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

Jeff Speck’s *Walkable City – Read it*
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

Lots of Benefits

- Like don’t get rid of on-street parking though for real projects
- Scope isn’t tailored to existing grant funding opportunities projects

Feasible

- Sidewalk to ‘nowhere’ projects
- Sidewalk to the wrong somewhere projects

No benefit and not feasible

In front of that land use attorney’s house projects

Lame projects

Good Projects
Grant Programs

• HSIP
• SMART SCALE
• TAP
• SS4A
• RAISE

Recent Examples
How we did it
Lessons Learned
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

HVSBL: 17 Intersections
166 total backplates

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

URBAN DEVELOPMENT DOWNTOWN AREA MASTER PLAN

A Component of the Town of Culpeper Comprehensive Plan

OCTOBER 2017

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 to protect established rural and suburban areas from sprawl at too great expense, by planning for future population growth by targeting areas within the UDA identified as fortuitous areas for adaptive reuse and new infill development investments that have high levels of transportation access and utility infrastructure availability.

The Downtown UDA Master Plan promotes infill development and reinvestment in underutilized 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.
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 Easement
- Pavement/Lane Markings

CONCEPTUAL SKETCH
DRAWING IS PURELY CONCEPTUAL AND SUBJECT TO CHANGE.
LIMITS OF IMPACTS ARE SPECULATIVE, EXISTING ROW AND PROPERY LINES ARE APPROXIMATE AND NOT BASED ON SURVEYS. NO PROJECT HAS BEEN DETERMINED TO BE ON APPROVED AT THE TIME THIS DRAWING WAS CREATED.

Imagery © 2020 Google
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

Before

After
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**

**Downtown Complete Streets Assessment**

**Future Implementation Grants**

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

![Proposed Project Schedule](image)

*Study timeline could be condensed to 18 months if preferred*

1.3 million request

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*Public Meeting*

*Stakeholder Meeting*

24 month timeline offered to help spread out the study topics with the community.
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
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
Contact: jcostello@culpeperv Arena.gov
Work Cell 540 229-8924

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