

RESOLUTION

Whereas, the Route 29 Corridor is a major north-south link for through and local traffic. The Virginia Department of Transportation, in association with the Virginia Department of Rail and Public Transportation, the Commonwealth Transportation Board and various state and local elected officials, have initiated the Route 29 Corridor Study which covers approximately 219 miles of roadway between the North Carolina border and I-66 in Gainesville; and

Whereas, the goal of the study is to develop a Blueprint for the Route 29 Corridor that will guide future transportation improvements. The study is supposed to determine the transportation needs and identify recommendations to meet those needs while building on the commonalities of citizen concerns along the corridor. All recommendations should be context sensitive and sensitive to all environmental concerns, including historical and cultural resources; and

Whereas, the Albemarle County Board of Supervisors is in agreement with many of the concepts in the Corridor-Wide Recommendations, such as controlling access on Route 29, integration of land use and transportation planning, and enhanced transit, as reflected in its Comprehensive Plan, Long Range Transportation Plan, participation in the 29H250 Study, and commitment to integration of land use and transportation planning as reflected in Places 29 and other growth area adopted master plans; and

Whereas, the Board of Supervisors strongly opposes any of the extensions of Leonard Sandridge Road in the final Route 29 Corridor Report for the following reasons:

- the Southern interchange would still need to be built, an interchange or major intersection with Hydraulic Rd. would be required, and the cut through Stillhouse Mountain would still be necessary, so the cost would exceed \$100.0 million; and
- none of the proposed routes would likely qualify for federal funding and there is no possibility that any of these routes could be funded from the County's modest Secondary Road allocations; and
- the result of leaving these routes on the map in the final report would be to diminish property values and interfere with the lives of a number of citizens for an indefinite period of years to perpetuate lines on a map that will never become actual transportation projects. This would include residents living in the Canterbury Hills, Colthurst, Montvue, Georgetown Road, Hessian Hills, Old Forge, Terrell, Georgetown Green, Lambs Road, Ivy Ridge Road, Roslyn Heights, and Roslyn Ridge neighborhoods; and
- Route 1C would also impact two churches and take substantial acreage from the four school complex on Hydraulic Road; and
- the current best parallel road system we have to Route 29 is Georgetown Road to Hydraulic Road to Berkmar Drive. What is being suggested is to spend more than \$100.0 million to build a parallel road to the parallel road system that is functioning reasonably well; and
- there is no traffic study that even suggests that any of these proposed roads would take any substantial vehicle trips off of Route 29 or that they would even shorten travel time for people presently using Georgetown and Hydraulic Roads. There would be a significant wait to get the traffic onto Hydraulic Road; and
- for the cost of constructing any of the proposed extension roads, we could complete the widening of Route 29 from Hydraulic to the Route 250 Bypass, add the additional ramp at Best Buy onto the Route 250 Bypass, widen Route 29 from Polo Grounds Road to Hollymead and possibly have funds to build a grade separated interchange at Rio Road and Route 29. If the bypass right of way were sold, we would also have enough funds to build the Hillsdale Drive connector, which traffic studies show will take 8,000 to 10,000 vehicle trips per day off of Route

29 at its most congested point. These improvements have been traffic modeled, are included in the area's Long Range Transportation Plan and will significantly improve the flow of traffic in the Route 29 Corridor; and

- the aforesaid projects can be done as funds are available; the "southern bypass" project is all or nothing. It can't be built incrementally; and
- a recommendation to "study" this issue would result in more money being diverted to a study that will go nowhere at a time that we have little or no transportation funds for actual projects; and
- the MPO removed the study of the "southern bypass" from the area's Long Range Transportation Plan, demonstrating that it has no local support. This vote was unanimous and included the VDOT representative on the MPO.

Now, Therefore, Be It Resolved that, the Albemarle County Board of Supervisors commends the consultants and VDOT for their work on the Route 29 Corridor Study; and

Further Resolved that, the Hillsdale Drive connector, the additional southbound lane on Route 29 from Hydraulic Road to the Route 250 Bypass (with the additional ramp lane) and the additional lanes on Route 29 between Polo Grounds Road and Hollymead be included in the report, as they are in the area's long range and six year transportation plans and have been demonstrated through traffic modeling to be cost effective ways of improving traffic flow and safety in the corridor; and

Resolved that, the Eastern Bypass Study Corridor generally follow Route 15 and avoid the Southwest Mountains and Keswick historic district areas; and

Resolved that, localities should not be required to include specific transportation projects in their comprehensive plans that are not approved by the locality and/or by the applicable MPO.

I, Ella W. Jordan, do hereby certify that the foregoing writing is a true, correct copy of a Resolution duly adopted by the Board of Supervisors of Albemarle County, Virginia, by a vote of five to one, as recorded below, at a regular meeting held on October 7, 2009.


Clerk, Board of County Supervisors

	Aye	Nay
Mr. Boyd	_____	<u>Y</u>
Mr. Dorrier	<u>Y</u>	_____
Ms. Mallek	<u>Y</u>	_____
Mr. Rooker	<u>Y</u>	_____
Mr. Slutzky	<u>Y</u>	_____
Ms. Thomas	<u>Y</u>	_____