

AC44 Comprehensive Plan

Transportation



Board of Supervisors
May 28, 2025

Work Session Agenda



- Community Input Themes
- Summary of Commission feedback on Transportation
- Transportation Chapter Overview
- Upcoming Schedule
- Chapter focus topics for Board discussion



Chapter Focus Topics



- This chapter outlines different approaches to address unique Rural Area and Development Area challenges. Do you agree with these approaches?
- Do you support the investigation of a program to support active recreation on some rural roads? What are the guardrails?
- Given the next step is implementation of this chapter, do you agree with the general approach to the Multimodal Transportation Plan?
- Anything missing?



Community Input Themes: DAs



Provide safe and comfortable infrastructure (e.g. sidewalks, paths, bike lanes) for walking and biking that is separated from cars

- Improve accessibility including for wheelchairs and strollers
- Improve walkability to schools, jobs, shopping, and other daily destinations

Transit needs to be frequent and reliable for people to choose it over driving

- Consider options such as dedicated bus lanes, increasing frequency, keeping costs free or low, and making transit stops more comfortable (e.g. benches, shade)



Community Input Themes: DAs



Feedback related to driving and cars:

- Slow down cars, especially in areas with people walking and biking; Explore places that could be car-free zones
- Reduce parking requirements to reduce the amount of space and impervious surface needed for parking
- Concern about traffic congestion and infrastructure keeping up with growth
- Safety is a concern, especially drivers speeding and running red lights



Community Input Themes: RA



Explore and implement ways to make walking and biking in the Rural Area safer

- Explore options for small-scale improvements in rural communities
- Rural recreational uses – widen shoulders, add signage
 - Also explore off-street paths and trails

Continued transit options are needed, especially to access urban areas and daily needs (e.g. appointments and jobs)

- Transit is needed for aging in the community
- Continue to plan for park and rides in the rural area



PC: Feedback on DAs Transportation



- In addition to bicycle and pedestrian connectivity, promote vehicular connectivity (eliminate cul-de-sacs and dead ends)
- Consider completing a study to enhance connections to the airport
- Prioritize infrastructure investments and multimodal connections despite funding challenges at the federal level.
- Consider adding a recommendation to establish a Parks and Trails fund to support public spaces and greenways.



PC: Feedback on RA Transportation



- Expand rural road margins for walking/biking along major multimodal travel routes.
- Consider moving rural roads away from the floodplain where flooding occurs.
- Overemphasizing recreational users implies these users are of lesser priority than vehicular users, they should be prioritized the same.



Development and Rural Area Challenges



DA Challenges

- High peak-hour demand
- Fragmented multi-modal networks and needed safety improvements
- Limited funding and rising project costs
- VDOT ownership of roadways

RA Challenges

- Safety
 - Narrow, winding roads with little clear zone
 - Wildlife collisions
- Providing transit service to an aging population
- Biking and walking for recreation/exercise



Transportation Goals



Development Areas – ...will meet the mobility needs of all roadway users by increasing **safe, comfortable, and accessible** options for walking, biking, transit, and driving. The transportation network will provide **multimodal travel** to vital destinations and use **placemaking** to encourage mode shift and quality of life.

Rural Areas - ...will balance the mobility needs of Rural Area residents and the **movement of goods**. The transportation network will **connect** Rural Area residents to vital destinations and provide recreational opportunities where feasible while maintaining rural character.



Overall Transportation Planning Strategy



- Supports the land use strategies outlined in the Rural Area and Development Areas Land Use chapters of AC44
 - The Growth Management Policy directs future growth and increasing density into the Development Areas
- Achieving a high-quality multimodal transportation network will take decades, with investments from both the public and private sectors
 - Future transportation planning will build on AC44 and provide more detailed guidance



Multimodal Transportation Plan



- Builds upon the AC44 Transportation chapter
- Articulates a long-term strategy for transportation planning
- Integrates land use and transportation planning and zoning
- Delineates modal emphasis networks
- Defines typical cross-sections for future roadway design
- Prioritizes projects given limited resources and other constraints



Transportation Objectives – Development Area



1. Develop transportation plans to create safe, comfortable, and accessible multimodal connections between key locations within the Development Areas
2. Improve pedestrian and bicycle infrastructure and connectivity to support future land use policies and support safe, comfortable, and convenient walking travel for people of all ages and abilities
3. Increase the reliability and frequency of public transit service
4. Increase the efficiency and connectivity of vehicular and other modal transportation networks
5. Strengthen regional and intercity transportation
6. Improve safety by reducing traffic fatalities and serious injuries
7. Promote sustainable and equitable transportation solutions, including reducing greenhouse gas emissions partially through a reduction in vehicle miles traveled (VMT)

Transportation Objectives – Rural Area



1. Prioritize investment in Rural Area transportation projects that reduce vehicle congestion, improve safety, and maintain rural character
2. Improve the regional transit system to serve commuters and residents in the Rural Areas and surrounding counties requiring connections to the Development Areas for basic needs
3. Reduce traffic fatalities and serious injuries
4. Improve Rural Area community members' equitable access to walking and bicycling opportunities for transportation and recreation where feasible and appropriate to support healthy, active lifestyles and create opportunities for social interaction

Related Chapters



- **Land Use** – future land use categories identify potential destinations that should be considered in the development of transportation networks and prioritization of projects
- **Environmental Stewardship** – transportation choice makes communities more resilient
- **Thriving Economy** – workers require efficient and safe transportation networks to access employment
- **Housing** – connecting housing to daily destinations through efficient networks



Schedule



TRANSPORTATION

PC : May 6 (past)
BOS: May 28 (today)

In-person community
check in: May 22 (past)

CULTURAL RESOURCES

PC : May 27
BOS: June 4

Virtual lunch and
learn: June (tbd)

IMPLEMENTATION

PC : June 24
BOS: July 16



AC44 Engagement



engage.albemarle.org/ac44

- Chapters will continue to be shared on the Phase 3 page
 - Ask questions
 - Share feedback on Actions
- Engagement events and PC/BOS work sessions will continue to be posted on the main page and Phase 3 page
- Sign up for emails/newsletters!

AC44 Phase Three is Coming to You!
Here's Our Rollout for Plan Chapters:

NEW
CHAPTERS
RELEASED
EVERY MONTH



The Plan chapters are shown below. Green buttons are clickable, and grey buttons indicate that the content is coming soon.

READ THE DRAFT CHAPTER
**Development Areas
Land Use**

READ THE DRAFT CHAPTER
Rural Area Land Use

READ THE DRAFT CHAPTER
Transportation

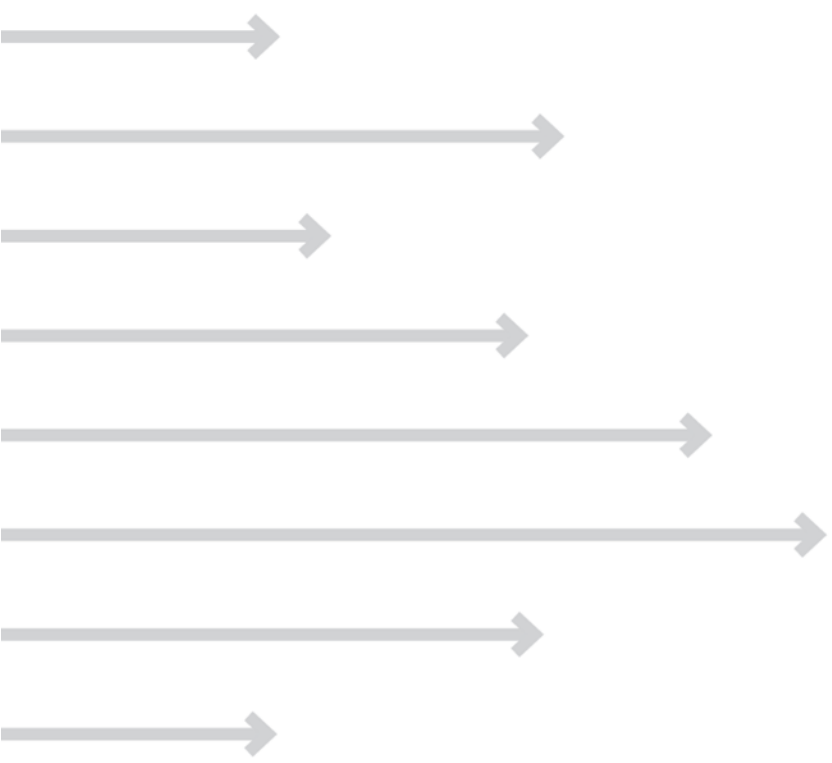
READ THE DRAFT CHAPTER
Thriving Economy

Chapter Focus Topics

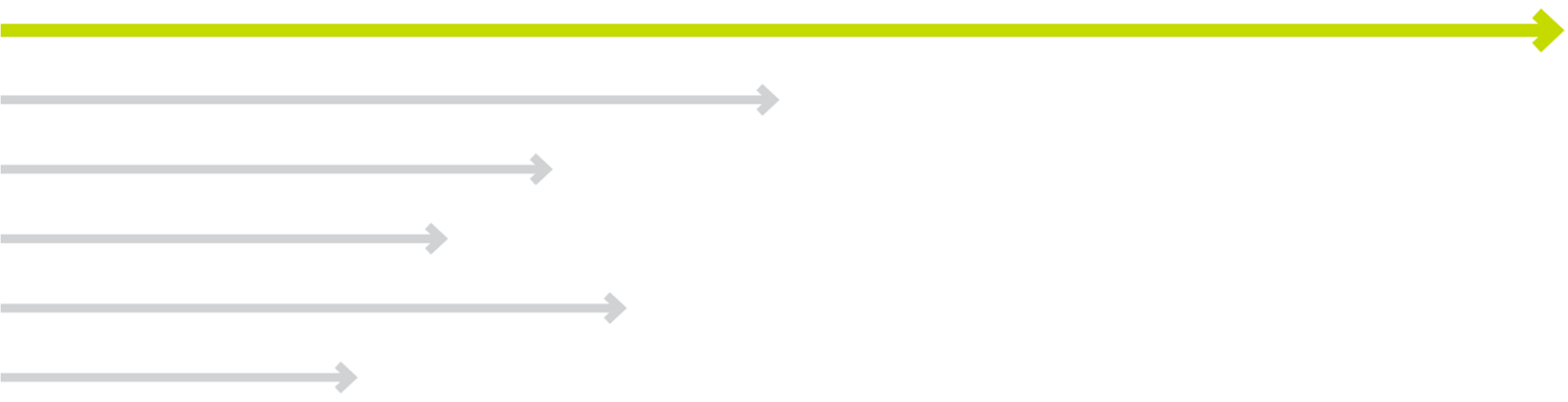


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Back Pocket Slides



IMPLEMENTATION: DEVELOPMENT AREAS TRANSPORTATION

OBJECTIVE	DA Transportation 1. <i>Develop transportation plans to create safe, comfortable, and accessible multimodal connections between key locations within the Development Areas.</i>
ACTION	
1.1	Develop a Multimodal Transportation Plan.
1.2	Develop a Modal Emphasis Map that identifies bicycle facilities that link between key destinations such as the Activity Centers, schools, and parks in the County and the City.
1.3	Seek approval from DRPT and VDOT of the Multimodal Systems Plan and urban street standards based on the Multimodal Transportation Plan.
OBJECTIVE	DA Transportation 2. <i>Improve pedestrian and bicycle infrastructure and connectivity to support future land use policies and support safe, comfortable, and convenient walking travel for people of all ages and abilities.</i>
ACTION	
2.1	Identify gaps within the pedestrian network, prioritizing locations within Activity Centers, connections to Centers, and connections to schools, parks, and other community facilities, and areas with safety issues for pedestrians.
2.2	Identify projects suitable to construct as low plan/ no plan projects and develop an agreement with VDOT to fund and implement these projects.
2.3	As part of the annual County budget process, establish a steady funding stream for pedestrian and bicycle projects in the County CIP.
2.4	Ensure bike facilities are separated from vehicular traffic where feasible.
2.5	Investigate the benefits and costs of a County-funded program to supply local businesses with bike parking infrastructure, siting and installation upon request.
2.6	Develop a policy to clarify the County's role in debris removal from, and ongoing maintenance of, shared use paths to ensure that paths are safe and adequately maintained; this policy will likely need to be developed collaboratively with other departments and VDOT.
2.7	Improve pedestrian and bike crossings of significant mobility barriers, including built barriers (e.g. I-64, US 29, US 250, railroad tracks) and natural barriers (e.g. Rivanna River).

2.8	Improve bike and pedestrian network connectivity between the County, the City of Charlottesville and the University of Virginia, especially along major road corridors, greenways, and higher-volume trails/shared-use paths and connect adjacent mixed-use areas between the City and County.
2.9	Plan for pedestrian and bike travel in all roadway, intersection, bridge, and right-of-way improvements.
2.10	Provide and require amenities that enhance the bicycling experience, such as safe and secure bicycle parking, street trees and other shade structures along the bicycle modal emphasis network and in all Activity Centers and Employment Districts.
2.11	Support the expansion of micromobility devices within select portions of the Development Area to improve mobility and access for diverse users.
2.12	Through strategic investments in urban design, infrastructure, developer incentives, and education, increase the percentage of walking and cycling trips as a percentage of all trips in urban areas.
OBJECTIVE	DA Transportation 3. <i>Increase the reliability and frequency of public transit service.</i>
ACTION	
3.1	Actively participate in ongoing regional efforts to increase transit access and efficiency and to develop a regional transit authority.
3.2	Evaluate the benefits and costs of continued, refined, and/or expanded microtransit within the Development Area.
3.3	Improve transit stops to enhance safety, comfort, and accessibility for all users; prioritize stop improvements in low-income and underserved areas.
3.4	Provide high-quality and ADA/PROWAG-compliant transit stops that are tied into the pedestrian and bicycle networks.
3.5	Require enhanced transit stops along transit routes in Activity Centers and Employment Districts.
3.6	Through strategic investments in transit infrastructure, facilities, and services, increase the percentage of transit trips as a percentage of all trips in the rural and urban areas.
OBJECTIVE	DA Transportation 4. <i>Increase the efficiency and connectivity of vehicular and other modal transportation networks.</i>
ACTION	
4.1	Collaborate with VDOT and City of Charlottesville to expand the implementation of “Intelligent Transportation Systems” (ITS), which aims to improve traffic flow, safety, and efficiency, especially as it relates to improving the efficiency of the transit system.
4.2	Support ongoing Travel Demand Management (TDM) programming currently managed by the CA-MPO, including developing a regional system of Park & Ride lots, ride-sharing services, vanpooling, etc.

4.3	Investigate additional TDM programming that could be managed by either the CA-MPO or Albemarle County, including greater support for remote work.
4.4	Collaborate with VDOT and FHWA regarding safety and operations improvements for major corridors, such as Route 29, US 250, and I-64.
4.5	Require development that minimally uses cul-de-sacs and disconnected streets and encourage “daylighted” cul-de-sacs. Daylighting refers to the modification of a no-outlet street to allow for pedestrian and bicycle through access. Where cul-de-sacs are necessary, they should include pedestrian and bicycle connections to nearby streets.
OBJECTIVE	DA Transportation 5. <i>Strengthen regional and intercity transportation.</i>
ACTION	
5.1	Investigate and support local, regional, and state policy and legislative efforts to expand and improve accessibility and frequency of intercity rail and bus transportation options.
5.2	Provide support for the Charlottesville Amtrak passenger train station to meet future demand.
5.3	Support current DRPT efforts to provide passenger rail service along the east-west CSX/Buckingham Branch rail line and increased passenger service along the north-south Norfolk Southern rail line.
5.4	Continue to participate in the Charlottesville-Albemarle Airport Authority and in updates to the airport’s Master Plan.
5.5	Plan for, invest in, and support infrastructure projects that provide regionally significant transportation improvements for goods movement by collaborating with Economic Development Department to identify priority routes and locations for transportation improvements.
OBJECTIVE	DA Transportation 6. <i>Improve safety by reducing traffic fatalities and serious injuries.</i>
ACTION	
6.1	Design Placemaking Streets within Activity Centers with appropriate design speed to increase pedestrian and bicycle safety.
6.2	Implement priority recommendations from the Safe Streets for All Safety Action Plan.
6.3	Analyze the costs and benefits of the following policies as potential complements to the Safe Streets for All Safety Action Plan: Vision Zero, Complete Streets, and the Safe System Approach.

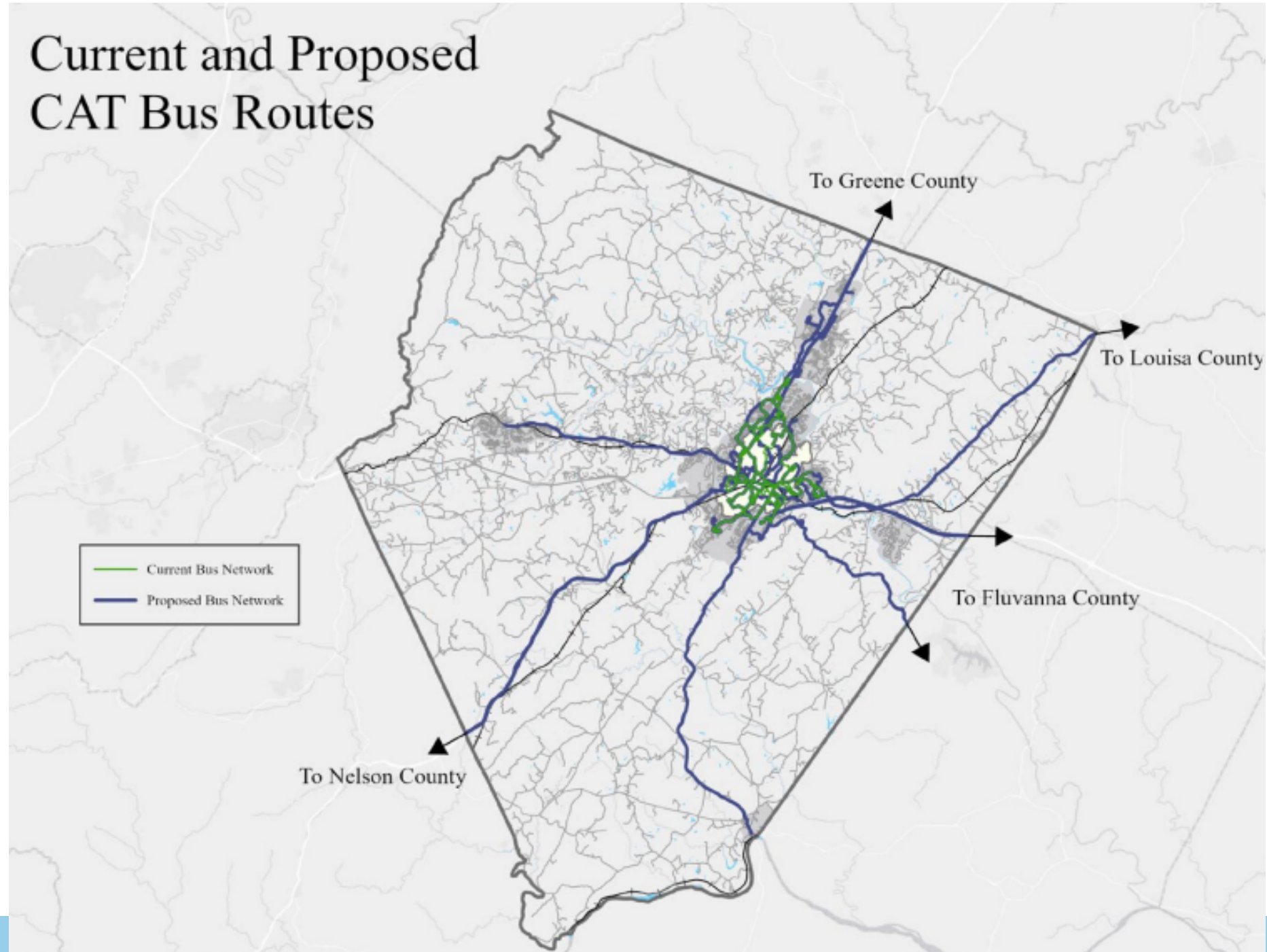
6.4	Use safety data (such as crashes and crash severity) to identify and prioritize locations for potential infrastructure improvements. Recognize that data that identifies safety concerns for the most vulnerable road users differs from the data available for vehicle users in quantity, quality, and availability; investigate alternative data sources to assess safety concerns for pedestrians, bicyclists, and transit users.
6.5	Prioritize the safety of students traveling to/from school by expanding Safe Routes to Schools efforts and identifying additional opportunities to fund infrastructure projects near schools.
6.6	Investigate educational programming intended to improve road user safety, such as a ticket diversion program, and road user safety.
6.7	Collaborate with Albemarle County Police Department and VDOT to refine the County's process to respond to speeding complaints and proactively reduce speeds to improve safety, where appropriate.
6.8	Collaborate with VDOT to explore more funding mechanisms and opportunities to implement traffic-calming programs and infrastructure along a variety of road types in the Development Areas.
OBJECTIVE	DA Transportation 7. <i>Promote sustainable and equitable transportation solutions, including reducing greenhouse gas emissions partially through a reduction in vehicle miles traveled (VMT).</i>
ACTION	
7.1	Establish a policy that encourages the construction of green streets, to enhance the streetscape and manage stormwater.
7.2	Develop a long-term maintenance plan for street trees in right-of-way.
7.3	Enhance the public realm around bus stops with amenities such as art installations and bike parking.
7.4	Apply an equity lens to transportation projects, considering the unique needs of individuals with disabilities and younger and older road users to ensure the safety and comfort for all road users.
7.5	Support land use policies, like planned Activity Centers, aimed at shortening the distance between housing, jobs, and services that reduce the need to travel long distances on a daily basis.
7.6	Increase the availability of affordable housing options with proximity to vital destinations, as well as transit stops, pedestrian infrastructure, and bicycle infrastructure.
7.7	Through investments in local electric vehicle charging infrastructure and incentives for property owners to do the same, continuously increase the percentage of electric vehicles on County roads.

IMPLEMENTATION: RURAL AREA TRANSPORTATION

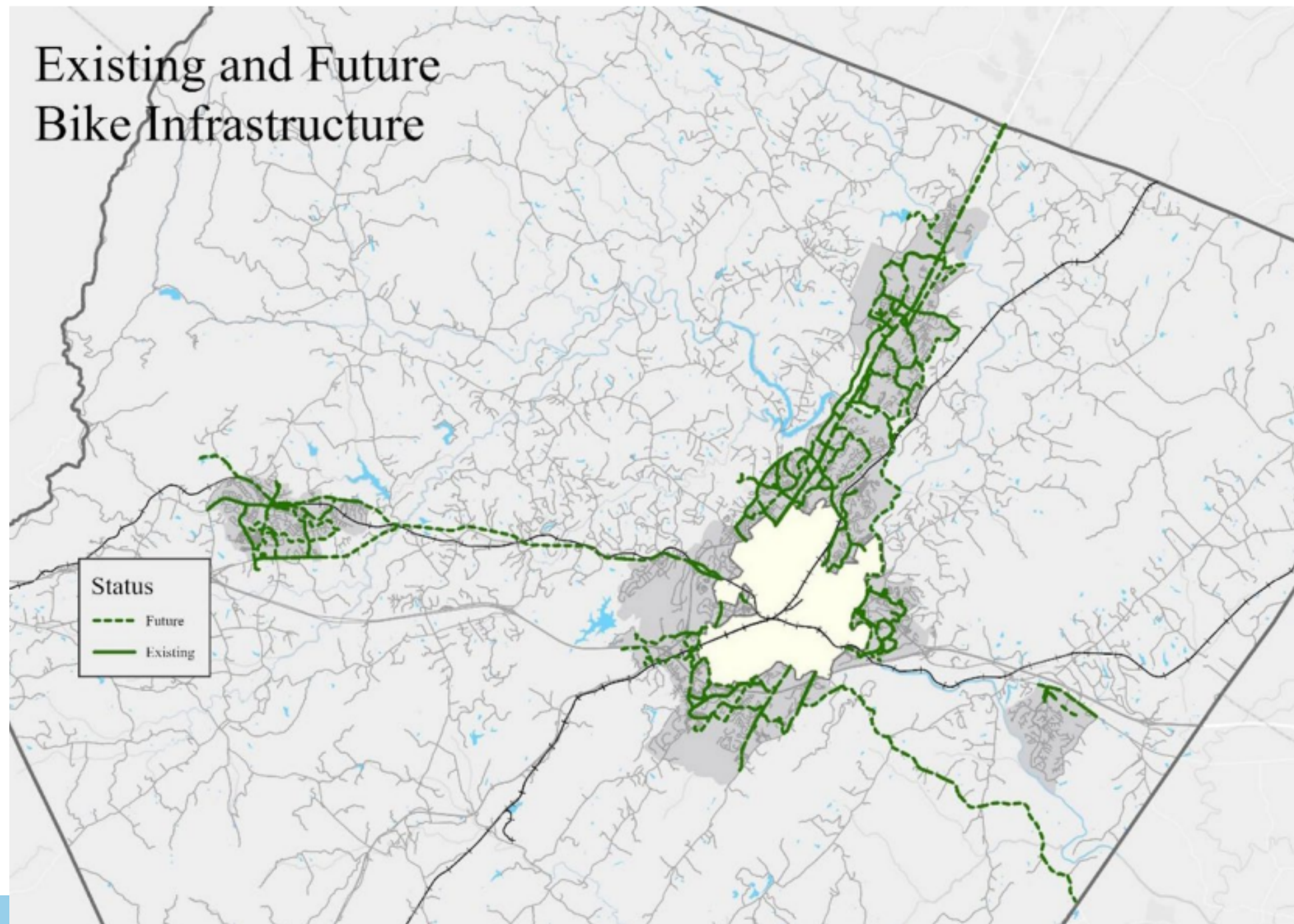
OBJECTIVE	RA Transportation 1. <i>Prioritize investment in Rural Area transportation projects that reduce vehicle congestion, improve safety, and maintain rural character.</i>
ACTION	
1.1	Prioritize and invest in transportation projects that reduce vehicle congestion on regional routes and improve safety on all routes, prioritizing routes with the highest traffic volumes and highest safety needs. Plan for greatest investment on Corridors of Statewide Significance, such as I-64, Rt 250, and Rt 29.
1.2	Include access management strategies when planning improvements to rural roads.
1.3	Discourage new roads or road paving that would fragment core habitats, impair roads used by pedestrians, or encourage additional residential development. When paving is deemed necessary, prioritize spot improvements. New roads should be for agricultural and forestry purposes.
1.4	Utilize the Rural Rustic Roads program to determine appropriate road paving in the Rural Area, prioritizing safety and rural character and discouraging road widening. Wider shoulders may be implemented to provide space for recreational walking/biking.
1.5	Plan for, invest in, and support infrastructure projects that provide regionally significant transportation improvements for goods movement. Collaborate with Albemarle County Economic Development to identify priority routes and locations for transportation improvements.
1.6	Support Rural Area communities seeking through-truck restrictions, as appropriate, recognizing that the design, character, or adjacent land uses of some roadways are not compatible with frequent heavy vehicle traffic.
1.7	Develop an equity lens to review transportation infrastructure projects through the design phase, considering the unique needs of individuals with disabilities and younger and older road users. Ensure that infrastructure improvement projects equitably foster safety and comfort for all road users.
OBJECTIVE	RA Transportation 2. <i>Improve the regional transit system to serve commuters and residents in the Rural Areas and surrounding counties requiring connections to the Development Areas for basic needs.</i>
ACTION	
2.1	Evaluate the benefits and costs of continued, refined, and/or expanded microtransit within the Rural Area.
2.2	Actively participate in ongoing regional efforts to increase transit access and efficiency and to develop a regional transit authority.

OBJECTIVE	RA Transportation 3. <i>Reduce traffic fatalities and serious injuries.</i>
ACTION	
3.1	Implement priority recommendations from the Safe Streets for All Safety Action Plan and investigate the costs and benefits of the following policies as potential complements: Vision Zero, Complete Streets, and the Safe System approach.
3.2	Develop strong collaborative processes with ACPD, ACFR, and other partners to gather and analyze safety-related data.
3.3	Collaborate with Albemarle County Police Department and VDOT to refine the County's process to respond to speeding complaints and proactively reduce speeds to improve safety, where appropriate.
3.4	Prioritize the safety of students traveling to/from school by expanding Safe Routes to Schools efforts and identifying additional opportunities to fund infrastructure projects near schools and educational programming.
3.5	Create safe wildlife crossing locations in areas with a relatively high-volume of crashes involving wildlife and to connect habitat blocks.
3.6	Investigate educational programming intended to improve road user safety, such as a ticket diversion program and road sharing best practices.
OBJECTIVE	RA Transportation 4. <i>Improve Rural Area community members' equitable access to walking and bicycling opportunities for transportation and recreation where feasible and appropriate to support healthy, active lifestyles and create opportunities for social interaction.</i>
ACTION	
4.1	Prioritize the federally-supported Three Notched Trail Shared Use Path between Charlottesville and the Blue Ridge Tunnel.
4.2	Identify and support prominently used bike routes, including U.S. Bike Route 76, coordinating with VDOT to improve bike safety through improvements such as wider shoulders and enhanced line-of-sight.
4.3	In collaboration with VDOT, investigate potential funding mechanisms for spot improvements to roadways that would improve multimodal safety, such as shoulder widening. Identify and prioritize locations for spot improvements.
4.4	In collaboration with Parks & Recreation and residents, investigate a recreational rural roads program that would support active recreational use of rural roadways with low vehicle volumes. Identify potential roads, some of which may already be utilized for walking, running, and biking.

Current and Proposed CAT Bus Routes



Existing and Future Bike Infrastructure



PBSAP Segments and Bike/Pedestrian Crashes 2018-2022

