community of Proffit. A similar unexpected fluctuation in the reported average annual daily traffic volumes was noted for the segment of Route 20 between its junction with US 250 on the east side of the Rivanna River and its intersection with Dorrier Drive (Route 1422). The reported average annual daily traffic volumes along this segment of Route 20 had been relatively stable at between 11,000 and 12,000 vpd over the period of 2001 – 2005. However, the reported AADT volume in 2006 was reduced to an estimated value of only 9,100 vpd. Once again, this reported decline in traffic volume is viewed as being primarily attributable to the closure of the Profitt Road bridge over the NS mainline tracks.

The effect of this bridge closure on the historically observed traffic volume growth patterns in the Profitt Road (Route 649) corridor is also illustrated on **Table 1-1**. After showing continuous growth in traffic from 3,500 vpd in 2001 to 5,100 vpd in 2005, the Profitt Road segment between Route 20 and Polo Grounds Road (Route 643) experienced a decline in average daily traffic to an estimated 4,000 vpd in the year 2006. A similar decline in the estimated AADT value from 2005 to 2006 was observed on the segment of Route 649 between Polo Grounds Road and Pritchett Lane (Route 785). The most western portion of the Route 649 corridor between Pritchett Lane and US Route 29 also experienced a minor decrease in the observed AADT volume between 2005 and 2006 which was counter to the continuing positive growth in traffic volume observed between 2001 and 2005. For example, the traffic volume in the segment between Pritchett Lane (Route 785) and Springfield Road (Route 1509) increased from 5,200 vpd in 2001 to 7,300 vpd in 2005. This is about a 40 percent increase in a period of only four years, or an average annual increase of about 8.9 percent per year. Yet as shown on **Table 1-1**, the estimated AADT on this route segment declined from 7,300 vpd in 2005 to 6,600 vpd in 2006. Thus, while residential development (and its associated traffic demands) continued to steadily increase in the Profitt Road corridor, particularly in the western portion closer to Route 29, the closure of the railroad grade separation just west of the Profitt community during the 2006 construction period constricted longer distance through traffic movements in this corridor. With Route 649 designated and signed as the "Airport Access Route" between Route 20 and the US 29/Airport Road junction, it would appear that the observed decrease in average daily volume was primarily associated with the diversion of those persons trying to use this route to access the Charlottesville Airport to other highway facilities.

It is important to remember that the growth in traffic volume illustrated on **Table 1-1** represents the combined effects of both locally generated travel demands associated with historically observed residential, commercial, and institutional growth and development and that associated with regional through traffic growth. On major regional travel corridors such as US Route 29 north, for example, a significant percentage of the total average daily traffic demand can be expected to have neither its origin nor its destination within the boundaries of the Charlottesville Albemarle County urbanized area but merely represent a travel pattern passing through the region as one segment of a longer intra-regional trip. Similarly, on a more locally serving travel corridor such as Rio Road (Route 631) a higher percentage of the total average daily traffic demand would be expected to have either (or both) its origin and its destination within the Charlottesville urbanized area. The travel demand on a potential new linkage corridor such as the Eastern Connector could be expected to have a mix of locally generated and through traffic volumes.

To better understand the characteristics of these corridor travel demands, a computerized regional travel demand forecasting process was employed. The UnJAM 2025 traffic forecasts were estimated using the VDOT developed MinUTP software package most recently enhanced for use on the 29H250 project planning study. For the purposes of the

Eastern Connector Study, the MinUTP travel demand model set was transferred to VDOT's current standard travel demand software package, the TP+/CUBE Voyager model. The base year highway network and associated traffic analysis zone level socioeconomic data was advanced from the former MinUTP model base year of 1998 to the new TP+/CUBE Voyager model base year of 2005. The "new base year" travel demand forecasting model estimated traffic volumes were calibrated against the observed 2005 traffic volume count data. The new, enhanced model was then used to project 2025 travel demands on the study area highway system. The travel demand model enhancement process is documented in a separate project technical report "Travel Demand Model Methodology Report."[7]

The future study area highway network for the year 2025 assumed the completion of all of the projects contained in the UnJAM 2025 fiscally constrained long-range transportation plan with the exception of the Eastern Connector and the Northern Free State Road. **Table 1-2** presents a comparison between the 2005 and the 2025 average daily traffic volumes estimated by the enhanced TP+/Voyager travel demand model at 32 selected locations in and around the defined Eastern Connector study area. These locations were chosen to illustrate changes in major travel demand patterns in both the base year (2005) and the plan horizon year (2025).

[7] Eastern Connector Study for Albemarle County: Travel Demand Model Methodology Report; prepared for Albemarle County; prepared by PBS&J; April 2007.

Table 1-2: Select Link Volumes, 2005 - 2025
Eastern Connector Study; City of Charlottesville and Albemarle County

Location	Description	2005 Volume	2025 Volume	Volume Change 2005-2025	Percent Change 2005-2025
1	I-64 West Cordon Line	30,940	37,660	6,720	21.7%
2	Rockfish Gap Tpke	9,990	14,150	4,160	41.6%
3	US 250 W of Bloomfield Rd	14,590	15,100	510	3.5%
4	US 250 W of Bypass	20,000	22,200	2,200	11.0%
5	US 29 S of I-64	22,210	33,860	11,650	52.5%
6	I-64 E of 5th Street	44,620	61,000	16,380	36.7%
7	I-64 at Rivanna River	41,500	59,690	18,190	43.8%
8	US 250 N of I-64	34,880	44,900	10,020	28.7%
9	US 250 S of I-64	23,940	26,690	2,750	11.5%
10	I-64 E of US 250	42,510	60,850	18,340	43.1%
11	US 250 E of Union Mill Rd	7,200	13,270	6,070	84.3%
12	I-64 East Cordon Line	30,410	35,890	5,480	18.0%
13	Stony Point Rd N of US 250	13,030	23,040	10,010	76.8%
14	US 250 at Rivanna River	48,210	68,340	20,130	41.8%
15	Park St N of US 250	16,100	19,080	2,980	18.5%
16	US 250 Bypass E of Rugby Ave	36,620	43,960	7,340	20.0%
17	Hydraulic Rd N of US 250	33,000	42,420	9,420	28.5%
18	US 250 Bypass W of US 29	42,050	48,290	6,240	14.8%
19	US 29 N of Hydraulic Rd	59,540	76,370	16,830	28.3%
20	Rio Rd S of Dunlora Dr	16,700	16,440	(260)	-1.6%
21	Rio Rd S of US 29	24,390	34,910	10,520	43.1%
22	US 29 N of Rio Rd	63,880	86,140	22,260	34.8%
23	US 29 S of Polo Grounds Rd	49,120	76,500	27,380	55.7%
24	US 29 N of Polo Grounds Rd	43,560	64,640	21,080	48.4%
25	Stony Point Rd S of Proffit Rd	8,160	17,480	9,320	114.2%
26	Proffit Rd N of Stoney Point Rd	4,190	10,120	5,930	141.5%
27	Proffit Rd N of Polo Grounds Rd	5,740	12,210	6,470	112.7%
28	Proffit Rd E of US 29	7,730	15,090	7,360	95.2%
29	US 29 N of Proffit Rd	38,480	47,650	9,170	23.8%
30	Monticello Ave N of I-64	19,140	28,740	9,600	50.2%
31	High St S of US 250	17,540	21,870	4,330	24.7%
32	Stony Point Rd N of Watts Passage	2,420	2,990	570	23.6%

As illustrated on **Table 1-2**, traffic volumes on the study area highway system are anticipated to continue to experience substantial growth between 2005 and 2025. The projected volume change differs in terms of both the total estimated traffic volume and the percentage change depending on the specific location being considered. The magnitude of the projected change in average daily traffic volume (and the percentage change) between 2005 and 2025 is also influenced by the mix of locally generated and regional traffic anticipated to pass through each defined segment on the highway network.

Of the 32 selected locations, only one (1) roadway segment, the portion of Rio Road (Route 631) just south of Dunlora Drive, is projected to experience any decrease in average daily traffic volume between 2005 and 2025. This "decrease" can be attributed

to the assumption that Phase 1 of the Meadowcreek Parkway between the US Route 250 Bypass / McIntire Road interchange and Rio Road will be completed and opened to traffic by the year 2025, with the Meadowcreek Parkway/Rio Road junction located just to the west of Select Link location #20. Even in this instance, the projected "decrease" is only estimated to be 260 vpd, from 16,700 vpd in 2005 to 16,440 vpd in 2025, or a change of only 1.6 percent. By comparison, Select Link Location #21 on Rio Road just south and east of the Rio Road/US Route 29 junction is projected to experience a substantial increase in traffic, from an estimated 24,390 vpd in 2005 to an estimated 34,910 vpd in 2025, or about a 43 percent increase.

In narrowing the focus to just those routes which provide a physical linkage between the US Route 29 north and the US Route 250 east corridors, **Table 1-3** presents the estimated 2005 and 2025 average daily traffic volumes for only those roadway segments which cross the Rivanna River. As shown on **Table 1-3**, there are at present only three east-west oriented crossings of the Rivanna River in and around the Eastern Connector study area. These crossing points are: I-64, US Route 250 (Free Bridge), and Profitt Road (Route 649). The total base year (2005) estimated volume crossing this east-west river screenline is about 93,900 vehicles per day. This east-west travel demand is projected to increase to about 138,150 vpd by the year 2025. This anticipated traffic volume increase of about 44, 250 vpd represents a 47 percent increase in demand across the Rivanna River screenline from 2005 to 2025.

Table 1-3: Rivanna River Screenline Volumes, 2005 - 2025
Eastern Connector Study; City of Charlottesville and Albemarle County

Location	Description	2005 Volume	2025 Volume	Volume Change 2005-2025	Percent Change 2005-2025
7	I-64 at Rivanna River	41,500	59,690	18,190	43.8%
14	US 250 at Rivanna River	48,210	68,340	20,130	41.8%
26	Profitt Rd N of Stony Point Rd	4,190	10,120	5,930	141.5%
	Screenline Totals (All links)	93,900	138,150	44,250	47.1%
	US 250 and Profitt Road Only	52,400	78,460	26,060	49.7%

Note: All traffic volumes shown are projections using the enhanced travel demand forecasting model

If only the US Route 250 and Profitt Road crossing points are considered as the routes most likely to be used by locally oriented traffic, the estimated volume in the 2005 base year of 52,400 vpd is projected to increase to 78,460 vpd by the year 2025. This

estimated change of 26,060 vpd represents about a 50 percent increase in total two-way travel demand across the Rivanna River

At each of the 32 defined locations, a select link analysis was performed for both the base year of 2005 and the future plan horizon year of 2025. A select link analysis allows for a better understanding to be obtained of the origin, the destination, and the travel path followed by the vehicles which pass through each location over the course of a typical day.

Figures 1-2A through **1-2D**, respectively display the following information:

- **Figure 1-2A**: 2005 Percent of Trips Crossing US 250 at Rivanna River by District (Origins and Destinations)
- **Figure 1-2B**: 2005 Volume Bandwidth of Trips Crossing US 250 at Rivanna River (both directions)
- **Figure 1-2C**: 2025 Percent of Trips Crossing US 250 at Rivanna River by District (Origins and Destinations)
- **Figure 1-2D**: 2025 Volume Bandwidth of Trips Crossing US 250 at Rivanna River (both directions)

Figure 1-2A: 2005 Percent of Trips Crossing US 250 at Rivanna River by District (Origins and Destinations)

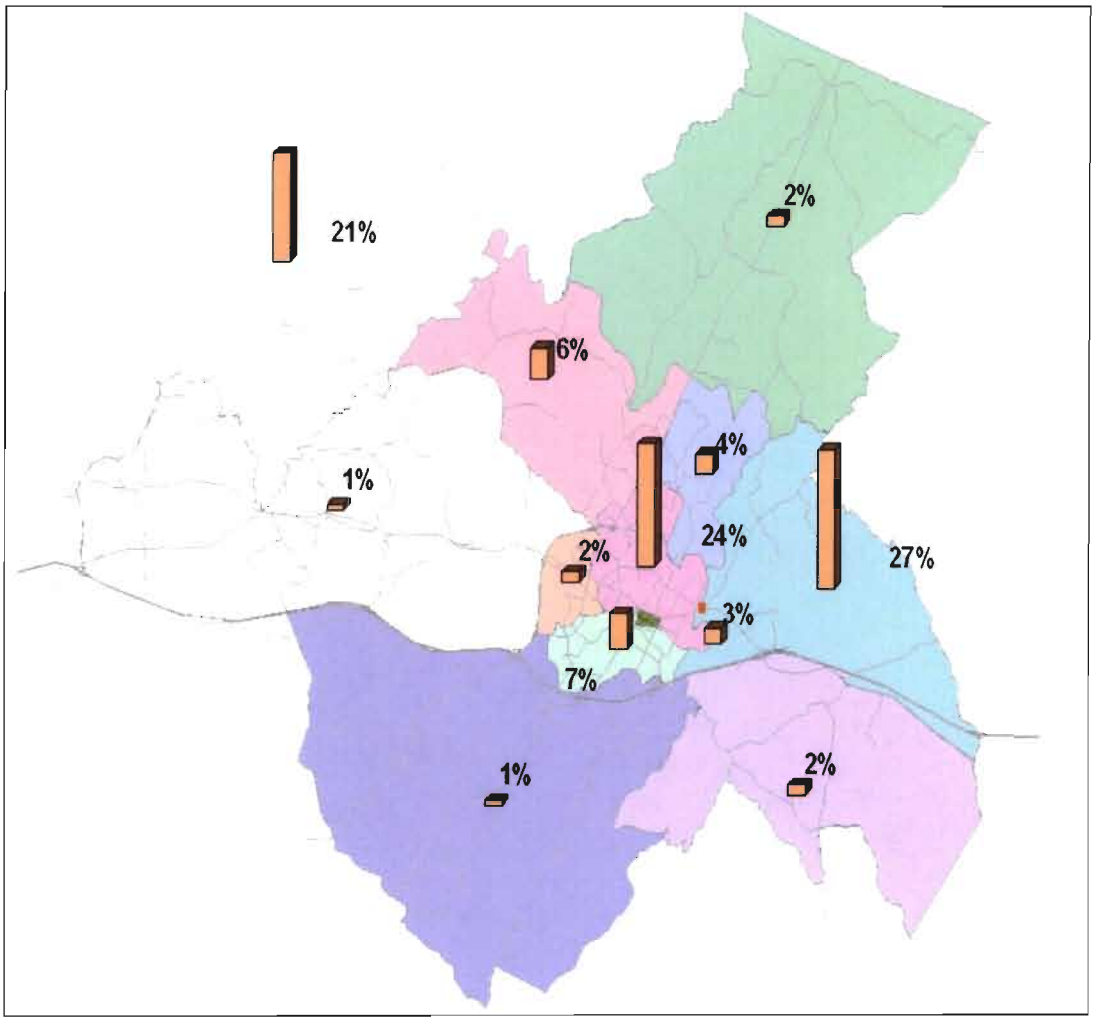


Figure 1-2B: 2005 Volume Bandwidth of Trips Crossing US250 at Rivanna River (both directions)

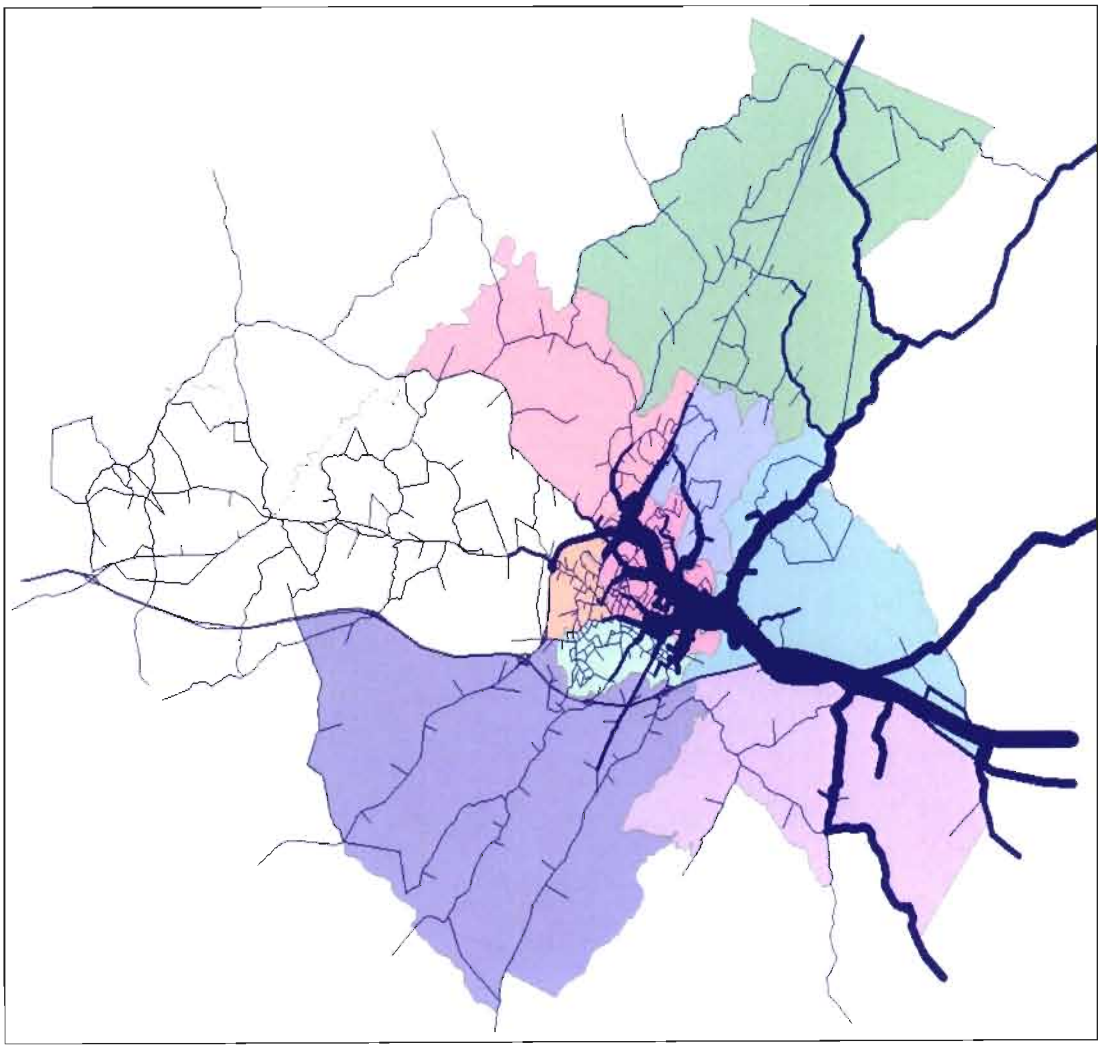


Figure 1-2C: 2025 Percent of Trips Crossing US 250 at Rivanna River by District (Origins and Destinations)

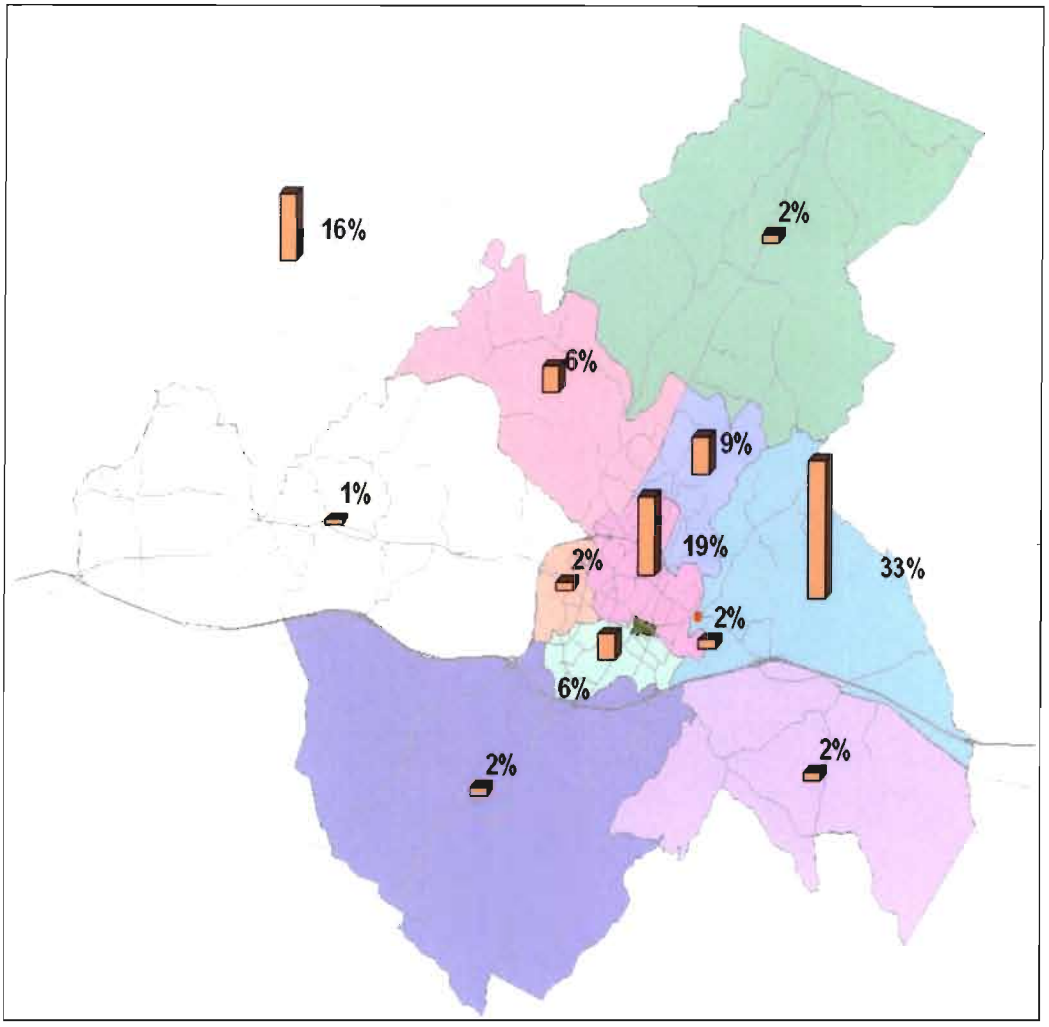
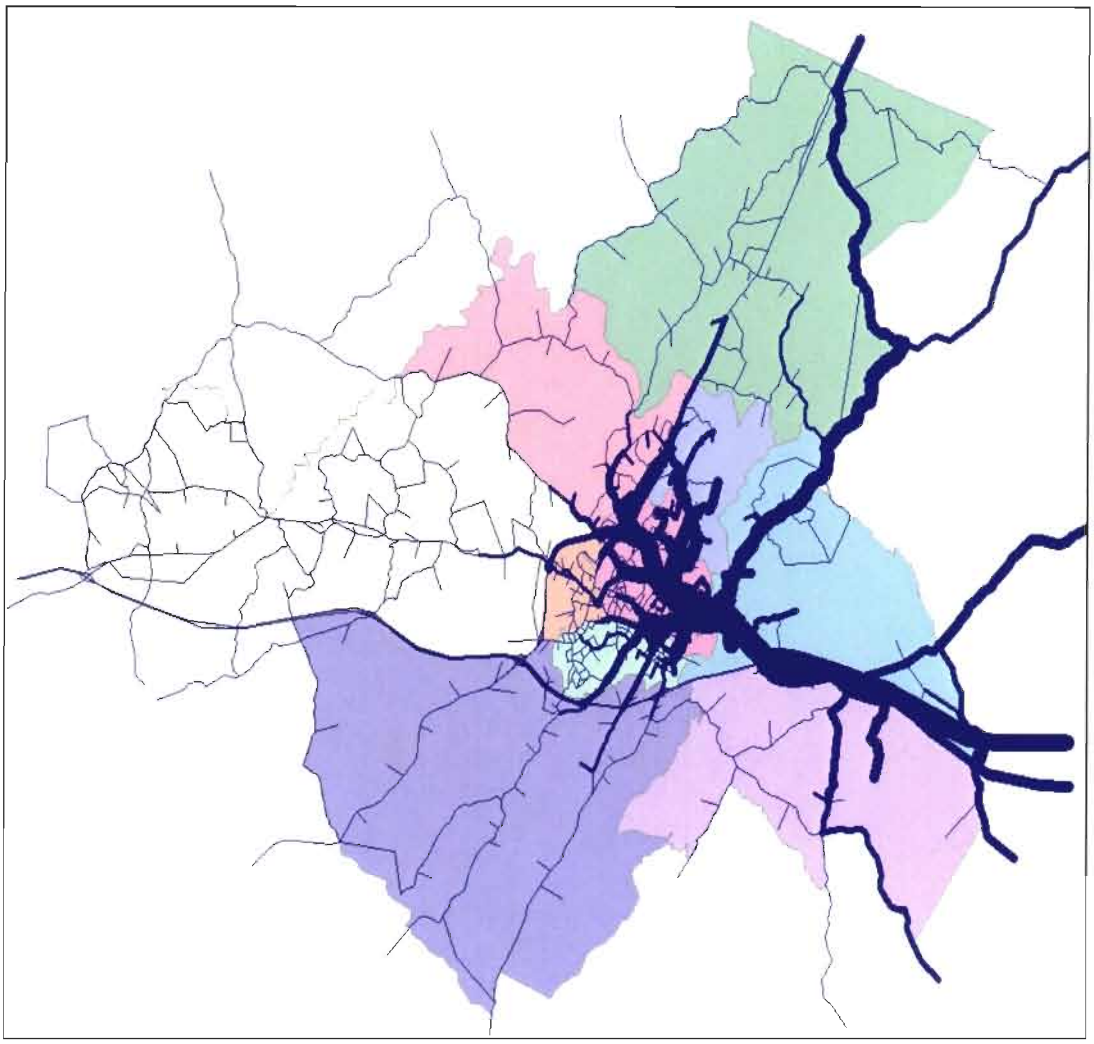


Figure 1-2D: 2025 Volume Bandwidth of Trips Crossing US 250 at Rivanna River (both directions)



Comparing **Figures 1-2A** and **1-2C**, the percentage of total daily trips crossing the river via the US Route 250 bridge which are "external" in nature; that is, trips which have either their origin, their destination, or both trip ends outside of the MPO travel demand model geographic area of coverage, is projected to decrease from 21 percent in 2005 to 16 percent in 2025. From a traffic volume perspective, this represents a change from (48,210 vpd) X (21 percent) = 10,124 vpd in 2005 to (68,340 vpd) X (16 percent) = 10,934 vpd in 2025. This projected change in "external" travel demand of only about 10,934 – 10,124 = 810 vpd represents a total percentage change of only 8 percent. Over the period of 20 years from 2005 to 2025, this is equivalent to an average annual percent change of slightly less than 0.4 percent per year.

Conversely, the percentage of total daily trips with their origin or destination in the Pantops area, the area of the city on either side of the Route 250 Bypass east of Route 29 or along the Route 29 corridor from the Bypass north to the Rivanna River is projected to increase from (27% + 24% + 4%) = 55% of total trips in 2005 to (33% + 19% + 9%) = 61% of total trips by 2025. Converting these percentages into estimated average daily traffic volumes results in a projected increase in such local travel across the bridge from (48,210 vpd) X (55%) = 26,516 vpd in 2005 to (68,340 vpd) X (61%) = 41,687 vpd in 2025. This projected change in "local" travel demand using the US 250 Free Bridge to cross the Rivanna River of about 41,687 – 26,516 = 15,171 vpd represents a total percentage change of about 57 percent. Over the 20 years from 2005 to 2025, this is equivalent to an average annual percent change of about 2.3 percent per year.

The total projected volume increase of 68,340 – 48,210 = 20,130 vehicles per day at the US 250 bridge over the Rivanna River is itself at or above the generally accepted capacity of a two-lane highway of between 15,000 and 17,000 vehicles per day.[8]

3. Land Use and Economic Development

In addition to being the site of the University of Virginia, the City of Charlottesville, together with surrounding Albemarle County, derives importance from its association with some of the most prominent figures of early United States history such as Thomas Jefferson and James Monroe, both of whom served as Presidents of the United States in the early years of the 19th Century. The continuing growth of development in and around Charlottesville is reflective of the City's continuing importance as a center of education, research, culture, and commerce in this region of the Commonwealth of Virginia. The proximity of the Charlottesville / Albemarle County urbanized area to both the expanding Washington, D.C. metropolitan area (a two hour drive north via the US Route 29 corridor) and the growing Richmond metropolitan area (approximately a one-hour drive east on I-64) further enhances the growth opportunities of the study area.

A majority of the recent development within the region has tended to occur north of the City of Charlottesville along the US Route 29 corridor or to the east of the City along the US Route 250 corridor. The development along both corridors has taken the form of major employment centers (typically in the form of suburban office complexes), shopping centers, major residential subdivisions, and a large number of free-standing hotels/motels, restaurants, and other businesses.

Since the adoption of Albemarle County's first Comprehensive Plan in 1971, the areas along the Route 29 corridor between the north corporate limits of the City of Charlottesville and the Albemarle County / Greene County line have been designated as growth areas. The Comprehensive Plan's stated objective is to direct the majority of residential, commercial and institutional growth into those areas designated for development while conserving the balance of the County for agricultural and forestal uses

[8] Highway Capacity Manual 2000; Transportation Research Board; Washington, DC; Page 20-22.

and other resource protection purposes. Most recently, the Places29 Framework Master Plan for Albemarle County's Northern Development Areas has developed a vision for how best to accommodate ongoing and projected future growth in this portion of the County. As described in the most recent draft version of the Northern Development Areas – Framework Master Plan, "*...this master plan covers the four Development Areas north of the City of Charlottesville: Neighborhood 1, Neighborhood 2, the Community of Hollymead, and the Community of Piney Mountain.*"[9] As an element of the Places29 study, a general assessment was made of the potential for some type of an Eastern Connector facility to provide a new linkage across the Rivanna River at or beyond the year 2025. As described in the Places29 Draft Final Report:

> *"The Eastern Connector concept analysis evaluated three different possible alignments and connecting points for the Eastern Connector as shown in Figure 5.44. Alignment 1 would connect to Rio Road, Alignment 2 would connect to Polo Grounds Road and Alignment 3 would connect to Proffit Road. Alignments 1 and 2 would connect to Stony Point Road (Route 20) that intersects with US 250 east of the Rivanna River. Alternative 3 would connect to Turkey Sag Road (in Gilbert), which connects to Louisa Road that intersects with US 250 further east in Shadwell."*

The findings of this conceptual analysis determined that the provision of an Eastern Connector linkage between Rio Road and Route 20 could attract approximately 12,900 vehicles per day to the facility. It was further indicated that a large percentage of this potential demand (on the order of about 11,000 vehicles per day) might represent diversions from the US Route 250 corridor. The conceptual alignments #2 and #3 as described above were estimated to attract on the order of 4,400 and 2,800 vehicles per day, respectively.

At the same time as the Places29 Framework Master Plan development has been underway a similar effort has been ongoing to develop a comprehensive master plan for the Pantops area along the US Route 250 corridor, from the Rivanna River east to the area of the I-64/US Route 250 interchange. The Pantops Area Master Plan similarly seeks to define the basic physical form and land use configuration of the existing and planned development of this portion of the County through the year 2025.[10] The Draft Pantops Area Master Plan Implementation Map illustrates two potential crossings of the Rivanna River; one from Route 20 on the east along the north side of the Darden Towe Park and the other linking the area of the Pantops Shopping Center with the High Street (VA Route 20 / US Route 250 Business) corridor in the City of Charlottesville.

Both the Places29 Framework Master Plan and the Pantops Area Master Plan envision a considerable amount of the anticipated population and employment growth in Albemarle County over the next 20 years to take place in the US Route 29 north and the US Route

[9] Places29 Draft Final Report, Northern Development Areas - Framework Master Plan; June 25, 2007; Page 1-1.
[10] Draft Final Report, Pantops Area Master Plan; Albemarle County Department of Community Development; Charlottesville, Virginia; August 2007.

250 east corridors. These findings are further confirmed by the traffic analysis zone level population and employment forecasts prepared by the MPO as part of their long-range regional transportation planning process (Please refer to Appendix A: 1998, 2005, and 2025 Socioeconomic Data in the Travel Demand Model Methodology Report). As noted previously, the traffic using any major street system element in the Charlottesville area contains a mix of locally generated and regional travel demands. The evolving nature of this interaction can be illustrated on **Table 1-4**. This table presents a summary of the current and projected future population at the major jurisdiction level for the five-county Charlottesville/Albemarle County Metropolitan Planning Organization region, and includes both the urbanized portion of the jurisdictions included in the regional travel demand forecasting model as well as the outlying rural portions of the surrounding counties.

Table 1-4: Current and Projected Future Regional Population
Eastern Connector Study: City of Charlottesville and Albemarle County

Jurisdiction	1990	2000	2010	2020	2030	Total Change 2000-2030	Percent Change 2000-2030
City of Charlottesville	40,341	40,099	39,600	39,600	39,600	(499)	-1.2%
Albemarle County	68,040	84,186	97,200	107,400	117,400	33,214	39.5%
Fluvanna County	12,429	20,047	28,100	34,300	39,200	19,153	95.5%
Greene County	10,297	15,244	19,500	24,000	28,400	13,156	86.3%
Louisa County	20,325	25,627	29,100	32,600	36,200	10,573	41.3%
Nelson County	12,778	14,445	15,100	15,900	16,600	2,155	14.9%
MPO Regional Totals	164,210	199,648	228,600	253,800	277,400	77,752	38.9%

Source: Virginia Employment Commission, U.S. Census Bureau; Data for 2010-2030 are projections

As shown on **Table 1-4**, the defined jurisdictions are: the City of Charlottesville, Albemarle County, Fluvanna County, Greene County, Louisa County, and Nelson County. Between 2000 and 2030, the total population of this five county region, including the independent City of Charlottesville, is projected to increase from the 2000 US Census value of 199,648 persons to a forecast total of approximately 277,400 persons. This estimated increase of about 77,752 persons represents an increase of nearly 39 percent above the 2000 US Census figures. With the population of the City of Charlottesville anticipated to remain relatively static between 2000 and 2030, virtually all of the projected growth is expected to be observed in the surrounding jurisdictions. Albemarle County alone is anticipated to experience a population increase of about 33,200 persons, or almost a 40 percent increase from the 2000 Census population of the County of 84,186 persons. Similarly, Fluvanna County to the east along the US 250/I-64 corridor and Greene County to the north along the US Route 29 corridor are projected to experience significant growth on the order of 86 percent and 96 percent, respectively, from their 2000 Census populations.

Taking all of this information into consideration, it appears that the potential does indeed exist for an improved linkage between the US Route 29 north and the US 250 east corridors that could be provided by an Eastern Connector type of transportation facility.

Chapter 2 – ALTERNATIVES

2.1 Introduction

This chapter represents the range of alternatives initially developed and considered for the study, the process used to identify and screen the alternatives, and comparative discussions of the alternatives that have been recommended to be carried forward for more detailed evaluation. The No-Action or No-Build Alternative (the currently adopted CLRP for the region) is recommended to be retained for further detailed study consistent with the regulations of the National Environmental Policy Act (NEPA) and to serve as the baseline for alternatives comparison. A wide range of other alternatives was initially considered, based on the identified project purpose and need, suggestions received from citizens and members of the study Steering Committee, proposals included in other local and regional planning efforts, and the conditions and constraints of the study area. A screening process was used to identify the alternatives to consider in more detail, based on the defined project purpose and need, community input, environmental concerns, and engineering issues. Thus, the range of final conceptual alternatives includes the No-Build Alternative and three Conceptual Build Alternatives.

Three conceptual alternatives were ultimately selected by the members of the Eastern Connector Corridor Study Steering Committee as worthy of further testing and evaluation. Although somewhat general in nature, these alternatives are described in such a way that the combination of text and graphical illustrations allows for members of the general public to understand the basic elements of each option.

These alternatives represent the recommendations of the consultant team and the members of the Steering Committee based on the results of the technical analysis and discussions undertaken over the course of the project. These recommendations reflect present day and future year traffic forecasts relative to the definition of the project purpose and need; the review of previous planning and engineering studies in the Charlottesville/Albemarle County area; comments generated by the initial round of public information meetings held on May 22nd and May 24th, 2007 and associated stakeholder interviews; and discussions at the Steering Committee meetings conducted on a typical monthly or bi-monthly basis during 2007 and 2008.

The range of alternatives developed sought to take into account public comments, environmental constraints, and the results of the technical analysis outlining the magnitude and the spatial distribution of present day and projected future travel demands in the study area in the Year 2025. It is important to keep in mind that prior to the actual funding and implementation of any of these alternatives they would have to be added to the list of proposed transportation system improvements that are included in the currently

adopted fiscally constrained long-range transportation plan (LRTP) for Charlottesville and Albemarle County. Within just the defined boundaries of the Eastern Connector Study Area, the current LRTP includes such actions as:

- Construction of the US Route 250 Bypass / McIntire Road interchange;
- Reconstruction of approximately 1.6 miles of Proffit Road (VA Route 649) east of US Route 29 to a 4-lane urban cross section; and
- Construction of the Meadowcreek Parkway (Phase 1) from the US Route 250 Bypass to the Rio Road railroad overpass.

Thus the initial horizon year alternative can be viewed as the "Existing plus Committed" (or "No-Build") transportation system which includes all of the currently adopted LRTP highway, public transportation, bicycle, and pedestrian system improvement projects. This future base case alternative (which could be considered to be Alternative "0") serves as the basis against which the projected changes in system performance associated with all other potential improvement alternatives will be assessed.

2.2 Alternatives Development and Screening

2.2.1 Alternatives Development Process

A step-by-step process was used to identify and screen the alternatives. This process initially involved developing a full range of alternatives that could potentially meet the identified transportation needs of the study area and then narrowing the options to a set of Candidate Build Alternatives for further consideration. The group of preliminary alternative concepts was presented at a series of public information meetings in May 2007. Input received at those meetings was taken into consideration in determining which alternatives were eliminated and which merited further study.

This public input process continued over the remainder of 2007 and 2008 through discussions with the public and agency representatives on the project Steering Committee. The public input process culminated in the fall of 2008 with a formal presentation by County and consultant team staff at a regularly scheduled meeting of the Albemarle County Board of Supervisors and a subsequent City staff presentation at a regularly scheduled meeting of the Charlottesville City Council.

2.2.2 Review of Other Studies and Plans

Several other studies were reviewed to help identify conceptual alternatives that might meet the needs discussed in Chapter 1. The most relevant of these other studies were the following.

- US 29 North Corridor Transportation Study – Final Report, May 10, 2008. Prepared for the Thomas Jefferson Planning District Commission (TJPDC), the purpose of this study was to develop a context-sensitive, multimodal transportation plan for the approximately 11 mile long US 29 Corridor from the Route 250 Bypass north to the Albemarle County/Greene County line.

- Places29 Master Plan. Prepared on behalf of the Albemarle County Department of Community Development, this represented an amendment to the Albemarle County Comprehensive Plan to guide public and private interests related to land use and resources in the corridor along both sides of Route 29 between the Route 250 Bypass and the Albemarle/Greene County line.

- Pantops Development Plan. Prepared on behalf of the Albemarle County Department of Community Development, the Pantops Master Plan was approved by the Board of Supervisors on March 17, 2008. It provides a set of guiding principles and a framework for transportation, land use, design guidelines, and public infrastructure in the portion of Albemarle County along both sides of Route 250 from the Rivanna River east to the Route 250/I-64 interchange area.

2.3 Alternatives Eliminated from Detailed Study

❖ US Route 250 Corridor Upgrade

A number of the comments provided at the May 22nd and May 24th, 2007 public information meetings expressed the view that the currently observed congestion and delay issues along the US Route 250 corridor were concentrated in the area between the existing McIntire Road/Route 250 at-grade intersection and the Pantops area near the intersection of State Farm Road and Route 250. The Free Bridge carrying Route 250 and Route 20 across the Rivanna River was specifically cited by several persons as the worst problem area within this overall corridor.

This alternative would build upon the planned investments to construct both Phase 1 of the Meadowcreek Parkway between Rio Road and Route 250 and to replace the existing McIntire Road/Route 250 signalized intersection with a grade separated interchange. The focus of the alternative would be on improving the capacity and operations of that portion of the Route 250 corridor between the proposed McIntire Road/Route 250 interchange and the existing Route 250 interchange with I-64. As illustrated on **Figure 2-1**, the suggested improvements would be as follows:

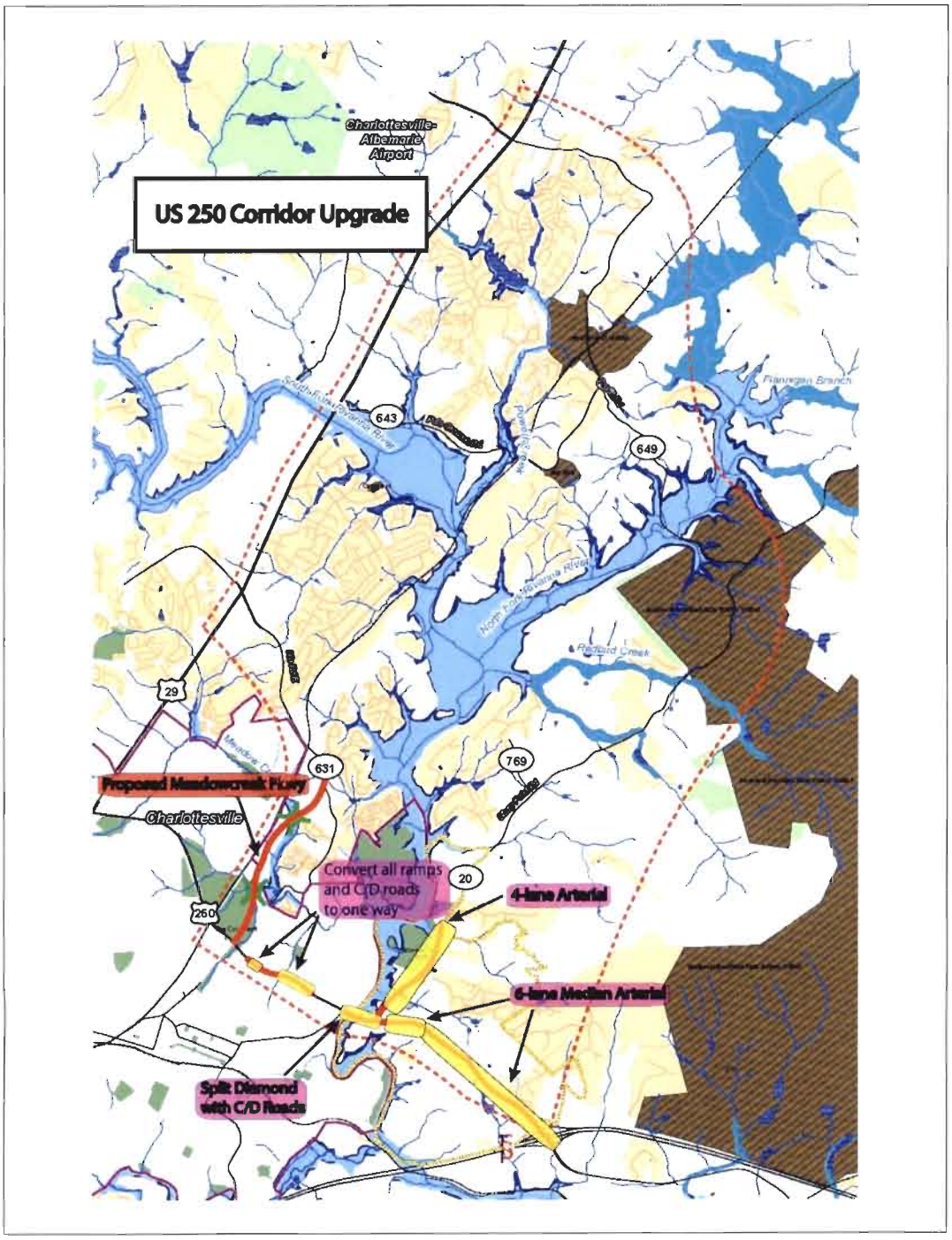
- Operational and safety improvements to the existing Park Street and Locust Avenue/Saint Clair Avenue interchanges with the Route 250 Bypass. These improvements would focus on converting the current two-way traffic movements on the interchange ramps at these junctions to one-way movements. While access

to and from a small number of homes would be effected by this action, traffic and pedestrian safety would be improved.

- Creation of a split diamond configuration with connecting service roads, urban interchange from the area west of the High Street/River Road junction with Route 250 across the Rivanna River to the area of the Stony Point Road (Route 20)/Riverbend Drive junction with Route 250. The existing at-grade signalized intersections of Route 250 with High Street and Stony Point Road would be replaced by urban style interchanges. This would allow through traffic movements in the Route 250 corridor and turning movements to and from High Street and Stony Point Road to be physically separated from each other.

- Widening and reconstruction of Route 250 from Stony Point Road east to the I-64 interchange to a six-lane, median-divided urban arterial cross section with improved access management to adjacent development parcels. The existing five-lane cross section with a two-way median left turn lane on Route 250 from just east of the Route 20 intersection to the crest of the hill would be replaced with a median divided cross section. From this area east to the I-64 interchange, the existing 4-lane median divided cross section would be widened to a 6-lane median divided cross section.

Figure 2-1: US Route 250 Corridor Upgrade



Appropriate bicycle and pedestrian improvements would be incorporated into this alternative concept from the McIntire Road/Route 250 interchange east to the I-64/Route 250 interchange. This alternative would concentrate investments into an existing major

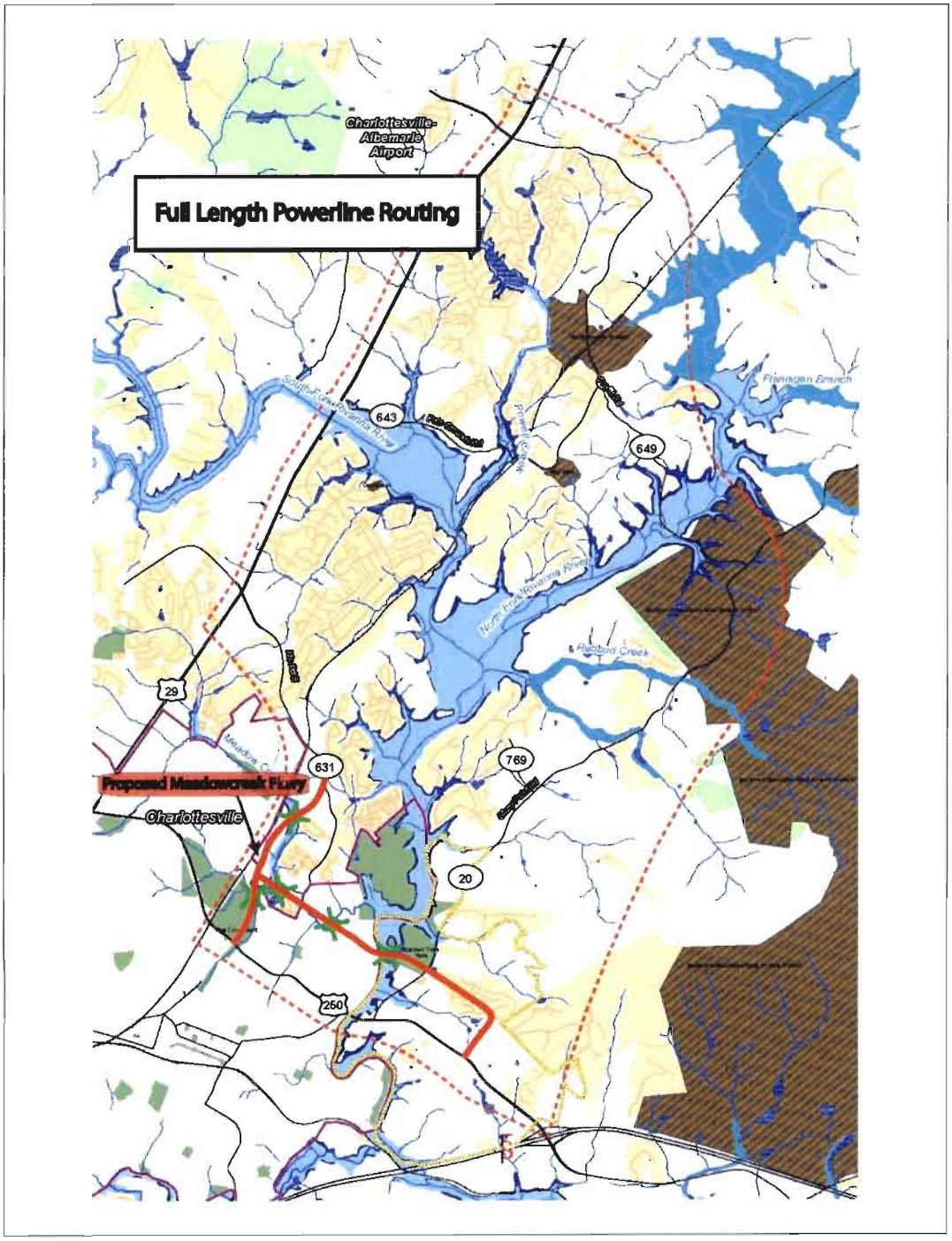
transportation corridor rather than attempting to divert traffic to other currently existing corridors or facilities which would have to be newly constructed.

The concept for construction of a split diamond urban interchange with connecting service roads between the High Street/River Road/Route 250 and Route 250/Route 20 junctions has the potential to add four more travel lanes (two lanes on each of the two one-way service roads) across the Rivanna River. The river crossing capacity of the US Route 250 corridor would thus increase from the current six lanes to 6 + 4 = 10 travel lanes.

- ❖ Full Length Power Line Routing and New Rivanna River Crossing

This alternative seeks to make use of the existing high voltage power line rights of way through the study area across the Rivanna River to create a more comprehensive subarea transportation system. As illustrated on **Figure 2-2**, this alternative would begin on the west at a new junction with the planned Phase 1 Meadowcreek Parkway facility and then proceed east running parallel to the existing high voltage power line right of way. New bridges would be required to carry this proposed urban street type cross section facility across Schenks Branch, Meadow Creek and the Rivanna River. This general alignment would avoid any physical impacts on Pen Park but would likely entail some minor impacts on those portions of Darden Towe Park through which the power lines currently run.

Figure 2-2: Full Length Power Line Routing and New Rivanna River Crossing



The alternative routing would continue east to a junction with Route 20 and then continue east through the Fontana residential community following the power line right of way. At the east side of the Fontana community, the new facility would turn to the south to intersect with Route 250 at the existing State Farm Road intersection.

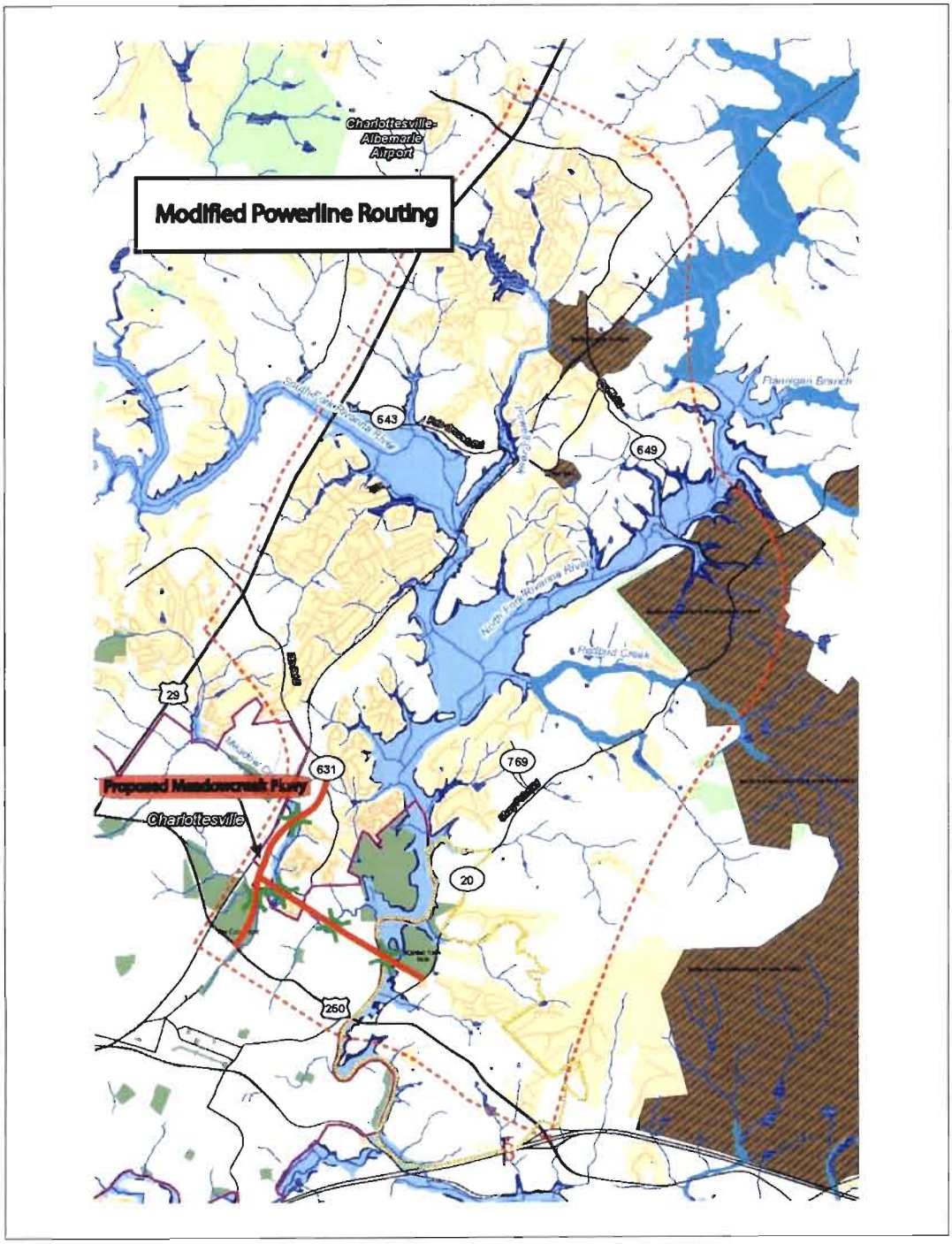
In order to minimize potential impacts on those residential communities in Charlottesville and Albemarle County through which it would pass, it is suggested that this new location facility be constructed as a two-lane city street incorporating appropriate bicycle and pedestrian facilities and a context sensitive design philosophy To the degree possible and reflective of topographical constraints, at-grade connections to existing public streets would be provided at Rio Road, Holmes Avenue, Locust Avenue, River Road, Stony Point Road (Route 20), and one or two of the major streets in the Fontana community. Alternatively, grade separations without connections or the allowance of only right-turn in and right-turn out connections to some or all of the effected residential streets could be incorporated into the design. At a minimum, this new facility would include junctions with Meadowcreek Parkway, Route 20 and Route 250.

By the provision of a new Rivanna River crossing and direct linkages to the US Route 250 East, VA Route 20 North, and Phase 1 Meadowcreek Parkway facilities, this "Power Line Alignment" alternative appears to have the potential to fill in a "missing link" in the regional transportation system.

- ❖ Modified Power Line Routing

A somewhat less disruptive option to Alternative #4 might connect only the Meadowcreek Parkway on the west with Route 20 on the east. This alternative, also shown on **Figure 2-3**, would still basically follow the power line right of way between Meadowcreek Parkway and River Road. To the east of River Road, the alignment would divert slightly to the south and connect to Elk Drive and follow this existing facility along the southern edge of Darden Towe Park to Route 20.

Figure 2-3: Modified Power Line Routing

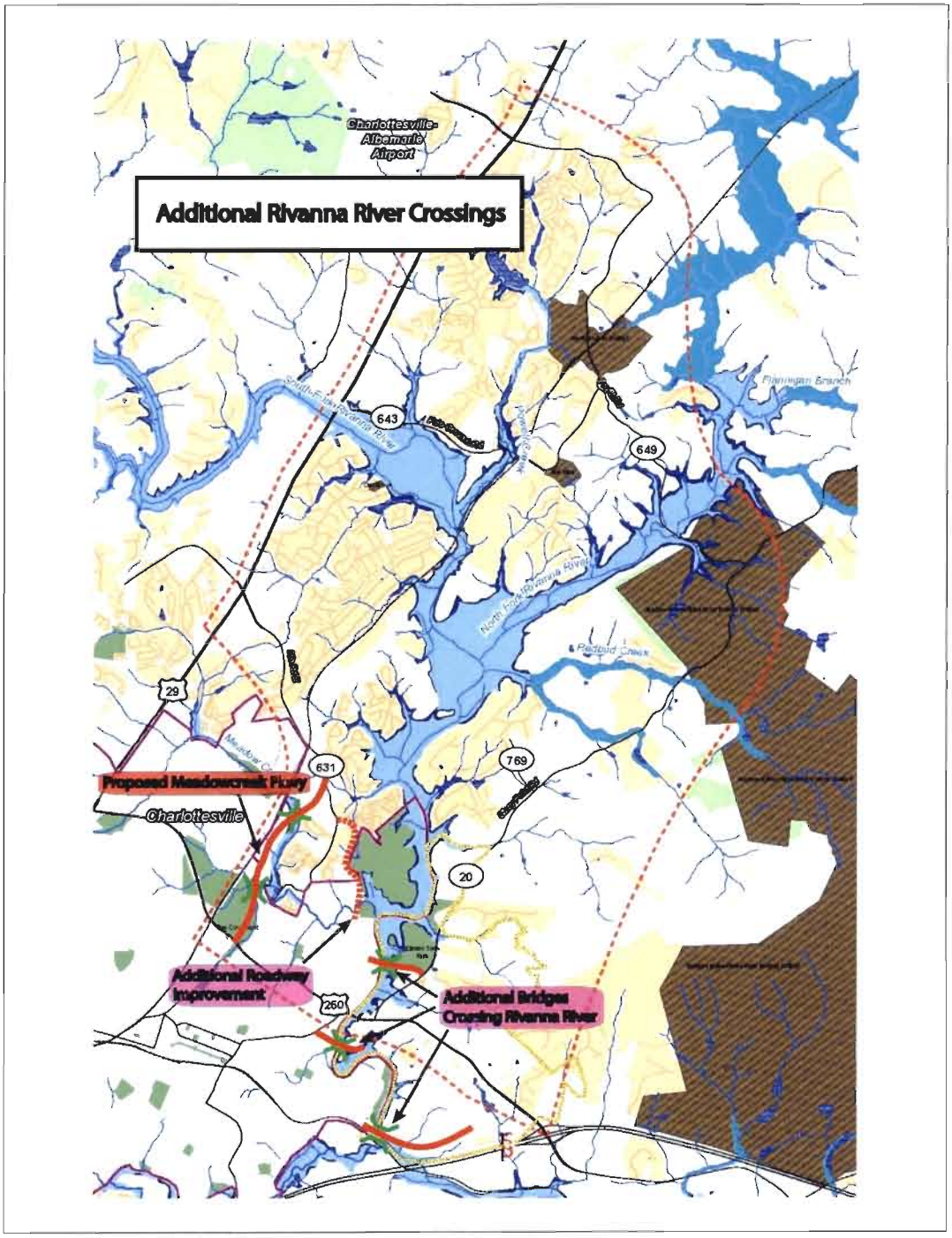


From this eastern junction, the movement of traffic to and from US Route 250 would have to follow the routing of existing Route 20 between Elk Drive and Route 250. This might require additional improvements to the impacted section of Route 20.

- Additional Rivanna River Crossings

An alternative suggested by a number of the public meeting participants was the need to provide additional crossings of the Rivanna River to both the north and the south of the existing US Route 250 (Free Bridge) crossing point. The relevant comments suggested this as a way to create additional pathways across the river in addition to the Free Bridge and help structure a more comprehensive traffic circulation system within the urbanized area. The general alignment concepts for the several potential new river crossings described in the following paragraphs are illustrated on **Figure 2-4**.

Figure 2-4: Additional Rivanna River Crossings



In the context of this project, a new "north" river crossing could be provided to link Elk Drive on the east side of the river with River Road on the west side of the river. In addition to this basic linkage, an additional new location local street segment could be provided to connect the River Road/Locust Avenue intersection with Pen Park Lane and/or Pen Park Road. This would create an opportunity to provide improved local connectivity between Rio Road and the new Rivanna River crossing.

To the south side of Free Bridge, at least one and perhaps as many as two new river crossings could be provided to link the City of Charlottesville's local street network with the internal roadways within the Pantops area. One of these could be envisioned as a connection between High Street (US Route 250 Business/VA Route 20) and perhaps Riverbend Road serving the south end of the Pantops Shopping Center. Vehicles crossing the Rivanna River on this new southern bridge could easily connect with Pantops Drive and development areas further to the east.

A second southern crossing alternative could take the form of an extension of Market Street through the Carlton Business Park area generally parallel to the east-west CSX Railroad mainline tracks. After crossing the Rivanna River, this new street could connect with Willis Drive and then link to the internal road network serving the Peter Jefferson Place development.

The construction of either or both of these new south side river crossings would allow for more direct and less congested connections between Downtown Charlottesville and the Pantops portions of the urban area than is now possible with all traffic having to use the existing US Route 250 Free Bridge to cross the Rivanna River. With the planned relocation of the main Martha Jefferson Hospital facilities from their existing location in downtown Charlottesville to the Peter Jefferson Place area of Pantops, these new south side connections would provide improved alternative pathways for hospital employees, patients, and visitors to travel back and forth across the river.

All of these potential new north side and south side river crossings would be constructed as city street type facilities, with a single vehicle travel lane in each direction and appropriate bicycle and pedestrian system elements.

2.4 No-Build Alternative

The range of alternatives developed sought to take into account these public comments, environmental constraints, and the results of the technical analysis outlining the magnitude and the spatial distribution of present day and projected future travel demands in the study area in the Year 2025. It is important to keep in mind that prior to the actual funding and implementation of any of these alternatives they would have to be added to the list of proposed transportation system improvements that are included in the currently adopted fiscally constrained long-range transportation plan (LRTP) for Charlottesville and Albemarle County. Within just the defined boundaries of the Eastern Connector Study Area, the current LRTP includes such actions as:

- Construction of the US Route 250 Bypass / McIntire Road interchange;
- Reconstruction of approximately 1.6 miles of Proffit Road (VA Route 649) east of US Route 29 to a 4-lane urban cross section; and
- Construction of the Meadowcreek Parkway (Phase 1) from the US Route 250 Bypass to the Rio Road railroad overpass.

Thus the initial horizon year alternative can be viewed as the "Existing plus Committed" (or "No-Build") transportation system which includes all of the currently adopted LRTP highway, public transportation, bicycle, and pedestrian system improvement projects. This future base case alternative (which could be considered to be Alternative "0") serves as the basis against which the projected changes in system performance associated with all other potential improvement alternatives will be assessed.

2.5 Combination Alternatives Eliminated from Detailed Study

Each of the alternative improvement concepts described above could be implemented either independently or in combination with one or more of the other options. The first round of alternatives testing and evaluation will thus combine several of the independent options into a group of more comprehensive system wide improvements. The results of testing these multiple improvement options were then compared to the results associated with the testing and evaluation of each independent alternative.

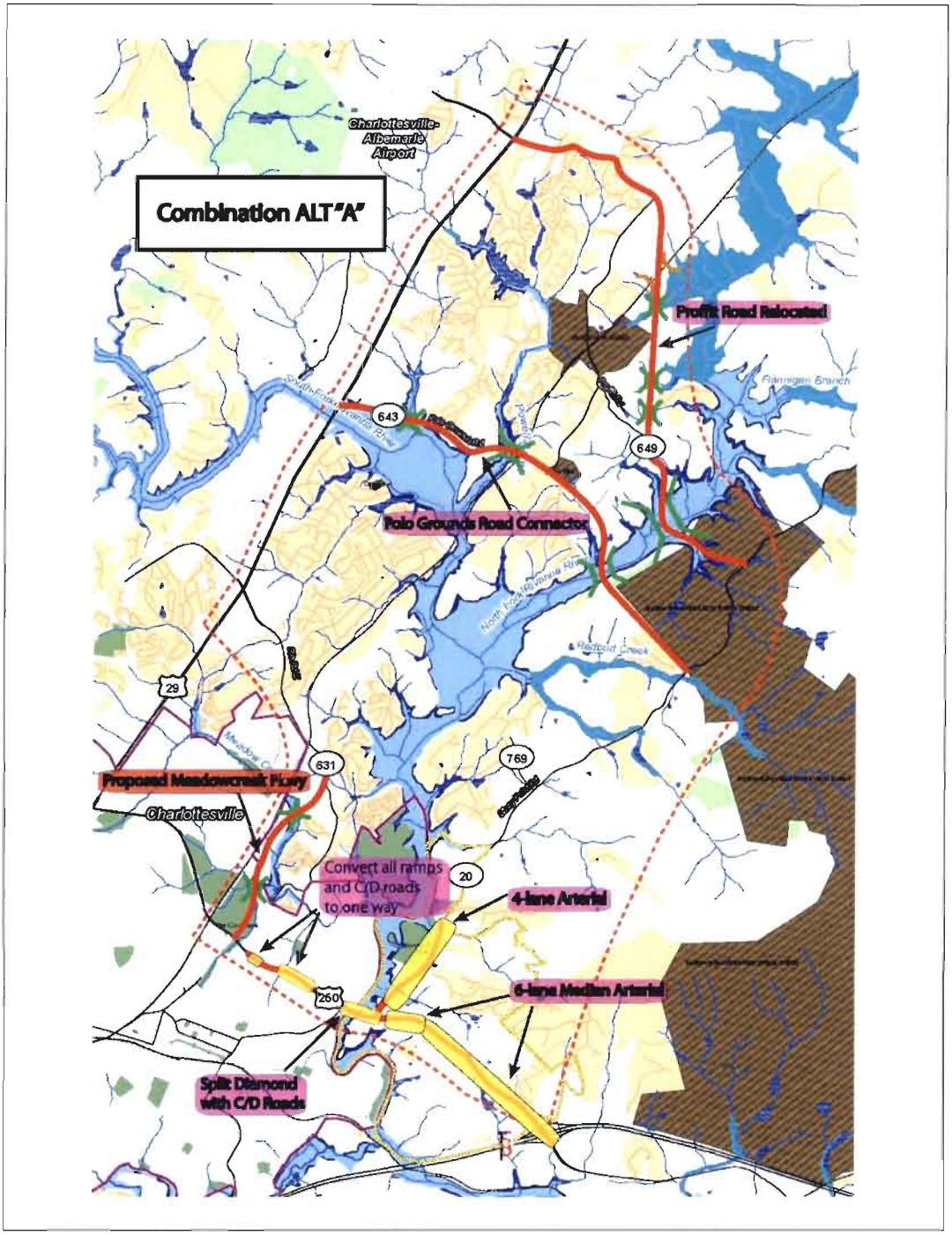
❖ Combination Alternative "A"

Combination Alternative "A" can be viewed as a "Northern Study Area Improvements Emphasis" option. (See **Figure 2-5**) This alternative would consist of all the following independent alternatives:

- Profitt Road (Route 649) Relocated
- Polo Grounds Road (Route 643) Connector
- US Route 250 Corridor Upgrade

These three basic elements include both improvements to existing roadways as well as some sections of new location alignment. This combination alternative would provide one new crossing of the Rivanna River as part of the Polo Grounds Road Connector system element.

Figure 2-5: Combination ALT "A"



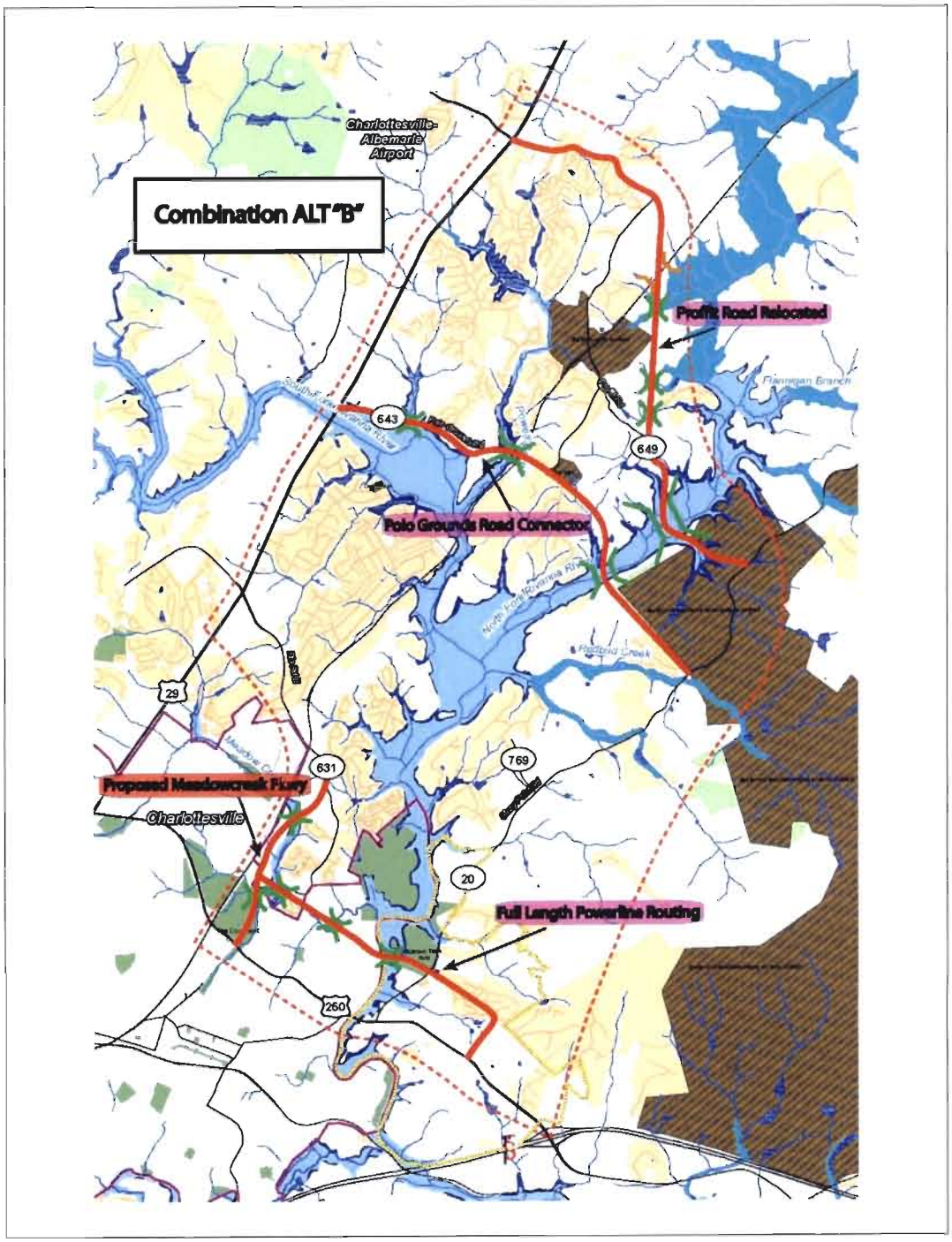
❖ Combination Alternative "B"

As illustrated on **Figure 2-6**, this combination alternative also represents a "Northern Study Area Improvements Emphasis" and would consist of the following independent alternatives:

- Profitt Road (Route 649) Relocated
- Polo Grounds Road (Route 643) Connector
- Full Length Power Line Routing and New Rivanna River Crossing

This alternative, particularly its "Full Length Power Line Routing and New Rivanna River Crossing" element can be viewed as being one of the more physically challenging overall improvement concepts. Not only would this latter alternative element add a second new crossing of the Rivanna River in addition to that associated with the Polo Grounds Road Connector, but it would require the construction of new location streets through existing residential communities in both the City of Charlottesville and Albemarle County in order to link, respectively, Meadowcreek Parkway on the west and US Route 250 on the east.

Figure 2-6: Combination ALT "B"



❖ Combination Alternative "C"

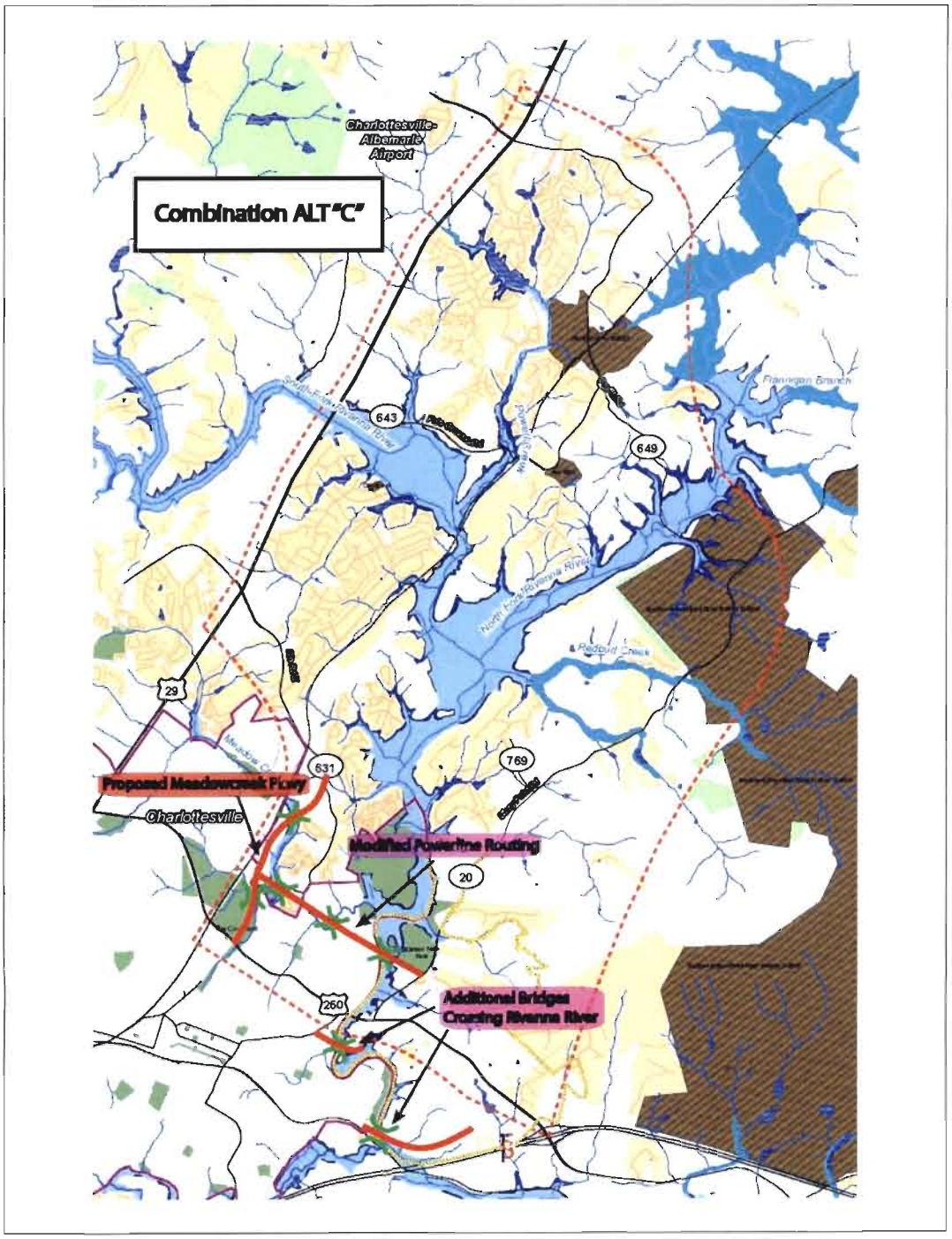
This alternative is illustrated on **Figure 2-7**, and would consist of the following elements:

- Modified Power Line Routing
- Additional Rivanna River Crossings (only the two suggested south side crossings)

This alternative can be viewed as providing an incremental increase in system connectivity beyond that envisioned for Alternative #6 by itself. This incremental increase in connectivity relates to the new linkage provided between the Meadowcreek Parkway on the west and Route 20 on the east.

Overall, this combination alternative would result in the provision of three new river crossings, one associated with the "Modified Power Line Routing" and the two suggested south side crossings. In total, these three new 2-lane crossings would provide six lanes of additional river crossing capacity over and above the six lanes now provided at the US Route 250 Free Bridge crossing point.

Figure 2-7: Combination ALT "C"



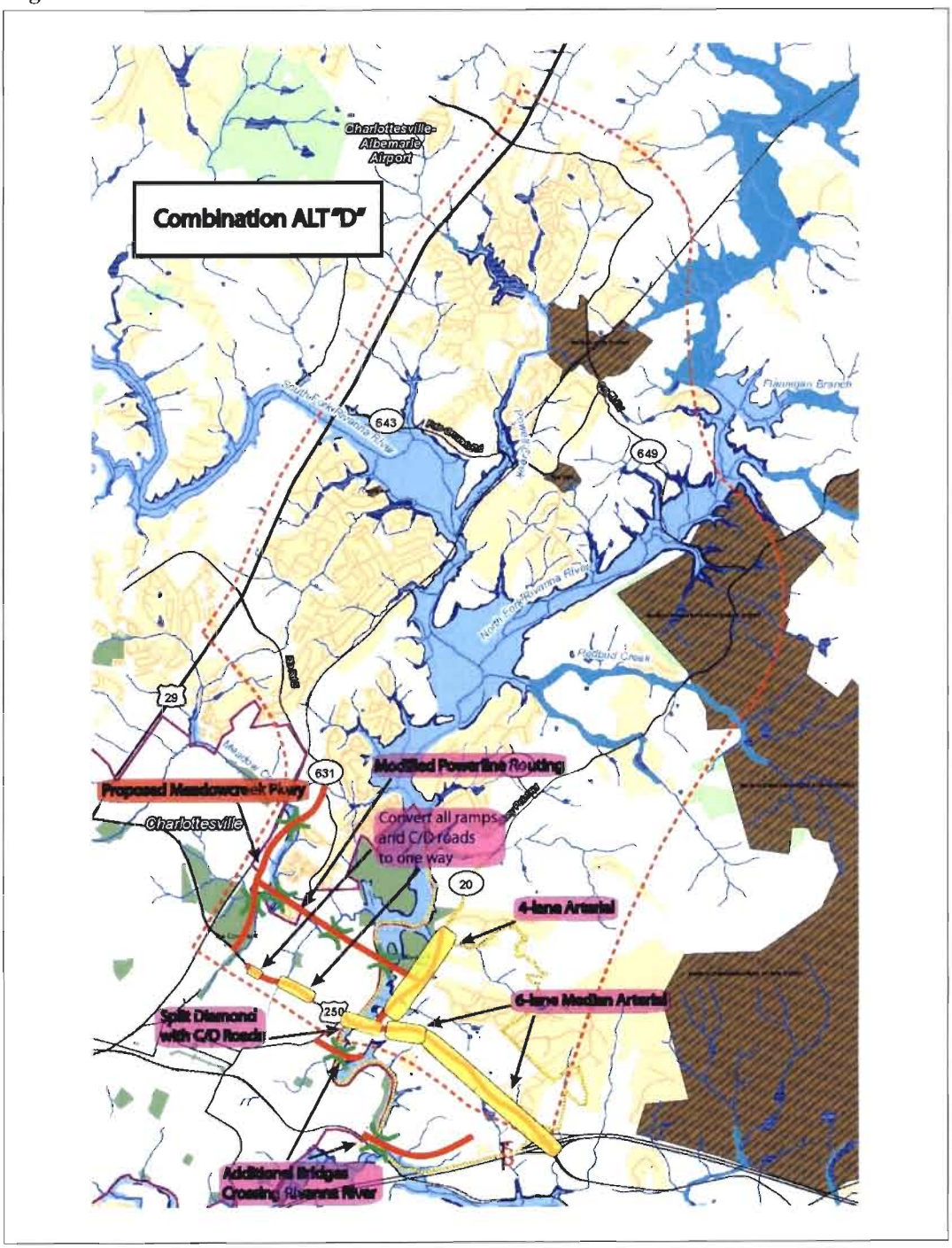
❖ Combination Alternative "D"

This alternative is illustrated on **Figure 2-8**, and would consist of the following elements:

- US Route 250 Corridor Upgrade
- Modified Power Line Routing
- Additional Rivanna River Crossings (only the two suggested south side crossings)

This alternative can be viewed as having a central study area emphasis, both due to the proposed improvements to the US Route 250 corridor itself, as well as the addition of three (3) new Rivanna River crossings associated with Alternative #5 and Alternative #6, respectively.

Figure 2-8: Combination ALT "D"



❖ Combination Alternative "E"

As shown on **Figure 2-9**, this system alternative could be described as the "Does Everything" option. It would consist of the non-duplicative individual improvement alternative elements listed below:

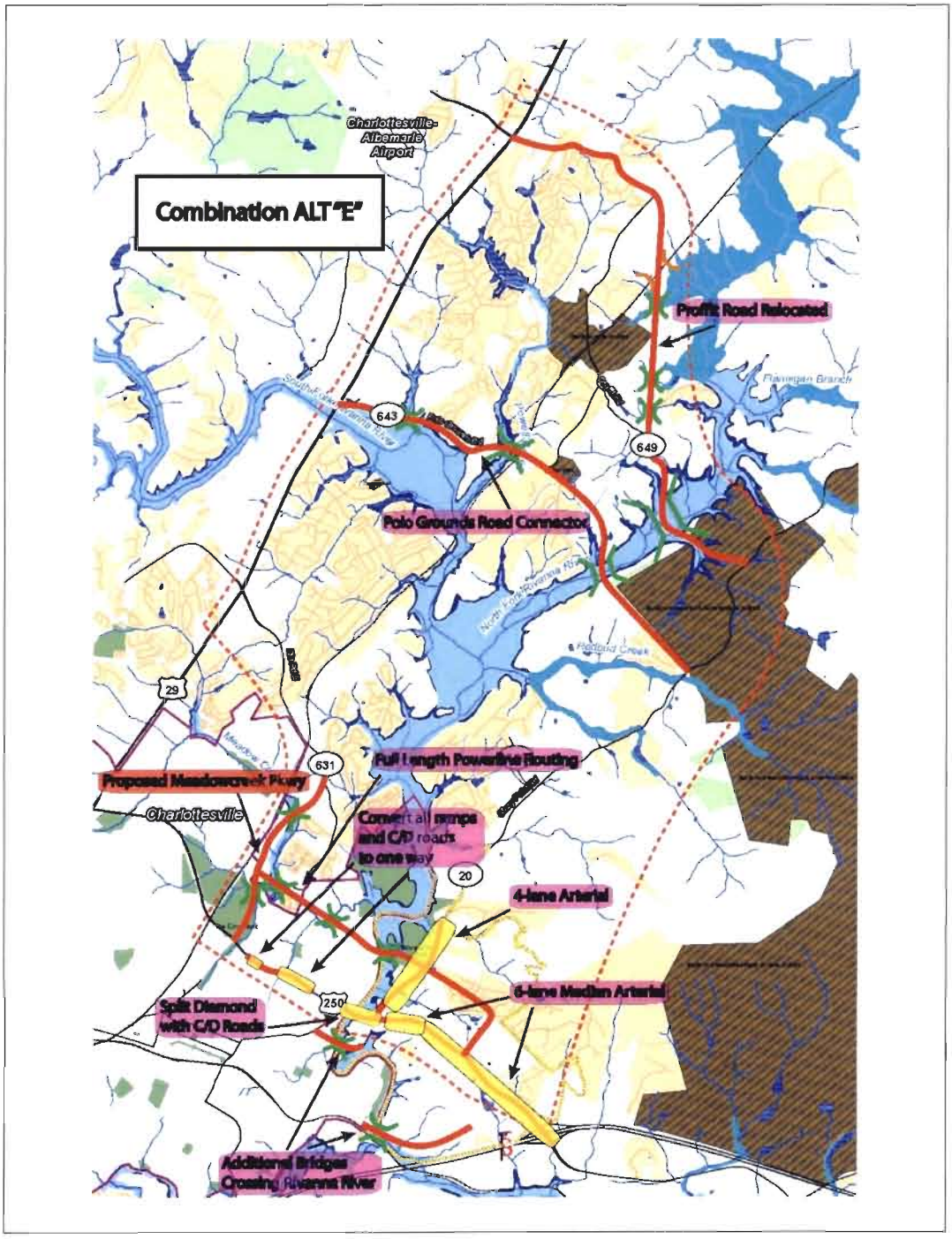
- Profitt Road (Route 649) Relocated
- Polo Grounds Road (Route 643) Connector
- US Route 250 Corridor Upgrade
- Full Length Power Line Routing and New Rivanna River Crossing
- Additional Rivanna River Crossings (only the two suggested south side crossings)

In total, this alternative would provide four additional crossings of the Rivanna River. With each of these new crossings assumed to have a two-lane cross section, a total of eight lanes of additional capacity would be added to the river crossing capacity. This would result in an ultimate total of:

- 2 existing lanes on Route 649
- + 2 new lanes on Route 643
- + 10 lanes (existing and new) on US Route 250
- + 2 new lanes on the Power Line Routing
- + 4 new lanes on the two south side crossings
- = 20 total lanes of river crossing capacity.

By contrast, the existing roadway system provides only 2 lanes on Route 649 and 6 lanes on the US Route 250 Free Bridge, for a total of 8 lanes of river crossing capacity.

Figure 2-9: Combination ALT "E"



2.6 Build Alternatives Carried Forward

Alt. 1 - Proffit Road (VA Route 649) Relocated.

This alternative would define the Eastern Connector as following the general alignment of the existing Proffit Road corridor between US Route 29 and VA Route 20. The western portion of this corridor, from the US Route 29 intersection east for approximately 1.6 miles, is included in the current LRTP and the associated Short Range Transportation Improvement Program (TIP) for the region as a funded improvement project. This project envisions reconstruction of the existing 2-lane rural cross section type roadway to a 4-lane urban cross section facility with sidewalks. Beyond the eastern limits of this project, a relocated section of VA Route 649 would be constructed on new alignment.

As illustrated on **Figure 2-10** and **Figure 2-10A** this new location facility would be constructed to the north and east of the defined Proffit Historic District and would provide an additional grade separated overpass of the Norfolk Southern mainline railroad tracks. The basic cross section of this new facility is envisioned as being a two-lane, rural collector type roadway with parallel bicycle and pedestrian paths.

Figure 2-10: Proffit Road Relocated

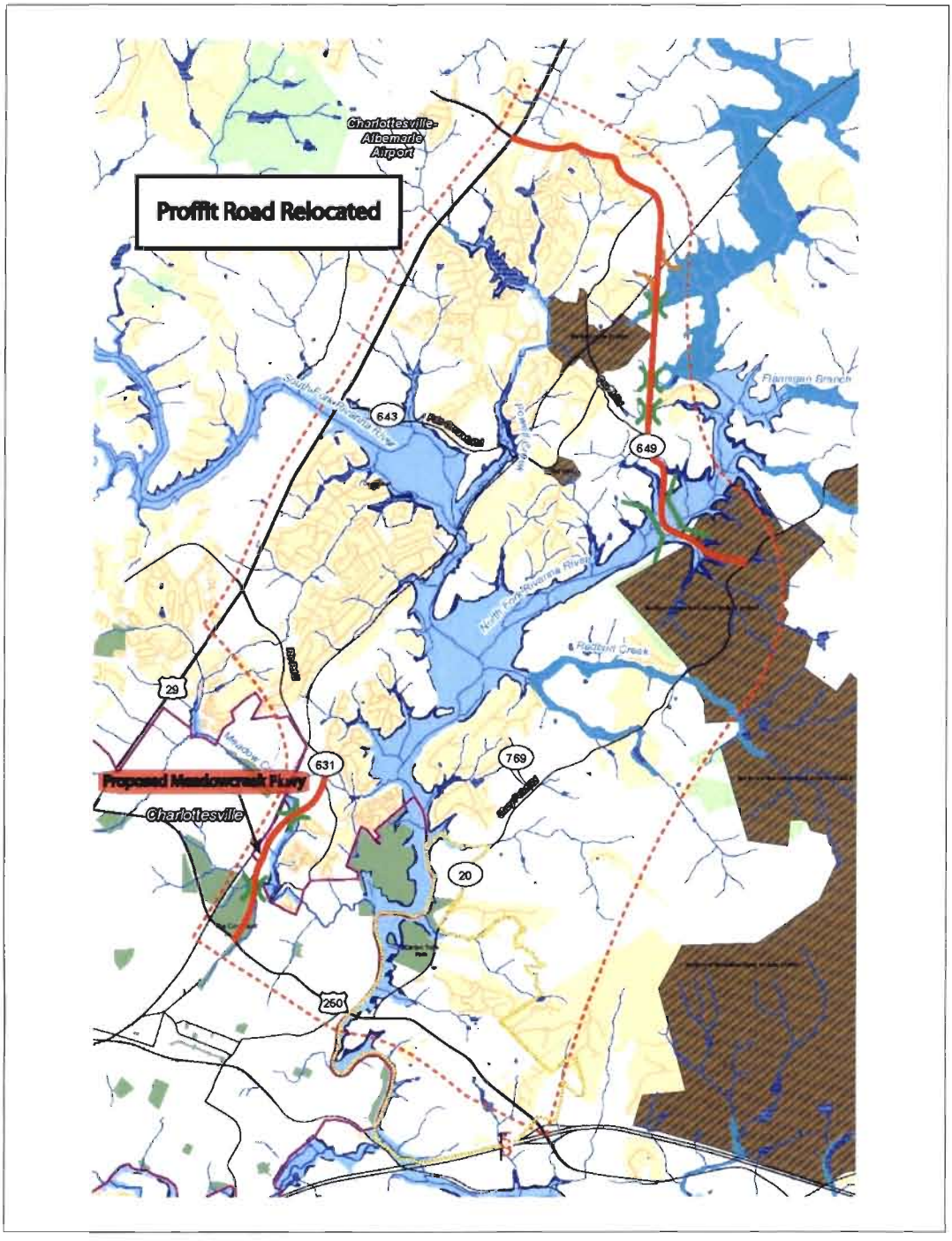
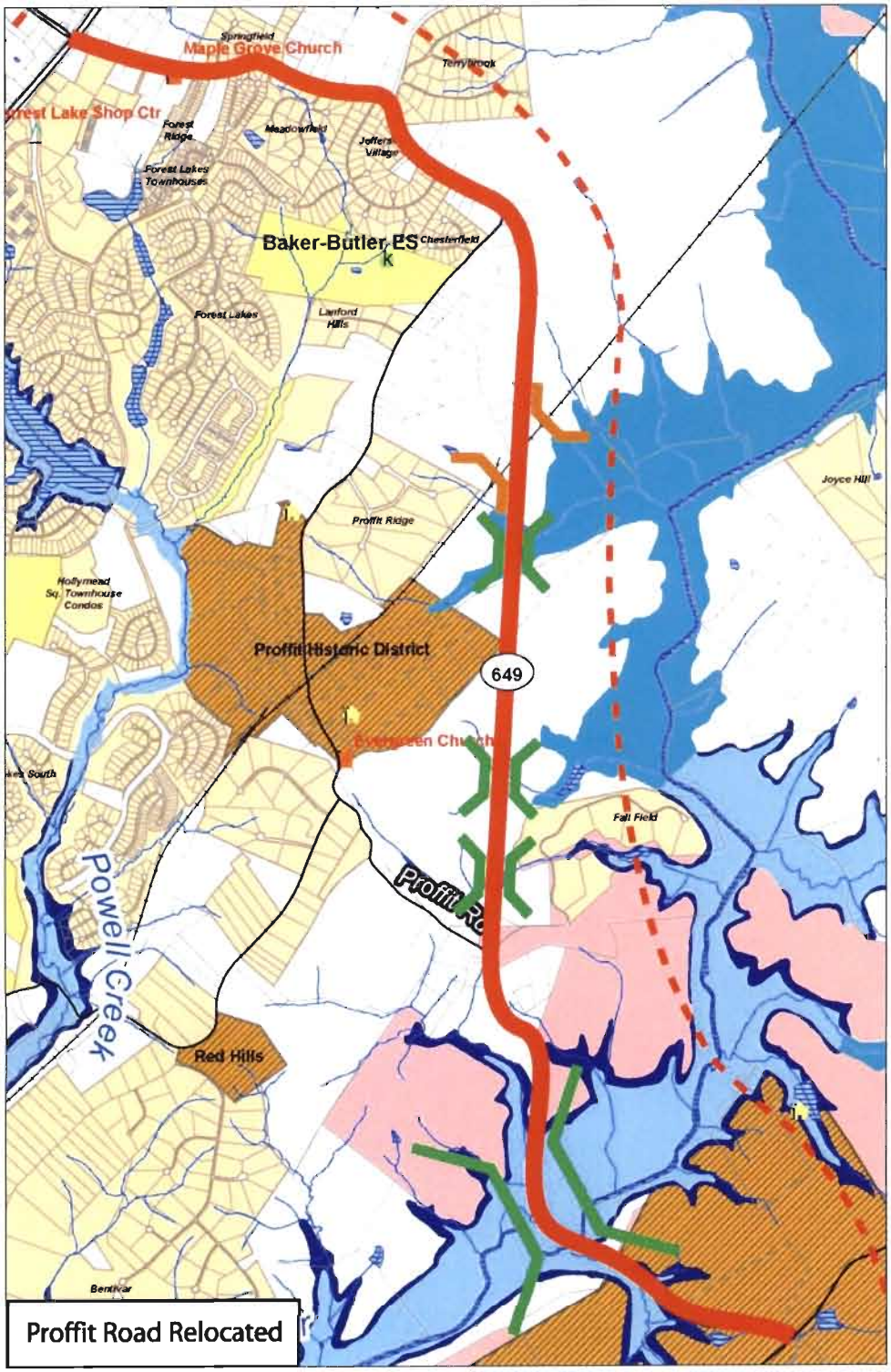


Figure 2-10A: Proffit Road Relocated (Focus Area)



The new location section of the corridor would rejoin existing VA Route 649 near the western edge of the North Fork Rivanna River floodplain and then continue along the existing alignment east to the intersection of VA Route 649 with VA Route 20. It is anticipated that a traffic signal would be installed at the VA Route 649/VA Route 20 intersection and that the intersection approach legs would be improved to provide dedicated turn lanes as might be required.

The new location portion of this corridor would divert through traffic from the Proffit Historic District and reduce traffic volumes which must now use the oldest and most physically and operationally constrained portions of VA Route 649 to travel between VA Route 20 and US Route 29.

A companion action would reconfigure the two existing closely spaced but slightly offset T-configuration intersections of VA Route 769 with VA Route 20 in the Key West area into a single, four-approach leg intersection. At a minimum, separate left turn lanes would be provided on both the northbound and southbound VA Route 20 approaches to this single combined reconfigured intersection.

Alt. 2 - Polo Grounds Road (VA Route 643) Connector

This alternative would follow the existing alignment of Polo Grounds Road (VA Route 643) from the VA Route 643/US Route 29 junction east to approximately the current single lane railroad underpass. As described in the currently adopted LRTP, this very narrow underpass is planned to be replaced by a modern two-lane overpass or underpass structure. From a point just east of the railroad line, a new location alignment for Polo Grounds Road (VA Route 643) would be defined. As shown on **Figure 2-11** and **Figure 2-11A**, this new alignment portion of the corridor could be located adjacent to the Red Hills property and north of the Bentivar community, include a new crossing of the Rivanna River and its floodplain, and parallel the southern boundary of the Southwest Mountains Rural Historic District and the northern boundary of the Redbud community to terminate at VA Route 20 near the VA Route 20 intersection with Hammocks Gap Road (VA Route 612).

Figure 2-11: Polo Grounds Road Connector

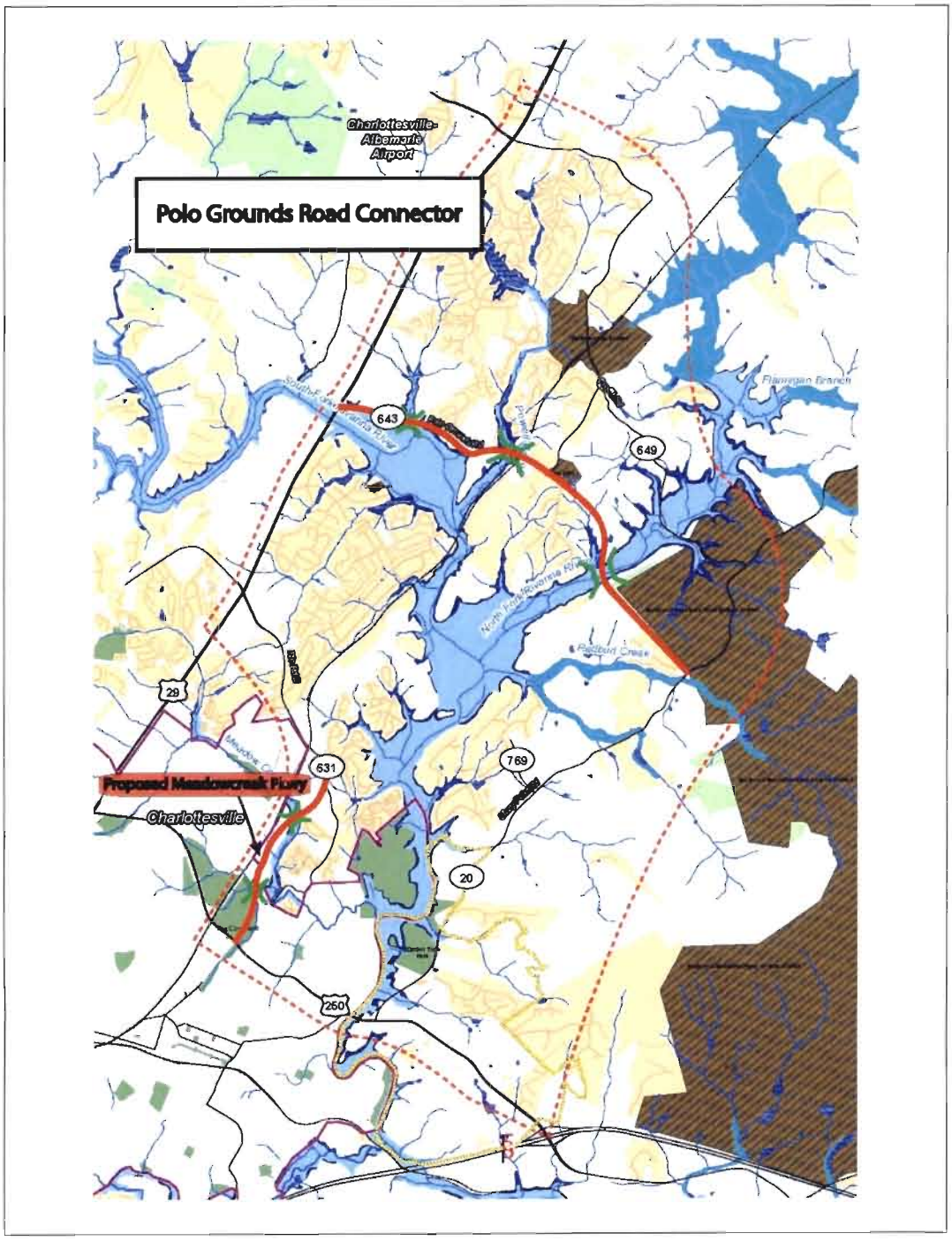
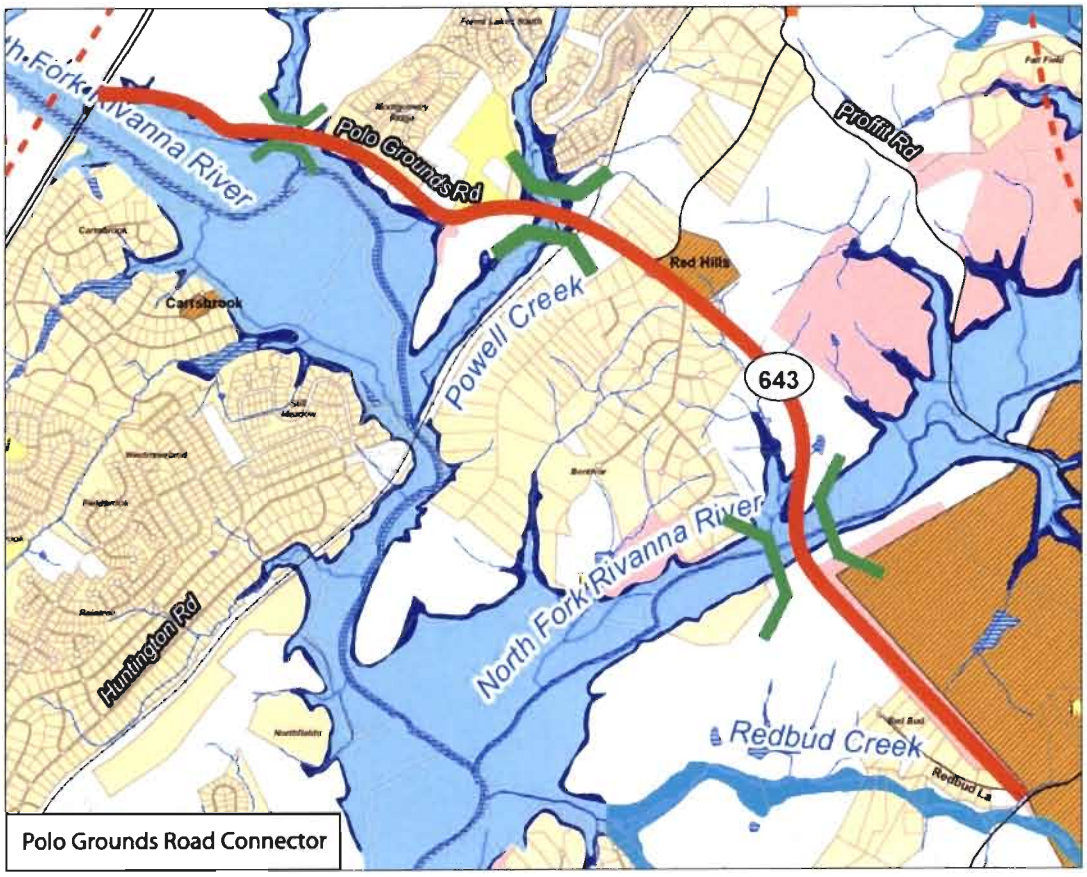


Figure 2-11A: Polo Grounds Road Connector (Focus Area)



Between the US Route 29 and VA Route 20 terminus points, the basic cross section of the improved Polo Grounds Road (VA Route 643) Connector would be that of a two-lane, rural collector type roadway with parallel bicycle and pedestrian paths. As was the case with the Proffit Road alternative described above, a companion action would reconfigure the two closely-spaced offset T-configuration intersections of VA Route 769 with VA Route 20 in the Key West area into a single, four-approach leg intersection.

Alt. 3 - Rio Road to VA Route 20 via Pen Park

As shown on **Figure 2-12** and **Figure 2-12A**, this alternative would connect US Route 250 and the proposed Meadowcreek Parkway/Rio Road corridor with a roadway alignment that passes directly through Pen Park. It creates a new connection from Whitehouse Court to VA Route 20. It also improves the roadway section on VA Route 20 between US Route 250 and Elk Drive. This alternative follows the existing alignment of VA Route 20 from the VA Route 20 / US Route 250 junction north to approximately Cason Farm Road. Then a new section of roadway is extended west from VA Route 20 along the northern edge of Darden Towe Park to cross the Rivanna River and to eventually connect to the existing Pen Park Road. Following the existing Pen Park Road through Pen Park itself, the roadway continues to the area of the junction of the proposed Meadowcreek Parkway (Phase 1) with Rio Road.

This alternative was one of the original concepts that the Virginia Department of Transportation (VDOT) examined during the early stages of the US Route 29 Bypass study and the earlier 1985 CATS regional transportation plan development. It is viewed by the project Steering Committee members as providing a good connection in the study area and is thought to potentially be one of the more cost effective alternatives.

Figure 2-12: Rio Road to VA Route 20 via Pen Park

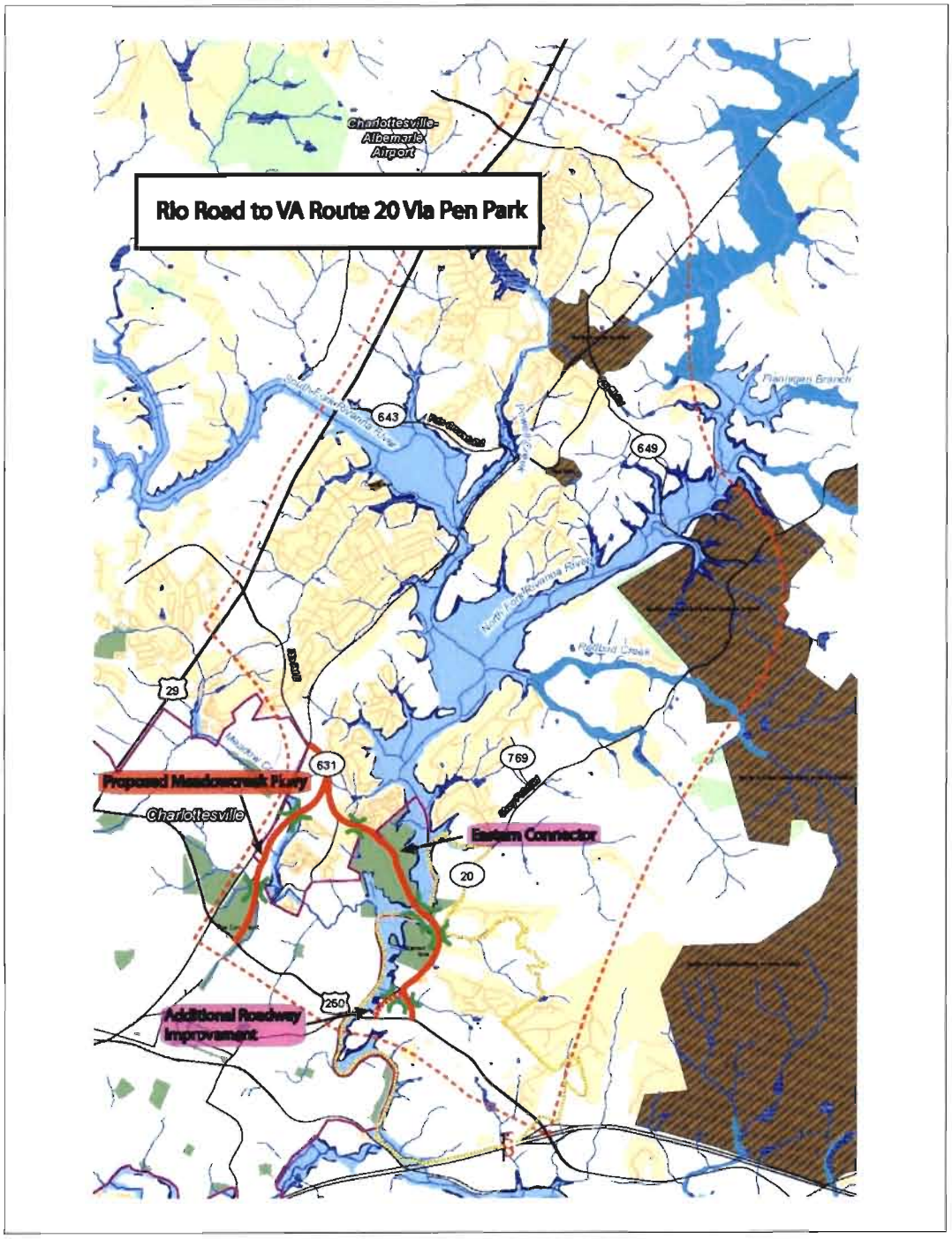
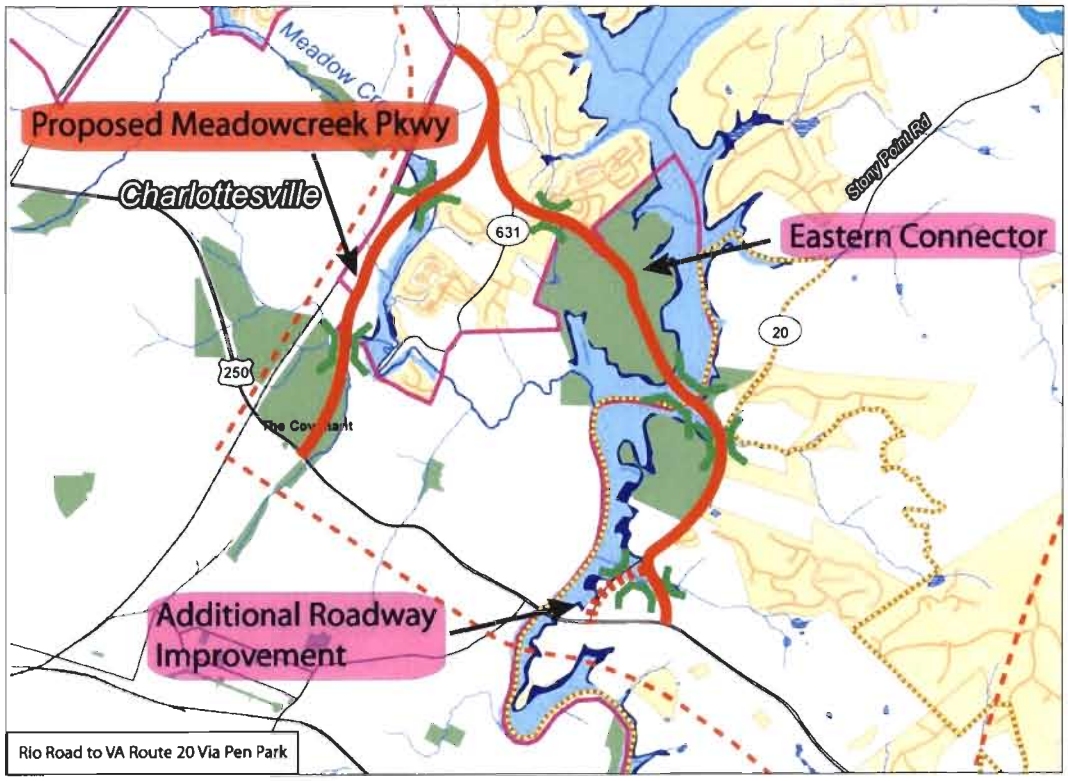


Figure 2-12A: Rio Road to VA Route 20 via Pen Park (Focus Area)



Concluding Remarks

It is the opinion of the consultant team and the project Steering Committee membership that the range of alternatives described on the preceding pages represents a reasonable range of the minimum and maximum level of improvements that could be potentially implemented in the study area to improve east-west connectivity in this portion of the Charlottesville/Albemarle County urbanized area.

Chapter 3 – STUDY AREA ENVIROMENT AND POTENTIAL IMPACTS

3.1 Issues Identification

The final three conceptual alternatives selected by the members of the Eastern Connector Corridor Study Steering Committee for further evaluation all have a number of potential environmental issues and considerations associated with their construction. The following table summarizes the major physical and environmental issues associated with each alternative that have been identified through the course of the study process.

Table 3-1 Summary of Major Physical and Environmental issues of the Alternatives

Alternative Corridor	Major Physical and Environmental Issues
Alt. 1 – Proffit Road Corridor	• Proffit Historic District • Norfolk Southern Railroad • North Fork Rivanna River • Southwest Mountain Rural Historic District • Route 20 Corridor
Alt. 2 – Polo Grounds Road Corridor	• Powell Creek Stream Valley • Norfolk Southern Railroad • Bentivar Community • Red Hill Historic Site • North Fork Rivanna River • Southwest Mountain Rural Historic District • Redbud Creek • Route 20 Corridor
Alt. 3 – Rio Road to Route 20 / Route 250 Corridor	• Dunlora, River Run, Pen Park, Rio Heights, Locust Grove, Key West, Franklin, and Fontana Communities • Pen Park • Darden Towe Park • Rivanna River

As shown in the above table, **Alternative 1** (Proffit Road Corridor) has the potential to affect two historic areas, which are the Proffit Historic District and the Southwest Mountain Rural Historic District. The proposed alignment through these areas should be designed to avoid taking properties from these historic sites. Currently the Norfolk Southern Railroad tracks overpass Proffit Road with a one-lane bridge above the railroad, which is a dangerous site for traffic operation. Alternative 1 would provide an additional

two-lane grade separated overpass of the Norfolk Southern mainline railroad tracks to the north of the Proffit community. The proposed alignment will be crossing the North Fork Rivanna River, which is another physical issue to be overcome. For Alternative 1, with the proposed alignment, the Route 20 Corridor may also need to be improved to increase the capacity to accommodate the projected volumes increases through the proposed alignment of this alternative.

For **Alternative 2** (Polo Grounds Road Corridor), several historic sites may be affected. These sites are Red Hill Historic Site and Southwest Mountain Rural Historic District. The proposed alignment will pass south part of Red Hill Historic Site and the south edge of Southwest Mountain Rural Historic District. The existing alignment of Polo Grounds Road currently crosses the Norfolk Southern Railroad tracks via a narrow single-lane underpass structure with restrictive horizontal and vertical alignment on the approach roadway. Alternative 2 would eliminate the existing underpass and replace it with a new location two-lane overpass grade separation of the railroad. This alternative will also need a new bridge crossing North Fork Rivanna River. Powell Creek Stream Valley, Bentivar Community and Redbud Creek are the communities this alternative may require some right-of-way for the construction of the proposed alignment. Similar to Alternative 1, Alternative 2 may also need some level of improvement for the Route 20 Corridor to accommodate the projected increase in traffic demand associated with the new river crossing.

Based on the traffic analysis, by comparing to the other two alternatives, **Alternative 3** will shift a higher percentage of the projected traffic volumes from the US 250 / Free Bridge corridor to the proposed alignment. However, this alignment will pass through or immediately adjacent to the existing Pen Park and Daren Towe Park. It is expected that this alternative will be opposed by many of the local residents. Since the parks are both publicly owned and funded at least in part by the Federal government, this alternative also needs application of the Section 4(f) procedures in order to get the approval for using the land.

Several residential communities would also likely be affected by this alternative. These are the Dunlora, River Run, Pen Park, Rio Heights, Locust Grove, Key West, Franklin, and Fontana communities. The acquisition of some properties in these communities may be required for the construction of the proposed alignment. The final environment issue for Alternative 3 is the new bridge crossing Rivanna River. This bridge will connect the proposed alignments in Pen Park and Daren Towe Park and eventually connect to Rio Road and Route 20.

In additional to the above environment issues, the cost of the alternative is another consideration for the project. Based on the different alternatives and the proposed alignments, the following sections provide more detailed information on the estimated cost for each alternative.

ALT. 1- PROFFIT ROAD (VA ROUTE 649) RELOCATED

Alternative Description

This alternative follows the general alignment of the existing VA Route 649 (Proffit Road) corridor between US Route 29 and VA Route 20. The western portion of this corridor, from the US Route 29 intersection east for approximately 1.2 miles, widens existing VA Route 649 symmetrically and improves horizontal and vertical curvature where it is feasible to do so.

The proposed roadway improvements would shift to a new location alignment just east of the Riverview Farm/Proffit Road intersection bypassing the central part of the Proffit Historic District to the north. An additional grade separated overpass (which will accommodate two-lanes of travel) over the Norfolk Southern Railway tracks would be provided along this new location segment. The roadway improvements would rejoin existing Proffit Road approximately 0.85 miles north of the existing bridge crossing of the North Fork of the Rivanna River.

Roadway improvements will continue along the existing alignment east to the intersection of VA Route 649 with VA Route 20. Improvements to the horizontal and vertical curvature of the roadway would be made where it is feasible to do so; the existing Rivanna River Bridge would be retained. It is anticipated that a traffic signal would be installed at the VA Route 649/VA Route 20 intersection and that the intersection approach legs would be widened slightly to provide dedicated turn lanes if justified.

Alternative Quick Facts

1. Total length of alternative = 4.58 miles
2. Portion of alternative through public lands = 0 miles
3. New bridge / grade separation length:
   a. Railroad grade separation – 200 feet (new 2-lane bridge)
   b. River crossing – 420 feet (existing bridge to be retained)
4. Estimated right of way requirements:
   a. Private land acquisition = 3,620,000 square feet (83.1 acres)
   b. Public land acquisition = 0 square feet (0 acres)
   c. Number of properties potentially effected:
      Residential - 37
      Commercial - 6
      Institutional – 1 (church)
      Agricultural - 50
      Park, Recreation, or Preservation areas – 2 (Proffit Historic District, Southwest Mountain Rural Historic District)
5. Total estimated project cost = $64 million
   a. Estimated construction cost = $38 million
   b. Estimated right-of-way cost = $26 million

ALT. 2 – POLO GROUNDS ROAD (VA ROUTE 643) CONNECTOR

Alternative Description

This alternative would follow the existing alignment of VA Route 643 (Polo Grounds Road) from the VA Route 643/US Route 29 junction east to a point just north of the current single lane railroad underpass where it would then proceed on a new location alignment toward the VA Route 20/Redbud Lane junction. The first segment of this new location portion of the corridor would be generally located adjacent to the Red Hills property and north of the Bentivar community. Continuing to the east, the new location facility would include a new crossing of the Rivanna River, and parallel the southern boundary of the Southwest Mountains Rural Historic District before terminating on Route 20 near the northern boundary of the Redbud community.

Alternative Quick Facts

1. Total length of alternative = 3.75 miles
2. Portion of alternative through public lands = 0 miles
3. New bridge / grade separation length:
   a. Railroad grade separation – 150 feet (new 2-lane bridge)
   b. River crossing – 700 feet (new 2-lane bridge)
4. Estimated right of way requirements:
   a. Private land acquisition = 2,279,000 square feet (52.3 acres)
   b. Public land acquisition = 0 square feet (0 acres)
   c. Number of properties potentially effected:
      Residential - 11
      Commercial - 0
      Institutional – 0
      Agricultural - 37
      Park, Recreation, or Preservation areas – 2 (Red Hill property, Southwest Mountains Rural Historic District)
5. Total estimated project cost = $66 million
   a. Estimated construction cost = $49 million
   b. Estimated right-of-way cost = $17 million

ALT. 2A - POLO GROUNDS ROAD (VA ROUTE 643) CONNECTOR
(Modified alignment to minimize potential impacts on Bentivar community)

Alternative Description

This alternative would be a minor alignment variation of Alternative 2 described previously. Alt. 2A would also follow the existing alignment of VA Route 643 (Polo Grounds Road) from the VA Route 643/US Route 29 junction east to a point just north of the current single lane railroad underpass where it would then proceed on a new location alignment toward the VA Route 20/Redbud Lane junction. The first segment of this new location portion of the corridor would be located further away from the Red Hills property and further north of the Bentivar community. Continuing to the east, the new location facility would include a new crossing of the Rivanna River, and parallel the southern boundary of the Southwest Mountains Rural Historic District before terminating on Route 20 near the northern boundary of the Redbud community.

Alternative Quick Facts

1. Total length of alternative = 3.90 miles
2. Portion of alternative through public lands = 0 miles
3. New bridge / grade separation length:
   a. Railroad grade separation – 160 feet (new 2-lane bridge)
   b. River crossing – 550 feet (new 2-lane bridge)
4. Estimated right of way requirements:
   a. Private land acquisition = 3,428,000 square feet (78.7 acres)
   b. Public land acquisition = 0 square feet (0 acres)
   c. Number of properties potentially effected:
      Residential - 11
      Commercial – 0
      Institutional – 0
      Agricultural - 30
      Park, Recreation, or Preservation areas – 1 (Southwest Mountains Rural Historic District)
5. Total estimated project cost = $94 million
   a. Estimated construction cost = $72 million
   b. Estimated right-of-way cost = $22 million

ALT. 3 – ORIGINAL ALIGNMENT THROUGH CENTER OF PEN PARK

Alternative Description

This alternative would connect US Route 250 and the proposed Meadowcreek Parkway/Rio Road corridor with an alignment that would use the existing utility road through the center of Pen Park. On the east side of the Rivanna River, a new connection would be constructed from Whitehouse Court and US Route 250 to VA Route 20. This alternative would then follow the existing alignment of VA Route 20 north to approximately Cason Farm Road. A new section of roadway would then extend west from VA Route 20 along the northern edge of Darden Towe Park to cross the Rivanna River on a new bridge and connect to existing Pen Park Road. This alternative would then continue west to the area of the junction of the proposed Meadowcreek Parkway (Phase 1) with Rio Road. This initial envisioned this route as a 2-lane roadway.

Alternative Quick Facts

1. Total length of alternative = 2.33 miles
2. Portion of alternative through public lands = 1.27 miles
3. New bridge / grade separation length:
   a. River crossing – 350 feet
4. Estimated right of way requirements:
   a. Private land acquisition = 932,000 square feet (21.4 acres)
   b. Public land acquisition = 575,000 square feet (13.2 acres)
   c. Number of properties potentially effected:
      Residential - 78
      Commercial - 4
      Institutional - 1 (Charlottesville Catholic School)
      Agricultural - 5
      Park, Recreation, or Preservation areas – 2 (Pen Park, Darden Towe Park)
5. Total estimated project cost = $75 million
   a. Estimated construction cost = $25 million
   b. Estimated right-of-way cost = $50 million
      Public land (park) = $4 million
      Private land = $46 million

ALT. 3 – FOUR LANE THROUGH CENTER OF PEN PARK

Alternative Description

This alternative would follow the same alignment as Alternative 3 described above but is envisioned as having a 4-lane roadway cross section. It would connect US Route 250 and the proposed Meadowcreek Parkway/Rio Road corridor with an alignment that would use the existing utility road through the center of Pen Park. On the east side of the Rivanna River, a new connection would be constructed from Whitehouse Court and US Route 250 to VA Route 20. This alternative would then follow the existing alignment of VA Route 20 north to approximately Cason Farm Road. A new section of roadway would then extend west from VA Route 20 along the northern edge of Darden Towe Park to cross the Rivanna River on a new bridge and connect to existing Pen Park Road. This alternative would then continue west to the area of the junction of the proposed Meadowcreek Parkway (Phase 1) with Rio Road.

Alternative Quick Facts

1. Total length of alternative = 2.33 miles
2. Portion of alternative through public lands = 1.27 miles
3. New bridge / grade separation length:
   a. River crossing – 2@350 feet
4. Estimated right of way requirements:
   a. Private land acquisition = 1,291,000 square feet (29.6 acres)
   b. Public land acquisition = 775,000 square feet (17.8 acres)
   c. Number of properties potentially effected:
      Residential - 79
      Commercial - 4
      Institutional – 1 (Charlottesville Catholic School)
      Agricultural - 4
      Park, Recreation, or Preservation areas – 2 (Pen Park, Darden Towe Park)
5. Total estimated project cost = $117 million
   a. Estimated construction cost = $49 million
   b. Estimated right-of-way cost = $68 million
      Public land = $7 million
      Private land = $61 million

ALT. 3A – FOUR LANE AND TWO LANE OPTIONS ON NORTH SIDE OF PEN PARK

Alternative Description

The basic concept of this alternative would be the same as that for the original Alternative 3 described above in that it would connect the Rio Road and Route 20 corridors. However, this new location alignment would begin on Rio Road to the north of Pen Park Road and follow a route between the River Run and Dunlora communities. It would then continue east to a new crossing of the Rivanna River near the southern edge of the Key West community. The alignment would continue to the east to its terminus with Route 20 south of the Willow Dale Drive (Route 816)/Route 20 intersection. Both 2-lane and 4-lane cross section options were examined for this alignment alternative; costs shown are for the more expensive 4-lane option.

Alternative Quick Facts

1. Total length of alternative = 3.32 miles
2. Portion of alternative through public lands = 0.30 miles
3. New bridge / grade separation length:
   a. River crossing – 2@560 feet
4. Estimated right of way requirements:
   a. Private land acquisition = 2,462,000 square feet (56.5 acres)
   b. Public land acquisition = 336,000 square feet (7.7 acres)
   c. Number of properties potentially effected:
      Residential - 67
      Commercial - 0
      Institutional – 0
      Agricultural - 5
      Park, Recreation, or Preservation areas – 2 (Pen Park and Darden Towe Park)
5. Total estimated project cost = $169 million
   a. Estimated construction cost = $115 million
   b. Estimated right-of-way cost = $54 million
      a. Public land = $2 million
      b. Private land = $52 million

ALT. 3B – FOUR LANE AND TWO LANE OPTIONS ON SOUTH SIDE OF PEN PARK (Optional Alignment #1)

Alternative Description

The basic concept of this alternative would be the same as that for the original Alternative 3 described above in that it would connect the Rio Road and Route 20 corridors. This optional alignment would begin on Rio Road near the Pen Park Road intersection and swing around the south side of the Charlottesville Catholic School property and then follow the general alignment of Pen Park Lane and the southern edge of the park boundary to the west side of the Rivanna River. The route would then follow the west side of the River to a crossing point near the north side of Darden Towe Park. The route would cross the Rivanna River in this general area on a new bridge and then parallel the north edge of Darden Towe Park to Route 20. Both 2-lane and 4-lane cross section options were examined for this alignment alternative; costs shown are for the more expensive 4-lane option.

Alternative Quick Facts

1. Total length of alternative = 2.46 miles
2. Portion of alternative through public lands = 0.86 miles
3. New bridge / grade separation length:
   a. River crossing – 2@505 feet
4. Estimated right of way requirements:
   a. Private land acquisition = 697,000square feet (16.0 acres)
   b. Public land acquisition = 975,000 square feet (22.4 acres)
   c. Number of properties potentially effected:
      Residential - 10
      Commercial - 0
      Institutional – 1 (Charlottesville Catholic School)
      Agricultural - 2
      Park, Recreation, or Preservation areas – 2 (Pen Park, Darden Towe Park)
5. Total estimated project cost = $91 million
   a. Estimated construction cost = $68 million
   b. Estimated right-of-way cost = $23 million
      a. Public land = $6 million
      b. Private land = $17 million

ALT. 3C – FOUR LANE AND TWO LANE OPTIONS ON SOUTH SIDE OF PEN PARK (Optional Alignment #2)

Alternative Description

The basic concept of this alternative would be the same as that for the original Alternative 3 described above in that it would connect the Rio Road and Route 20 corridors. This optional alignment would begin on Rio Road near the Pen Park Road intersection and swing around the south side of the Charlottesville Catholic School property and then follow the general alignment of Pen Park Lane and the southern edge of the park boundary to the west side of the Rivanna River. The route would cross the Rivanna River in this general area on a new bridge and then parallel the south side of Darden Towe Park and follow Elk Drive to the existing signalized intersection with Route 20. Both 2-lane and 4-lane cross section options were examined for this alignment alternative; costs shown are for the more expensive 4-lane option.

Alternative Quick Facts

1. Total length of alternative = 2.25 miles
2. Portion of alternative through public lands = 1.18 miles
3. New bridge / grade separation length:
   a. River crossing – 2@765 feet
4. Estimated right of way requirements:
   a. Private land acquisition = 631,000 square feet (14.5 acres)
   b. Public land acquisition = 1,019,000 square feet (23.4 acres)
   c. Number of properties potentially effected:
      Residential – 10
      Commercial - 0
      Institutional – 2 (Charlottesville Catholic School and Elk Lodge)
      Agricultural - 6
      Park, Recreation, or Preservation areas – 2 (Pen Park, Darden Towe Park)
5. Total estimated project cost = $88 million
   a. Estimated construction cost = $66 million
   b. Estimated right-of-way cost = $22 million
      a. Public land = $8.0 million
      b. Private land = $14 million

ALT. 3D – FOUR LANE THROUGH CENTER OF PEN PARK
(Modified alignment to minimize impacts on River Run community)

Alternative Description

This alternative would follow the same basic alignment as Alternative 3 described above but would shift the roadway centerline slightly to the south to reduce potential impacts to the River Run community of the proposed 4-lane roadway cross section. It would connect US Route 250 and the proposed Meadowcreek Parkway/Rio Road corridor with an alignment that would use the existing utility road through the center of Pen Park. On the east side of the Rivanna River, a new connection would be constructed from Whitehouse Court and US Route 250 to VA Route 20. This alternative would then follow the existing alignment of VA Route 20 north to approximately Cason Farm Road. A new section of roadway would then extend west from VA Route 20 along the northern edge of Darden Towe Park to cross the Rivanna River on a new bridge and connect to existing Pen Park Road. This alternative would then continue west to the area of the junction of the proposed Meadowcreek Parkway (Phase 1) with Rio Road

Alternative Quick Facts

1. Total length of alternative = 2.34 miles
2. Portion of alternative through public lands = 1.27 miles
3. New bridge / grade separation length:
   a. River crossing – 2@350 feet
4. Estimated right of way requirements:
   a. Private land acquisition = 936,000 square feet (21.5 acres)
   b. Public land acquisition = 1,030,000 square feet (23.6 acres)
   c. Number of properties potentially effected:
      Residential - 63
      Commercial - 4
      Institutional - 1 (Charlottesville Catholic School)
      Agricultural - 3
      Park, Recreation, or Preservation areas – 2 (Pen Park, Darden Towe Park)
5. Total estimated project cost = $111 million
   a. Estimated construction cost = $50 million
   b. Estimated right-of-way cost = $61 million
      a. Public land = $8 million
      b. Private land = $53 million

The following table summarizes the estimated cost of each alternative.

Table 3-2 Summary of estimated cost for the alternatives

Alternatives/Alignment Options	Total Estimated Construction Cost	Public Lands Estimated Right-of-Way Cost	Private Lands Estimated Right-of-Way Cost	Total Estimated Right-of-Way Cost	Total Estimated Alternative Cost
Alt. 1 - Proffit Road Relocated	$ 38,000,000	$ -	$ 26,000,000	$ 26,000,000	$ 64,000,000
Alt. 2 - Polo Grounds Road					
Alignment 1	$ 49,000,000	$ -	$ 17,000,000	$ 17,000,000	$ 66,000,000
Alignment 2	$ 72,000,000	$ -	$ 22,000,000	$ 22,000,000	$ 94,000,000
Alt. 3 - Rio Road to Route 20					
Two-lane Roadway					
3 - Through Center of Pen Park	$ 25,000,000	$ 4,000,000	$ 46,000,000	$ 50,000,000	$ 75,000,000
3A - North side of Pen Park	$ 50,000,000	$ 1,000,000	$ 16,000,000	$ 17,000,000	$ 67,000,000
3B - South side of Pen Park Option #1	$ 29,000,000	$ 5,000,000	$ 6,000,000	$ 11,000,000	$ 40,000,000
Four-lane Roadway					
3 - Through Center of Pen Park	$ 49,000,000	$ 7,000,000	$ 61,000,000	$ 68,000,000	$ 117,000,000
3A - North side of Pen Park	$ 115,000,000	$ 2,000,000	$ 52,000,000	$ 54,000,000	$ 169,000,000
3B - South side of Pen Park Option #1	$ 68,000,000	$ 6,000,000	$ 17,000,000	$ 23,000,000	$ 91,000,000
3C - South side Option #2	$ 66,000,000	$ 8,000,000	$ 14,000,000	$ 22,000,000	$ 88,000,000
3D - Modified center alignment	$ 50,000,000	$ 8,000,000	$ 53,000,000	$ 61,000,000	$ 111,000,000

Note: All costs shown are rounded to the nearest $1.0 million and are in Year 2008 dollars

Chapter 4 – TRAVEL DEMAND

4.1 Analysis Methods

In an "ideal" world, every travel demand forecasting model would be based upon actual travel patterns for all modes which were observed last week, last month, or no longer ago than last year. However, the cost associated with continually obtaining the required information on the individual trip origins and destinations, mode of travel, and time of travel for urbanized area residents (internal-internal trips); external travel patterns associated with internal-external and external-external trips; and the physical and operational characteristics of all of the highway, transit, bicycle, and pedestrian system elements of the total transportation system is prohibitively expensive. As a result, the Federal, State, and Local agencies that are regularly involved with the travel demand forecasting process have adopted a series of guidelines for when a formal modeling process is required; what the basic model structure should contain; what types of socioeconomic and transportation network data is required; what level of accuracy should be achieved when comparing the "model generated" results to actually observed traffic volumes; and how often the basic model structure, data contents, and level of accuracy should be reviewed and adjusted if determined to be necessary.

These guidelines for travel demand model development, application, and review are being continually updated and enhanced through the activities of the United States Department of Transportation's Travel Model Improvement Program (TMIP). The TMIP is sponsored by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Office of the Assistant Secretary for Transportation Policy, and the Environmental Protection Agency (EPA). All of the State departments of transportation such as Virginia DOT and all metropolitan planning organizations such as the Thomas Jefferson Planning District Commission (TJPDC) are regularly updated on key findings and recommendations from the TMIP process and are encouraged to participate in the organization's continuing peer review process.

In the case of the existing travel demand forecasting model for the Charlottesville / Albemarle County urbanized area, the original model was developed by COMSIS Corporation for VDOT in the late 1980s for use on the initial Route 29 Corridor Study. At that time, a number of travel surveys were conducted to obtain information on the then existent internal-internal, internal-external, and external-external travel patterns in the urbanized area. This initial model was later refined and enhanced by VDOT in 1997 for use on the Route 250 Corridor Study. This 1997 travel demand forecasting model was further updated and refined for use on the Eastern Connector Corridor Study. The most recent model enhancement process is documented in the "Travel Demand Model

Methodology Report" prepared by PBS&J.[1] The most recent model enhancements updated the "base year" for the model to 2005, the most recent year for which both existing socioeconomic data (population, households, and employment) from Charlottesville and Albemarle County and observed traffic volume data from VDOT for the primary and secondary highway system in the study area was available. The enhanced model incorporates a number of additional refinements as follows:

- The traffic analysis zone system associated with the 1997 VDOT model was enhanced by the creation of some additional, smaller zones to assist in the evaluation of potential Eastern Connector alternatives;
- The 1997 model's highway networks were rebuilt to overlay on current city and county GIS base mapping, having NAD 83 coordinates, and link distances expressed in actual feet/miles;
- The number of lanes and facility type described in the 1997 model were adjusted where necessary to reflect current physical and operational conditions as they existed in 2005;
- The 1997 model's traffic analysis zone level socioeconomic data was updated to 2005 conditions;
- The model set for trip generation, distribution, and assignment including the highway networks was converted from the original MINUTP software package to VDOT's current standard package of Cube/Voyager software; and
- A travel demand model run was performed for the year 2005, including a link by link comparison of the "modeled" traffic volumes to those observed and reported by VDOT in their 2005 annual traffic volume data report.

These activities are more fully described in the previously noted "Travel Demand Model Methodology Report."

The key factor in assessing the overall "accuracy" of any traffic forecasting model is the comparison of the "estimated" traffic volumes generated by the model application to the "observed" traffic counts, in this case the AADT volumes annually reported by VDOT for various highway segments in the City of Charlottesville and Albemarle County. As FHWA has pointed out in their publication "Calibration and Adjustment of System Planning Models" (December 1990), "...(w)hen comparing forecasted volumes to ground counts, it is important to recognize that the ground counts probably contain a significant amount of error." Since most AADT counts are factored values beginning from what was actually counted over a single continuous 48-hour to 72-hour time period, original count "errors" on the order of +/- 10 percent are not uncommon. Base-case ground counts should thus be thought of as approximations of existing traffic volumes, just as the base-case travel demand model estimate is an approximation of existing traffic volumes.

[1] Eastern Connector Study for Albemarle County, Travel Demand Model Methodology Report; Prepared for Albemarle County by PBS&J; April 2007.

As an important element of the model calibration and enhancement process for the year 2005 data, a number of comparisons were made by PBS&J staff between the available "observed" and "estimated" traffic volumes on several hundred links in the network. These included the following:

- Screenline Analysis
- Percent Root Mean Squared Error
- Scatter Plot Comparison of Modeled Volumes to Observed Traffic Counts
- Maximum Desirable Deviation Plot for All Traffic Counts

The results for each of these comparisons are described below.

Screenline Analysis

The travel demand model generated traffic volumes were compared to the observed traffic volume counts for all roadways along a group of ten screenlines and cutlines. These screenlines and cutlines had been previously defined and used to assess the performance of earlier versions of the travel demand model. The table on the following page (copied from the PBS&J prepared "Travel Demand Model Methodology Report") summarizes the observed versus estimated traffic volume comparisons for each of the defined screenlines and cutlines. Information presented for the "Original Model" columns are from the application of the 1997 Route 250 Corridor Study model while those in the "Revised Model" columns are for the newly calibrated model.

As shown on Table 4.1, the "Revised Model" has estimated total assigned traffic volumes across the defined screenlines of 866,620 vehicles per day, a difference of only 4.5 percent from the total observed AADT traffic volumes of 829,010 vehicles per day crossing these screenlines. Both the overall results and the individual screenline differences appear to be within acceptable limits.

Table 4.1
Summary of Traffic Volumes by Screenline

Screenline		1998 Validation Traffic	Revised Model		Original Model	
Name	ID		Assigned Volume	Percent Difference	Assigned Volume	Percent Difference
US 250 Corridor	A	87,300	86,680	-0.7	89,833	2.9
West I-64	B	131,525	140,320	6.7	146,548	11.4
West Crozet	C	35,875	36,300	1.2	35,849	-0.1
Ivy	D	44,900	53,080	18.2	48,814	8.7
US 29N North of Rivanna River	E	47,900	51,710	8.0	51,519	7.6
North of City	F	108,100	116,830	8.1	116,952	8.2
Downtown	G	128,800	134,280	4.3	109,376	-15.1
South of City	H	24,700	27,050	9.5	28,229	14.3
East of City	I	63,280	64,360	1.7	64,657	2.2
Externals	J	156,630	156,010	-0.4	155,564	-0.7
Total		***829,010***	***866,620***	***4.5***	***847,341***	***2.2***

Percent Root Mean Squared Error (%RMSE)

A commonly employed validation measure for highway assignment is the calculation of the Percent Root Mean Squarer Error (%RMSE). %RMSE statistics for the 2005 base year assignment were calculated for all links with 2005 traffic counts and summarized by volume ranges, as shown on Table 4.2 below. Table 4.2 also presents the target %RMSE values that are acceptable for each range of traffic counts. By visual inspection, it can be seen that all of the calculated %RMSE values are well within the acceptable limits.

Table 4.2
Summary of Percent Root Mean Square Error
2005 Model Application

Traffic Volume Range	Target %RMSE	2005 Model %RMSE
Counts with an AADT: 0 - 5,000	74%	70%
Counts with an AADT: 5,001 - 10,000	45%	39%
Counts with an AADT: 10,001 - 15,000	35%	22%
Counts with an AADT: 15,001 - 20,000	30%	14%
Counts with an AADT: 20,001 - 30,000	27%	10%
Counts with an AADT > 30,000	23%	11%
All Counts	**49%**	**36%**

Scatter Plot Comparison of Modeled Volumes to Observed Traffic Counts

The next step in the review of the 2005 assignment was to examine the link specific volumes. Figure 8.2 on the following page presents a scatter plot of the model generated volumes to the observed traffic count volumes for those highway network links where both modeled and observed volumes were available. Ideally, all of the data points on this figure would fall between the two gray lines parallel to the 45° solid line. These two parallel lines represent approximately a +/- 10 percent variation from an "exact" match between the estimated and observed traffic count volumes. As illustrated on Figure 8.2, the vast majority of the modeled volumes are consistent with the comparable observed traffic counts. Only about 15 data points fall outside of the +/- 10 percent lines. It should be noted that it is normal to have a limited number of outliers, both on the high and low sides, for any comparison of this nature.

To more precisely determine the degree of match between the modeled and observed values, a statistical measure called the "Coefficient of Determination" or R^2 value is calculated. Based on FHWA guidelines, the regionwide R^2 value for an urbanized area such as Charlottesville/Albemarle County should be 0.88 or above. The R^2 value for the 2005 model assignment was determined to be 0.90.

Maximum Desirable Deviation Plot for All Traffic Counts

Figure 8.3 displays the maximum allowable percentage deviation between the modeled and the observed traffic volumes. It is recommended that the majority of the modeled volumes are below the defined maximum allowable percentage deviation curve. As illustrated on Figure 8.3, the majority of the modeled volumes are within the maximum allowable deviation.

Conclusions

These results cumulatively indicate that the enhanced 2005 travel demand forecasting model is performing reasonably well in replicating the 2005 observed traffic volume counts. Based on our past personal and professional experience, it is our collective view that the projected traffic volumes in both the base year 2005 and the forecast year 2025 exhibit no more than a +/- 10 percent variation from what would be the actually observed traffic counts on the subject roadway facilities would be. In our opinion, the updated and refined travel demand forecasting model for the Charlottesville/Albemarle County urbanized area is a very good planning tool representative of the current state of the practice in travel demand forecasting for areas of this size and complexity.

With that said, there are several elements of the existing model structure which can be enhanced to further improve the usefulness of this planning tool. These potential improvements are described in the subsequent section.

4.2 Travel Demand and Diversions for Candidate Build Alternatives

The critical access points of the study area are the Rivanna River crossings. Currently, there are three roadway sections crossing the river. These roadways are I-64, US 250 and Proffit Road. The travel demand model was used to generate estimates of the average daily traffic volumes for the year 2005 existing condition and the plan horizon year 2025 future condition. It should be noted here that the 2025 future condition traffic volume estimates are based on the assumption that only the currently adopted regional Constrained Long-Range Plan will be implemented in the study area. The following table summarizes the estimated average daily traffic volume changes at the river crossing points over the period of 2005-2025 assuming only the CLRP projects are implemented.

Table 4.3
Projected Daily Traffic Volumes at Rivanna River, 2005-2025

Location	2005 Volume	2025 Volume	Volume Change	Percent Change
I-64	41,500	59,690	18,190	43.8%
US 250	48,210	68,340	20,130	41.8%
Proffit Road	4,190	10,120	5,930	141.5%
Total River Crossing Volumes	93,900	138,150	44,250	47.1%
US 250 and Proffit Road Only	52,400	78,460	26,060	49.7%

As shown on Table 4.3, Proffit Road is projected to have the largest percentage increase in average daily traffic volume over this 20-year period, a projected increase of 141.5 percent. It must be noted that the actual projected change in volume is from an estimated 4,190 vehicles per day (vpd) in 2005 to an estimated 10,120 vpd in 2025. The US Route 250 / Free Bridge is anticipated to experience the largest average daily traffic volume increase of 20,130 vpd, from an estimated 48,210 vph in 2005 to an estimated 68,340 vpd in 2025. This significant projected increase in vehicular travel demand may reduce the traffic operation of the Free Bridge on the Rivanna River crossing of the US Route 250 corridor to an unacceptable level since the current (year 2005) peak hour traffic volumes on the bridge are near or over the capacity of the facility.

As described in the previous chapters, the final three conceptual alternatives selected for more detailed analysis are Alt.1–Proffit Road Corridor, Alt. 2 – Polo Grounds Road Corridor and Alt. 3 – Rio Road to Route 20 / Route 250 Corridor. Based on the different alternatives, the travel demand model was used to generate estimates of the daily traffic volumes at the river crossing points for the future condition. **Table 4.4** summarizes the forecast 2025 daily traffic volumes at the defined Rivanna River crossings and the traffic diversions from the US 250 bridge for each of the different alternatives.

Table 4.4
Rivanna River Crossing Volumes
Forecast 2025 Average Daily Traffic Volumes by Alternative

Alternative	US 250	Proffit Road	New Route	US 250 Diversion
Alt. "0" – 2025 CLRP	65,490	10,980	NA	NA
Alt. 1 – Proffit Road Relocated	64,500	9,340	NA	-1.5%
Alt. 2 – Polo Grounds Road Connector	64,150	5,010	5,190	-2.0%
Alt. 3 – (2-lane Rio Road to Route 20 via Pen Park)	58,680	7,060	16,220	-10.4%
Alt. 3 – (4-lane Rio Road to Route 20 via Pen Park)	54,810	5,920	22,040	-16.3%

As shown on Table 4.4, Alt. 3 is projected to provide the most significant traffic diversions from the US 250 bridge. The new Rivanna River crossing associated with this alternative is projected to divert between 10.4 percent (if a 2-lane crossing) and 16.3 percent (if a 4-lane crossing) from the estimated 65,490 vph estimated to use the US 250 bridge in the base scenario of the 2025 CLRP. This alternative would also allow traffic which would otherwise seek to use the Proffit Road corridor to cross the Rivanna River to divert to the new location crossing point.

The PM peak hour is the most congested time period for traffic operations on the Free Bridge. The travel demand model was also used to generate estimates of the PM peak hour traffic volumes using the bridge for each of the final group of alternatives considered. **Table 4.5** summarizes the comparisons of the average daily and PM peak hour traffic diversions from the US 250 bridge for each of the different alternatives.

Table 4.5
Traffic Diversion from US 250 by Alternative for 2025 Forecast Traffic

Alternative	PM Peak Hour Pct. Of Daily	2025 Daily Traffic Diversion	2025 PM Peak Hour Diversion
Alt. "0"	6.6%	NA	NA
Alt. 1	6.5%	-1.5%	-2.9%
Alt. 2	6.9%	-2.0%	+3.0%
Alt. 3 (2-lane)	6.6%	-10.4%	-10.2%
Alt. 3 (4-lane)	6.8%	-16.3%	-14.0%

Table 4.5 indicates that the average daily and PM peak hour traffic diversions from the US 250 bridge are very similar for Alt. 3. The diversions associated with this alternative are substantially greater than those projected to be seen if either Alt. 1 or Alt. 2 alone were implemented. Either Alt. 1 or Alt. 2 are projected to only divert a small percentage of the year 2025 travel demand from the US 250 bridge.

4.3 Summary of Traffic Benefits

In order to analyze the potential traffic benefits of the different alternatives at the Free Bridge, an evaluation methodology was used to determine the average number of hours that severely congested (Traffic service level: LOS F) conditions would be experienced by travelers using the Free Bridge / US 250 during an average day for the different alternatives. Consequently, the results of the congested hour's assessment will help to better define which option would be the best alternative from the traffic congestion relief perspective. The evaluation methodology is described as follows:

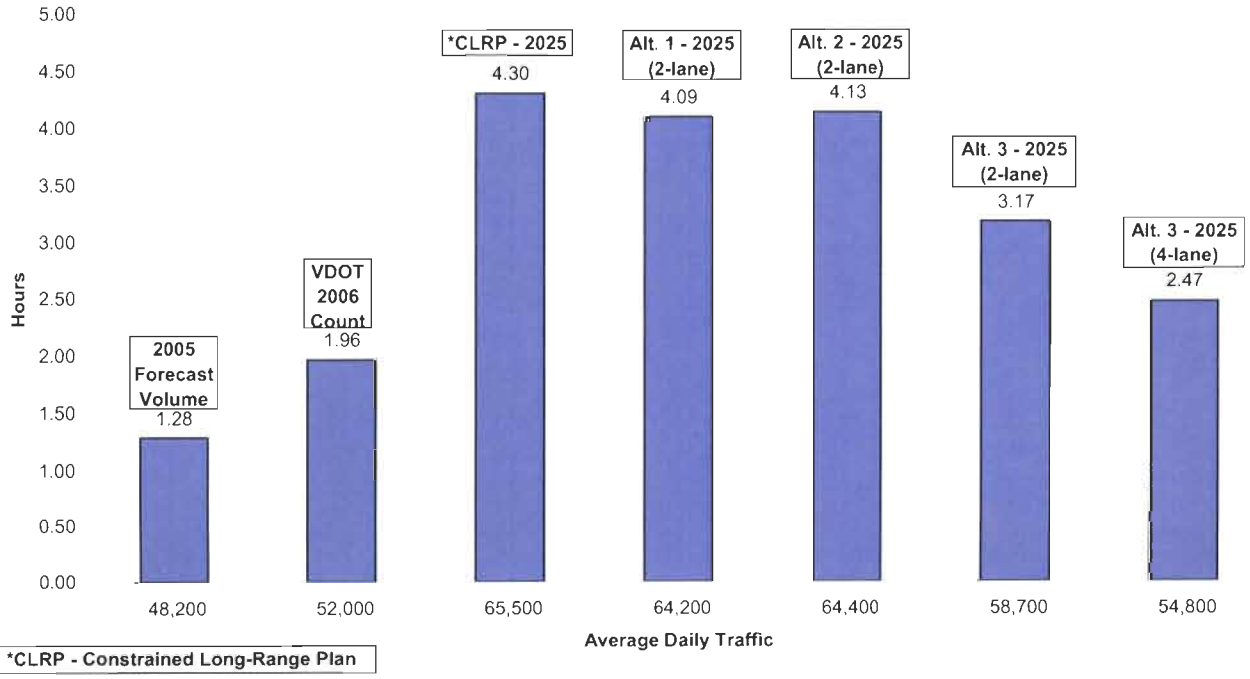
Methodology:
An overall level of congestion is estimated based on the relationship of average annual daily traffic (AADT) to road capacity based on the number of lanes and facility type. Estimated peak hour flow is based on traffic count information that provides peak percentage of daily traffic and directionality. This, in conjunction with relationships identified in a Roadway Usage Patterns Study, allows segmentation of daily traffic into the percentage of traffic expected to occur at level of service (LOS) A through F. The amount of traffic at LOS F is then related to an expected number of hours at LOS F for varying amounts of daily volume on the road.

The procedure for segregating daily traffic volumes into v/c ratio distributions comes from "Roadway Usage Patterns: Urban Case Studies" Final Report, prepared by SAIC and Cambridge Systematics for the Volpe National Transportations Systems Center and

Federal Highway Administration in 1994. The traffic temporal distributions were based on data from 579 urban automatic traffic recorders (ATRs) from across the nation.

The v/c ratios are mapped to LOS thresholds using planning-level criteria – which are normally subject to a range of assumptions - but the only LOS we were concerned with is F at v/c of 1.00 which has no assumptions tied to it. Capacity estimates are based on the Highway Capacity Manual. Overall, the procedure is a standardized analysis methodology for 24-hour traffic profiles. A similar procedure has been incorporated into FHWA's STEAM software and Cambridge Systematics IDAS software.

Figure 4.1
Congested Hours (LOS F) in an Average Day
US 250 / VA SR 20 Bridge - Rivanna River



As shown in **Figure 4.1**, the US 250 / Free Bridge is projected to experience approximately 4.30 hours per day of LOS F congestion levels in the year 2025 under the CLRP or base case option. By comparison, the year 2005 estimated volumes would only result in approximately 1.28 hours of LOS F conditions on a typical weekday. If either Alt. 1 or Alt. 2 were to be implemented, the LOS F conditions would decrease from the CLRP level of 4.30 hours per day to approximately 4.09 hours or 4.13 hours,

respectively. Alt. 3 with a 2-lane river crossing would reduce the duration of LOS F congestion to approximately 3.17 hours on a typical day, while a 4-lane river crossing for Alt. 3 would reduce the LOS F congestion duration to about 2.47 hours per day. Thus, Alt. 3 with a 4-lane river crossing would result in the least number of congested hours of any of the final set of alternatives considered. This alternative would shift the most traffic from the US 250 bridge to the proposed new route, which consequently would reduce the peak hour traffic volumes and associated congestion levels at the Free Bridge.

Chapter 5 – COORDINATION AND PUBLIC COMMENTS

5.1 Agency Coordination

The United Jefferson Area Mobility Plan (UnJAM 2025) developed by the Thomas Jefferson Planning District Commission (TJPDC) in its role as the Metropolitan Planning Organization (MPO) for the Charlottesville/Albemarle County urbanized area initiated the feasibility study for the Eastern Connector Corridor. Based on the UnJAM 2025 plan, the potential Eastern Connector was identified as a potential key corridor providing an improved multimodal transportation linkage between the US Route 250 East area and US Route 29 North area. The participation of the TJPDC played an important role in this feasibility study. In additional to the MPO, the Eastern Connector Steering Committee was another important participating group for the study. The comments and suggestions of the members of the Steering Committee provided valuable guidelines and directions for the consulting team in the development and evaluation of the conceptual alternatives of the proposed alignments.

5.1.1 Project Steering Committee

A steering committee was organized to work with the consulting team to determine the alternative alignments that would provide a connection between US 250 east of Route 20 and US 29 North between Rio Road and Profit Road. The primary purpose of the feasibility study was to provide a thorough assessment of issues related to each alternative alignment and to identify a recommendation on a preferred alignment based on analysis and direction provided during the conduct of the project.

The Eastern Connector Steering Committee consisted of the following members (As of October 10, 2007):

- Kenneth C. Boyd (Albemarle County Board of Supervisors)
- Kevin Lynch (Charlottesville City Council member from project initiation until early 2008)
- Mark Graham (Albemarle County Staff)
- Juandiego Wade (Albemarle County Staff)
- Cal Morris (Albemarle County Planning Commission)
- Michael Farruggio (City of Charlottesville Planning Commission)
- George Emmitt (Citizen Representative, Albemarle County)
- John L. Pfatz (Citizen Representative, City of Charlottesville)

Additional regular participants in the meetings of the Steering Committee included staff from the Virginia Department of Transportation (Charlottesville Residency Office), the City of Charlottesville Department of Neighborhood Development Services, and the Thomas Jefferson Planning District Commission. Over the course of the project, the members of the consulting team held a series of 13 meetings with the members of the Steering Committee. The following table summarizes the meeting discussion topics.

Table 5-1 Summary of Eastern Connector Study Steering Committee Meetings

Meeting Number and Date	Primary Discussion Topics
#1 – January 19, 2007	• Steering Committee Organization • Review of project scope of work and preliminary schedule • Initial round of public information meetings • Identification of potential stakeholders to be interviewed • Initially perceived issues and concerns in study corridor
#2 – March 9, 2007	• Review of Opportunities and Constraints Map / Planned Developments • Existing and future traffic conditions in study area • Project Purpose and Goals • Potential design concepts • Potential participants in stakeholder interviews • Initial round of public information meetings • Review of other project activities (web site, logo, etc.)
#3 – May 4, 2007	• Current and potential future traffic conditions in study area • Format / contents of May 22 and May 24 public information meetings • Logistics for May 22 and May24 public information meetings
#4 – August 24, 2007	• Review of public comments from May 22-24 public information meetings • Review of regional travel demand forecasting model enhancements memorandum • Presentation of 11 conceptual alternatives for testing and evaluation • Format / contents of Fall 2007 public information meetings
#5 – October 5, 2007	• Pantops Master Plan relationship to Eastern Connector Study • Review of proposed project purpose and need • Review of proposed alternative evaluation criteria • Discussion of 13 conceptual alternatives to be retained, discarded, or added • Format / contents of Fall 2007 public information meetings

#6 – November 19, 2007	• Discussion of final group of four conceptual alternatives to be presented at November 28-29 public information meetings • Format / contents of November 28-29 public information meetings.
#7 – December 14, 2007	• Review of comments from November 28-29 public information meetings • Discussion of final group of conceptual alternatives presented at November 28-29 public information meetings • Discussion of next steps in study process
#8 – February 8, 2008	• Report on Charlottesville MPO presentation on January 23, 2008 • VDOT license plate survey review • Conversion of travel demand model ADT data to peak hour data • Transit consideration options • Discussion of final group of conceptual alternatives presented at November 28-29 public information meetings • Discussion of next steps in study process
#9 – March 28, 2008	• Discussion of March 4, 2008 Charlottesville City Council letter • Discussion of US Route 250 corridor improvement options • Discussion of next steps in study process
#10 – April 25, 2008	• Discussion of travel demand sensitivity of alternative roadway cross sections • Group discussion of consensus elements • Discussion of next steps in study process
#11 – May 30, 2008	• Discussion of Preliminary Steering Committee project recommendations • Group review / discussion of draft presentation to Board of Supervisors and City Council • Next steps in study process
#12 – July 25, 2008	• Group review / discussion / adoption of preliminary steering committee project recommendations • Group review / discussion of draft presentation to Board of Supervisors and City Council
#13 – September 4, 2008	• Group review / discussion of draft presentation to Board of Supervisors and City Council

5.1.2 Metropolitan Planning Organization Coordination

At the request of the Charlottesville/Albemarle County MPO, a status report presentation on the Eastern Connector Study was made at the MPO Policy Committee's regularly scheduled meeting on Wednesday, January 23, 2008. In this meeting, the consulting team made a short presentation in which the following topics associated with the project was summarized:

- **Project Background and History** – focusing on past MPO and VDOT studies of the concept of an improved connection on the north side of the Route 250 Bypass between US Route 29 north of the city and US Route 250 east of the Rivanna River.
- **VDOT 1999 License Plate Study** – An examination of internal-internal, internal-external and external-external vehicle travel patterns in the area used to enhance the regional travel demand forecasting model.
- **Key Findings to Date** – historical changes in travel demand during the past decade, projected future population and employment growth through 2025, and projected future travel demand in 2025.
- **Range of Alternatives Considered and Retained** – a summary of the options originally considered and a brief review of the final group of three "build" alternatives plus the currently adopted 2025 long-range transportation plan which are now under consideration. Information on Year 2025 projected average daily and PM peak hour travel demand and highway system level of service was presented for each alternative.

5.2 Public Involvement

The public involvement process for this project included two parts: stake holder interviews and citizen information meetings. With county and city staff's help, the consulting team identified the possible stake holders for the project and conducted a series of interviews with these stake holders in early 2007 to obtain a better understanding of local issues and concerns as they related to the project.

There were two groups of formal public information meetings held for this project. One series of meetings took place in May 2007 and the other was conducted in November 2007. The comments and suggestions from stake holders and local citizens all become the important considerations for the consulting team to develop the conceptual alternatives of the Eastern Connector.

5.2.1 Stake holder Interviews

The consulting team conducted personal interviews with local residents, appointed and elected officials, representatives of for profit and non-profit organizations, major employers, City of Charlottesville and Albemarle County staff, and other groups and

individuals. The individuals selected represented a wide array of differing interests inside and outside the project study area. The results of these interviews helped the consulting team realize the concerns of the different groups and their point of view regarding this project. All the information collected in the interviews was useful and considered for the developments of the proposed alignment of Eastern Connector.

5.2.2 Citizen Information Meetings

The consulting team and the Steering Committee were interested in hearing the views of the public and private communities about what such a transportation system improvement might look like, where it might best be located, and what its potential positive and negative impacts on the community might be. As previously noted, a series of two public information meetings were held in May and November of 2007. With the heavy interests in this project, the turnouts at these meetings were higher than expected. A wide range of ideas, comments and concerns relative to each of the different alternatives were discussed in the meetings. The consulting team summarized the key comments raised by those persons who attended the Eastern Connector Corridor Study public information meetings. These comments were used as the important references to develop the proposed alignments of the alternatives.

A copy of the formal presentation and a summary of the discussion points and public comments made at each of these two public meetings are contained in the appendix to this report.

Chapter 6 – CONCLUSIONS

6.1 Candidate Alignments Recommended for Further Study

Three conceptual alternatives have been recommended by the members of the Eastern Connector Corridor Study Steering Committee for further testing and evaluation. These alternatives represent the thinking of the consultant team and the members of the Steering Committee based on the results of the technical analysis and discussions undertaken to date. This consists of: present day and future year traffic forecasts relative to the definition of the project purpose and need; the review of previous planning and engineering studies in the Charlottesville/Albemarle County area; comments generated by the public information meetings held in 2007 and associated stakeholder interviews; and discussions at the Steering Committee meetings during 2007 and 2008.

The range of alternatives developed has sought to take into account these public comments, environmental constraints, and the results of the technical analysis outlining the magnitude and the spatial distribution of present day and projected future travel demands in the study area in the Year 2025. Taking all of these factors into account, the three potential conceptual improvement alternatives recommended for further study over and above the assumed Year 2025 No-Build conditions (the currently adopted, fiscally constrained transportation plan (CLRP) for the Charlottesville/Albemarle County urbanized area) are described in the following sections.

Alt. 1 - Proffit Road (VA Route 649) Relocated.

This alternative would define the Eastern Connector as following the general alignment of the existing Proffit Road corridor between US Route 29 and VA Route 20. The western portion of this corridor, from the US Route 29 intersection east for approximately 1.6 miles, is included in the current LRTP and the associated Short Range Transportation Improvement Program (TIP) for the region as a funded improvement project. This project envisions reconstruction of the existing 2-lane rural cross section type roadway to a 4-lane urban cross section facility with sidewalks. Beyond the eastern limits of this project, a relocated section of VA Route 649 would be constructed on new alignment.

This new location facility would be constructed to the north and east of the defined Proffit Historic District and would provide an additional grade separated overpass of the Norfolk Southern mainline railroad tracks. The basic cross section of this new facility is envisioned as being a two-lane, rural collector type roadway with parallel bicycle and pedestrian paths. The new location section of the corridor would rejoin existing VA Route 649 near the western edge of the North Fork Rivanna River floodplain and then

continue along the existing alignment east to the intersection of VA Route 649 with VA Route 20. It is anticipated that a traffic signal would be installed at the VA Route 649/VA Route 20 intersection and that the intersection approach legs would be improved to provide dedicated turn lanes as might be required.

The new location portion of this corridor would divert through traffic from the Proffit Historic District and reduce traffic volumes which must now use the oldest and most physically and operationally constrained portions of VA Route 649 to travel between VA Route 20 and US Route 29. A companion action would reconfigure the two existing closely spaced but slightly offset T-configuration intersections of VA Route 769 with VA Route 20 in the Key West area into a single, four-approach leg intersection. At a minimum, separate left turn lanes would be provided on both the northbound and southbound VA Route 20 approaches to this single combined reconfigured intersection.

Alt. 2 - Polo Grounds Road (VA Route 643) Connector

This alternative would follow the existing alignment of Polo Grounds Road (VA Route 643) from the VA Route 643/US Route 29 junction east to approximately the current single lane railroad underpass. As described in the currently adopted regional CRTP, this very narrow underpass is planned to be replaced by a modern two-lane overpass or underpass structure. From a point just east of the railroad line, a new location alignment for Polo Grounds Road (VA Route 643) would be defined.

This new alignment portion of the corridor could be located adjacent to the Red Hills property and north of the Bentivar community, include a new crossing of the Rivanna River and its floodplain, and parallel the southern boundary of the Southwest Mountains Rural Historic District and the northern boundary of the Redbud community to terminate at VA Route 20 near the VA Route 20 intersection with Hammocks Gap Road (VA Route 612).

Between the US Route 29 and VA Route 20 terminus points, the basic cross section of the improved Polo Grounds Road (VA Route 643) Connector would be that of a two-lane, rural collector type roadway with parallel bicycle and pedestrian paths. As was the case with the Proffit Road alternative described above, a companion action would reconfigure the two closely-spaced offset T-configuration intersections of VA Route 769 with VA Route 20 in the Key West area into a single, four-approach leg intersection.

Alt. 3 - Rio Road to VA Route 20 via Pen Park

This alternative would connect US Route 250 and the proposed Meadowcreek Parkway/Rio Road corridor with a roadway alignment that passes directly through or immediately adjacent to Pen Park and Darden Towe Park. It would create a new connection from Whitehouse Court to VA Route 20. It also improves the roadway section on VA Route 20 between US Route 250 and Elk Drive.

This alternative follows the existing alignment of VA Route 20 from the VA Route 20 / US Route 250 junction north to approximately Cason Farm Road. Then a new section of roadway would be extended west from VA Route 20 along the northern edge of Darden Towe Park to cross the Rivanna River and eventually connect to the existing Pen Park Road. Following the existing Pen Park Road through Pen Park itself, the roadway continues to the area of the junction of the proposed Meadowcreek Parkway (Phase 1) with Rio Road.

This alternative was one of the original concepts that the Virginia Department of Transportation (VDOT) examined during the early stages of the US Route 29 Bypass study and the earlier 1985 CATS regional transportation plan development. It is viewed by City Steering Committee members as providing a good connection in the study area and is thought to potentially be one of the more cost effective alternatives.

6.2 Areas of Controversy

The concerns over the potential impacts of any new or improved transportation routes on the natural environment and existing communities, with potential impacts on existing public parklands are the major considerations for this project. For example, Alternative 3 is estimated to result in the most significant diversion of projected traffic demands from the US Route 250/Free Bridge corridor in comparison to the estimated diversion effects of the other two potential alternatives. However, the proposed alignment of this alternative would likely have to pass through or immediately adjacent to the existing Pen and Darden Towe public parks. This is not viewed as an acceptable action by most of the local residents.

While the existing highway system was viewed as being basically adequate to accommodate existing travel demands other than during peak travel periods, a number of specific "trouble spots" and "bottlenecks" were identified during the course of this study which should be considered for near term improvements. These included the existing US Route 250 Bridge that crosses the Rivanna River (the "Free Bridge") and portions of the Route 250 corridor east and west of this river crossing as well.

With the projected traffic growth anticipated to be observed over the next 15-20 years in the project study area, the level of peak period traffic congestion in these roadway sections may reach a level that commuters can't tolerate if no improvements can be done. However, the improvement solutions for these sections were still in debate since the traffic pattern (where there trips are coming from and going to) at these critical areas cannot be definitively determined as of this date. Currently, VDOT in conjunction with the Charlottesville/Albemarle County MPO is undertaking an updated regional origin and destination (O-D) study to better understand current travel patterns in the urbanized area. Both the Albemarle County Board of Supervisors and the City of Charlottesville City

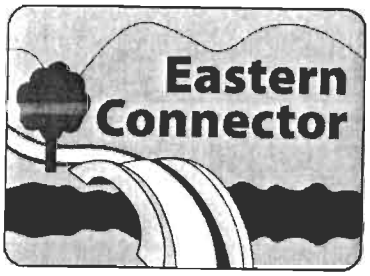
Council agree that they should wait for the results of this O-D study to get the better data in order to make the decision for what actions should be taken relative to the Eastern Connector Corridor.

6.3 Unresolved Issues

At the final project Steering Committee meeting on September 4, 2008, the members of the project Steering Committee were in agreement that each of the three final alternatives had their own set of advantages and disadvantages. However, Alternative 3 was determined to have relatively more advantages than either of the other alternatives. Thus, the members of the Steering Committee concluded that Alternative 3 would be defined as the "preferred alternative" that the committee would recommend for further study to the Albemarle County Board of Supervisors and the Charlottesville City Council. From a traffic operations point of view, this alternative would provide the most benefits by diverting the largest amount of vehicular traffic from the most heavily congested section of the study area, the US Route 250 / Free Bridge across the Rivanna River.

However, as described in the previous chapters, this alternative is not supported by most of the local residents because the proposed alignment of this alternative would pass through the existing Pen Park and Darden Towe Park. In addition, this alternative also needs application of the Section 4(f) process in order to obtain the appropriate environmental permit approvals to allow for the construction of the project. The lack of adequate funding for this and other proposed transportation improvement projects within Albemarle County and the City of Charlottesville is also a concern for the future of the Eastern Connector project.

All of these issues are challenges which need to be overcome in order for the project to move forward to possible implementation.



MEMORANDUM

TO: Project Steering Committee
Eastern Connector Corridor Study

FROM: PBS&J / LandDesign

DATE: August 15, 2007

RE: Summary of Comments from May 22-24 Public Information Meetings

The purpose of this memorandum is to summarize the key points raised by those persons who attended the Eastern Connector Corridor Study public information meetings held on May 22nd and May 24th. The attachments to this memorandum contain all of the detailed comments which were provided on individual comment sheets at the meetings; verbal comments that were recorded by consultant team staff on project mapping and small work group comment sheets; and other comments that were received in the form of e-mail messages from meeting attendees.

This initial round of public involvement meetings was relatively well attended both evenings. Approximately 75 persons attended the meeting on May 22nd at the Broadus Memorial Baptist Church, while approximately 50 persons attended the May 24th meeting at Hollymead Elementary School. The majority of those attending each meeting tended to be residents of the surrounding communities, and based on a review of the attendance sheets and the recollections of consultant and public agency staff members there did not appear to be many persons who attended both meetings.

The comments received were quite wide ranging in nature, from those persons who expressed the view that essentially no changes should be made to the existing regional transportation system to those who felt that the concept of providing an improved connection between US Route 29 north of the City of Charlottesville and US Route 250 east of the city was long overdue. A majority of the attendees expressed concerns over the potential impacts of any new or improved transportation routes on the natural environment and existing residential communities, with potential impacts on existing public parklands being frequently cited as a major consideration.

Based on the consultant team's review of all comments received, it appears that there is an interest in examining the potential for improving the existing study area transportation system from a very multimodal perspective. The need to provide improved public transportation, bicycle, and pedestrian facilities was cited as frequently as was the need to improve the existing highway system.

While the existing highway system was viewed as being basically adequate to accommodate existing demands other than during peak travel periods, a number of specific "trouble spots" and "bottlenecks" were cited. These included the existing US Route 250 Bridge that crosses the Rivanna River (the "Free Bridge") and portions of the Route 250 corridor east and west of this river crossing as well. Some segments of Route 20 to the north of Route 250 and of Profitt Road between US Route 29 and Route 20 were also noted as being in need of some type of safety or capacity improvement.

Land use and development proposals were also a concern to many of the meeting attendees. Existing, recently constructed and planned development in the Pantops area and along the Route 29 corridor north of the existing Route 250 Bypass were cited both as reasons for making transportatioin system improvements and as actions which would severely constrain potential improvement options. A common view was that any alternatives considered should focus on serving existing development areas as much as possible in order to help preserve the county's more rural areas.

As part of the small group discussions held at each of the public meeting locations, participants were asked to not only identify their key issues and concerns, but also to rate how important each of these factors were to themselves and their local community. Each small group participant was provided with a group of three stick-on dots and asked to "vote" for their preferred options. The results of this preference identification process varied from group to group and from one meeting location to another. However, the results do appear to provide a sense of the overall views of the community about this project. **Table 1** on the following pages identifies those concepts which received at least one "vote" at each small group table.

Table 1
Ranking of Small Group Comments; May 22nd and May 24th

Votes / Dots	Small Group Comments
6	Construct tunnels if parkland is used
	Invest more in mass transit
5	Don't impact Penn Park
	Create small connections to disperse traffic
	Macro scale bypass west and east from Advanced Mills, but stay away from airport
	We don't want the City of Charlottesville to be used as a major intersection for county traffic
4	Another bridge close to Free Bridge
	Could we accomplish the same purpose of the Connector with a series of smaller roads/connections?
	Bus loop (Fixed busway / no cars) – UVA, Mall, Pantops, with park & ride – free – Staunton
3	Agreed for more mass transit and populations connected (looks at Fairfax) – three zoning restrictions
	Worried about impact to Key West neighborhood
	Where can we put the road and avoid neighborhoods?
2	Opposed to 4-lane Route 20 north
	(Allow) motor scooters on bike lanes during commuting hours
	Possibly having a road on the edge of Pen Park instead of through the park
	Using edge of property at Darden Towe Park
	Who are the customers that would use the Connector?
	What if Southern Connector makes more sense for city and county?
	Free Bridge is a bottleneck
	Go farther north outside of project area
	We need another way across the river
	Congestion on US 29 has been forcing people to use local roads instead of US 29
	Relative cost to upgrade Profitt Road and make Eastern Connector? Straighten it out, widen it.
	Totally against Connector going through Pen Park
	Too many developments approved without infrastructure
	Don't build new roads in our rural area
	Create a mass transportation only roadway to increase public transportation with incentives for using (free bus or low cost)

1	Don't see a problem on most of Rt 20 North; only on Rt 20/US 250 intersection
	Nothing taking into account new shopping at Glenmore
	Add pedestrian and bikeways to new roadway
	Expand bike paths, (multiuse) widen and expand the network
	Opposed to going to Profitt Road that far north to cross on a bridge
	Have a multiple connector solution for Eastern Connector Bridge at Pen Park and Profitt Road
	Opposed to Pen Park road extension
	Improvements to Profitt Road and Route 20
	Solution should consider growth outside of study area
	A parallel roadway to US 250
	Opposed to idea of expanding Rt 20
	I have yet to see a traffic study that provides a convincing argument that this project valid US 250 to US 29 north
	Whatever happens Free Bridge will still be a problem
	What will be the impacts of going through parks, neighborhoods, scenic areas and waterways?
	Will southern commercial and residential development affect traffic on Rio Road and US 29
	How will Martha Jefferson relocation impact the area?
	People live on Rt 20 because they want to live in a rural environment
	Increasing 18-wheelers on Rt 20 is a problem
	Concentrate growth in the development area
	Use power line alignment
	Linking up with Rio Road makes sense
	Need more turn lanes on the new road / Eastern Connector
	Zoom out / expand study area and connect Rt 33 and Zion Crossroads (or Advanced Mills Road)
	What percentage of cars on Rt 20 and US 250 are using Profitt Road?
	Build second bridge across river
	US 250 Bypass is becoming gridlocked; Meadowcreek Parkway is not / will not do enough
	Small connector roads (inter connectivity through neighborhoods) may solve the problem instead of one "big" connector
	Improving existing roads will never solve the problem
	Concerned about Profitt Road; what are the impacts to Profitt Road?
	Transportation system in process of breaking down – growth area and even outside of growth area
	We should not get distracted by considering a bypass
	Want to see more connecting to Hillsdale Drive (Rio Road – Seminole Square) so you don't have to get back on US 29

1 (Cont'd)	UVA and City: CTS and University system. Support RTA. Need better connections. Mass transit is not friendly to users. Transit must be convenient to attract users.
	Stay out of Pen Park and Darden Towe Park
	Transit system on US 29
	Open up a Burnt Mills Connection
	Commuter rail serving US 29 area (Hollymead, Forest Lakes, etc.)
	Obtain ROW now for roads 20 years or 50 years out
	Focus on flow on existing roads – e.g., traffic light
	Invest more in sidewalks / bicycles
	A bypass from US 29 to US 250 may be more effective than upgrades to existing roads to move traffic
	Southwest Mountains are "sacrosanct"

In addition to the cited comments which were voted on / ranked by the public meeting attendees, there were a number of other cited comments included on each of the various small group table summary comment sheets that did not receive any votes. These comments, which are judged to be important enough to be cited but not specifically ranked, are listed on **Table 2** on the following pages.

Table 2
Listing of Unranked Small Group Comments; May 22nd and May 24th

Votes / Dots	Small Group Comments
None	A slow city-type road going through parks – below surface grade
	Worried about connecting too far north to too far east – won't help congestion close to the city
	Won't Meadowcreek Parkway do what this project is asking?
	Toll booths on US 29 North
	HOV lanes
	Adjust work hours
	Look at other non-transportation related solutions
	Commuter rail down US 250 (CSX)
	Cut through by Montessori up along parks (both, not through) to Rio Road
	Pull offs for picnic areas
	Better bus/public transit
	Coordinate with surrounding counties
	Run roads next to, not on parks
	Only expand a small section of Route 20
	Have an elevated connector over Rt 20/US 250 intersection to alleviate congestion
	Alleviate through traffic coming from Profitt Road to US 250
	Improvements to Polo Grounds Road
	A dual bridge above US 250 connecting to Locust Avenue
	If problem is US 250 from I-64 to High Street, will Connector really help?
	Forget Rt 789 (Key West)
	Will this project be feasible if gas increases to $5 or $6?
	I might switch to public transit if it was convenient
	What will be the impact of Zion Crossroad commercial development on US 250?
	No more traffic on Pantops
	Go further out with study area
	Avoid parks/historical sites and residential areas
	Rt 20 should be like Blue Ridge Parkway
	Rt 20 and Profitt Roads are the de facto bypasses
	No through Pen Park
	Would love to see trucks go elsewhere than US 29 North
	Not too close to town; farther out to I-64; NOT to US 250
	Use existing structure
	Pen Park concerns, Darden Towe too
	Bridge on Profitt Road?
	Connector should be for Stony Point Road residents to get to downtown
	Identify "customers" of Rt 20/US 250; interior – interior?

None (Cont'd)	Rio Road is already busy enough!
	Really need two roads – 1 for residents/locals, 1 for through traffic
	Need more advanced notice about meeting for public input (Daily Progress)
	While building new subdivisions do not allow driveways on main roads. Cul-de-sac – going out of style
	Only one place to put it – This is Pen Park
	Need to get away from "car"
	Signal lights (temporary) worked great on Polo Grounds Road
	In long term, what other developments may occur on Profitt Road? (Resident of Profitt Road)
	Boundary of Pantops growth area should be on map
	4-lane road through Pen Park connecting to 631, Free State Road
	Already a road between Darden Towe Park and Elks Club; steep topo
	All the white space on the map is built or approved – populated
	Physical ability to get over the hills on Rt. 20
	Cascadia – area is very hilly, a big problem; should never have been approved
	An interchange at I-64 and US 250 would be good, but how to connect with US 29?
	"Slumping" – supersaturated soils after Camille – loss of life
	Distance? Asphalt is expensive. Is there a "green" alternative?
	There are no bike paths on Rt 20 – someone on a bike is going to be killed. Need on both sides. Want bike paths on Rt 20, too.
	Will large trucks be allowed on Connector? – Road design – limit to non commercial vehicles
	Sidewalks in more densely populated areas – both sides
	Concerned about places on Rt 20 – improve sight distances on curves. Which way does the road go over the hill? Reflectors / striped lines at edge of pavements to increase visibility during rainy weather
	More attractive guard rails
	Make sure people can get in/out of neighborhood roads (e.g., coming out of Stonehenge)
	For map: Where is Cedar Hills?
	Don't damage water supply
	Consider outer road that goes to Advance Mills
	Can we put the road along the RR track?
	Profitt and Rt 20 become major highways
	Concern that Places 29 is not going to solve anything
	Traffic on US 250 is bad / terrible / mess.
	Need to be able to say "No"
	Old road bed east of Profitt Road?
	Free Bridge is a mess
	One road won't fix everything
	Need real coordination with places off / on US 29

None (Cont'd)	More roads won't relieve congestion
	Build rail bypass. Use existing rail corridor for a road/transportation corridor
	Consider building a new route only for public transit
	2 public transit systems: local and regional
	Gas price will drive whether people use public transit
	Consider investing more in popular transit routes
	Public transit may not work if gas stays affordable

The results of this public input process will be used both to assist in the development of potential multimodal improvement alternatives and in the refinement of the evaluation factors that will be applied to the various improvement alternatives.

MEMORANDUM

TO: Project Steering Committee
Eastern Connector Corridor Study

FROM: PBS&J / LandDesign

DATE: December 13, 2007

RE: Summary of Comments from November 28-29 Public Meetings

The purpose of this memorandum is to summarize the key points raised by those persons who attended the Eastern Connector Corridor Study public information meetings held on November 28th and November 29th. This second series of public involvement meetings was quite well attended both evenings. A total of 70 persons registered and attended the meeting on November 28th at the Baker Butler Elementary School on Proffit Road, while 101 persons registered and attended the November 29th meeting at the Albemarle County Office Building in Charlottesville. The majority of those attending each meeting tended to be residents of the surrounding communities, and based on a review of the attendance sheets and the recollections of consultant and public agency staff members there appeared to be a relatively small number of persons who attended both meetings.

The attachments to this memorandum contain all of the detailed comments which were provided on individual comment sheets at the meetings; verbal comments that were recorded by consultant team staff on project mapping and small work group comment sheets; and other comments that were received in the form of e-mail messages or letters from meeting attendees as of Friday, December 7th. A total of 86 comment forms and e-mail messages were received. These included 33 comment forms from those attending the November 28th meeting, 47 comment forms from those attending the November 29th meeting, and 6 e-mail comment transmittals.

With the primary purpose of these meetings being to describe the characteristics of the final group of alternatives identified by the Steering Committee, most of the comments received were generally specific to the likes or dislikes associated with each of the options presented. At the same time, many of the comments received were quite wide ranging in nature, from those persons who expressed the view that essentially no changes should be made to the existing regional transportation system to those who felt that the

defined Eastern Connector study area was much too limited in size and that regional scale highway improvements to better link the US Route 29 corridor with the I-64 corridor should be investigated. The appendix to this memorandum contains a transcribed copy of all of the written comments received as of December 7th. Based on an initial review of these comments, **Table 1** was prepared to provide a summary of the general public comments received. There were many more comments provided than are noted on **Table 1**. This summary is merely to make note of those comments which received multiple citations.

The most frequently cited general comment (28 notations) was associated with the need for a regional bypass facility, specifically one to provide a direct link between the US Route 29 north and the I-64 east corridors. The public perception is that regional through traffic is a major contributor to locally observed traffic congestion and that a new route beginning as far north as Ruckersville would be able to divert much of this traffic off of the local streets and highways.

The next most frequently cited general comment (25 notations) was that related to the need to preserve Pen Park. These comments took various forms but all cited the need to preserve what many view as extremely valuable, irreplaceable public open space.

After these two groups of comments, the most frequently cited general comments were those which noted that there would be minimal beneficial impacts on current traffic congestion and safety problems in spite of the large estimated costs of the alternatives (16 notations) and the need to make improvements to the Route 20 corridor to alleviate currently observed safety and congestion problems as well as the need for upgrades to accommodate increased traffic volumes using this corridor in the future (15 notations).

Three comment areas then received the same number of citations (13). These were:

- Spend more money on public transportation rather than on highways;
- Current problems in the US Route 250 corridor / Pantops area not being addressed by the alternatives; and
- Opposition to construction of Alternative 3 through Pen Park.

Next, 11 comments expressed the view that the project study area was too small / limiting in size and that a larger regional view/perspective was called for. This also relates to the comment cited above on the need for a regional highway bypass corridor to be investigated. Nine (9) comments specifically cited the need to improve the Route 20/Route 250 intersection area to address both current and future traffic volume and congestion levels.

General environmental concerns/impacts were noted on eight (8) comment forms while concerns about sprawl and development issues in the area were cited by six (6) of those who submitted comments.

Table 1
SUMMARY OF GENERAL PUBLIC COMMENTS
Albemarle Eastern Connector Study
November 28-29, 2007 Public Information Meetings

General Comment	Number of Citations
Regional Bypass highway needed; regional scale travel patterns; Route 29 - I-64 direct link	28
Pen Park preservation is essential; concerns over potential park impacts	25
Minimal beneficial impacts on current traffic congestion and safety problems for large projected expenditures	16
Route 20 improvements needed; dangerous conditions at present, etc.	15
Spend more money on public transportation rather than on highways	13
Current problems in US Route 250 corridor/Pantops areas not being addressed by alternatives	13
Opposition to Alt. 3 through Pen Park	13
Study area too small in size; need for larger regional view / perspective	11
Need for Route 20/250 intersection improvements	9
Environmental concerns / impacts	8
Concern over sprawl / development issues	6

Several persons also offered specific comments on the general alignments and design characteristics of each of the general alternatives. These are contained in the full list of comments which constitute the Appendix to this memo. These comments will be considered by the members of the consultant team for incorporation into the alternatives refinement phase of the project.

Stated Preferences of Support or Opposition to Each Alternative

At both the November 28th and November 29th meetings, the attendees were asked to identify their personal preference for one of the following possible alternatives:

- Alt. "0" – Currently Adopted CLRP
- Alt. 1A – Proffit Road Relocated
- Alt. 2A – Polo Grounds Road Connector
- Alt. 3A – Rio Road to Route 20 via Pen Park

Each person who was participating in the small discussion group sessions following the formal presentation was provided with a color "dot" and asked to place the dot on one of the alternative maps/listing as displayed. Copies of the detailed focus maps were displayed for Alts 1A, 2A, and 3A while only a sheet with the title and a few illustrative projects was displayed for Alt. "0" – the currently adopted regional CLRP which does not include any of the three currently identified final Eastern Connector alternatives. Those who preferred not to display their preferences publicly by placing dots on the maps were asked to state their preferences on the comment forms provided to all meeting attendees.

Table 2 presents the results from the map dots process, while **Table 3** illustrates the alternatives preference/support as stated on the comment forms. **Table 4** combines these two results to illustrate the total stated preference of the meeting attendees for one of the alternatives. **Table 5** summarizes the stated opposition to each of the conceptual alternatives.

Table 2
STATED PUBLIC PREFERENCE / SUPPORT FOR CONCEPTUAL ALTERNATIVES - MAP DOTS
November 28-29, 2007 Public Information Meetings

	November 28		November 29		Totals	
Alternatives	Number	Percent	Number	Percent	Number	Percent
Alt. "0" - Currently Adopted CLRP	13	41.9%	30	88.2%	43	66.2%
Alt. 1A - Proffit Road Relocated	8	25.8%	2	5.9%	10	15.4%
Alt. 2A - Polo Grounds Road Connector	3	9.7%	1	2.9%	4	6.2%
Alt. 3A - Rio Road to Route 20 via Pen Park	7	22.6%	1	2.9%	8	12.3%
Totals	31	100.0%	34	100.0%	65	100.0%

As shown on **Table 2**, 31 of the 70 attendees at the November 28th session (44.3%) and 34 of the 101 attendees at the November 29th session (33.7%) expressed their opinions through the use of the map dots. A number of persons on both nights were observed leaving the meeting sites without exercising their option to state a preference either following the formal presentation or during the small group discussion sessions. This departure phenomenon seemed to be particularly noticeable on November 29th at the meeting held at the Albemarle County office building in Charlottesville.

The greatest number of expressions of public preference was for Alt. "0" – the currently adopted CLRP for the Charlottesville/Albemarle urbanized area. This alternative received 13 of the 31 votes (41.9%) on November 28th and 30 of the 34 votes (88.2%) on November 29th. Combined for the two nights, this alternative received 43 of the 65 total votes recorded (66.2%). Alt. 2A – Proffit Road Relocated – received the next highest number of votes each evening, 8 on November 28th (25.8%) and 2 on November 29th (5.9%). The combined votes for this option on both nights totaled 10, or 15.4% of the total votes recorded.

Alt. 3A – Rio Road to Route 20 via Pen Park – received the third highest number of map dot votes on November 28th (7 votes or 22.6%) but tied for the lowest number of votes received on November 29th (1 vote or 2.9%). For the two nights, the total number of votes received by this alternative was 8 or 12.3% of the total votes recorded.

Alt. 2A – Polo Grounds Road Connector – was the least favored option both nights, receiving only 3 votes (9.7%) on November 28th and only one vote (2.9%) on November 29th. For the two nights combined this option only received a total of 4 votes (6.2%).

Table 3
STATED PUBLIC PREFERENCE / SUPPORT FOR CONCEPTUAL ALTERNATIVES - COMMENT FORMS
November 28-29, 2007 Public Information Meetings

	November 28		November 29		Totals	
Alternatives	Number	Percent	Number	Percent	Number	Percent
Alt. "0" - Currently Adopted CLRP	2	20.0%	0	0.0%	2	7.7%
Alt. 1A - Proffit Road Relocated	5	50.0%	6	37.5%	11	42.3%
Alt. 2A - Polo Grounds Road Connector	2	20.0%	5	31.3%	7	26.9%
Alt. 3A - Rio Road to Route 20 via Pen Park	1	10.0%	5	31.3%	6	23.1%
Totals	10	100.0%	16	100.0%	26	100.0%

Somewhat similar results were observed from the review of the formal comment forms submitted during or after the two meetings. As shown on **Table 3**, the stated alternative preferences displayed on the individual comment forms are typically more balanced than those displayed on the map dot preference selection. On the 10 comment forms received from attendees at the November 28th meeting, the number of votes and the percentages for each of the four defined alternatives were as follows: Alt. "0" – 2 votes (20.0%), Alt. 1A – 5 votes (50.0%), Alt. 2A -2 votes (20.0%), and Alt. 3A – 1 vote (10.0%). Similarly, for the 16 total votes shown on the November 29th comment forms, no votes were recorded for Alt. "0", 6 votes (37.5%) were recorded for Alt. 1A, 5 votes (31.3%) were recorded for Alt. 2A, and 5 votes (31.3%) were recorded for Alt.3A. Combining the votes on these two days of comment forms, Alt. "0" was cited 2 times (7.7%), Alt. 1A was cited 11 times (42.3%), Alt. 2A was cited 7 times (26.9%), and Alt. 3A was cited 6 times (23.1%)

Table 4
STATED PUBLIC PREFERENCE / SUPPORT FOR CONCEPTUAL ALTERNATIVES - COMBINED MAPS AND COMMENT FORM
November 28-29, 2007 Public Information Meetings

	November 28		November 29		Totals	
Alternatives	Number	Percent	Number	Percent	Number	Percent
Alt. "0" - Currently Adopted CLRP	15	36.6%	30	60.0%	45	49.5%
Alt. 1A - Proffit Road Relocated	13	31.7%	8	16.0%	21	23.1%
Alt. 2A - Polo Grounds Road Connector	5	12.2%	6	12.0%	11	12.1%
Alt. 3A - Rio Road to Route 20 via Pen Park	8	19.5%	6	12.0%	14	15.4%
Totals	41	100.0%	50	100.0%	91	100.0%

Table 4 presents the combined public preference/support votes as recorded on the display maps and the individual comment forms. Of the total of 91 "votes" recorded on the maps and on the comment forms, the results for each of the four alternatives were as follows:

- Atl. "0" – Currently Adopted CLRP – 45 votes (49.5% of total votes)
- Alt. 1A – Proffit Road Relocated – 21 votes (23.1%)
- Alt. 2A – Polo Grounds Road Connector – 11 votes (12.1%)
- Alt. 3A – Rio Road to Route 20 via Pen Park – 14 votes (15.4%)

If the 45 expressed preference votes for Alt. "0" – Currently Adopted CLRP were not considered, the three current Eastern Connector alternative routings received somewhat similar levels of support across the remaining 46 recorded votes:

- Alt. 1A – Proffit Road Relocated – 21 of 46 votes = 45.7%
- Alt. 2A – Polo Grounds Road Connector – 11 of 46 votes = 23.9%
- Alt. 3A – Rio Road to Route 20 via Pen Park – 14 of 46 votes = 30.4%

Although there does appear to exist some degree of support for all four of the final group of alternatives being considered, there is also significant opposition to all but the currently adopted CLRP (Alt. "0").

Table 5
STATED PUBLIC OPPOSITION TO CONCEPTUAL ALTERNATIVES - COMMENT FORMS
November 28-29, 2007 Public Information Meetings

	November 28		November 29		Totals	
Alternatives	Number	Percent	Number	Percent	Number	Percent
Alt. "0" - Currently Adopted CLRP	0	0.0%	0	0.0%	0	0.0%
Alt. 1A - Proffit Road Relocated	5	22.7%	20	26.7%	25	25.8%
Alt. 2A - Polo Grounds Road Connector	2	9.1%	20	26.7%	22	22.7%
Alt. 3A - Rio Road to Route 20 via Pen Park	15	68.2%	35	46.7%	50	51.5%
Totals	22	100.0%	75	100.0%	97	100.0%

As shown on **Table 5**, the expressions of opposition contained on the comment forms distributed to the attendees at the public meetings and as described in subsequent e-mail communications totaled 97 negative votes. Of those 70 persons who attended the November 28th meeting, a total of 22 negative votes were expressed in opposition to one or more of the alternatives, with 15 of the 22 negative votes (68.2%) being expressed relative to Alt. 3A – Rio Road to Route 20 via Pen Park. Alt. 1A – Proffit Road Relocated received 5 expressions of opposition (22.7%) while Alt. 2A received 2 expressions of opposition (9.1%).

Of the 101 persons who attended the November 29th meeting, a total of 75 negative votes were expressed in opposition to one or more of the alternatives, with 35 of the 75 negative votes (46.7%) being expressed relative to Alt. 3A – Rio Road to Route 20 via Pen Park. Alt. 1A received 25 expressions of opposition (25.8%) while Alt. 2A received 22 expressions of opposition (22.7%).

Combining the November 28th and 29th results, a total of 97 statements of opposition to one or more of the alternatives were recorded on the comment forms. While no one expressed opposition to Alt. "0", there were 25 expressions of opposition (25.8%) to Alt. 1A – Proffit Road Relocated, 22 expressions of opposition (22.7%) to Alt. 2A – Polo Grounds Road Connector, and 50 expressions of opposition (51.5%) to Alt. 3A – Rio Road to Route 20 via Pen Park.

What appears to be a key finding of the examination of this information is that each of the four alternatives has a number of supporters as well as a number of opponents. For a variety of reasons, the members of the local public who attended the November 28th and 29th public information meetings seem to generally favor Alt. "0" – Currently Adopted CLRP over the other three alternatives. Similarly, for a variety of reasons, the public

appears to be generally opposed to Alt. 3A – Rio Road to Route 20 via Pen Park but have reservations against the other two alternatives as well.

Based on the consultant team's review of all comments received as of December 7th, there appears to be a high level of interest from the general public in examining the potential benefits, costs, and impacts of each of the currently defined Eastern Connector alternatives including Alt. "0" the current adopted regional long-range transportation plan. Many of the public meeting attendees appear to believe that doing nothing more than the currently adopted plan would be a preferable outcome to the expenditure of the additional public funds that would be required to implement any of the other proposed alternatives. With that said, there also appears to exist the need to better quantify the magnitude of regional through traffic on the defined project area highway system.

The members of the public who attended the November 28th and 29th public meetings appear to believe that a major portion of the study area traffic does not have locally generated trip origins or destinations but is merely passing through the area. Many of these persons expressed the view that a regional scale bypass alternative would be better able to address the traffic volume and congestion issues in the US Route 250 corridor than any of the other currently defined alternatives. There have also been a number of questions raised as to the degree to which any of the currently defined alternatives would be able to make a significant improvement to the current traffic volumes and congestion levels in the US Route 250 corridor.

With respect to the other three Eastern Connector alternatives that are currently under consideration, there does not appear to be a strong preference or a high level of support for one option as opposed to the others. All three alternatives appear to have both supporters and opponents. What does come through from a review of the comments received to date is that the general public has a high degree of awareness and concern over the potential impacts of any of the alternatives on the existing natural and man-made environments of the study area. These concerns appear to be most strongly focused on the areas within and adjacent to Pen Park and Darden Towe Park which would be most directly effected by the current Alternative 3A or any of its alignment options.

The results of this public input process will be used to assist in the development of refinements to the currently defined potential multimodal improvement alternatives and in the subsequent application of the evaluation factors that will be applied to the various improvement alternatives.

ATTACHMENT A

TRANSCRIPT OF PUBLIC COMMENTS FOLLOWING NOVEMBER 28TH AND NOVEMBER 28TH MEETINGS

Date: 11/28/07
Location: Baker Butler Elementary School

Name of Meeting Attendee: Cheryl Andrews

Attendee's Comment:

- Long-range planning needs to consider an **Eastern bypass** that connects directly with Rt. 64 and does **NOT** funnel increased traffic onto Rt. 20N.
- Light rail system to eliminate a lot of local C'ville-Albemarle daily local traffic
- Use outlying parking areas.
- Rt. 20N is a very hazardous road with many blind hills and curves, non-existent shoulders in some places and (have you seen all the skid marks? Even skid marks going up-hill!) many traffic accidents! (road is also utilized by tourist and bikers between Rt. 33 and Barboursville area, plus large trucks cutting through from Rt. 33 area to get to Pantops, rather then 64)
- Polo grounds is in a River Flood Plain Zone and needs to consider impact on wildlife that *always* cross the road to get to Rivanna River, plus the family traffic to/from the soccer fields.
- Needs to be protected area
- Agree that improvement needs to be made for the Railroad underpass area.
- Not in favor of Meadowcreek – Penn Park destruction and funneling more traffic into Pantops.

Name of Meeting Attendee:

Attendee's Comment:

- This is a regional problem (% of 29N from Greene Co.)
- Need to expand study area
- Alternatives are either close in or coming off northern Albemarle Co.

Name of Meeting Attendee: B.B.

Attendee's Comment:

- Proffit Rd. bypass? On N Rivanna is closed by flooding yearly
- Is doing nothing an option??
- Little impact for a lot of money

Name of Meeting Attendee: Jerry Deily

Attendee's Comment:

- Don't build Alternative 3 as a road but use its ROW for rail transit. This will only require an inexpensive bridge over the Rivanna rather than a wide multi-lane highway bridge.
- Transit stops could be Pantops/MJH, Penn Park (& Catholic HS), Greenbriar, Fashion Sq. /Albe. Sq., Rio Hill, Walmart/Sams/Doubletree, plus Forest Lakes South and Hollymead Town Center, maybe North Pointe, UVa North Fork and CHO airport as well.

Name of Meeting Attendee: Cynthia Collin

Attendee's Comment:

- I prefer the Alternative #1 of the three. It would cost less than the other 2.

Name of Meeting Attendee: Lindsay Eckford

Attendee's Comment:

- Federally funded – do not search for loophole
- Impacts: environment, high traffic, accidents, high speeds
- Impact to park: noise, neighborhoods, schools, wildlife, water quality
- Historical Impact: affect Louis & Clark on Rt. 20, direct exit to Martha Jefferson
- Improve signage so people won't take 1st exit to C'ville
- People – creatures of habit – inform people of different choices
- Improve the little roads – the 12 different choices.
- Kevin Lynch should not be on the steering committee
- Be soft to the beauty of Penn Park – PRESERVE IT

Name of Meeting Attendee: J.J. Murray

Attendee's Comment:

- It is unfortunate that the boundary of the study area was drawn to exclude the natural connector btw. Profitt Rd. and Rt. 20 via the Burnt Mills Rd. This route avoids most of the developed areas and represents what is probably the least costly engineering system.

Name of Meeting Attendee: Gerard R. Deily, P.E. (in PA)

Attendee's Comment:

- With the purpose of the evening being selection of a preferred alternative, several briefing slides referring to alternative selection (e.g. the slide noting flood plan crossing county and environmental consideration, plus the slides showing 2025 LOS for the various options) should have been posted and on the table. Absent these, the citizens were only able to make selection based upon the maps, perhaps augmented by personal knowledge of some specific area. These 4 slides were the most important parts of the briefing and should have been made available for consideration.

Name of Meeting Attendee: Cynthia Viejo

Attendee's Comment:

- Don't take Penn Park – no sense to dump a 4 lane road onto a 2 lane road (Penn Park Rd) and the Rio Rd
- Better signage on 64
- Spending 50 million dollars to save 2 minutes of drive time makes no sense
- Considering an Eastern Route farther east?
- Not sure that any routes really solve the problem
- The decision's not about county versus city and county measurement versus connector
- Kevin Lynch is all about politics – he should not be on the steering committee – for him it's too personal. He can't step aside and look at the situation objectively.

Name of Meeting Attendee: Bob Walk

Attendee's Comment:

- Interested in more info on traffic origin – e.g. local vs. out-of-area, impact of sprawl on patterns
- Think physical area of study should be expanded
- Whatever the outcome, developers should have to assume more burden for the fix resulting from sprawl

Name of Meeting Attendee: Tom Eckman

Attendee's Comment:

- The real problem is no bypass to 64
- Options 152 just deliver more traffic to the 250 free bridge
- Rt 20 will have too much traffic on it
- I feel option 1 would be the best
- DO NOT mess up Penn Park
- The polo grounds option will create a problem with traffic at 29
- I think the money can be better spent with a bypass to I64

Name of Meeting Attendee: Robert Peevy

Attendee's Comment:

- It appears that none of the 3 options will address effectively the downtown congestion issues or is it clear how this plan will complement a larger county or area wide plan
- Strongly suggest rethinking alternative plans on a larger scope including a city bypass/four lane roads or public transportation
- Expenditures of this nature on a 2 lane road will not effect any real long term solution

Name of Meeting Attendee:

Attendee's Comment:

- Better signage on 64
- Connect 64 to 29N via 616 and New Road to Proffit – avoid 20N and Rio Rd

Name of Meeting Attendee: Debra Gilbert

Attendee's Comment:

- There are two schools @ Penn Park Rd
- Penn Park Rd (plan 3) would only serve the Pantops/Glenmore
- Do you want kids breathing exhaust funds while they play
- If parks are not protected, what is? Where are people to go for green space?
- Penn Park does not solve anything long term – it's a bad band-aid that would displace too many "non-subdivision" residents
- Is 29N growth taken into account?
- I-64 to 20 makes sense

Name of Meeting Attendee: Billie Cogerwerf

Attendee's Comment:

- I like the gentleman's plan that goes along the edge of the river – I endorse his plan
- AT ALL COST SAVE PENN PARK and think more public transportation @ by cycle paths

Name of Meeting Attendee: Kenneth Maupin

Attendee's Comment:

- What ever project we decide we need to upgrade 20
- We need to build Alt. 1 to 4 lanes all the way to 250

Name of Meeting Attendee: John Titus

Attendee's Comment:

- We should try, by all means, to save Penn Park

Name of Meeting Attendee: John Cruickshank

Attendee's Comment:

- I am opposed to the construction of the Eastern Connector and the Meadowcreek Parkway
- Albemarle County and Charlottesville should invest their transportation money in a comprehensive public transit system that includes light rail and bus service
- We should expand trail system for pedestrians and bicycle riders

Name of Meeting Attendee:

Attendee's Comment:

- Cost of all 3 options is excessive given small expected traffic relief
- No option improves intersection of 20 with 250
- If much traffic were to be diverted then an improved intersection would be essential, greatly increasing cost. If not, why spend $40 - $60 million?

Name of Meeting Attendee:

Attendee's Comment:

- What considerations are being made to upgrade highway 20
- All three options should be considered. People have to drive too far to get any one of the three options

Name of Meeting Attendee: Tom Stall

Attendee's Comment:

- Instead of a 2 lane road – can you do a 3 lane with center lane changing directions (with red or green lights) similar to Rt. 66?
- Rt. 20 @ 250 needs improvement for all 3

Name of Meeting Attendee: Kevin Grunden

Attendee's Comment:

- Spend more on developing mass transit system to lower # of cars! OR option "0"
- $60 million to save 2 minutes per trip is outrageous

Name of Meeting Attendee: Sarah Hendley

Attendee's Comment:

- Parkland is essential to the high quality of our community life
- As head of the River Run Committee to Preserve Pen Park, I represent the 1,609 people who signed our petition to preserve Pen Park – we, the public do not want the Eastern Connector in Pen Park. Of the 1,609 people, 379 are from River Run and the rest are from Charlottesville, Afton, Batesville, Barboursville, Crozet, Earlysville, Free Union, Foch Union, Gordonsville, Greenwood, Joy, Keene, Keswick, Louisa, Livingston, Madison, North Garden, Orange, Palmyra, Ruckersville, Schuyler, Scottsville, Shipman, Stanton, Troy, Waynesboro
- The Land and Water Conservation Act of 1965 stated that a road cannot be built through a public park, particularly a park bought and developed with federal funds provided by this law. Land bought by the city of Charlottesville used federal funds provided by this law. Then in 1966 the Transportation Act was enacted and it states that a road cannot be built in a park unless there are no feasible or prudent options. There *are* feasible and prudent options and therefore, there is no justification for a road to be built through Pen Park. Furthermore, Mr. Lewis Grimm of PBS&J stated Aug. 24, 2007 at the steering committee of the Eastern Connector Road that he felt getting federal approval for a Pen Park route for the Eastern Connector would be impossible. This was his professional advice. Finally, the public, as represented by the 1,609 people who have signed the petition to preserve

Pen Park are strongly against a major road that would carry 30,000 cars a day through our biggest and best park. This park covers 280 acres and includes the only 18-hole public golf course in the community. It also has a fitness trail and a walking trail by the river. It has five baseball playing fields, picnic shelters, eight tennis courts, and of the best, if not the best, children's playground in the area. Pen Park is a priceless asset to our community. What price tag can you put on our best park – especially in this time of growth and development?

Name of Meeting Attendee: Nicole McGure

Attendee's Comment:

- I have been jury to Pen Park since 1981. I have enjoyed the trails; I have taken my nieces to the playground. My brother has enjoyed tennis lessons as part of a Special Olympics program. When I worked at UVA our department enjoyed the line of shelters for our picnic once a year. It would be a travesty to put a road through Pen Park and I'm not convinced it would help traffic retention.

Name of Meeting Attendee:

Attendee's Comment:

- Nothing was said about improving Rt. 20
- Alternatives 1 and 2 are NOT feasible because Rt. 20 CANNOT handle increased traffic
- Alt 1 straightens Proffit Rd. without improving traffic flow on Rt. 20

Name of Meeting Attendee: Anne Marshall

Attendee's Comment:

- We do not want a road through Penn Park. It seems very short-sighted to compromise the integrity of our best public park by putting a road through it. Charlottesville/Albemarle will continue to have issues with traffic and congestion as long as the solution is putting in more roads. Pen Park is a priceless asset to our community and once it is violated is cannot be undone. Please consider solutions which are more sustainable and environmentally friendly.

Name of Meeting Attendee: Brooke Marshall

Attendee's Comment:

- I can't see how a road through two of our parks makes sense. If you want to make a bad symbolic move, going through community parks seem to be about as crass as you can get.

Name of Meeting Attendee:

Attendee's Comment:

- Alternative 3 is the most cost-effective. However, it makes the least amount of sense for an east connector. Alt 1 is too far north to be any significant added value to the Hollymead and Forest Lakes Communities who would have to back track north in order to go east. Alt 3 does not address the bottleneck bridge of two lanes that cross the railroad just north of CATEC. Rio Rd. east would require significant widening to accommodate the extra flow. Many lots do no have the required set back. Alt. 3 would destroy the character of Pen Park and Darden Towe. It also affects highly populated neighborhoods in River Run. Alt 2 is the least intrusive in terms of affecting existing neighborhoods and it is the most logical place to channel east bound traffic from 29 N at a point that is north of the already over-developed Rt. 29/Rio Rd. intersection. Why have people go through 3 extra lights to make a left turn when heading south? VDOT's steering committee needs to adopt Alt 2. This may not suit VDOT's state budget as the best alternative but it is the best option in terms of practicality, added-value and preservation of the character of the local community and environment. The Meadowcreek Parkway is a N/S avenue and it is relevant to the E/W connector in terms of practicality.

Name of Meeting Attendee: Calvin Morris

Attendee's Comment:

- Option #3 seems to facilitate the study goal more than the others. I also like option #1 (Proffit Rd)
- The primary problem, as I see it, is that all these option place east bound traffic on Rt. 20. This further complicates the traffic situation.

Name of Meeting Attendee: Anna Freshwater

Attendee's Comment:

- Option 2 – Polo Grounds with overpass instead of stop light

Name of Meeting Attendee:

Attendee's Comment:

- Improve transit – none of the roads
- 250/20 intersection – no improvements shown
- 1 and 2 alignment suggestions
- Proffit currently used as bypass

Name of Meeting Attendee: Leslie Jones

Attendee's Comment:

- Never ever compromise one of our remaining parks for a road! Leave Pen Park – look @ one of the alternate locations. This of future decades, future generations, the genesis of Penn Park

Name of Meeting Attendee:

Attendee's Comment:

- Minimal benefit for cost
- Need to consider wider implications
- Impacts on Rt. 20
- Existing bridge needs upgrade
- Is option 0 really viable?
- Impacts to water bodies
- Need old studies?
- Public transit?

Date: 11/29/07
Location: Albemarle County Office Complex

Name of Meeting Attendee: Sue Delos

Attendee's Comment:

- I am astounded by the lack of vision and narrow charge given the Eastern connector commission.
- The real problem is for a route from 29N to 64E. Furthermore, unless this is done 1st, the trucks will take the Eastern Connector, and, as envisioned, any alternative will be inadequate for this use.
- All increase traffic on Rt. 20 without any plans for upgrade of this road and all roads end at the Rt. 250 intersection and the Pantops jam
- Proffit Rd. area seems the best of the 3 alternatives but would require improvements to Rt. 20, or extension to Rt. 64
- The small amount of time saved and the high cost of any of these projects combined with the loss of value to the affected communities makes the consideration of other plans mandatory
- The need is for a 4+ lane road that can solve larger problems
- Note to planning commission: one way to alleviate traffic would be to build *safe* bike ways at least within the Rio Rd. and downtown areas. But to be used, these bike lanes must be separate from (but can be parallel to) existing roads.
- I have lived in both the Netherlands and Boulder, CO where biking to and from places of employment works because safe bikeways are provided. This town is small enough but simply too dangerous to bike on.

Name of Meeting Attendee:

Attendee's Comment:

- Alt 1 and 2
- Rt. 20N is not conducive to increased traffic – too narrow and too many curves. Lots of driveways and roads intersect Rt. 20. It is a scenic byway
- None of the 3 alternatives solve the bigger problem of increased traffic @ Pantops/Free Bridge from Rt. 64
- Need to study who is going where. Suggest use of web site for public input. Log in your name, address, where you work, how often you travel on 29N to Pantops to east 250 or Rt. 64. Inform citizens of the survey web site by mail when you send Real Estate assessment or other county or city mailings.

- Unfair to force us into 3 choices w/ backup information, without providing backup info for the 2025 choices

Name of Meeting Attendee: Arthur Watson

Attendee's Comment:

- Polo Grounds and Proffit Rd. DO NOT provide relief of traffic and the cost appear too low – duets the size and length of the flood plains
- Rt. 20 is not addressed as a cost – it already needs major improvements for current traffic. There are already enough crosses on Rt. 20S of Proffit Rd.
- The Polo Grounds Rd. Plan currently intersects with the RR tracks where the Glen Echo Farm barn ($10 million construction costs) and the pastures that service the Barn. Any loss of land would impact the business aspects of the building even if the building itself is missed
- The topography on Glen Echo Farm is Steep and so grades become and issue – there is not a way to go through this area without following the ridge line which is how the road currently runs
- The actual plans presented do not solve any traffic diversion or solve time, but potentially could lead to long and costly legal actions for environmental, right of way and other issues
- Any road built should be at least 4 lanes as well – Rt. 20 would need to be 4 lanes – again costs for Rt. 20 are not included so the cost discussions are dishonest
- $50 million, as stated (which in many ways is dishonest – TOO LOW), for 1.9 minutes of less
- This is a regional problem and as services/shopping grow on east side of town the Rt. 29 shopping destination will decline – the change just for groceries and drug stores in last 5 years is very different then before 5 years ago

Name of Meeting Attendee:

Attendee's Comment:

- All options impact the already congested intersection of Rt. 20 and 250 at Pantops – something will need to be done there
- The Pen Park option attracts nearly 100% of the capacity for a 2 lane road immediately – what then?
- Once a park is gone (or seriously degraded) it is gone forever

Name of Meeting Attendee: Kate Nesbitt

Attendee's Comment:

- Prefer improvements to Rt. 250
- Strongly disagree w/ all 3 alternatives which dump traffic onto Rt. 20 right near the 250E section with worst traffic in the area.
- All 3 alternatives would worsen Pantops traffic.
- A river crossing in the Woolen Mills as proposed recently might help Free Bridge
- All 3 alternatives have huge costs and very few benefits
- Upgrade 250E thru Pantops
- Consider larger study area and Eastern Bypass connecting Greene and Fluvanna counties – this might be Rt. 33 over to 64E
- Rt. 20 is a scenic byway – twisting, hilly, dangerous as is. Not fit for additional traffic volume
- Parks should be preserved
- Complete a real origin and destination study @ Free Bridge

Name of Meeting Attendee:

Attendee's Comment:

- None are far enough N of town – Proffit Rd. would be the choice for me
- Rio Rd. brings traffic back into the city and on an already to well traveled road and is going to get worse with all the new developments already planned
- The object is to get traffic around the city, not dump it right into the already congested area

Name of Meeting Attendee: Randy Dickerson

Attendee's Comment:

- Alt. 1 and 2 will attract truck traffic that now is restricted from using Polo Grounds and Proffit Rd. and still bring traffic onto an unimproved Rt. 20
- Alt. 1 and 2 move traffic away from where most local traffic is going
- Alt. 3 if you can skirt Pen Park and enhance and compliment the parks and access to it (i.e. with walking/bike paths access to parking and picnics areas) alt 3 will do the most to relieve congestion at Free Bridge area!

Name of Meeting Attendee: D. Green

Attendee's Comment:

- PLEASE 1st look at routing traffic from Rt.29 over to 64. This should be THE 1ST PRIORITY
- Not sure why other options were taken off the table. These 3 options seem very poor and projected benefits are not worth ~$50 million and all this destruction
- BASIC PROBLEM – your "study area" is way too limited. These proposals are a "band-aid" and this approach seems piece-meal!
- PLEASE focus on diverting traffic from 29 through 64 further N. That will benefit the small "study area" so that different outcomes may come to light

Name of Meeting Attendee: Stephen Levine

Attendee's Comment:

- All three proposals are short-sighted, too costly considering, projected traffic mitigation, etc.
- We need better public transportation and to control/limit development growth in area – we do not have to accept these dramatic increases in population/traffic that are projected

Name of Meeting Attendee: Michael Rodemeyer

Attendee's Comment:

- Need larger regional solution – no improvement, within study area, will have enough benefit to justify costs and impacts
- All options dump traffic onto Rt. 25020 – does not solve problem of easing congestion on 250
- Consideration should be given to former option 3 – improve traffic flow over Free Bridge – by fixing 2 intersections – 250/20 and 250/High St.
- Alt #1 and alt #2 would put more traffic, esp. truck traffic, on twisty, hilly, dangerous route 20 – residents on roads connected to Rt. 20 have limited sight lines - all intersections will be more dangerous – rt. 20 already has had numerous accidents – some fatal

Name of Meeting Attendee: Virginia Amiss

Attendee's Comment:

- Option #3 – begin on Rio Rd on access to Meadowcreek on *south side of Pen Park* (Pen Park Lane) – this is shorter – only 1 bridge (cross Rivanna)
- Save money and use toward a real bypass further north from 29 to I-64

Name of Meeting Attendee:

Attendee's Comment:

- The 3A through the park is the best alternative, but unless you build a connection over to 250 at state farm blvd you still impact a lot of 250E and Rt. 20

Name of Meeting Attendee:

Attendee's Comment:

- 29 to 64

Name of Meeting Attendee: Carol Gilchrist

Attendee's Comment:

- Environmental concerns – destruction of environment for little gain in any of these available options

Name of Meeting Attendee: Lindsay Eckford

Attendee's Comment:

- When work on 29 was done people flocked to Rio Rd.
- If an eastern connector goes through beautiful Pen Park it will spit a huge amount of traffic to previously county like Pen Park and Rio Rd. – it would become like the city
- Connect Meade over to Pantops – divert city shoppers
- Bypass from Ruckersville
- The study area is too small – it is silly to constrain thinking to a small area
- Don't search for loop hole to go through park

Name of Meeting Attendee: Rev. Carolyn White

Attendee's Comment:

- I believe Pen Park was purchased in part with Federal funds and that there are federal restrictions on park usage.
- Pen Park rd is an access road to Pen Park and I believe its use cannot be changed, legally, to carry approx. 30,000 vehicles/day.
- Opponents to the Eastern Connector plan 3 will take it to court – where it will be tied up for years – at great additional expenses
- Charlottesville citizens will never allow Pen Park to be divided in half or used as a major thoroughfare to go to other places in the region

- The Eastern connector plan 3 is a short-sighted plan – you may save 2 minutes when it is completed but it won't stay 2 minutes for long
- We need another alternative – other than the ones proposed currently

Name of Meeting Attendee:

Attendee's Comment:

- None of the presented alternatives seem worth doing – the it seems we can do is shave off 2 minutes of travel time and 6% of the traffic off rt. 250 and that's at the price of $50 million and a park....NOT WORTH IT!
- Also, as someone who now would find it faster to come in on Proffit Rd/20 rather than rt. 29, if the chances weren't good that I'd get behind a slowpoke, I don't think that one-lane roads in each direction would accomplish much
- I think straightening the road wouldn't get rid of the old ladies and old pickup trucks
- Finally, I just *hate* the idea of sticking another road through a park – is that what we preserved them for? Just to have them handy for transportation corridors? None of the presented alternatives are worth the $50 million – spend it on transit!

Name of Meeting Attendee:

Attendee's Comment:

- Option 1A – 2A and 3A still dump all the traffic back on 250/20
- Study is flawed by limiting study to too narrow scope
- $500,000.00 wasted (a la western bypass and mythical Meadowcreek Pkwy)

Name of Meeting Attendee:

Attendee's Comment:

- It makes no sense to dump *more* traffic onto Rio Rd.
- I don't get it. Why dump more traffic onto Rt. 250 – Pantops is already too crowded
- Rio Rd. is bumper to bumper now
- Rt. 20 is a nasty, curvy, small road – you're going to dump more cars on that? People will be killed
- We need a road to get people from I-64 to 29N – not funnel cars from 29 to narrow 20
- None of these plans is adequate to reduce traffic at 250 at Pantops
- Pen Park/golf course would be ruined – these are about the only quiet places left in this "urban" area

- Five new subdivisions already planned for Rio Rd. which is at capacity now
- Two schools on Rio at Pen Park

Name of Meeting Attendee: Jennifer Gaden

Attendee's Comment:

- The plan appears to make the problem of 250 congestion worse by dumping traffic on Rt. 20 – already an extremely dangerous road – and 250.
- A two lane road between 2 major roads says bottleneck to me
- Environmentally – we are dealing w/ the Rivanna River and have heard nothing about the impacts on the river and its banks
- It is essential that the river and its environmental health be impacted as little as possible
- The river and its habitat must not be overlooked in this plan
- The plan to go through Pen Park will ruin a nature trail that goes through a woods where wildlife abounds and where people can enjoy it
- NO ROADS THROUGH PUBLIC PARKS!

Name of Meeting Attendee: M Mohajen

Attendee's Comment:

- Totally forget about alt 3 – DO NOT DESTROY THE PARK
- Consider an alt from 33 to 64 both way (a beltway)
- If I were to consider any of the alternatives it would be alt 2 going to 64 as shown on map

Name of Meeting Attendee: Liz Levin

Attendee's Comment:

- Do not destroy the park!
- We must preserve what beauty is currently left!!
- 64 – 33

Name of Meeting Attendee: Kim Blertz

Attendee's Comment:

- Any solution that dumps traffic onto rt. 20 is absurd
- The road would have to be re-done to handle all of that additional traffic
- Instead, keep the traffic out of the city and get it directly to 64

Name of Meeting Attendee: G.M Canter

Attendee's Comment:

- What if a new I-64 exit was developed east of 250/I-64 exit with a road designed or a Rt. 29 bypass as well as to relieve Pantops. New road should connect to 29N North of Proffit Rd.?
- If Pen Park Rd. – Rio Rd. – Meadowcreek Pkwy is developed, Rio Rd. west of the intersection will be a mess at rush hours and the Rio/29N intersection will be even worse than it is now
- Rt. 20 will need to be widened if Proffit Rd. option is selected

Name of Meeting Attendee: Sheryl Hayes

Attendee's Comment:

- I whole-heartedly disapprove of a road thru Pen Park and I'm not sure that I want one on any of the routes proposed
- If county officials would stop approving housing and commercial development at the current staggering rate, it's just possible that these projections might not become reality.
- I'm astounded at the high price tag for a miniscule time savings
- The decision makers have limited the scope of this study so tightly that we can't even discuss other options. I really thinks we should be paying more attention to public transportation

Name of Meeting Attendee: Mary Dickens

Attendee's Comment:

- Build the Meadowcreek Pkwy from CATEC on Rio Rd. to 250 bypass now.
- See how much traffic that moves – this road should be 4 lanes

Name of Meeting Attendee: Peter Kleeman

Attendee's Comment:

- I disagree with using Meadowcreek Pkwy and 250 interchange as part of "existing system". These two projects are associated with the Eastern Connector project through City Council Resolutions
- I believe it is inappropriate to propose an alignment through Pen Park. Clearly alternatives exist to using Pen Park (and Darden Towe Park too). Pen Park is protected as a Section 4 of the USDOT Act and also protected under the Federal Land and Water Conservation fund Act. Promoters should follow these laws and recommend PBS&J NOT to use Pen Park in this analysis.

Name of Meeting Attendee: Tish Tablan

Attendee's Comment:

- Alt 0 plan should be included in this packet as it is online. The public needs to know what the status quo plan to which we are comparing the other 3 alternatives
- I think those upgrades to 250 bypass need to happen anyway and in addition to any other proposals that happen
- Any alternatives that involve Proffit Rd seem ineffective without also upgrading Stony Point rd of rt. 20
- Alt 1 and 2 are therefore useless unless they are expanded and connected to I-64
- Alt 3 is by far the worst alternative of the 3 choices and would destroy the park system in Charlottesville and the region
- I am adamantly opposed to putting a road through Pen Park and represent many of my neighbors that feel the same way

Name of Meeting Attendee: E.A. Fagan

Attendee's Comment:

- Pen Park is just that, a park. – not a place to destroy so the morning commute is easier
- My daughter learned to ride her bike there and walks our dog there every afternoon and morning
- We do not want 14,000 cars driving through our backyard

Name of Meeting Attendee: Sarah Hendley

Attendee's Comment:

- Parkland is essential to the high quality of our community life
- As head of the River Run Committee to Preserve Pen Park, I represent the 1,609 people who signed our petition to preserve Pen Park – we, the public do not want the Eastern Connector in Pen Park. Of the 1,609 people, 379 are from River Run and the rest are from Charlottesville, Afton, Batesville, Barboursville, Crozet, Earlysville, Free Union, Foch Union, Gordonsville, Greenwood, Joy, Keene, Keswick, Louisa, Livingston, Madison, North Garden, Orange, Palmyra, Ruckersville, Schuyler, Scottsville, Shipman, Stanton, Troy, Waynesboro
- The Land and Water Conservation Act of 1965 stated that a road cannot be built through a public park, particularly a park bought and developed with federal funds provided by this law. Land bought by the city of Charlottesville used federal funds provided by this law. Then in 1966 the Transportation Act was enacted and it states that a road cannot be built in a park unless there are no feasible or prudent options. There *are* feasible and prudent options and therefore, there is no justification for a road to be built through Pen Park. Furthermore, Mr. Lewis Grimm of PBS&J stated Aug. 24, 2007 at the steering committee of the Eastern Connector Road that he felt getting federal approval for a Pen Park route for the Eastern Connector would be impossible. This was his professional advice. Finally, the public, as represented by the 1,609 people who have signed the petition to preserve Pen Park are strongly against a major road that would carry 30,000 cars a day through our biggest and best park. This park covers 280 acres and includes the only 18-hole public golf course in the community. It also has a fitness trail and a walking trail by the river. It has five baseball playing fields, picnic shelters, eight tennis courts, and of the best, if not the best, children's playground in the area. Pen Park is a priceless asset to our community. What price tag can you put on our best park – especially in this time of growth and development?

Name of Meeting Attendee: Sam Haas

Attendee's Comment:

- Each of the options were well thought out and analyzed. However, each of the options only moves the problem congestion. Relief will only come when the connector from 29 to 64 is built. This will relieve traffic into the city and through the 250 Pantops corridor. Once this connector is built, these alternatives make more sense. Option 1 and 2 are best as park land should be preserved as it is a precious commodity in a growing city

Name of Meeting Attendee:

Attendee's Comment:

- I would strongly recommend looking into an option that would connect 29 to 64
- Additionally, I would discourage the Pen Park option – the city has invested money into a park that many people love and enjoy – it would be upsetting to this resource destroyed.

Name of Meeting Attendee: Ron and Marilyn Comfort

Attendee's Comment:

- I doubt any of the options will have much effect given the lack of an area road building strategy – but, of all the options, alt 3 is the least reasonable
- Alt 3 destructs green space/public park – makes no sense given less disruptive alternatives. Given environmental policy framework and restrictions on destruction of parkland build with federal funds, a long court battle would undoubtedly follow.
- As with the 250 bypass which opened in 1970, a connector so close to the city would be obsolete before opening – the northward residential expansion will continue – the link or bypass needs to reflect that reality
- Without a stronger case, none of the 3 alternatives should be chosen! None have enough bang for the buck! There needs to be a connector btw rt. 29 and rt. 64

Name of Meeting Attendee: Maria Chapel

Attendee's Comment:

- Hello? When? Are your supervisors and councilors going to stop development and increase in people, businesses, trucks, nuclear power plants? I am sick of sacrificing quality of life and having to pay not only in dollars but in loss of environmental quality and water for this ridiculous development!
- I'm sure you can see all of these proposals are short sighted and unimaginative at best – stupid at worst
- Do not destroy another park!
- You must start to think long term – I think it is a total waste of our money for such s ridiculous study
- I beg you all not to ruin our lovely area with roads, big box stores and 9 story buildings downtown
- We do need a bypass from Ruckersville to 64
- Meadowcreek pkwy is still not a good idea

Name of Meeting Attendee:

Attendee's Comment:

- Having moved to Pen Park 2 years ago it seems a shame it could be destroyed by a roadway. This area brings such great family joy to many. It is one of Charlottesville's greatest assets. Most of the problems in our great nation stem from poor family culture. This roadway will only contribute to the decline of the American family by eliminating another beautiful, peaceful area to enjoy family. We will more if the roadway is built.

Name of Meeting Attendee: W. Parks

Attendee's Comment:

- Opposed to Pen Park rt because of Park land being taken as I understand it.
- Federal law is against park land being taken. It's a beautiful park and the best one in the city area
- As a resident of Woolen Mills I oppose the route that goes through Woolen Mills
- It seems to me neighborhoods need to work together because each alternative will impact different ones. How many people will be impacted by each alternative?
- Ruckersville alt seems good idea. Far out on 29 not through town.
- Public transportation is a good idea - $50 million would improve a lot of public transit

Name of Meeting Attendee: River Run Community

Attendee's Comment:

- I strongly oppose, as do my neighbors, the alt 3 which would intersect Pen Park. This park is a county and community treasure and its interruption by this project would have considerable negative effects on the environment and our area families' standard of living. It also came to my attention during the election in Nov. 7 that our precinct (voting at CATEC) has one the highest, if not the highest, voting participation rate in the county. The poll volunteers remarked on our voice in the community. River Run is full of committed local volunteers and public servants of all ages – student seniors – who represent what is best about our beautiful community – conscious populace in Albemarle County
- A road through the park would be a tragedy for us – who are blessed to live there in harmony w/ nature – but for all of our residents and the enthusiastic hikers, golfers and nature lovers to visit

Name of Meeting Attendee: Ed Price

Attendee's Comment:

- I have attended tonight to register my opposition to the option that runs through Pen Park
- It also seems sensible to expand the study area

Name of Meeting Attendee: Janet Dressel

Attendee's Comment:

- Please do not put these roads through our parks – these parks belong to the people – they're important for our quality of life.
- It would be insane to put heavily travelled roads through Pen Park and Darden Towe park. Last August, Mr. Grimm said it would be impossible to get federal approval to put this road through our parks
- There's an assumption that this area will continue to grow as it has for the past 10 years. The economy is about to go into a recession – we're in a housing slump – the growth may not be there. We have a global warming crisis – we don't need more cars and more roads. We need to protect our trees and parks and put more money into public transportation.
- I think the county feels pressured to build this road because the city needs it to make the Meadowcreek Pkwy work. That's another BAD idea. Please listen to the people. All this to save less than 2 minutes in 20 years?

Name of Meeting Attendee:

Attendee's Comment:

- Discussing building and/or widening roads is like being in a van headed for a cliff and spending our time discussing the seating arrangements.
- The cliff is catastrophic climate change brought on by global warming.
- What we should be discussing is how to create a mass transit system which will serve our projected transportation needs.
- We are stuck in a more of thinking which is liable to ill-serve our children and grandchildren.
- We must change our ways of thinking about our transportation needs away from the automobile and toward first-class mass transit.
- A bus-rapid transit system would be a good candidate for consideration
- Transit is a much more efficient way of moving people around
- Modeling w/o mode-choice when we're supposed to be thinking about future increased population and transportation needs does not make much sense. It's old thinking.

Name of Meeting Attendee:

Attendee's Comment:

- This Eastern Connector study states very short times of travel improvement.
- I am in favor of killing this project as it would a waste of $50 million dollars of taxpayer money

Name of Meeting Attendee: Virginia Morris

Attendee's Comment:

- #1 and #2 are preferable
- #2 involves less housing and is in flood plain
- #3 goes thru much used Pen Park and Meadowcreek golf course
- #3 is not as much of a bypass

Name of Meeting Attendee: Dr. L. Cooper

Attendee's Comment:

- Alt 1 and 2 offer the better opportunity for travelers to access 64 and 250 to Richmond
- Alt 1 is the best of the three and offers all new Northern Albemarle City Development prime access to Pantops or East – offers least disturbance of neighborhoods and green space – also increases development opportunity from population movement from Northern Virginia

Name of Meeting Attendee:

Attendee's Comment:

- Alt 3 would serve the most users but should be depressed below grade to keep parkland visually intact – concerned it would inevitably be at capacity and pass bottleneck to Rio Rd. – air quality is a concern
- Alt 1 would same effect be achieved by improving 641/20 intersection – 2 lanes eastbound for designated right turn onto 20S – breakup behind a northbound 20 car causes loop lines at a.m. commute
- alt 2 flood plain effected severely
- can we improve 20/250 – large traffic circle? And complete loop around Montessori mountain corner?
- 250 to 20 without going to intersection at the bottom of the hill – ravine is deep
- Would like to see options of many small fines option or 643 after RR tunnel – travel north of Red Hill and down to existing bridge over N.Fork – use existing or improved bridge

Name of Meeting Attendee: Clara Belle Wheeler

Attendee's Comment:

- None of these roads serve the needed purpose of routing traffic away from the base of Pantops Mtn.
- Design route to connect Rt. 29 and Rt. 64 – follow either Rt. 33 of Rt. 461
- This would remove truck traffic from Rt. 29
- Provide connection from Rt. 29 to Rio – no crossroad
- Any of these 3 proposals will DESTROY Parks on rural Rt. 20
- NOT IN MY FRONT YARD!

Name of Meeting Attendee: Sam Lindbloom

Attendee's Comment:

- All options: don't appear to reduce congestion of 250 corridor btw Free Bridge and I-64. Isn't that the point of the study?
- Alt 3: this option is *completely* unacceptable as it destroys our best park
- THINK ON A REGIONAL LEVEL

Name of Meeting Attendee:

Attendee's Comment:

- The benefit for any of these options does not justify the cost
- All traffic dumps onto Rt. 20 – we can't handle, or won't handle, the extra traffic
- Explore another alt to option 2 instead of routing the road along the edge – route it in the low area starting at CATEC going east
- None of the proposed solutions save transit times. We need an Eastern Connector that is east of the proposed Proffit Rd. relocated (option #1) – Development is going to continue rapidly on 29N, north of Airport Rd. and also east of Free Bridge. The proposed solutions offer insignificant time savings at very high cost.
- It is time to start w/ square one and come up with other options

Mail/E-mail Comments

Name of Meeting Attendee: Carlo Colombini

Attendee's Comment:

- From my understanding of the explanation of the 3 possible routes, with the exceptions of the Meadowcreek Connector, traffic will increase tremendously on Rts. 20, 649 and/or 643 making it more difficult and hazardous for drivers unless substantial improvements are made on these roads.
- Alt 1: as shown in the Final Concept sheet, it passes through a very large area in the flood plain. My suggestions [see red marking added to the Final Concept sheet] would require only a bridge on a narrow portion of the Rivanna River, and then follow the old Burntmills Rd. to Rt. 20, thus avoiding any flood plains.
- Alt 2: as shown, it would require an approximately 350 ft. high bridge over the Rivanna River. See the Final Concept sheet for my suggested pathway [again, red marking].
- Alt 3: in my opinion it makes more sense because it would remove traffic from the 250 bypass from two points; that is, connecting with the proposed Meadowcreek Pkwy.

Name of Meeting Attendee:

Attendee's Comment:

- All of the alternatives presented in the Eastern Connector Study are short sighted and inadequate. I fully support the suggestions made by Anna Belle Wheeler at the November 27th meeting.
- Ten years ago, in China, there were 3 cars per 1800 persons. Now there are 18. As China and other 3rd world countries move toward the U.S. average 3 vehicles per each driver, gas prices, pollution and global warming will alter everything about how we manage transportation. Why be the last people to realize that $50 million spent to justify 2 minutes travel time will not answer problems in a world changing drastically. We need to cut down traffic, not build more roads.
- To take a dead end service road, like the one at Pen Park, and turn it into a highway is to diminish the park terribly. A park as a refuge from city life is necessary, especially for the poor, who cannot provide themselves with vacation homes or secluded acreage. McIntire Park has been repeatedly violated. The playground and wading pool next to truck traffic and a major road was very unpleasant to me and to my children. I know from that experience what effect such a road would have on Pen Park. A community

that does not value and protect its natural and recreational areas has poor values.

- Roads do not only respond to development and traffic; they create it. Communities must protect themselves from the few who seek great profit at the expense of the entire community and remember that nationally high revenue producing communities protect and encourage the existence of park land.

Name of Meeting Attendee: John Pfaltz

Attendee's Comment:

- At Thursday's public meeting we heard a rather strong message against putting Alt 3 through Pen Park. At the Wednesday meeting, a route down the gully btw Dunlora and River Run was brought forward which we promised to consider. A connector down that open gully is interesting. It would easily cross Rivanna into Key West, but we must consider is seriously. First, it would be less expensive than alternatives 1 or 2, and if we ignore those improvements to Rt. 20 and its intersection with 250 which must be factored into any of the alternatives, it should be no more than and possibly considerably less since the access road is there. If this alternative is a non-starter, we must document why it is so that the same criteria can be applied when we look at possible routes south of Free Bridge.

Name of Meeting Attendee: Paul Grady

Attendee's Comment:

- I hope you have gotten the message on alternative 1 and 2 that the people up 20N don't consider them realistic options. Besides, they don't take any traffic off the 250 bypass. The western half of alt 2 is also part of the extension of Free State Rd....Even alt 3 got a lot of flack too, I think it is flexible. To keep it from going through the park, where you leave rt. 20, instead of going straight across the river, head almost due west diagonally across the river btw Darden Towe Park and Pen Park to the still vacant site of the City's old wastewater treatment plant, up the southwest side of the golf course, then along the northwest side of the golf course and then up the ravine on the southern edge of the Catholic School to East Rio Rd. It's a little circuitous, but it does work. What the consultant didn't seem to grasp is that if you want to get the traffic off rt. 250 until you get down to Rt. 20, you're eventually going to have to widen 250, but if you take the traffic off Rt. 20 at State Farm Blvd. and roughly follow the edge of the growth area, then you won't have to widen 250. Also, as we were getting up from the table, Ann Mallek said to me, and I agree completely, that she doesn't think your model is very accurate, because we both believe that Alt 3 would take more that 6% of the traffic off the 250 bypass.

Name of Meeting Attendee: John Blatz

Attendee's Comment:

- The presentation was a travesty and the alternatives his firm has "developed" are woefully deficient in both concept and details.
- All alternatives considered appear to dump more traffic onto local road that are already overloaded. – this is so reflected in the ridiculously trivial improvements in travel time the alternatives would achieve – the alternatives should be reconceived to route traffic directly to I-64, which is designed to handle increased flows – any alternative which merely delivers additional traffic flows to the Pantops "logjam" will only exacerbate current traffic flow problems and will be a total waste of taxpayer dollars
- Alt 3A should be off the table, as it is totally unacceptable to take unique parkland for road use
- Pen Park and Darden Towe Park would both be heavily impacted by alt 3A – especially in light of major loss or open land to new private development, these parks are needed recreational resources as well as vital habitat for a variety of species already under pressure from habitat loss
- the parks are highly valuable and unique resources and a vital part of the Rivanna River watershed – running a road through the parks would inhibit recreational use, act as a barrier (and deathtrap) to wildlife, and create sound and visual pollution that would render the remaining open land undesirable for recreational use – these parks cannot be replaced! Just a population increases are creating higher demands for parks
- alt 3 would destroy the largest park resources in the area – it is also worth noting that Pen Park is one of the major destinations on the Rivanna Trail, part of a new park trail project that is in implementation phase, and a key resource for residential communities that directly connect to it by nature trails
- there are many other alternatives that would not impact these parks – public opinion is strongly against taking of these parks, as witnessed by the over 1,600 signatures on petitions to date (and many more to come if this alt is viewed as serious) as well as by the applause for commentators raising this issue at last night's meeting
- alt 3A would increase traffic on the section of Rio Rd. from Rt. 29 to the entrance at the park. Rio Rd. can't handle its current load, so again, the project does little or nothing to solve the issues it is designed to address – despite the consultant's imaginary concept of a 2 lane road that would be picturesque and used only by passenger cars, it is clear that the route would be a major connector for heavy truck traffic, and quickly become jammed with only one lane in each direction and then there would be a proposal to take more parkland to widen the project!
- the "costs" for alt 3A do not take into account the loss of value involved in destroying these parks. Reduced parkland reduces the overall attractiveness

of Charlottesville as a community, directly reduces the value of surrounding housing, and represents a use of unique, high value land for utilitarian purposes. Any costing of this alternative should place a high value on the land taken, rather than assigning "zero cost" because it is already owned by the public authority

- any proposal to take park land for a project of this type must be part of a comprehensive plan to preserve open space and create public parks as community amenities and habitat for wildlife. Accordingly, there must be compensating projects for the taking of park land, just as there are compensating projects for taking of wetlands
- our group could not believe alt 3A was even on the table, yet it was clear that you consultant is pushing it
- Alt 1A would be reasonable only if Rt. 20 is widened to 4 lanes and the project is extended to I-64 otherwise the project merely puts more traffic onto roads that cannot handle the current load
- Alt 2A should not use Rt. 20 but instead should be extended to link directly to I-64
- Scoping of study area has been unreasonably narrow – other alternatives should be considered
- Connection to I-64 should be a major part of alternatives
- Travel time impact should be used as benchmark to judge alternatives
- DO NOT DISTURB PARK

Name of Meeting Attendee: John Davies
Attendee's Comment:

- May be helpful to explain the study is within Albemarle since it serves the Charlottesville and Albemarle road system. It is a solution for traffic, most of which is local. People who attended the meeting don't realize they are part of the issue.
- The suggestion that the connection be partially in Greene and Orange Counties and connect to I-64 makes little sense. The use of secondary funds is a local decision. Part of the focus is dealing with moving traffic to avoid the grid lock at Free Bridge. The long bypass solutions will not do this and it is doubtful other adjoining local governments will see this as beneficial but more likely as a way to encourage sprawl.
- The explanation needs to emphasize this is a local effort to find a solution. Those who commute generate economic benefits for the greater Charlottesville area. The road connections will help existing neighborhoods too.