



TO: Planning Commission
FROM: Erik F. Nelson, Transportation Administrator
DATE: May 27, 2020
RE: **Comprehensive Plan Amendment, Proposed**

Introduction

The City of Fredericksburg is developing four funding applications to be submitted under the Virginia Department of Transportation’s Smart Scale program. The review process will score submittals from around the Commonwealth and one basic criterion is that applications must reflect the locality’s Comprehensive Plan. This matter is time-sensitive in that these applications must be submitted by the end of July 2020.

At its meeting on May 26, the City Council initiated an amendment to Chapter 3 of the Comprehensive Plan, and referred it to the Planning Commission for public hearing and recommendation.

Funding Requests

The Commonwealth of Virginia provides significant transportation funding through the Virginia Department of Transportation’s Smart Scale program. By an August 1, 2020 deadline, City staff will submit applications to fund the following projects:

Project	Total Cost/ Requested Funds	Leveraged Funds
Gateway Boulevard, extended – VA Route 3 to Cowan Boulevard	\$49,469,371/ \$29,369,371	ROW donation valued at \$8.1 million; City funds \$12 million
U.S. Route 1 STARS – Route 3 off-ramp signals/Spotsylvania Avenue intersection improvements	\$8,373,474	None
U.S. Route 1 STARS – Augustine Avenue intersection improvements	\$1,710,339	None
Idlewild Boulevard to VCR Trail - 900 foot trail, 70 foot bridge, crosswalk at Kings Mill	\$1,904,311/ \$1,504,311	\$400,000 in Congestion Management/Air Quality (CMAQ) funds

Code of Virginia Section 15.2-2230 requires that a jurisdiction’s Comprehensive Plan be reviewed every five years. While Fredericksburg’s overall plan has been under review during the development

of several Small Area Plans, the list of transportation projects needs to be amended to include a reference to the proposed trails project as well as to reflect better defined roadway projects. In general, improved modelling capabilities has allowed planning to move beyond vehicle-to-pavement ratios that have too often been the basis of important transportation decisions. Those quantitative studies needed to always be evaluated through a qualitative analysis. Better computer models today more effectively integrate the quantitative/qualitative factors, to better identify needed improvements. The added benefit is that solutions can be found that are more affordable and therefore more financially sustainable. As a consequence, the transportation element of the City's Comp Plan can be made clearer.

Staff has combined Tables 3-2 and 3-3 in the existing Comp Plan, and developed a new Table 3-2. The revised table gets cleaned up through removal of completed projects and then ensures that the remaining planned projects are better defined. In addition, the previous use of two tables reflected the financially-constrained and unconstrained projects lists in the FAMPO long range plan. Such distinctions are not useful in a local Comp Plan and can be confusing. The new table also arranges planned projects by type – such as interstate, roadway, bridge, and bicycle-pedestrian.

Summary of changes:

Interstate – the new interchange project is consolidated from two entries to one; HOT lanes are removed as these are under construction; the northbound off-ramp at Route 3 is inserted to support the Gateway Blvd project; and the VCR Trail tunnel is added, as specified in the adopted Fredericksburg Pathways Plan (2018)

Roadways – Completed projects are deleted and planned projects are given more definition. No new projects.

Bridges – Completed projects are deleted and planned projects are given more definition. Two new bridges are added (from the adopted Fredericksburg Pathways Plan) to remove the at-grade crossings of the VCR Trail at the Blue and Gray Parkway and U.S. Route 1.

Bicycle-Pedestrian Facilities – A reference is added for the adopted Fredericksburg Pathways Plan (2018)

Only the new table is proposed as an amendment. No text will be changed.

Impacts to Capital Improvement Program

The projects being submitted to VDOT will bring in state and federal funds, if successful, to add to the City's CIP. One project, however, has a commitment of \$12 million in local funds.

Fredericksburg Comprehensive Plan (2015)
Amendments to Chapter 3 – Transportation

Interstate Highway Projects

Interstate Project	Location	Description	Comments
Interstate-95 interchange	Mile Post 131	Construct new interchange	Interchange Justification Report (IJR) required first step
Interstate-95 northbound off-ramp	State Route 3 interchange	Reconfigure and signalize off-ramps	Modifications to make Gateway Boulevard intersection functional
Interstate-95 bicycle-pedestrian crossing	VCR Trail	Tunnel through embankment	Coordinate with Spotsylvania County and Kingswood HOA

Roadway Projects

Street Name	Location	Description	Comments
Lafayette Boulevard	Charles Street and Kenmore Avenue	Two roundabouts, bus pull-off, and bicycle-pedestrian facilities	Included in VDOT's Six Year Improvement Program
Lafayette Boulevard	St. Paul Street to South City Limits	Reconfigure roadway, to include roundabouts, multi-use trail and sidewalks	Study in progress
Gateway Boulevard 1	Between State Route 3 and Cowan Boulevard	New 4-lane, divided roadway, with internal roundabouts, multi-use trail, and sidewalks	Route 3 intersection includes potential modifications to Mahone Drive & Ramseur Street
Gateway Boulevard 2	Between Cowan Boulevard and Fall Hill Avenue	New 4-lane, divided roadway, with multi-use trail and sidewalks	
William Street	From Interstate-95 to Dixon Street	Operational improvements	Included in VDOT's Six Year Improvement Program
U.S. 1 Bypass	Princess Anne Street and Hanson Avenue	Operational improvements	Included in VDOT's Six Year Improvement Program
U.S. 1 Bypass	Augustine Avenue	Operational improvements	

U.S. 1 Bypass	Route 3 off-ramp and Spotsylvania Avenue	Off ramp signals; intersection improvements	
Dixon Street (Route 2/17)	Dixon Park to Beulah-Salisbury Road	Widen to 4-lane, divided roadway, with multi-use trail and sidewalks	Similar Tidewater Trail improvements as road extends into Spotsylvania County
Lansdowne Road	Intersection at Dixon Street		Included in VDOT's Six Year Improvement Program
Lansdowne Road	From Tidewater Trail to West City Limits	Widen to 4-lane, divided roadway, with multi-use trail	Similar improvements as road extends into Spotsylvania County
Carl D. Silver Parkway	Celebrate Virginia, South	New 4-lane divided roadway	
Fall Hill Avenue/Cowan Boulevard Connector	Connecting road	To Be Determined	Road needed to retrofit a grid pattern over the existing network
Re-establish two-way traffic pattern	Fall Hill Avenue and Washington Avenue	Restripe existing streets	

Bridge Projects

Bridge Name	Location	Description	Comments
Falmouth Bridge	U.S. Route 1 Bypass, in both City and Stafford	Replace bridge	Includes bicycle-pedestrian route
Rappahannock Canal Bridge	U.S. Route 1 Bypass	Replace entire bridge	Includes bicycle-pedestrian connections
VCR Trail Bridge	Hazel Run	New bridge	Active Smart Scale project
VCR Trail Crossing 1	Blue & Gray Parkway	New bridge	Grade separation project
VCR Trail Crossing 2	U.S. Route 1 Bypass	New bridge	Grade separation project

Bicycle-Pedestrian Projects

Bicycle-pedestrian projects, as contained in the Fredericksburg Pathways Plan, adopted in July 2018, and in Small Area Plans, as they are formally adopted.