

Fontaine Avenue Streetscape Improvements

Scored

HB 2 Application

Project Application ID: 682



General

Project Information

Project Title

Fontaine Avenue Streetscape Improvements

Principal Improvement

Bike/Pedestrian

Organization Name

City of Charlottesville

Does this project include any improvements to non-VDOT maintained roadways?

True

Project Description

Fontaine Avenue is a mixed use residential/commercial gateway to Charlottesville and the University of Virginia used by people who walk, bike, drive and use transit. Existing right-of-way is 50' with two travel lanes, on-street parking, 4' sidewalk on the south side of the street, and non-continuous bike lanes. AADT is 11000. A new fire station at Fontaine and Summit along with acting as the primary connection between 64/29 to the UVA Hospital increases the need to improve response time and traffic flow. Fontaine Research Park, just west of the study area, plans to expand to 875,000 square feet of development, and are currently at 565,000 square feet of building development. This streetscape project will improve pedestrian and bicycle facilities, safety for all users, and traffic flow on Fontaine Avenue from Maury/Jefferson Park Avenue to the City line (about .43 miles). The proposed improvements include a context sensitive approach with a three-lane roadway with 10 - 12' wide median with some trees where median width allows and (2) dedicated left turn lanes; 5' sidewalk; 6' landscape and street tree buffer; 6"curb and 5' bike lanes on both sides of the street; and ADA Improvements; rapid-flash beacons at (1) intersection; and pedestrian-scale lighting at 60' oc. Reimagined access management with the project would create left turn lanes and possibly combine/reduce the numerous driveway entrances/exits off of the corridor.

HB2 Need Categories

Corridor of Statewide Significance

Regional Network

Urban Development Area

Application Program

District Grant

How does this project address VTrans 2040 need?

Regional Network: Bicycle lanes and sidewalks will connect to Albemarle County’s proposed bicycle and pedestrian facilities that lead to Fontaine Research Park and beyond; Access to UVA Hospital from I64 and US29; Increases opportunities for people and businesses to efficiently access jobs, services, and distribution hubs; Minimizes vehicular travel.

An Urban Development Area: Fontaine Avenue is an entry corridor for the City and UVA; Improves reliability on key corridors for all modes; Minimizes vehicular travel.

A Corridor of Statewide Significance: US29 has significant person-hours of delay, a weekday reliability index of 70.4, and a high collision rate.

 **Location**

PDCs Served

Thomas Jefferson

MPOs Served

Charlottesville-Albemarle MPO

Jurisdictions Served

Albemarle County

Charlottesville city

Districts Served

Culpeper

 **Features**

Project Improvements

Highway Improvement

Roadway Reconstruction/Realignment

Comments

Reconstruct two (2) travel lanes with on-street parking to three (3) lane roadway with median and dedicated left turn lanes approximately .43 miles from Maury to the City line. Intended to provide a redistribution of right of way to incorporate improvements for better pedestrian, cyclist, and vehicular uses.

Intersection Improvement(s)	Add turn lanes at roadway intersections at Fontaine and Lewis St. and Fontaine at Piedmont Ave. Better ADA access, sight distance, pedestrian visibility and ease at pedestrian crossings.
Turn Lane Improvement(s)	Left turn lanes to be provided at selected intersections and possibly at businesses as geometry allows. Intended to improve traffic flow through the corridor.
Bike/Pedestrian Improvement	Comments
Add/Construct Bike Lane	Approximately .86 miles of 5' on-street bike lanes adjacent to travel lanes on both sides of the street
Construct Sidewalk	Approximately .86 miles of 5' wide concrete sidewalk to be constructed between a vegetated buffer and the new right-of-way line on both sides of the road will improve pedestrian connections to UVA, Fontaine Research Park, bus stops, and restaurants and retail in the corridor.
Bike/Pedestrian Other	Rapid flash beacons located at the intersection of Lewis St. and Fontaine Ave. Further evaluation for additional bike rack facilities, bike repair stations, and bus stop improvements will also be considered.
Bus Transit Improvement	Comments
Bus Transit Other	This project will improve pedestrian access to Charlottesville Area Transit's most popular route, the Free Trolley as well as access to UVA's University Transit Service bus system.
Right of Way Improvement	Comments
Right of Way/Easements acquisition required	A small amount of right-of-way may be needed, with no full acquisition or relocation required.

Factors

Accessibility		
Measure	Response	Additional Notes
Project includes transit system improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour.	No	
Project includes improvements to an existing or proposed park and ride lot (e.g., new lot, more spaces, entrance/exit, technology (payment, traveler information)).	No	
Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required.	Yes	5' bike lanes on both sides of the road.
Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).	Yes	5' sidewalks with vegetated buffer will follow all current ADA requirements.
Project includes improvements to existing or new HOV/HOT lanes or ramps to HOV/HOT.	No	
Project provides real-time traveler information or wayfinding specifically for intermodal connections (access to transit station or park and ride lot).	No	
Provides traveler information or is directly linked to an existing TMC network/ITS architecture.	No	
Land Use and Transportation Coordination		
Measure	Response	Additional Notes
Does the project promote walkable/bicycle friendly, mixed-use development?	Yes	Continuous bike lanes and sidewalks on both sides of the street connect to restaurants, shopping, Fontaine Research Park, and the University of Virginia.
Does the project promote in-fill development?	Yes	Expansion of Fontaine Research Park and retail/restaurant properties on Fontaine will be better connected to UVA, bus stops, and adjacent neighborhoods.
Is there a locally/regionally adopted corridor/access management plan for the	No	

project area that addresses interparcel connectivity and exceeds VDOT's minimum spacing standards?

Environment

Measure	Response	Additional Notes
Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required.	Yes	On-road 5' bike lanes
Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).	Yes	5' sidewalks with 4' vegetated buffer on both sides of the street
Project includes improvements to rail transit or passenger rail facilities.	No	
Project includes improvements to an existing or proposed park-and-ride lot (e.g., new lot, more spaces, entrance/exit, technology (payment, traveler information)).	No	
Project includes bus facility improvements or reduces delay on a roadway with scheduled peak service of one transit vehicle per hour.*	No	
Project includes improvements to freight rail network or intermodal (truck to rail) facilities/ports/terminals.	No	
Project include special accommodations for hybrid or electric vehicles, or space or infrastructure for electric vehicle parking/charging).	No	
Project includes energy efficient infrastructure or fleets, including: hybrid or electric buses, LED lights and signals, electronic/open road tolling, alternative energy infrastructure (e.g., roadside solar panels).	Yes	City standard pedestrian lighting does include energy saving LED type fixtures, which can be used along the corridor to improve lighting levels.

Economic Development Factors

Transportation project (consistency with Local Comprehensive Plan or Local Economic Development Strategy)
Consistent With

Transportation project (consistency with Regional Economic Development Strategy)
Consistent With

Site Name

| Development project (consistent with

| Development project

	locality Comprehensive Plan/Zoning) N/A		(site plan status) N/A
Development project (site utilities status)	Development project (proposed (or projected) building square footage)	Driving distance to development project from transportation project	Does Transportation Project Provide Direct Access or Indirect Access to the Development Site?
N/A	Not Provided	Not Provided	Not Provided

Delivery/Funding

Project Delivery Information

Project Planning Status

Constrained Long Range Plan (MPO)

Transportation Element of Local Comprehensive Plan

Planning/Safety Study

Project Administered By

Locality

Existing Project UPCs or Project Numbers

Project Delivery Method

Design-bid-Build

Please indicate who will be/was responsible for the design of this project

VDOT:

N/A

Locality:

20%

Consultant:

80%

Phase Estimate and Schedule

PE (Survey, Environmental, Design)

Status

Not Started

Percent Complete

0%

Cost Estimate

\$1,200,000

Start Date

01/02/2017

End Date

RW (Right of Way and Easement Acquisition, Utility Relocation)

Status Not Started	Percent Complete 0%
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Cost Estimate \$3,700,000	Start Date 01/02/2018	End Date
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CN (Construction, Oversight, Inspection, Contingencies)

Status Not Started	Percent Complete 0%
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Cost Estimate \$6,800,000	Start Date 01/02/2020	End Date 06/02/2021
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Total Cost Estimate \$11,700,000.00

Project Funding Sources

SYIP Allocations	Other Committed Funding Amount	Other Requested Funding Amount	HB2 Amount Requested	Total Proposed Project Funding
Not Provided	Not Provided	Not Provided	\$11,700,000	\$11,700,000.00
	Other Committed Funding Amount Description	Other Requested Funding Amount Description		

 **Scoring**

Project Located in Typology						
Category B	Congestion Mitigation	Safety	Accessibility	Environment	Economic Development	Land Use

	Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
Measure Score	0.1	0.0	0.6	0.7	0.0	0.0	0.1	0.1	0.3	N/A	0.0	6.2	10.9
Measure Weight	50 %	50 %	50 %	50 %	60 %	20 %	20 %	50 %	50 %	60 %	20 %	20 %	100 %
Weighted Measure Score	0.0	0.0	0.3	0.4	0.0	0.0	0.0	0.0	0.2	0.0	0.0	1.2	1.1
Raw Factor Score	0.0		0.7		0.0			0.2		1.2			10.9
Factor Weighting	15 %		20 %		25 %			10 %		20 %			10 %
Weighted Factor Score	0.0		0.1		0.0			0.0		0.2			1.1
Project Score	1.5												
Total Project Cost	\$11,700,000												
Score Divided by Total Cost	1.3												
HB2 Cost	\$11,700,000												
Project Benefit Score / HB2	1.3												

Supporting Documents

Current Attachments

Description

Fontaines Ave section and plan concept

File Name

fontaine sketch.pdf

Description

Charlottesville Comp Plan - Transportation

File Name

compplan2013_6_transportation.pdf

Description

Fontaine Avenue Study

File Name

fontaine avenue study final report 032805.pdf

Description

Charlottesville Bicycle and Pedestrian Plan

File Name

bike and ped master plan ch 1-7 + appendices text only.docx

Description

Albemarle County Comp Plan

File Name

albermarle county comp plan.pdf

Description

Regional Economic Development Plan

File Name

target-markets-report-region.pdf

Description

TJPDC Letter of Regional Support

File Name

tjpdcltr of support 1 .pdf

Description

CAMPO Resolution of Support

File Name

682.charlottesville.hb2 resolution campo.pdf

Description

Attachment A - AADT

File Name

682.attachment a.aadt_primaryinterstate_2013.pdf

Description

Attachment A Cost Estimate

File Name

682.attachment a.planning_cost_estimates.xls

Description

Attachment A City Response

File Name

682.attachment a.responses.docx

Description

Attachment A Distance

File Name

682.attachment a.screenshot of fontaine ave distance.docx

Description

Attachment B Cost Estimate Comments

File Name

682.attachment b.planning_cost_estimates.xls

Description

Attachment B Comment to City Responses

File Name

682.attachment b.responses.docx

Description

City Comment to followup changes

File Name

682,city comment email.11-10-15 city response.pdf

Description

Revised typical Section

File Name

fontain-avenue-67rw---44-fc-to-fc.png

Description

682.Fontaine Avenue Streetscape Improvements.22OCT2015.COSS.A3.pdf

File Name

682.fontaine avenue streetscape improvements.22oct2015.coss.a3.pdf