

AGENDA **MPO Citizens Transportation Advisory Committee**

Wednesday, January 17, 2023 @ 7:00 p.m.
 Water Street Center, 407 E. Water Street
 Charlottesville, VA 22902

For Remote Participation in Compliance with Adopted Remote Meeting Policy, Guest Speakers, and Members of Public
 Zoom Meeting Link: <https://us02web.zoom.us/j/83277478800>
 Meeting ID: 832 7747 8800

Item	Time	Description
0	7:00 - 7:05	Attendance
1	7:05 - 7:10	Election of CTAC Officers* <ul style="list-style-type: none"> • Members must elect a Chair and Vice-Chair at the first meeting of every calendar year
1	7:05 - 7:10	Matters from the Public <ul style="list-style-type: none"> • Members of the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – limit three minutes per speaker
2	7:10 - 7:15	Approval of Meeting Minutes* - Curtis Scarpignato, CA-MPO <ul style="list-style-type: none"> • Draft January 18, 2023 Meeting Minutes* (attachment) • Draft March 15, 2023 Meeting Minutes* (attachment)
3	7:15 - 7:35	Moving Toward 2050 Needs Prioritization – Sandy Shackelford, CA-MPO <ul style="list-style-type: none"> • Updates on needs prioritization process
4	7:35 - 8:05	SMART Scale Round 6 – Sandy Shackelford, CA-MPO <ul style="list-style-type: none"> • Presentation and Discussion on Round 6 Eligible Projects (attachment)
5	8:05 - 8:15	Additional Matters from the Committee and Public <ul style="list-style-type: none"> • Members of the Committee and the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – limit three minutes per non-Committee speaker

(*) A recommendation to the MPO Policy Board and/or vote is expected for this item

Citizen Transportation Advisory Committee

Draft Meeting Minutes: January 18, 2023

Video of this meeting can be found at <https://www.youtube.com/watch?v=tWVV-XVMCSU>

VOTING MEMBERS & ALTERNATES		STAFF	
Lee Kondor, Albemarle County	x	Sandy Shackelford, TJPDC/CAMPO	x
Stuart Gardner, MPO	x	Lucinda Shannon, TJPDC/CAMPO	
Lucas Beane, City of Charlottesville	X	Gretchen Thomas, TJPDC *	x
Donna Chen, MPO	X	Christine Jacobs, TJPDC	
Nicholas Garber, Albemarle		Ryan Mickles, TJPDC/CAMPO	x
Greg Weaver, City of Charlottesville	X	Chuck Proctor, VDOT Culpeper District	
Ethan Heil, City of Charlottesville	X	Michael Barnes, VDOT Culpeper District	x
Marty Meth, Albemarle County	X		
Karim Habbab, City of Charlottesville PC	X	GUESTS/PUBLIC	
Patrick Healy, City of Charlottesville	x		

* attended virtually via Zoom

0. CALL TO ORDER.

Committee Chair, Lee Kondor, called the meeting to order at 7:00 pm. A quorum was present.

1. MATTERS FROM THE PUBLIC

None

2. APPROVAL OF DRAFT MEETING MINUTES

A motion was made, and seconded, to approve the draft January 18, 2023 minutes. The vote passed unanimously.

3. ROUND 5 SMART SCALE PROJECT COST ESTIMATES

Sandy Shackelford presented the committee with the cost estimates for Round 5 Smart Scale and noted that the estimates may be going up do to supply chain issues and inflation. She noted that the MPO submission, Avon Street Multi-Modal project, was “recommended for funding.” There were two others recommended for the MPO area as well. Ms. Shackelford noted that there may be opportunities in the future to fund projects they have discussed in the past.

4. 2022 CA-MPO TRANSPORTATION UPDATE

VDOT staff provided an update https://campo.tjpd.org/wp-content/uploads/04a-INFORMATIONAL_ITEM-2022_TransportationUpdate_FINAL_full.pdf

5. UPDATE ON LONG RANGE TRANSPORTATION PLAN “MOVING TOWARD 2050”

Sandy Shackelford presented the committee with an update on the LRTP plan. She said she has been putting together discussion groups to meet in the near future. She then reviewed the draft content (provided with the agenda packet) and asked the committee for feedback.

Committee members referenced the following comments:

- Use bullets in lieu of paragraphs; use images and graphics to help communicate
- Liked format; but suggest enlarging the smaller Questions text
- Overlay title on each of the card
- Wordy in some parts (purple text section)
- Include more milestones
- Need more information on environment and connection to local action plan
- Enhance the “Why Should I Care” section

Ms. Shackelford noted that staff has met with VDOT on modeling on this project. She described the framework for the development of the needs and project prioritization process, how the goals were established, the process includes methodology for two thresholds for each measure, and they incorporated feedback from previous discussions, including equity and environmental factors.

She gave a general prioritization process overview, the draft goals, and gave an example of the calculation process.

She highlighted some differences in how roadway safety and pedestrian safety are considered.

She explained equity and accessibility and how it is measured.

She went on to explain mobility and system efficiency, including travel time index, travel time reliability, and bus transit on-time performance

She expounded on Land Use & Econ Devt which identifies areas where there is access to non-work destinations to stimulate local econ, walk access to non-work destinations, and walk access to non-work destinations by disadvantaged populations.

Lastly, she described the environment and resiliency priorities.

She then reviewed the project prioritization scoring.

After some clarifying questions and a robust discussion on the prioritization process, Ryan Mickles reviewed the demographics and land use trends using the American Community Survey (ACS) 5-year estimates using demographics maps and charts.

6. ADDITIONAL MATTERS FROM THE PUBLIC

None

Mr. Kondor adjourned the meeting at 8:35 p.m.

The next meeting will be held on March 15, 2023 at 7:00 p.m.

Citizen Transportation Advisory Committee Draft Meeting Minutes: March 15, 2023

Video of this meeting can be found at <https://www.youtube.com/watch?v=1pehzUdMLMU>

VOTING MEMBERS & ALTERNATES		STAFF	
Lee Kondor, Albemarle County	x	Sandy Shackelford, TJPDC/CAMPO	x
Stuart Gardner, MPO	x	Lucinda Shannon, TJPDC/CAMPO	
Lucas Beane, City of Charlottesville	x	Curtis Scarpignato, TJPDC/CAMPO	x
Donna Chen, MPO	x	Gretchen Thomas, TJPDC/CAMPO	
Nicholas Garber, Albemarle*	x	Christine Jacobs, TJPDC/CAMPO	
Greg Weaver, City of Charlottesville	x	Ryan Mickles, TJPDC/CAMPO	x
Ethan Heil, City of Charlottesville		Chuck Proctor, VDOT Culpeper District*	x
Marty Meth, Albemarle County	x	Michael Barnes, VDOT Culpeper District	x
Karim Habbab, City of Charlottesville PC	x	GUESTS/PUBLIC	
Patrick Healy, City of Charlottesville	x		

* attended virtually via Zoom

0. CALL TO ORDER.

Committee Chair Mr. Lee Kondor called the meeting to order at 7:04 pm. A quorum was present.

1. MATTERS FROM THE PUBLIC.

None

Mr. Stuart Gardner asked if CTAC meeting agendas could include “Matters from the Committee” for members with items to share before the group. Staff saw no issues and agreed.

2. APPROVAL OF DRAFT JANUARY 18, 2023 MEETING MINUTES.

Staff will re-issue the draft minutes for approval at the May 2023 meeting.

3. UPDATE ON LONG RANGE TRANSPORTATION PLAN “MOVING TOWARD 2050”.

Ms. Sandy Shackelford gave the attached presentation and updates on the Feb2023 stakeholder meetings (pg1-11). She noted three separate stakeholder meetings were held on the long range plan draft goals and objectives; meetings included the business community, public safety personnel, and community partners. Consultants Kimley Horn and EPR facilitated discussions.

Cmte. members referenced environmental impact/climate and equity, and provided feedback on the revised goals and objectives (language) for “Land Use and Economic Development” and “Equity and Accessibility.”

Mr. Marty Meth asked for clarity on land-use and economic development. Ms. Shackelford explained.

Mr. Kondor noted Ms. Shackelford and consultants did an excellent job capturing the discussion at the business stakeholder meeting he attended. Mr. Patrick Healy concurred, noting he attended the public safety stakeholder meeting.

Mr. Greg Weaver referenced the local rural area, its populations connecting to the urban area (transportation needs, long range planning). Mr. Kondor added referencing Crozet. Ms. Shackelford explained.

Mr. Chuck Proctor noted initiatives currently undertaken at VDOT and referenced multimodal planning (dedicated/segregated/shared facilities, concepts akin to complete streets).

Ms. Shackelford stated the long range transportation plan webpage had been updated with additional language and photographs, as well as changes to text format/page layout <https://campo.tjpd.org/process-documents/lrtp/2050-lrtp/>. She noted much of the original content remained but particular texts/areas were emphasized (bold font, separated paragraphs, logos) to provide clarity. Ms. Shackelford noted the project timeline would be updated in the upcoming days and asked the Cmte. for comments or feedback. No comments/feedback provided.

4. FEDERAL GRANTS UPDATE.

a. RAISE

Ms. Shackelford presented on the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for Rivanna River Bicycle and Pedestrian Bridge Crossing, preliminary engineering (pg12-17). She noted TJPDC/MPO staff submitted an application and thanked VDOT for assisting. She hoped to receive funding to complete preliminary engineering, allowing VDOT roughly three years of work before resubmitting the Riv. River Bicycle-Ped Bridge Crossing project in Round 7 SMART SCALE.

Mr. Gardner noted a recent federal announcement stated there would be additional discretionary grant funds available for communities for such things as electric charging stations; he asked if Albemarle or Charlottesville might apply. Ms. Shackelford explained.

b. CSAP

Ms. Shackelford gave the attached Comprehensive Safety Action Plan, Safe Streets and Roads for All grant presentation (pg18-23). She stated the TJPDC received the award to develop a multi-jurisdictional comprehensive safety action plan. The total award was \$1.1m, with roughly half allocated to public engagement. She noted VDOT staff would assist in crash data and analysis.

Mr. Meth inquired on the relative scope, number of participating jurisdictions, and staffing logistics. Ms. Shackelford explained.

5. ADDITIONAL MATTERS FROM THE PUBLIC.

None

6. MATTERS FROM CTAC MEMBERS.

Mr. Kondor recognized Mr. Gardner comments earlier in the meeting.

There being no further business, Mr. Kondor adjourned the meeting at 8:19 p.m. The next Cmte. meeting is scheduled for May16 2023, 7:00 p.m. at 401 East Water Street.

Stakeholder Discussion Group Feedback

 Charlottesville/Albemarle MPO



MOVING TOWARD
2050

LONG RANGE TRANSPORTATION PLAN

Three Discussion Group Meetings:

- Business Community
 - Safety Personnel
 - Community Partners
-
- CA-MPO staff provided background on the purpose of the Moving Toward 2050 plan, a description of the planning process, and reviewed how feedback would be used

The purpose of Stakeholder Feedback:

- Inform how information is presented for broader public feedback
- Revise goal/objective language
- Add/remove goals or objectives
- Recategorize the goals/objectives

Original Draft Goals

Safety: Improve the safety of the transportation system for all users.

Environment: Reduce the negative environmental impacts of the transportation system.

Equity & Accessibility: Improve equitable access to jobs and opportunities through greater availability of mode choices that are affordable and efficient.

Land Use & Economic Development: Integrate transportation system improvements with land use planning.

Efficiency: Increase travel efficiency and system reliability for all modes.



Climate
Action

Equity

Safety
Environment
Accessibility
Land Use & Economic
Development
Efficiency

Safety: Improve the safety of the transportation system for all users.

- Reduce frequency and severity of crashes.
- Improve comfort and safety for users of alternative modes of transportation.

Safety: Improve the safety of the transportation system for all users.

- Reduce frequency ~~and severity~~ of ~~serious injury and fatal~~ crashes.
- Improve comfort and safety for users of ~~alternative modes of the multi-modal~~ transportation ~~system~~.

Environment: Reduce the negative environmental impacts of the transportation system.

- Minimize impacts of the transportation system on natural and built environment.
- Increase use of alternative modes of transportation.
- Integrate sustainable infrastructure practices into project design.
- Reduce vehicle emissions.

Environment: Reduce the negative environmental impacts of the transportation system.

- Minimize impacts of the transportation system on natural and built environment.
- ~~Increase use of alternative modes of transportation.~~
- Integrate sustainable infrastructure practices into project design.
- ~~Reduce vehicle emissions.~~

Equity & Accessibility: Improve equitable access to jobs and opportunities through greater availability of mode choices that are affordable and efficient.

- Increase mode choice for all users.
- Increase access to jobs and opportunities for historically underserved populations.

~~Equity &~~ Accessibility: Improve ~~equitable~~ access ~~to jobs and~~ ~~opportunities~~ through greater availability of mode choices that are affordable and efficient.

- Increase mode choice for all users.
- ~~• Increase access to jobs and opportunities for historically underserved populations.~~

Land Use & Economic Development: Integrate transportation system improvements with land use planning.

- Provide multi-modal infrastructure in designated growth areas, mixed-use areas, and near community resources.
- Fill connectivity gaps in multi-modal network.
- Improve access to community resources for historically underserved populations.

Land Use & Economic Development: ~~Integrate~~ Align transportation system improvements with ~~land use planning~~ local land use goals.

- Provide multi-modal infrastructure in designated growth areas, mixed-use areas, and near community resources.
- ~~Fill connectivity gaps in multi-modal network.~~
- ~~access to community resources for historically underserved populations.~~

Efficiency: Increase travel efficiency and system reliability for all modes.

- Improve roadway system reliability through operational improvements (intersection reconfiguration, traffic light coordination, etc.)
- Increase system capacity at identified bottlenecks.
- Maintain the existing system in a state of good repair.

Efficiency: Increase travel efficiency and system reliability for all modes.

- Improve roadway system reliability through operational improvements ~~(intersection reconfiguration, traffic light coordination, etc.)~~
- Increase system capacity at identified bottlenecks.
- **Fill bicycle and pedestrian connectivity gaps.**
- Maintain the existing system in a state of good repair.

Next Steps:

Finalize the language for goals and objectives

Develop survey for broad public engagement

Identify public intercept opportunities to gather input

We will reach back out to schedule a second meeting with the Stakeholder Discussion Groups once we have an initial draft of our project priorities for additional feedback

Rivanna River Bike/Ped Bridge: RAISE Grant Application

- Work completed to date:
 - System need identification in multiple local and regional plans
 - Feasibility study completed
 - Substantive public engagement initiative completed
 - “Engineered conceptual design” completed in preparation for SMART SCALE application
- SMART SCALE benefits score very high:
 - #26 out of 394 projects submitted statewide in overall benefits
 - Scored particularly high in the environmental sustainability criteria and the access to jobs criteria
 - Project costs, which included high contingency factors, limited the competitiveness of the project to receive funding
- Need for potential mitigation is high due to the sensitive environmental context of the project location
 - Completion of preliminary engineering phase will answer many outstanding questions to reduce contingencies and develop better cost estimates



RAISE Grant Application

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program
 - Highly competitive
 - Covers all modes of transportation
 - Planning and implementation projects are both eligible to receive funding
 - \$115 million has been designated for planning grants in FY23
 - Total funding available in FY23 is \$775 million
 - Awards are based on strength of application as well as diversifying project types:
 - Modes
 - States
 - Urban versus Rural (Charlottesville considered rural)

Project Alignment with Merit Criteria

- Safety
- Environmental Sustainability
- Quality of Life
- Mobility and Community Connectivity
- Economic Competitiveness and Opportunity
- State of Good Repair
- Partnership and Collaboration
- Innovation

Project Evaluation

- Projects will be scored in each of the merit criteria as high, medium, low, or non-responsive
- Projects will receive an overall Merit Rating:
 - Highly recommended – high scores in six criteria; no non-responsive scores
 - Recommended – between one and five of the criteria are high, no more than three are low, and none are non-responsive
 - Acceptable
 - Unacceptable
- Highly recommended projects advance to second-tier analysis
- Recommended projects will be further reviewed and considered for advancement

Proposed Project Scope

- Complete the Preliminary Engineering Project Phase at the selected alignment to include:
 - Hydraulic & Hydrologic Analysis
 - Geotechnical Analysis
 - Environmental Review
 - Development of functional design plans
 - Value engineering to identify opportunities to reduce project costs
- TJPDC staff will be project sponsor and fiscal agent
- VDOT will administer the technical aspects of the project

Application Submission

- Total Funding Requested: \$3,010,752
- Grant awards will be announced by end of June
- Debrief available for projects not selected for awards
- Since the program is highly competitive, re-submitting the application in future rounds may be considered if the funding is not awarded this round

SAFE STREETS AND
ROADS FOR ALL
DISCRETIONARY
GRANT PROGRAM

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SS4A DISCRETIONARY GRANT PROGRAM BACKGROUND

-
- Established by the Bipartisan Infrastructure Law
 - \$5 - \$6 Billion available over the next five years
 - Goal of preventing roadway deaths and serious injuries
 - Two types of grants:
 - Planning
 - Implementation
 - Eligibility for implementation funding is dependent on first having a qualifying Comprehensive Safety Action Plan in place

COMPREHENSIVE SAFETY ACTION PLAN COMPONENTS

Leadership commitment

Oversight group to develop, implement, and monitor

Comprehensive safety data analysis

Robust public and stakeholder engagement

Inclusive and representative process in the plan development

Evaluation of processes and policies

Comprehensive identification/prioritization of projects and strategies

Ongoing monitoring and Reporting

BENEFITS OF A COMPREHENSIVE SAFETY ACTION PLAN

- Comprehensive understanding of crash locations and contributing factors, including identification of systemic or recurring factors
- Considers safety for all users (roadway, bike/ped, transit)
- Relationship building among stakeholders
- Multi-faceted strategies to reduce/eliminate roadway fatalities and serious injuries
- Creates a pipeline of identified projects to leverage implementation funding beyond SMART SCALE:
 - SS4A Discretionary Grant Program for implementation
 - Transportation Alternatives Program
 - Revenue Sharing
 - Highway Safety Improvement Program

MULTI-JURISDICTIONAL APPLICATION

- No locality within the Thomas Jefferson Planning District has a qualifying Comprehensive Safety Action Plan
- TJPDC is preparing and will submit a multi-jurisdictional application
- Localities will benefit from:
 - Administration of the grant and project coordination by the TJPDC
 - Regional approach to data collection and analysis supported by VDOT through the Highway Safety Improvement Program
 - Cross-jurisdictional information sharing
 - Substantive engagement with state and regional agency partners
 - Ongoing monitoring and reporting functions supported by TJPDC
 - Individual Safety Action Plan for each locality based on local needs and priorities



FINAL APPLICATION

- Total project funding just under \$1.1 million
 - Nearly half is scoped to go towards stakeholder and public engagement
- VDOT will provide data collection and crash analysis support through the Highway Safety Improvement Program regardless of grant award
- TJPDC will provide ongoing monitoring and reporting through existing MPO and Rural Transportation program funding

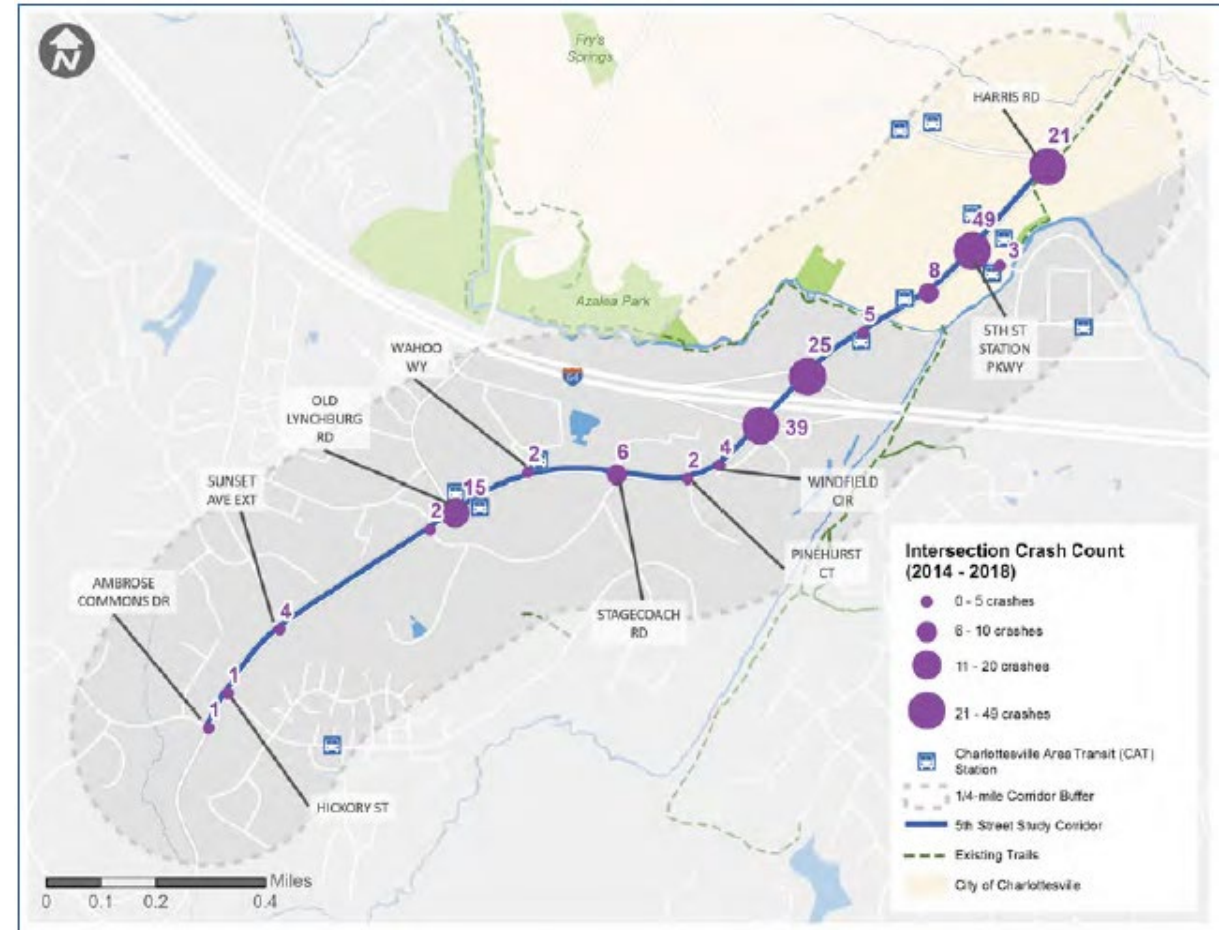
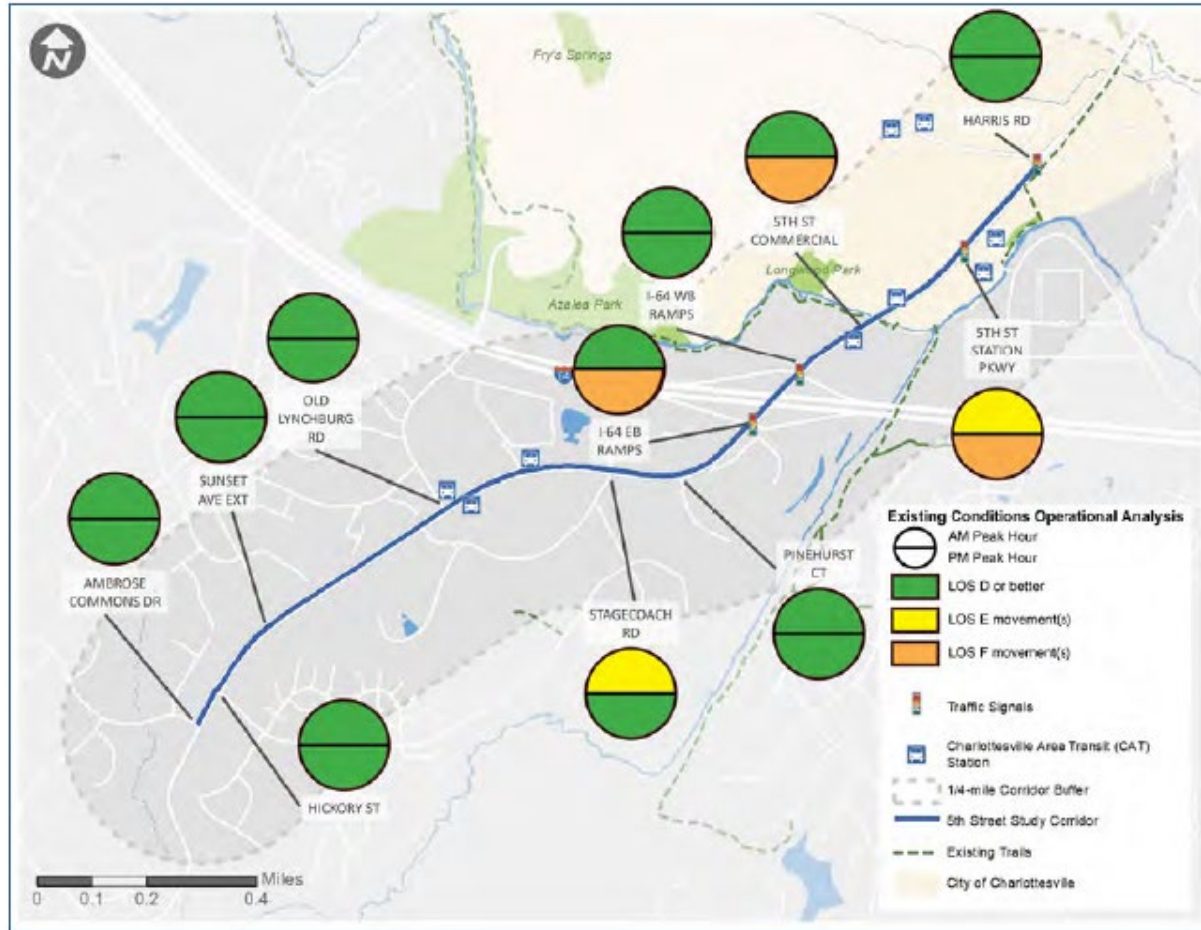
Round 6 – Potential Eligible MPO Projects

- Projects currently identified:
 - DDI at I-64/5th Street (Exit 120)
 - Hillsdale South Extension
 - Round 5 Pipeline Studies
 - Peter Jefferson Parkway/Rolkin Road Improvements – Concerns with adjusting scope since the Park & Ride lot is likely not going to be feasible with planned development and property ownership by Westminster-Canterbury
 - Louisa Road/Milton Road Improvements – Most likely not competitive based on Round 5 scores
- VDOT Pipeline Projects (not yet identified)
 - US 250 and Barracks Road – Current
 - Ivy Road, including US 250 interchange – Current
 - Study likely won't be completed in time for MPO to submit application

1-64/5th Street Interchange Improvement

- Need identified in the 5th Street Corridor Study, January 2021
- Top 100 PSI location in Culpeper District based on 2017-2021 data
- EB ramp performing at LOS F in PM based on 2021 corridor study
- No pedestrian accommodations at existing signals
- Only bike/ped access across the bridge is a narrow concrete walkway
- Corridor study recommendations included:
 - Sidewalks on both sides and Crossings at Signals
 - Conduct full project development and environment study to vet feasibility of a full interchange redesign
 - High level analysis completed during the study indicated that a Diverging Diamond Interchange may be a preferred alternative
- VDOT conducting full study to determine appropriate improvement

5th Street Existing Conditions



Hillsdale South Extension

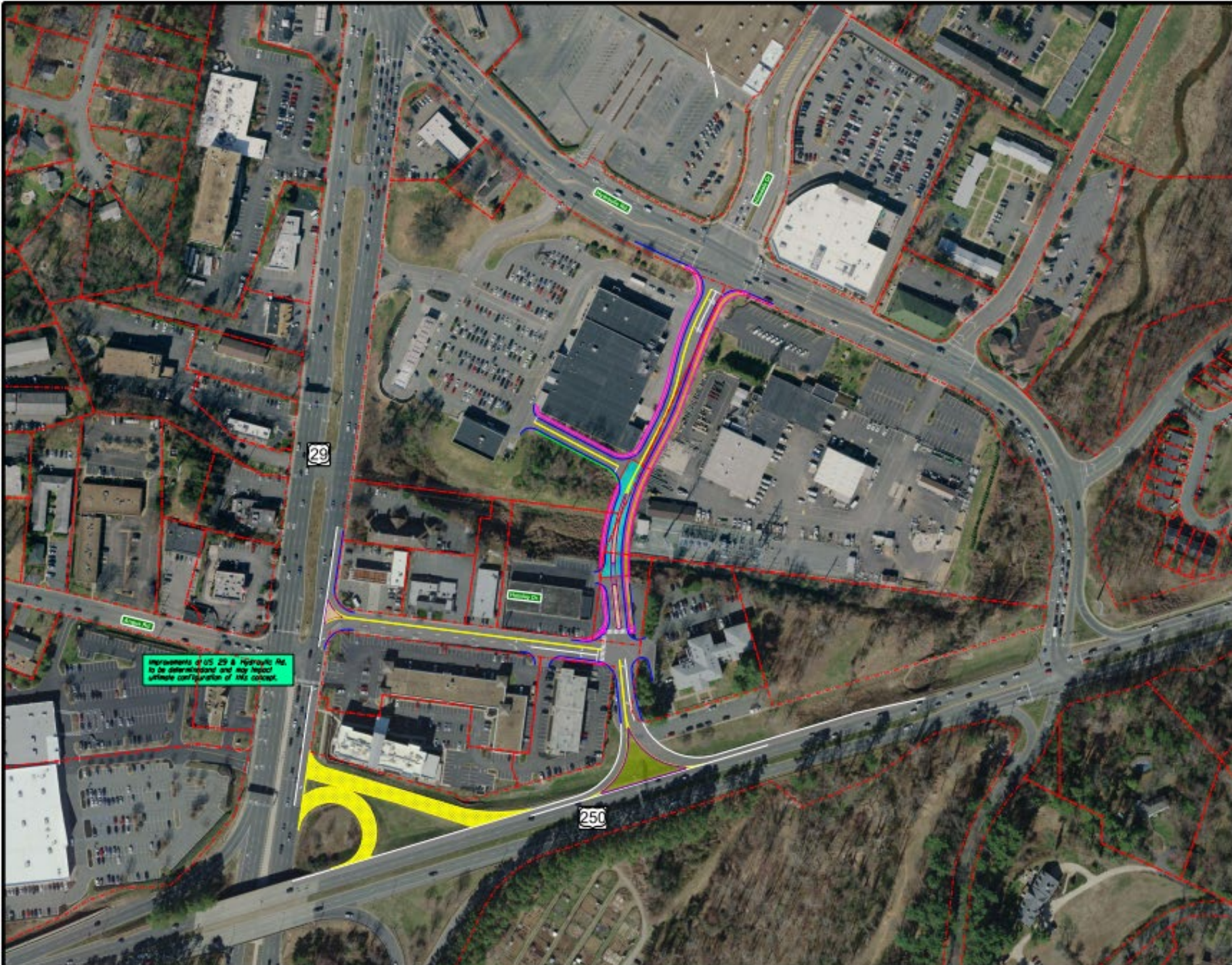
- Improvement identified in the Hydraulic Small Area Plan, 2019
- Submitted in SMART SCALE Round 4 (normalized benefit scores in table)

Congestion Mitigation	Safety	Accessibility	Economic Development	Environment	Land Use
28.0	0.0	1.2	0.4	1.4	82.8
Estimated Cost: \$34.3 million					

- Primary benefit would be congestion mitigation/operational improvements and supporting bike/ped circulation around smaller area
- Project Description:
Extension of Hillsdale Drive south to connect directly to 250. Includes an intersection with Holiday Dr., relocation of the WB on/off ramps on 250, a connection into Kroger's, Sidewalk and a Shared Use path on Hillsdale, reconfiguration of the NB lanes on 29 at Holiday Dr. for an acceleration lane from Holiday Dr.

Hillsdale South Extension Project Description

- Extension of Hillsdale Drive south to connect directly to 250.
- Intersection with Holiday Dr.
- Relocation of the WB on/off ramps on 250
- Connection into Kroger's
- Sidewalk and a shared Use path on Hillsdale
- Reconfiguration of the NB lanes on 29 at Holiday Dr. for an acceleration lane from Holiday Dr.



Project Title

Hillsdale Rd. Extension & US 250 WB Ramp Relocation

Project Description

This project idea would extend Hillsdale Dr. to Holiday Rd. The US 250 westbound off- and on-ramps would be relocated to connect to the extension of Hillsdale Dr. This intersection of US 29 & Holiday Rd. would be modified to provide a dedicated acceleration lane for right turning vehicles from Holiday Rd. to US 29 northbound. This project idea is subject to change based on the recommended Improvements at US 29 & Angus Rd.

Project Location



Scale



Legend

- Proposed Sidewalk / Share-Use Path
- Pavement to be Removed
- Proposed Concrete Median
- Proposed Bridge
- Proposed Grass Median
- Proposed New Pavement
- Proposed New Curb or Curb & Gutter
- Proposed Retaining Wall
- Approximate Parcel Limits from GIS
- Proposed Lane Use

Date

03/17/2020

Peter Jefferson Parkway & Rolkin Road Pipeline Project Improvements

- Both projects were submitted separately in Round 5 of SMART SCALE
- Peter Jefferson Parkway project was recommended for funding before that project was exchanged for the District Avenue roundabout project in the final consensus scenario
- Must be submitted as a bundle for MPO to be eligible applicant
- The location of the park and ride would have to be re-evaluated
 - If park and ride is not included, project would not be eligible for MPO to submit

	Congestion Mitigation	Safety	Accessibility	Economic Development	Environment	Land Use
Peter Jefferson Parkway	1.2	5.7	4.1	20.2	30.6	20.9
Cost Estimate	\$20.5 million					
Rolkin Road	0.6	2.3	0.7	0.5	4.2	23.0
Cost Estimate	\$11.9 million					

Peter Jefferson Parkway & Rolkin Road Project Descriptions

- **Peter Jefferson Parkway Intersection Improvements and Access Management:**
 - Add a 200-ft right-turn only for eastbound traffic on US 250 (turning right onto Peter Jefferson Parkway) to reduce rear-end crashes at this intersection; the existing eastbound shared right-turn/thru-lane should be converted to thru-only
 - Implement a “Thru-cut” at the US 250/Peter Jefferson Parkway intersection such that thru-movements on the minor approaches are eliminated to maximize signal efficiencies and reduce delay
 - Construct a new 50-space park and ride lot on the northwest corner of the US 250/Peter Jefferson Parkway intersection
 - Complete/close the existing median cut between Pantops Mountain Road and Peter Jefferson Parkway – this access management treatment is intended to improve safety and reduce delay
- **Rolkin Road Pedestrian Improvements:**
 - An at-grade pedestrian crossing for the northern, eastern, and southern legs of the US250/Rolkin Road intersection with a pedestrian island to be located in the northeastern quadrant of the intersection. These crosswalks require that signals masts will need to be relocated and pedestrian signals to be install for all of the crosswalks
 - Continuation of the 800-ft sidewalk on the southern side of US250 (that currently ends at Rolkin Road) to State Farm Boulevard. The sidewalk will be 5-foot wide, except where adjacent to retaining walls where it will be 6-foot wide



Virginia Department of Transportation

Route 250 Improvements and Park n' Ride US 250 & Peter Jefferson Parkway

Project Location



Pantops, Virginia

North Arrow & Scale



Legend

PARCEL LINES	VDOT STD. CG-4/CG-7
PROPOSED RIGHT OF WAY	VDOT STD. CG-2/CG-3
PROPOSED FULL DEPTH PAVEMENT	VDOT MODIFIED CG-3
PROPOSED MILL & OVERLAY	TEMPORARY CONSTRUCTION EASEMENT
PROPOSED CONCRETE MEDIAN	UTILITY EASEMENT
PROPOSED PERMEABLE PAVEMENT	PROPOSED GRASS/VEGETATION
PROPOSED BASIN	PROPOSED BUS PAD
PROPOSED PAVEMENT MARKINGS	PROPOSED SIDEWALK

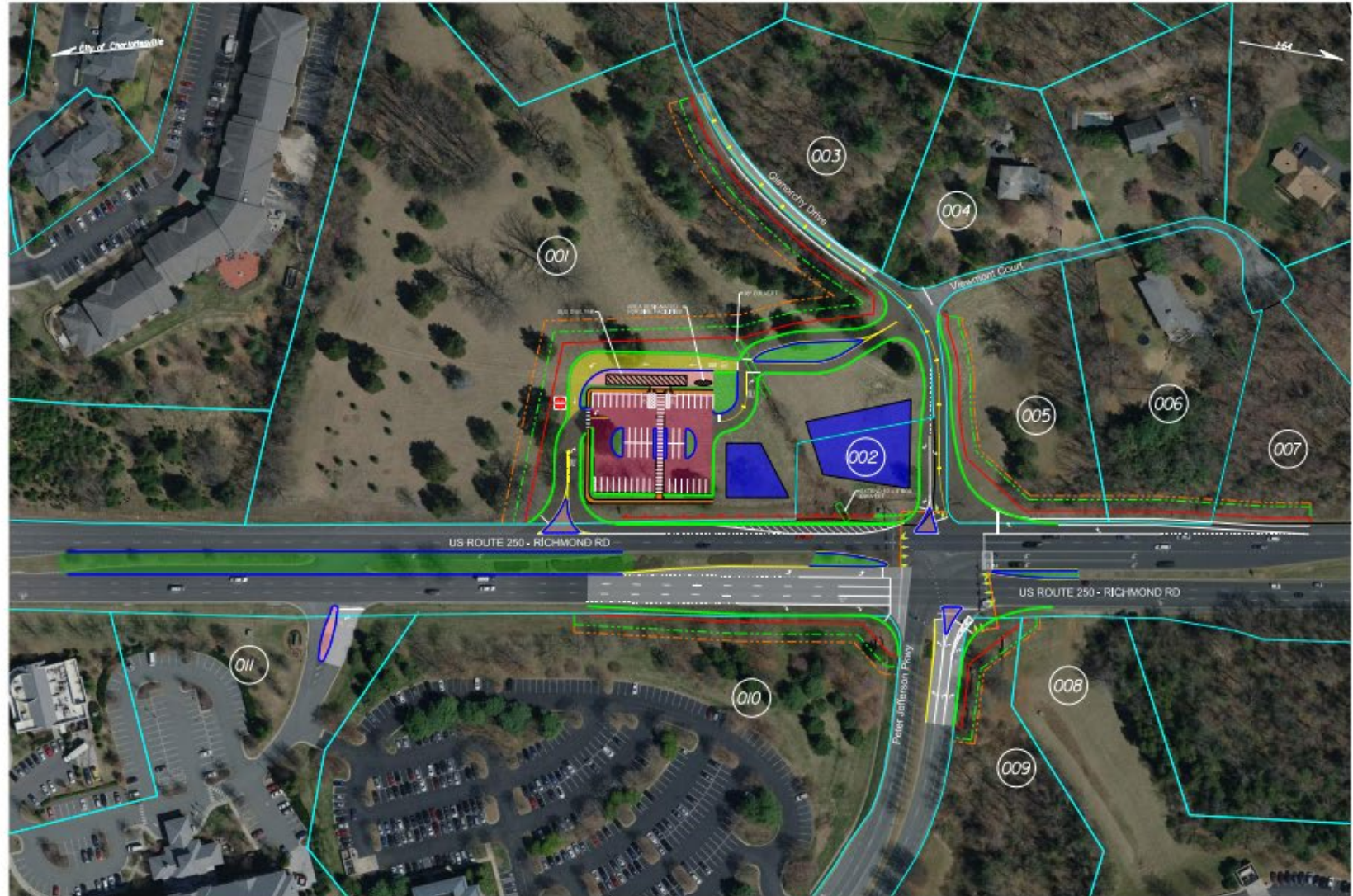
Date

09/16/2022

Michael Baker
INTERNATIONAL

These plans are unperfected and unapproved and are not to be used for any form of construction or the acquisition of right of way. Additional assessments for utility relocations may be required beyond the proposed right-of-way shown on these plans.

History Courtesy of the Commonwealth of Virginia copyright 2017/2018.



Project Location



North Arrow & Scale



Legend

PARCEL LINES	PROPOSED MILL/OVERLAY
PROPOSED PAVEMENT	PROPOSED SIDEWALK
PROPOSED RETAINING WALL	PROPOSED CONCRETE MEDIAN
PROPOSED GRASS MEDIAN	PROPOSED GRASS/LANDSCAPING BEHIND RETAINING WALLS
PROPOSED PAVEMENT MARKINGS	

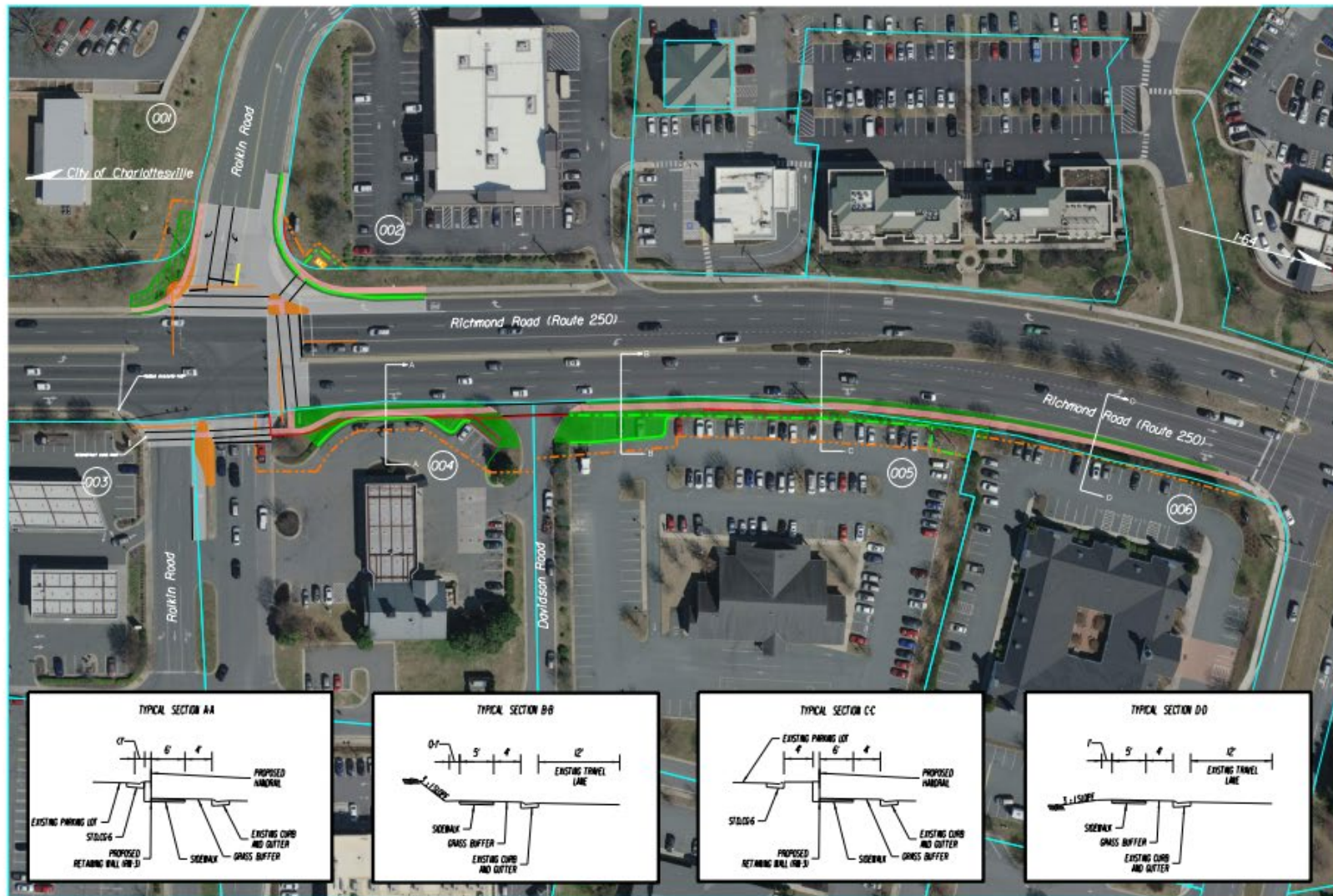
Date

7/1/2022

Michael Baker
INTERNATIONAL

These plans are unperfected and unapproved and are not to be used for any type of construction or the acquisition of right of way. Additional easements for utility relocations may be required beyond the proposed right-of-way shown on these plans.

Imagery Courtesy of the Commonwealth of Virginia copyright 2017/2018.



US 250/Milton Road/Louisa Road Project Pipeline Improvements

- Must be submitted as a bundle for MPO to be eligible applicant
- Both projects submitted separately in Round 5 of SMART SCALE; neither scored well

	Congestion Mitigation	Safety	Accessibility	Economic Development	Environment	Land Use
Milton Road	0.2	7.1	0.4	0.2	0.0	0.3
Cost Estimate	\$9.8 million					
Louisa Road	0.1	3.5	0.4	0.1	0.0	0.4
Cost Estimate	\$11 million					

US 250/Milton Road/Louisa Road Project

Descriptions

- US 250/Louisa Road
 - The project would result in a displaced left-turn for traffic traveling east on US 250 and turning north onto Rt22 (Louisa Road). Existing traffic signals will be modified.
- US 250/Milton Road
 - The project would construct a single lane (150-ft diameter) roundabout at this intersection.



Virginia Department of Transportation

Shadwell Roundabout

US 250 and N Milton Road Near Route 22

Project Location



North Arrow & Scale



Legend

- VDOT STD. CG-3
- VDOT STD. GR-MGS2
- VDOT MODIFIED CG-3
- VDOT STD. CG-7
- PARCEL LINE
- PROPOSED RIGHT OF WAY
- TEMP CONSTRUCTION EASEMENT
- PROPOSED UTILITY EASEMENT
- PROPOSED PAVEMENT MARKINGS
- PROPOSED TRUCK APRON / FLUSH TEXTURED CONCRETE
- GRASS MEDIAN

Date

8/8/2022

Michael Baker
INTERNATIONAL



US 250 & Barracks Road Pipeline Study – In Progress

- VTrans needs:
 - Safety
 - Bike/Ped Accessibility/Connectivity
 - Transit Accessibility/Connectivity



US 250 (Ivy Road) Pipeline Study – In Progress

- VTrans Needs:
 - Safety
 - Congestion Mitigation
 - Bike/Ped Accessibility/Connectivity
 - Access
 - Transit Accessibility/Connectivity
- Pipeline study not anticipated to be completed in time for MPO to submit as a bundle

