

Creating a More Walkable Culpeper



Getting your project funded and constructed

Identifying a Good Project =

**Finding where to improve a place's walkability
in the context of what is feasible**

Essential Components of a Good Project Place?

In the context of walking...



Safe

Useful

Interesting

Comfortable



Is a Project Feasible?

1. Funding Available

2. Public and Leadership Support

3. Have the land or can get it

4. Understanding of Obvious and Less Obvious Risks

All Projects that ever could or ever will exist

No benefit and not
feasible

Lots of Benefits

Feasible

Like don't get rid of
on-street parking
though for real
projects

**Good
Projects**

Sidewalk to 'nowhere'
projects

Sidewalk to the wrong
somewhere projects

Scope isn't tailored
to existing grant
funding opportunities
projects

Lame
projects

In front of that
land use
attorney's
house projects

Grant Programs

- HSIP
- SMART SCALE
- TAP
- SS4A
- RAISE

Recent Examples

How we did it

Lessons Learned

HSIP

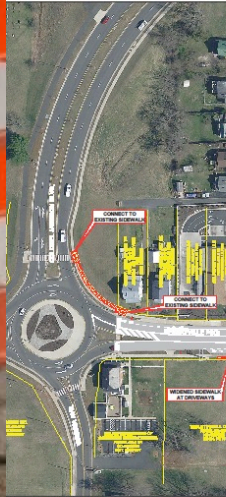
522 Road Diet

Signalization

A B/C ratio greater than 1.0 is used to assess the eligibility of a proposal for funding

Can not require right of way from HSIP funding

- **Road Diets**
- **Curve Delineation**
- **Pedestrian Crossings**
- **High Visibility Back-plates**
- **Flashing Yellow Arrows**
- **Un-signalized Intersection Improvements – such as stop ahead warning signs, raised splitter islands, beacon systems etc.**



Signalization



FYA: 4 intersections
9 total signal heads



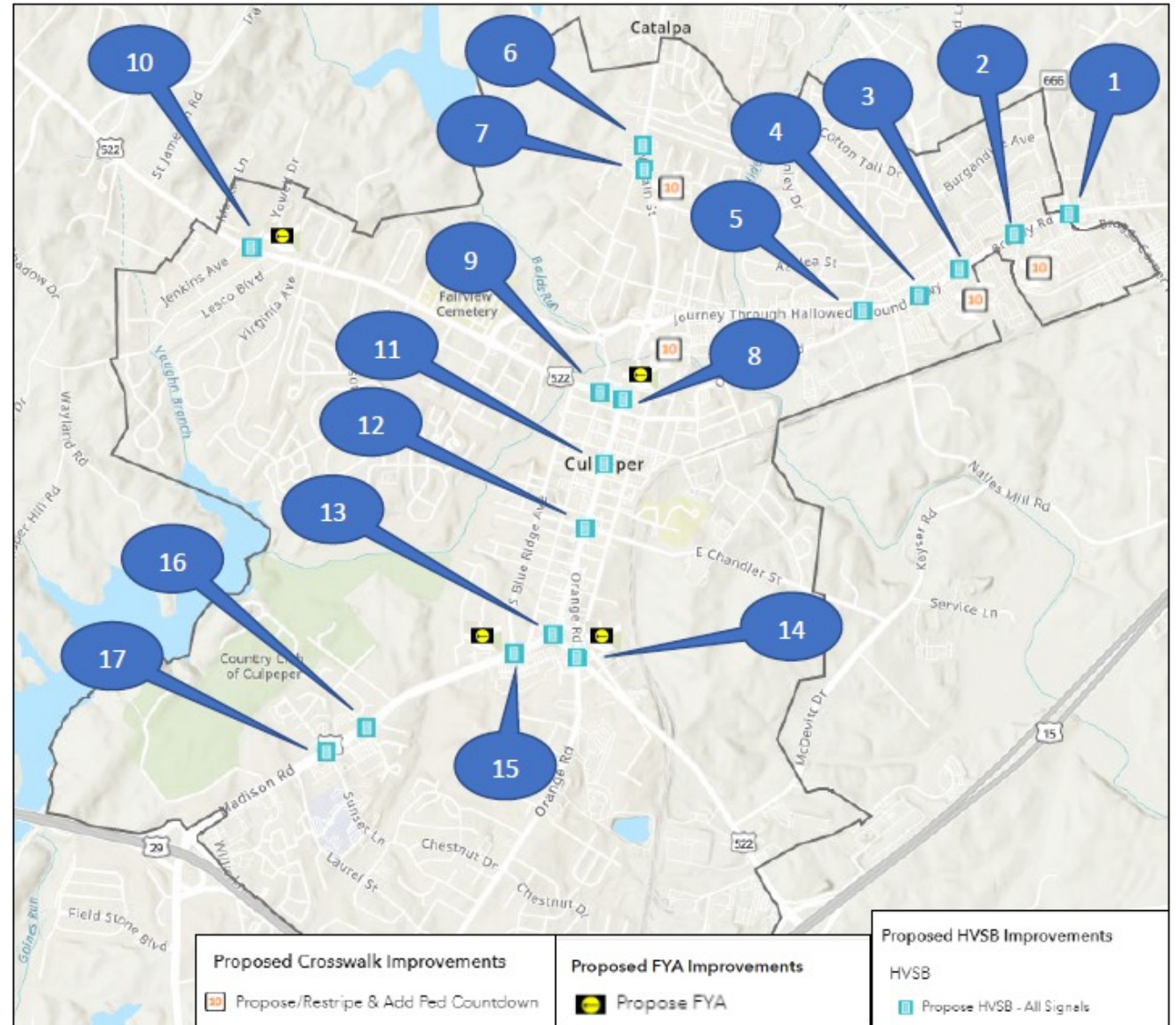
HVSB: 17 Intersections
166 total backplates



Pedestrian Crossings: 4 intersections
9 (~1,000 linear feet) high visibility crosswalk
20 pedestrian countdown signals heads

Proposed Improvements Overview Map

Click number to go to Intersection Recommendations



Lessons Learned

- Submit HSIP Projects, Including PSAP and BSAP
- Retain Documentation (Correspondence, EOI scoring notes)
- Include construction inspection and management in the original design RFP
- Scrutinize personnel assigned to your project as shown in EOIs

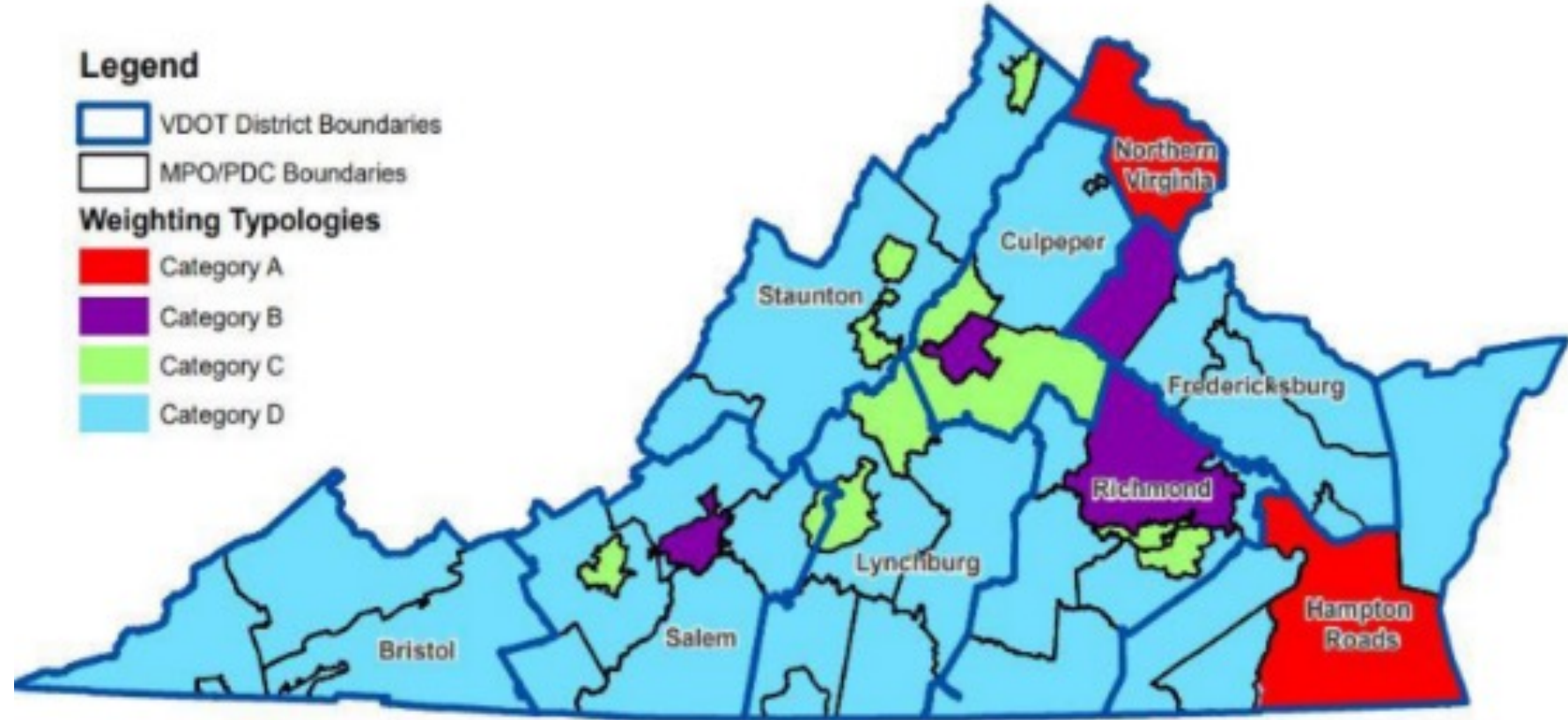
SMART SCALE

Orange and Fredericksburg Roundabout

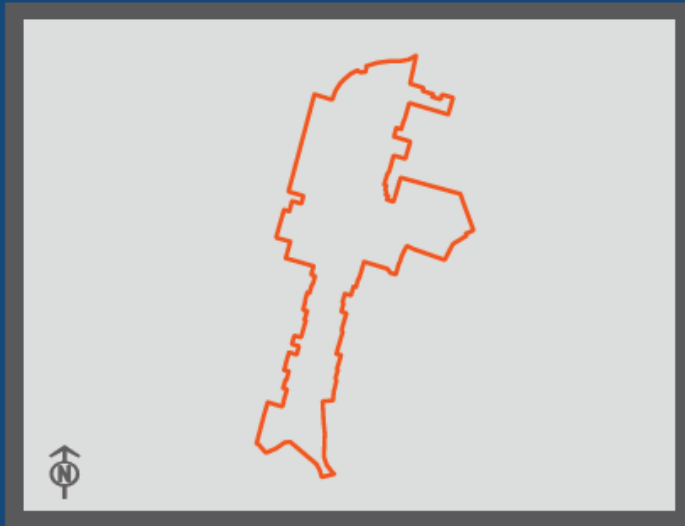
Old Brandy Road Sidewalk

Orange Road Sidewalk Extension

Factor	Safety	Congestion	Accessibility	Land Use	Economic Development	Environment
Type A	5%	45%	15%	20%	5%	10%
Type B	20%	15%	20%	15%	20%	10%
Type C	25%	15%	15%	10%	25%	10%
Type D	30%	10%	10%	10%	30%	10%



TOWN OF CULPEPER



URBAN DEVELOPMENT DOWNTOWN AREA MASTER PLAN

A Component of the Town of Culpeper Comprehensive Plan

AREA 6 - DOWNTOWN URBAN DEVELOPMENT AREA

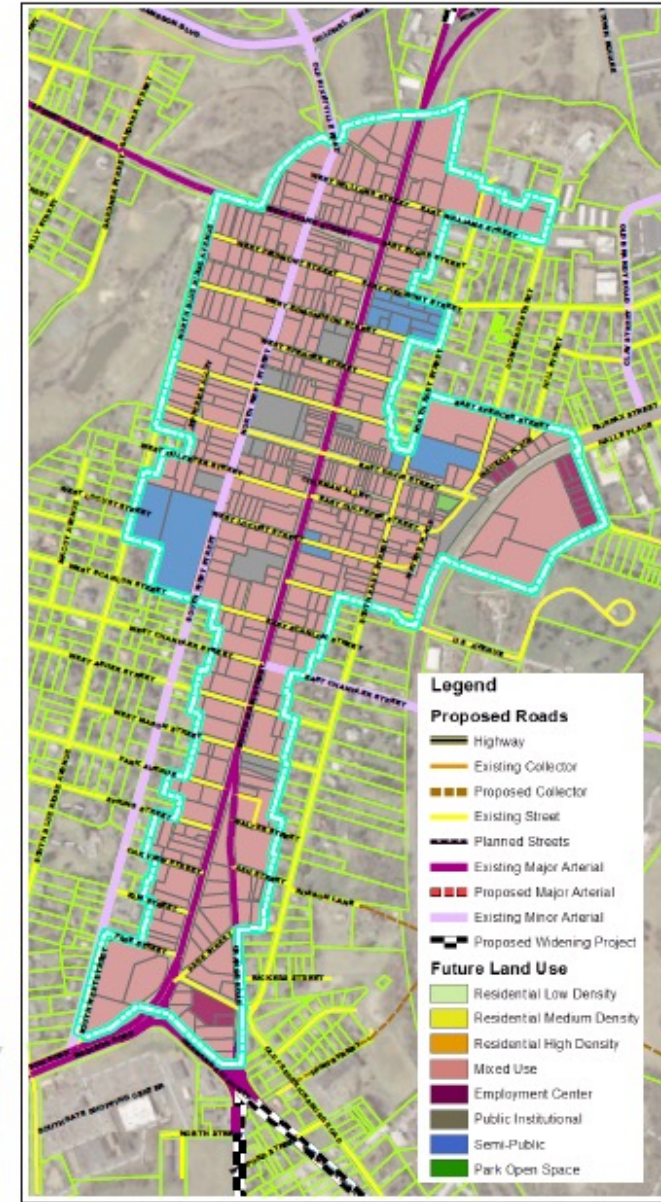
Area 6 includes approximately 140 acres centered in downtown Culpeper. The Downtown Urban Development Area (UDA) was adopted by the Town as part of an amendment to the Comprehensive Plan in 2018 after a year-long planning process with the assistance of consultants to develop the boundaries of the UDA and a Downtown Master Plan to target investment areas. Additionally, the Downtown UDA Master Plan is adopted as an appendix to the Comprehensive Plan where more details are available regarding the specifics of the plan.

The primary goal of an urban development area is protect established rural and suburban areas from sprawl at tax payers expense, by planning for future population growth by targeting areas within the UDA **urbanized area** for adaptive reuse and new infill development investment that have high levels of transportation access and utility infrastructure availability.

The Downtown UDA Master Plan promotes infill development and reinvestment in under utilized areas of downtown. The goals of the Downtown UDA Master Plan are to target growth areas while maintaining the historic charm of Culpeper by using traditional neighborhood design (TND) concepts such as well-connected streets and blocks, better access to public spaces, and a mix of land uses throughout the downtown.











This rendering is taken from Focus Area 3 of the Downtown UDA Plan that proposes a public-private partnership to construct a mixed-use development with structured parking at the existing parking lot at Main, Spencer and Cameron Streets.



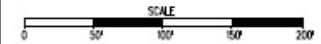
**Route 3/522 and 15 Bus.
 Orange Rd Roundabout &
 Pedestrian Improvements**

April 2020

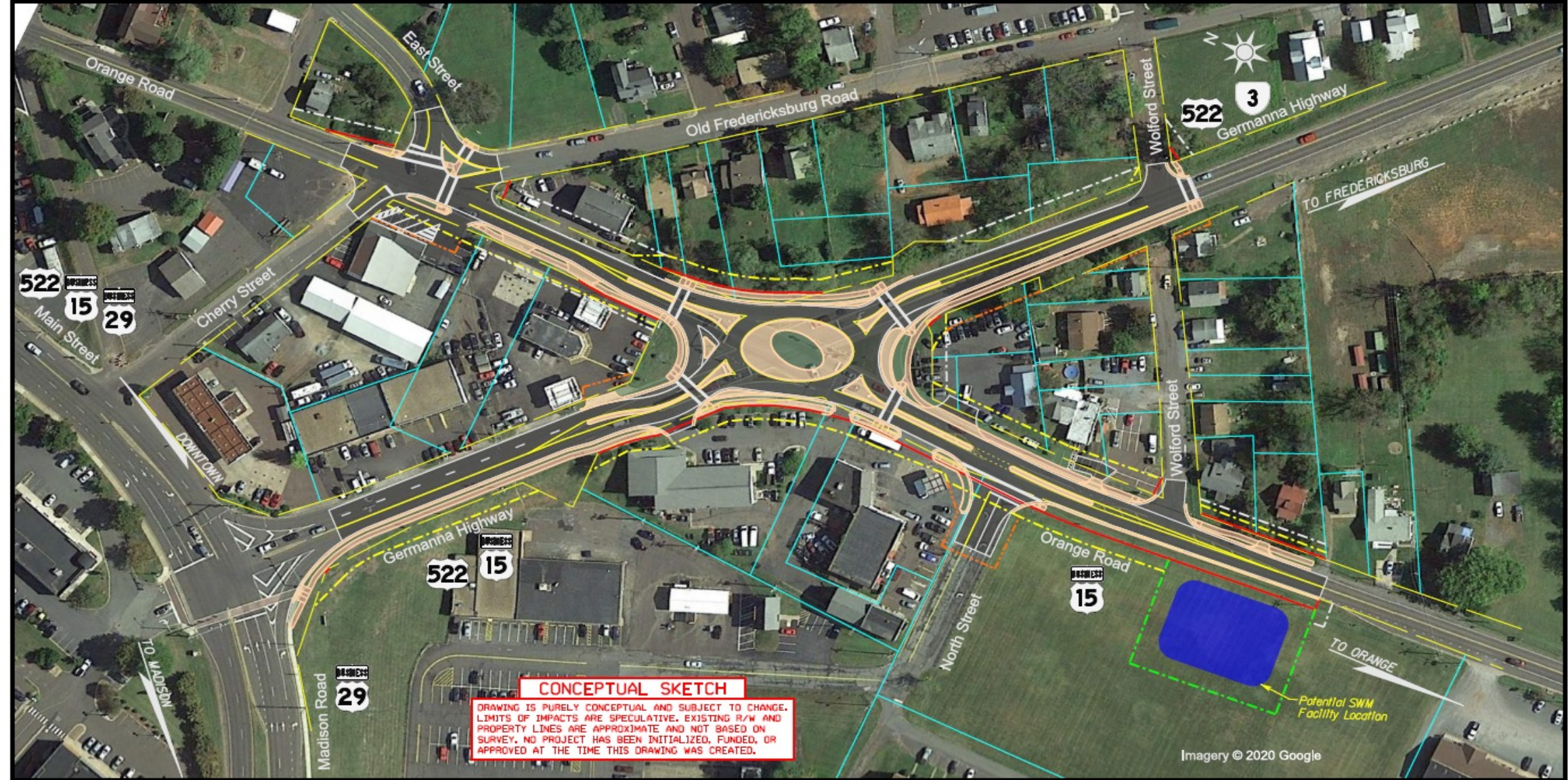
Legend

-  Concrete Sidewalk
-  Concrete Median/Curb/Truck Apron
-  Proposed ROW
-  Existing ROW (from GIS)
-  Approx. Temp. Easement (grading limits T.B.D.)
-  Approx. Permanent Utility Easement
-  Combined Temp. Constr. and Perm. Utility Ease.
-  Pavement/Lane Markings

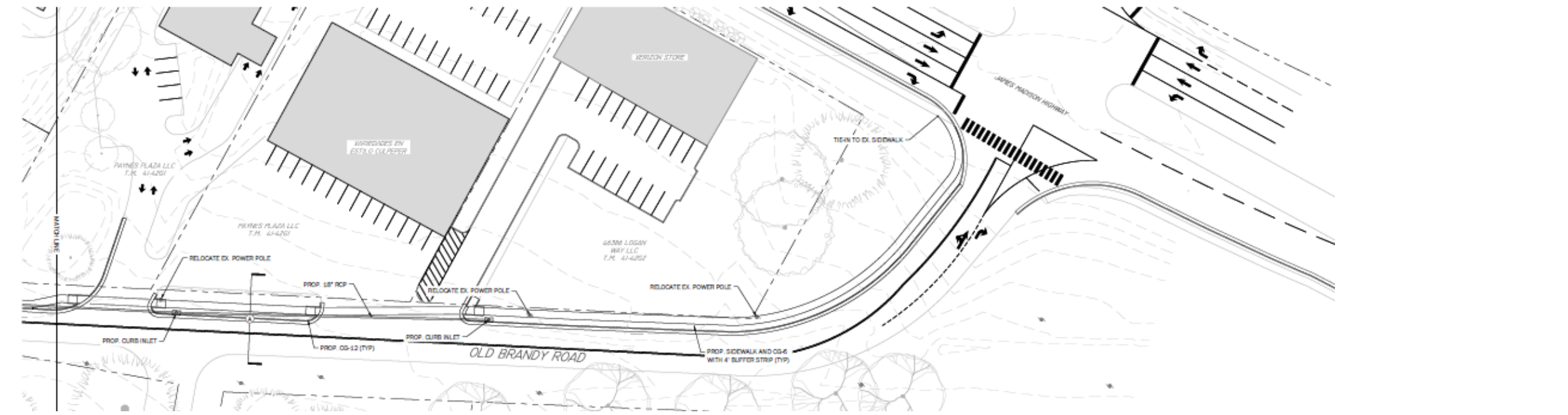
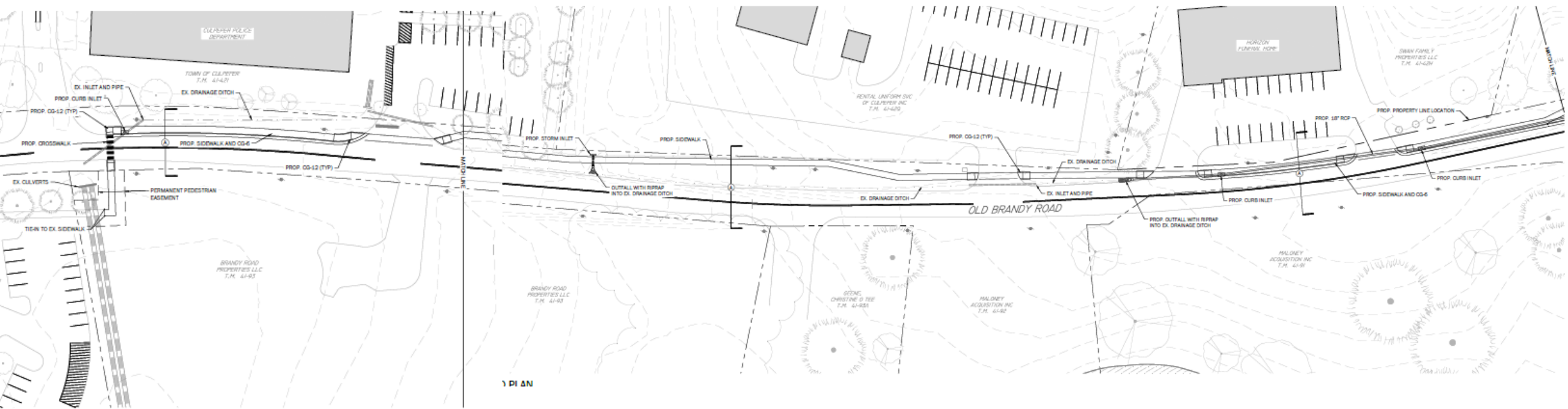
Location: Town of Culpeper



Sheet 1/1



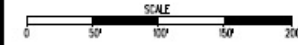
CONCEPTUAL SKETCH
 DRAWING IS PURELY CONCEPTUAL AND SUBJECT TO CHANGE.
 LIMITS OF IMPACTS ARE SPECULATIVE. EXISTING R/W AND
 PROPERTY LINES ARE APPROXIMATE AND NOT BASED ON
 SURVEY. NO PROJECT HAS BEEN INITIALIZED, FUNDED, OR
 APPROVED AT THE TIME THIS DRAWING WAS CREATED.



Legend

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Lessons Learned

- Consider adjusting UDA areas to compete for SMART SCALE funds for projects that otherwise would not be eligible
- Coordinate land use planning, economic development and transportation planning to maximize economic development and land use scoring
- Get as much pre-scoping work done as possible

TAP

- *80/20 Matching Program*
- *In Alternate years of SMART SCALE*
- Includes a wide variety of project types not just typical sidewalk projects

Sunset Sidewalk

**Sperryville Pike
Sidewalk Extension**

**Blue Ridge Sidewalk
Extension**

Sunset Sidewalk



Sperryville Pike Sidewalk Extension



Blue Ridge Sidewalk Extension



Lessons Learned

80/20 projects so make sure you are aware of potential cost increases/risks and have a precise scope and reasonable contingencies

Alternates with SMART SCALE- provides a good opportunity to try on projects that don't qualify for SMART SCALE or missed in SMART SCALE put high priority.

1) Rec Trails administered through DCR, 2) Federal Lands Access Program and 3) Virginia Outdoors Foundations' Preservation Grant may be other ways to acquire needed funding depending on the project criteria

Safe Streets for All

Action Plan Funded

Capital Projects Next

- **Not very onerous comparatively to other fed grants**
- **Staff Time to complete the action plan counts as match**
- **Can apply for SS4A implementation dollars once an action plan is approved**

RAISE

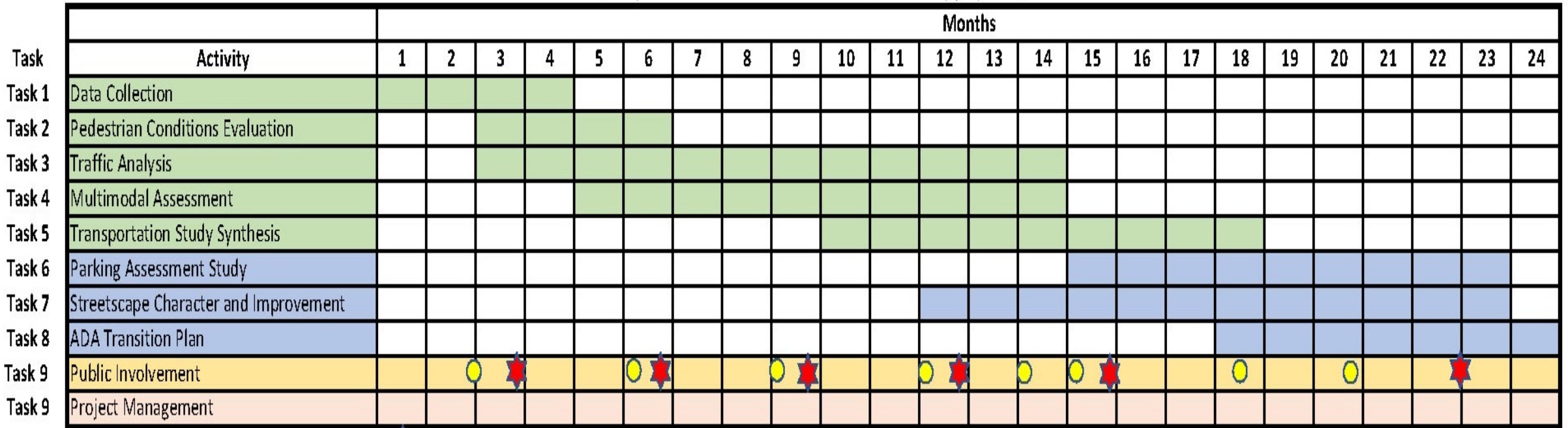
- 1.5 billion in FY 2023
- Areas that are historically disadvantaged do not need to match
- Includes Planning Studies

Downtown Complete Streets Assessment

Future Implementation Grants

Proposed Project Schedule

(Study timeline could be condensed to 18 months if preferred)



★ Public Meeting

○ Stakeholder Meeting

24 month timeline offered to help spread out the study topics with the community.

1.3 million request

Other Helpful Tools

- Have a Facilities Standard Manual that is properly referenced in the Zoning Ordinance
- Require Bike Parking Facilities for Commercial and Multi-Family Development
- Require Sidewalk that extends to property boundaries for Commercial and Multi-Family Development
- Require a six foot vegetated buffer strip between parking areas and sidewalks

C:\Work From Home\Projects\AutoCAD (M)\220047 Term of Culpeper - Pedestrian Bridge Project\220047.01 Bridge Restroom Facility\007101_SIP-1.dwg

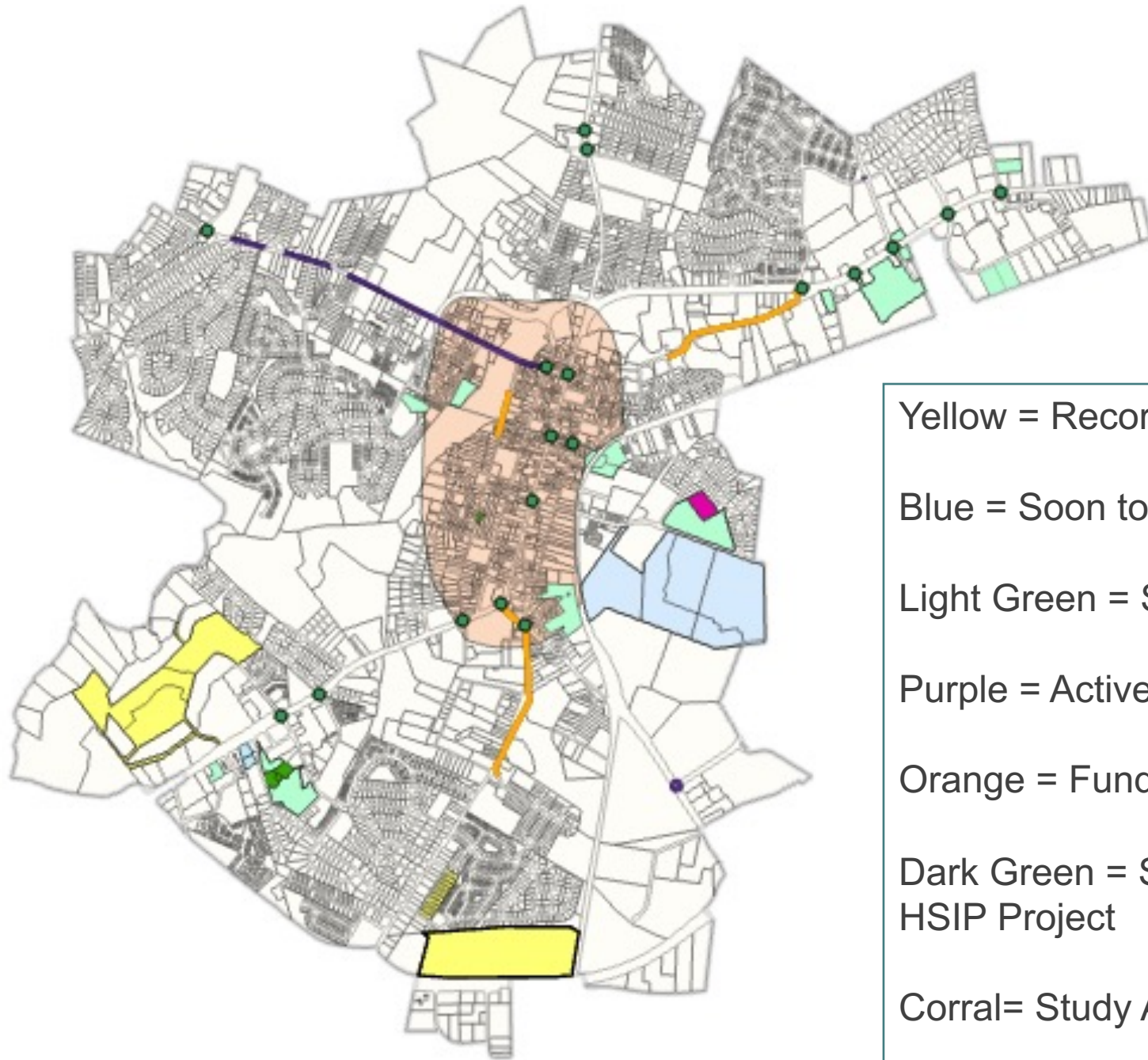


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RAMP WITH
TRUNCATED
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DETECTABLE
WARNING

IF BY OTHERS,
DIMENSIONS OF
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ALL WITH BUS
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THIS IS A REDUCTION
SCALE MUST BE USED
1" = 10'
0 10'

SET / REV. NO.
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DRAWING NUMBER:
C-5
DATE:
5/27/22



Yellow = Record Plat

Blue = Soon to Submit Site Plan

Light Green = Site Plan Under Review

Purple = Active Transportation Project

Orange = Funded Transportation Project

Dark Green = Signalized Intersection,
HSIP Project

Corral= Study Area Raise Grant

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“Get walkability right and so much of the rest will follow.” - Speck