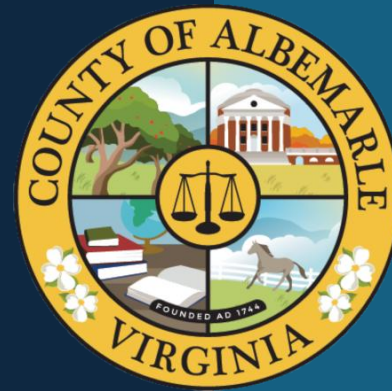


Transportation Project Prioritization

Albemarle County Board of Supervisors
June 3, 2026

Jessica Dimmick, Principal Transportation Planner



Agenda and Outcome

- Why Prioritize Transportation Projects?
- Prior Prioritization Efforts
- 2026 Project Prioritization – Purpose and Process
- Draft 2026 Albemarle County Priority Transportation Project List
- Methodology Benefits and Drawbacks

- **Board Action:** Approve the rankings in the Draft 2026 Albemarle County Priority Transportation Project List
- **Board Feedback:** Suggest potential changes for the anticipated redesign of the prioritization methodology following completion of the Multimodal Transportation Plan

Why are we prioritizing transportation projects?

169 transportation projects currently identified through:

- Comprehensive Plan
- Master Plans
- Small Area Plans
- Corridor Plans
- Safety Studies
- MPO Long-Range Transportation Plan
- Regional Rural Transportation Plan
- Regional Bicycle and Pedestrian Plan
- Corridor Studies
- ... and more!

“Transportation needs will always be greater than the funds available to address them.”

*– Virginia Office of Intermodal Planning and Investment,
SMART SCALE Technical Guide*

- Limited staff time and project funding
- Assists in tracking projects over time
- Helps identify project’s ability to compete for different grants
- Increases transparency in decision-making

Prior Prioritization Efforts

April 1, 2015:

- County staff compiled a comprehensive list of prioritized transportation improvements and transit services
- 2015: First round of SMART SCALE – Shift to a scoring-based competitive process for funding transportation projects in Virginia

August 9, 2017:

- Board voted to endorse the FY 2018 Transportation Priorities

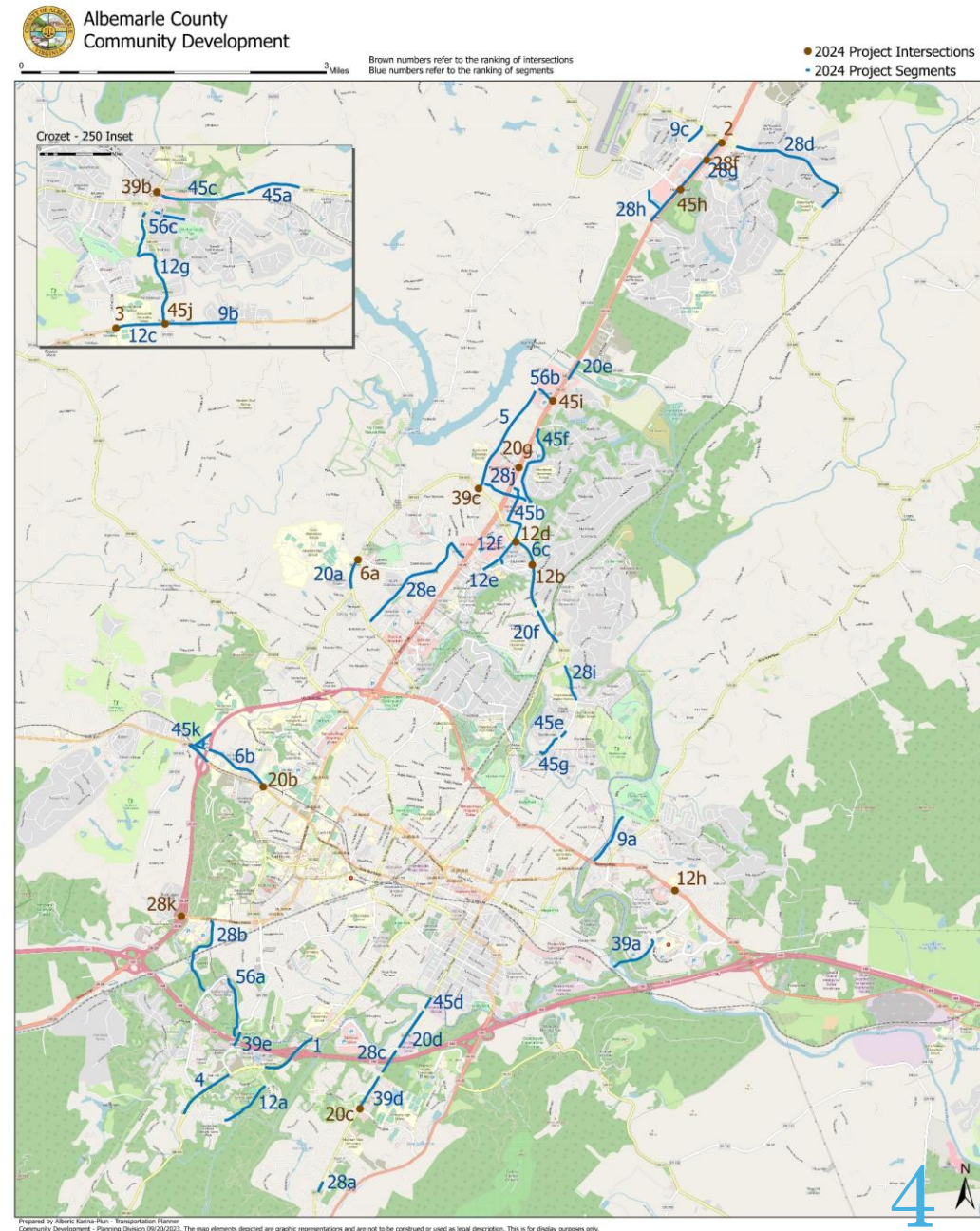
July 3, 2019:

- Board voted to approve the Transportation Priorities List 2019 Update

October 4, 2023:

- Staff updated the project list and re-scored the projects; presented 2024 draft rankings to Board
- Further work postponed due to AC44 Comprehensive Plan development

Transportation Project Priority Draft Rankings 2024



2026 Project Prioritization

- **Purpose:** Update the prioritized list of transportation projects to inform project selection for project development and funding applications in the near term, while development of the Multimodal Transportation Plan is underway.
- Updated project list to include new projects from recently completed plans and studies
- Updated data sources and modified the scoring to increase transparency without major changes to the basis of the methodology.
- Accelerated effort using readily available data and resources, focused on near-term priorities
- Identify pros and cons to consider for a larger redesign of the prioritization process following completion of the Multimodal Transportation Plan

2026 Project Prioritization

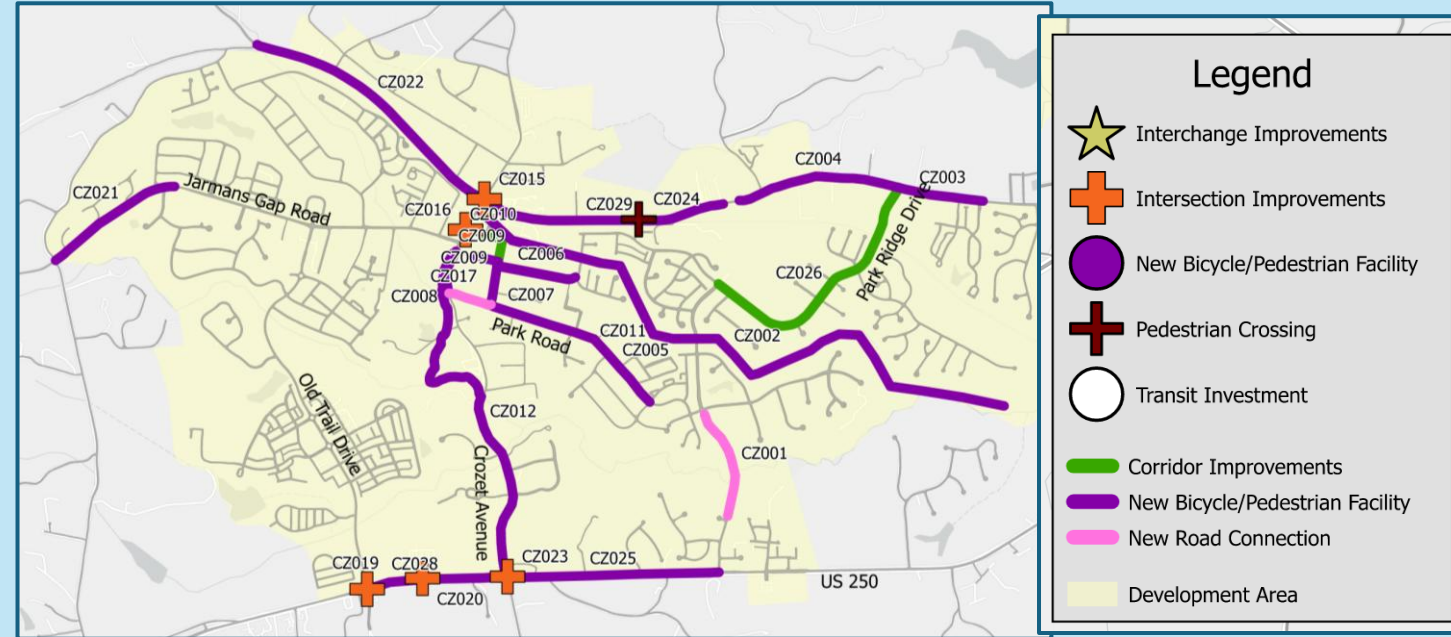
Updated Project List

Albemarle County Transportation Project List Attachment C

- Includes all 169 projects
- Organized by Project ID

Map Series of All Projects - Attachment B

- Shows project locations
- Use to find projects in areas of interest



| Project ID | Project Name | Project Description | Stage | Source of Project |
|------------|--|---|---------|--|
| CZ001 | Eastern Avenue Construction | Extend Eastern Avenue to cross over Lickinghole Creek and connect with Cory Farm Road, completing the connection between Route 240 and Route 250. Continue bike lanes along this extension of Eastern Avenue. | Stage 3 | Crozet Master Plan (2021), pg. 49. |
| CZ002 | Crozet Connector Trail Upgrade and Extension | Extend and upgrade the Crozet Connector Trail to a shared use path standard from Downtown Crozet to Westhall, creating a multimodal route with a natural aesthetic. | Stage 2 | Crozet Master Plan (2021), pg. 49 |
| CZ003 | Three Notch'D Road Shared Use Path: Phase 1 (Park Ridge Dr to Highland Dr) | Construct a shared use path along the south side of Three Notch'D Road. First phase connecting the Wickham Pond and Highland neighborhoods to Park Ridge Drive. The eastern portion of this segment from Wickham Pond to Highland Drive has been constructed. The remaining portion from Park Ridge Drive to Wickham Pond still needs to be built. Most of this segment is required by existing proffers but there is no timeline for construction. | Stage 2 | Crozet Master Plan (2021), pg. 50; Jefferson Area Bicycle and Pedestrian Plan (2019) |
| CZ004 | Three Notch'D Road Shared Use Path: Phase 2 (Music Today to Park Ridge Dr) | Construct a shared use path along the south side of Three Notch'D Road. Second phase connecting Park Ridge Drive to the Employment District. | Stage 2 | Crozet Master Plan (2021), pg. 56; Jefferson Area Bicycle and Pedestrian Plan (2019) |

2026 Project Prioritization

Project IDs

- Unique 5-character code for each project
- 2-character prefix indicating general area
- 3-digit number assigned numerically, not related to score or priority

CZ001

PREFIX CODES

CZ: Crozet

HM: Hollymead

PM: Piney Mountain

VR: Village of Rivanna

R1: Rural Area 1

R2: Rural Area 2

R3: Rural Area 3

R4: Rural Area 4

N1: Neighborhood 1

N2: Neighborhood 2

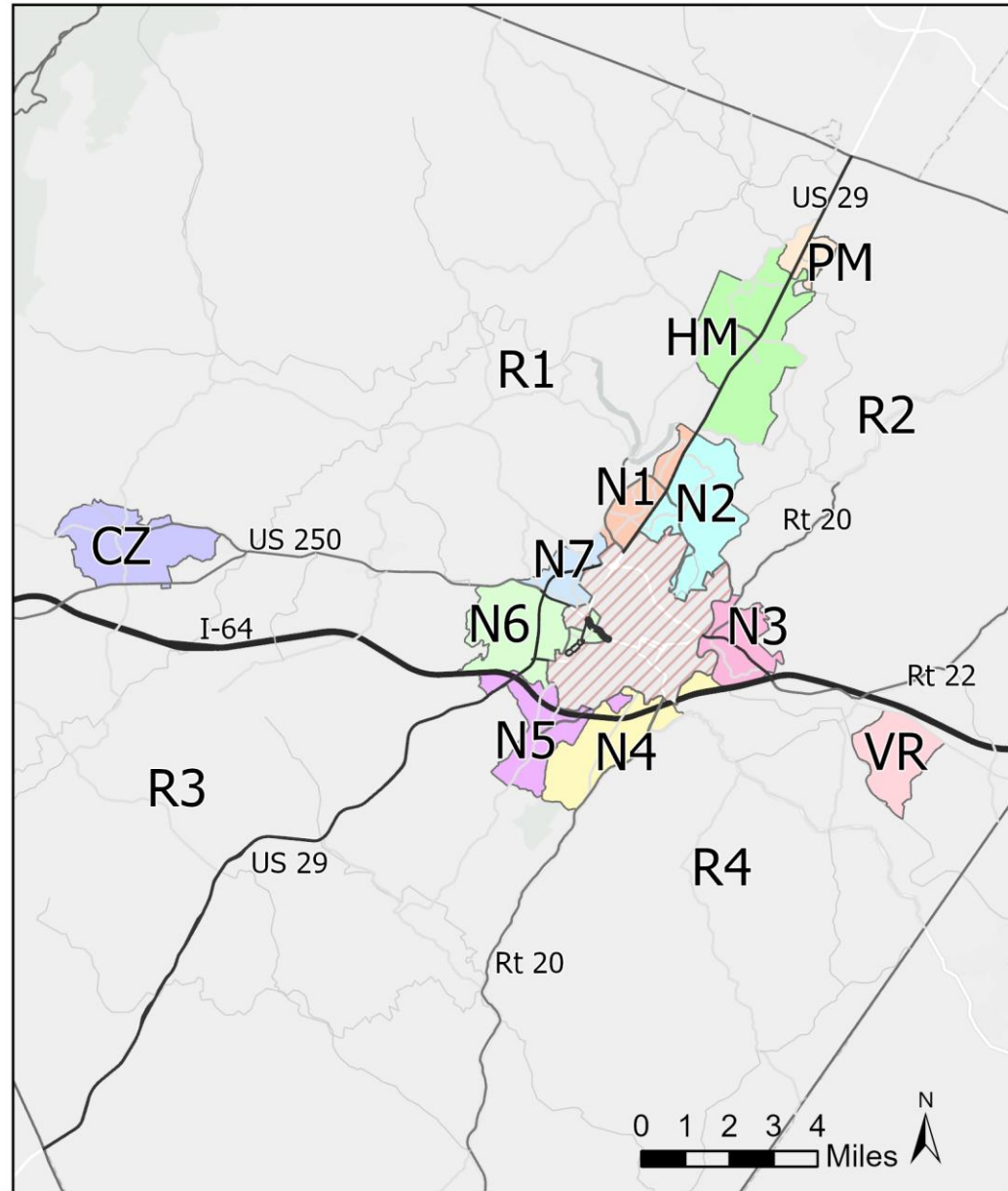
N3: Neighborhood 3

N4: Neighborhood 4

N5: Neighborhood 5

N6: Neighborhood 6

N7: Neighborhood 7



2026 Project Prioritization

Updated Scoring Methodology – See Attachment D

- Six Scoring Factors
- Three to Six Evaluation Questions for each Factor
- Points assigned for each Question
- Max 10 points per Factor
- Max Score = 60 points



| | Evaluation Questions | Data Used | Scoring Rubric |
|---|---|--|--|
| 1 | Is the project located in the Development Area? | Development Area Boundary | <ul style="list-style-type: none"> • 1 pt if yes • 0 pts if no |
| 2 | Does the project serve an Activity Center and how close is it to that Activity Center? | Activity Centers from AC 44, Quarter-mile buffer of Activity Centers | <ul style="list-style-type: none"> • 3 pts if within a Regional Activity Center; • 2 pts if within ¼ mile of a Regional AC or within a Community AC; • 1 pt if within ¼ mile of a Community AC or within a Local AC |
| 3 | Is the project located near community resources like schools, libraries, parks, and community centers? | Points of Interest (POI), Destinations | <ul style="list-style-type: none"> • 2 pts if the project reasonably serves 2+ POIs/destinations • 1 pt if the project serves only 1 POI/destination • 0 pts if the project serves no nearby destinations |
| 4 | Are residential developments proposed or under construction near the project, and what is the size of those developments? | Residential Developments Approved, Residential Developments Under Review | Max 2 pts depending on scale and size of nearby developments and proximity and connectedness of project to the developments <ul style="list-style-type: none"> • 0 pts: Under 20 units • 0.5 pts: 21-50 units • 1pts: 51-100 units • 1.5 pts: 101-200 units • 2 pts: 201+ units |
| 5 | Does the project enhance multimodal transportation facilities that connect to community resources? | POI, Destinations, Bicycle Facilities, Sidewalks | <ul style="list-style-type: none"> • Is it a project with bicycle and/or pedestrian facilities, and if so, does it connect to POIs/destinations? 1 pt if yes; 0 pts if no • Does the project provide new bicycle facilities and connect to existing bicycle facilities? 1 pt if yes; 0 pts if no |

2026 Project Prioritization

Stages of Project Development

Projects are at different stages of readiness.

Stage 1: IDEA

Needs work to define or refine concept for feasibility before pursuing funding

Stage 2: VIABLE CONCEPT

Needs preliminary design to produce a realistic cost estimate

Stage 3: READY PROJECT

*Designed to the level needed to seek funding.
Needs funding.*

Stage 4: FULLY FUNDED PROJECT

Project has been awarded funding for total project cost.

2026 Project Prioritization

Stages of Project Development

All projects in Stages 1, 2, and 3 have been scored and ranked.

Stage 1: IDEA

Needs work to define or refine concept for feasibility before pursuing funding

Stage 2: VIABLE CONCEPT

Needs preliminary design to produce a realistic cost estimate

Stage 3: READY PROJECT

Designed to the level needed to seek funding. Needs funding.

Stage 4: FULLY FUNDED PROJECT

Project has been awarded funding for total project cost.

Projects in Stage 2 and Stage 3 are priorities for funding applications in the near term.

Stage 4 projects are removed from the Project List

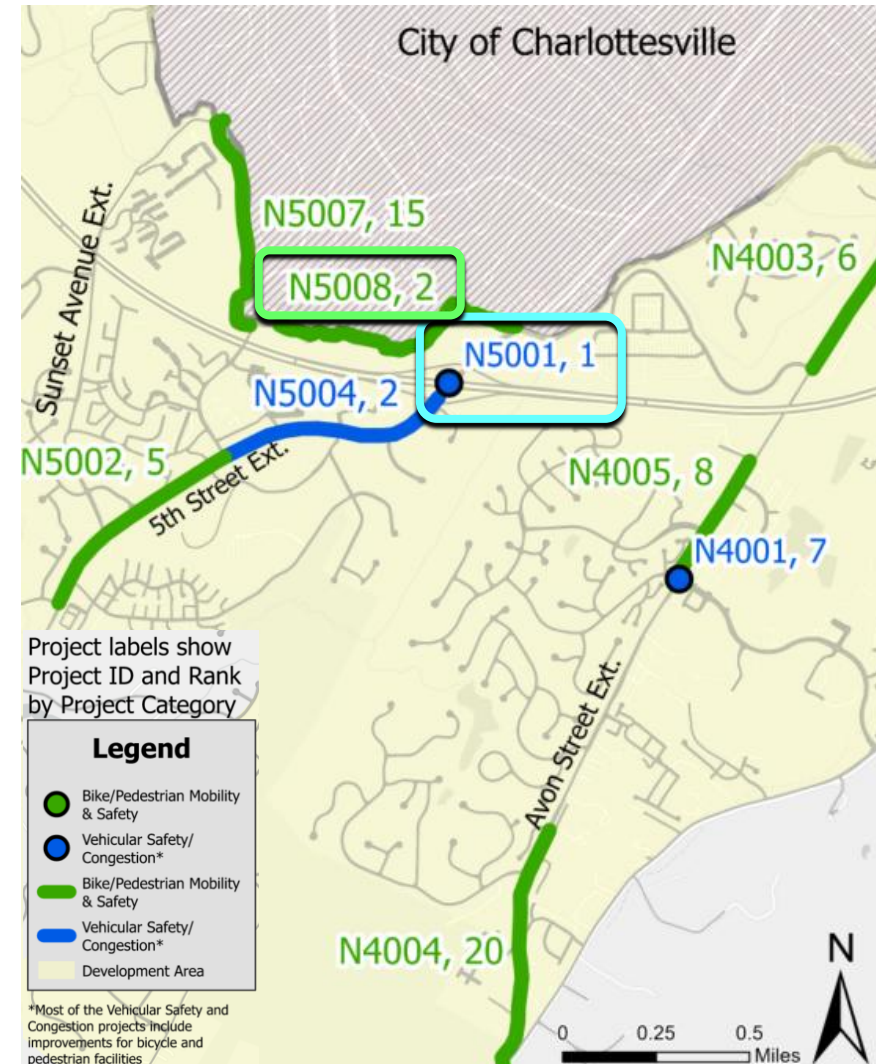
Draft 2026 Albemarle County Priority Transportation Project List

Vehicular Safety/Congestion* Projects

| Rank by Stage | Project ID | Project Name | Score | Overall Rank |
|---------------------------------|------------|---|-------|--------------|
| STAGE 2 & 3 PROJECTS | | | | |
| 1 | N5001 | 5th Street Interchange | 48.0 | 2 |
| 2 | N5004 | 5th Street and Stagecoach Road Intersection RCUT + Sidewalk and Shared Use Path | 45.0 | 7 |
| 3 | CZ019 | Route 250 Roundabout at Old Trail Drive | 38.0 | 23 |
| 3 | HM005 | US 29 at Airport Rd Intersection Improvements | 38.0 | 23 |
| 5 | N1001 | Hydraulic Rd/Lambs Rd/Whitewood Rd Intersection Improvements, improved SUP along Hydraulic, and Continuous Green T at Georgetown Road | 36.5 | 35 |
| 5 | N2018 | Rio Road East/Old Brook/Hillsdale Intersection | 36.5 | 35 |
| 7 | N3004 | Riverbend Drive Improvements | 34.5 | 42 |
| 7 | N4001 | Avon Street and Mill Creek Drive Intersection Improvements | 33.5 | 42 |
| 9 | N6005 | US 250 (Ivy Road) at Canterbury Road/ Old Garth Road Roundabout | 32.0 | 53 |
| 10 | N3016 | Rolkin Road at Abbey Road Roundabout | 31.0 | 60 |
| 11 | N1002 | Albemarle High School - New Loop Road | 30.5 | 63 |

Bike/Pedestrian Mobility & Safety Projects

| Rank by Stage | Project ID | Project Name | Score | Overall Rank |
|---------------------------------|------------|---|-------|--------------|
| STAGE 2 & 3 PROJECTS | | | | |
| 1 | N4011 | Rivanna River Bicycle and Pedestrian Crossing | 41.0 | 12 |
| 2 | N5008 | Moore's Creek Greenway Trail Segment 2 - Old Lynchburg Rd to 5th St Station Parkway | 40.5 | 14 |
| 3 | N1003 | Berkmar Drive Shared Use Path from Rio Road to Woodbrook Drive | 40.0 | 17 |
| 4 | N5002 | Old Lynchburg Road Shared Use Path - Ambrose Commons Drive to 5th Street/Old Lynchburg Road | 38.0 | 23 |
| 5 | N2002 | Northtown Trail Segment 04 - Rio Road East | 39.0 | 22 |
| 6 | N3003 | Route 20 Infrastructure Improvements (south) between US 250 and Elk Drive | 37.5 | 29 |
| 6 | N4003 | Avon Street Shared Use Path - 5th St Station Parkway to Avon Ct | 37.5 | 29 |
| 8 | CZ028 | US 250 Shared Use Path - Old Trail Drive to Crozet Ave | 36.0 | 37 |
| 8 | N4005 | Avon Street Shared Use Path- Mill Creek to Peregory Lane | 36.0 | 37 |
| 10 | N4010 | Route 20 Shared Use Path from City line to PVCC entrance | 32.0 | 53 |
| 10 | N6001 | Old Ivy Road Bicycle & Pedestrian Improvements | 32.0 | 53 |



Methodology Benefits and Drawbacks

BENEFITS

- Rankings generally reflect overall level of need and importance
- Wide range of results
- Variability within each of the six scoring factors
- Project Stages group projects according to next steps

DRAWBACKS

- Does not evaluate how well a project would address the issues
- Does not incorporate project feasibility, constructability, or cost
- Difficult to reflect accurate value of projects that do not follow an existing road alignment
- Top-ranked projects may not be compatible with funding program eligibility or selection criteria
- Does not incorporate the priority of a project as assigned in a plan

Questions?

Board Action: Approve the rankings in the Draft 2026 Albemarle County Priority Transportation Project List (Attachment F)

Board Feedback: Suggest potential changes for the anticipated redesign of the prioritization methodology following completion of the Multimodal Transportation Plan

Draft 2026 Albemarle County Priority Transportation Project List

Excerpt showing top-ranked projects in Stages 2 and 3

Vehicular Safety/Congestion* Projects

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Bike/Pedestrian Mobility & Safety Projects

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Extra Slides

Land Use

Safety

Congestion

Economic Development

Equitable Accessibility

Environment

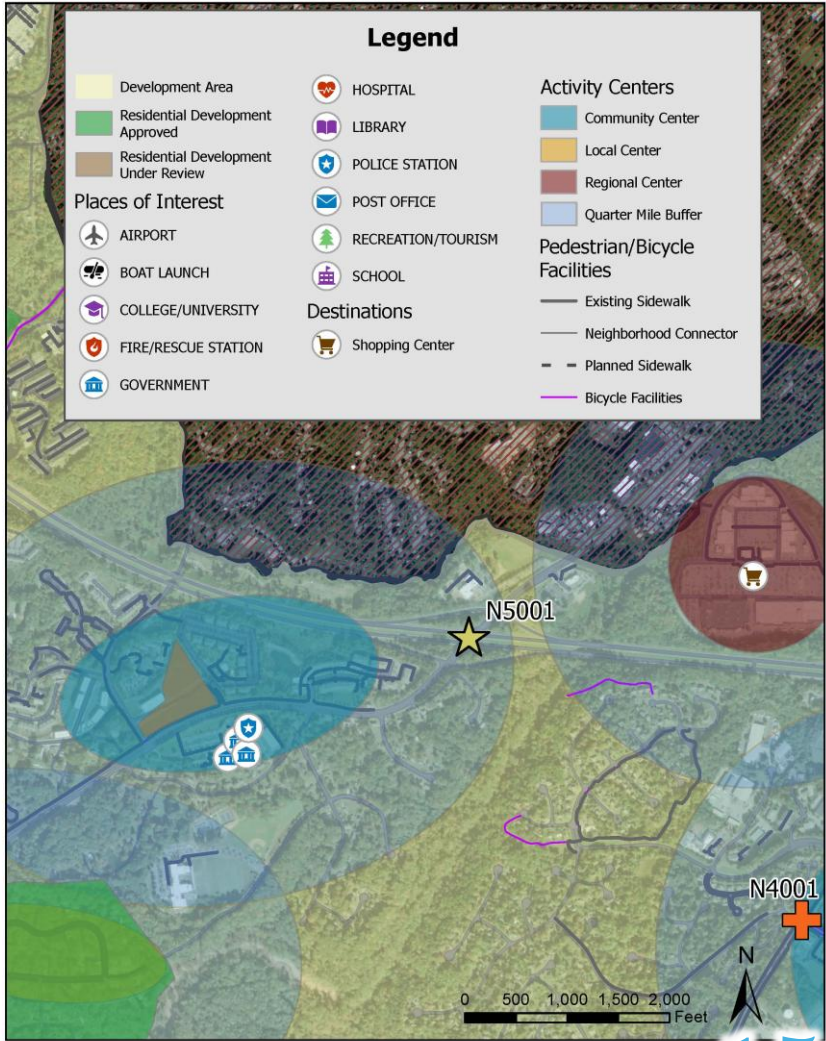
Example of Data Layers for Land Use

Evaluation Questions

1. Is the project located in the Development Area?
2. Does the project serve an Activity Center and how close is it to that Activity Center?
3. Is the project located near community resources like schools, libraries, parks, and community centers?
4. Are residential developments proposed or under construction near the project, and what is the size of those developments?
5. Does the project enhance multimodal transportation facilities that connect to community resources?

Data Used

- Development Area Boundary
- Activity Centers from AC44
- Points of Interest and Destinations
- Residential Developments approved and under review, by number of units
- Bicycle facilities
- Sidewalks



Land Use

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Equitable Accessibility

Environment

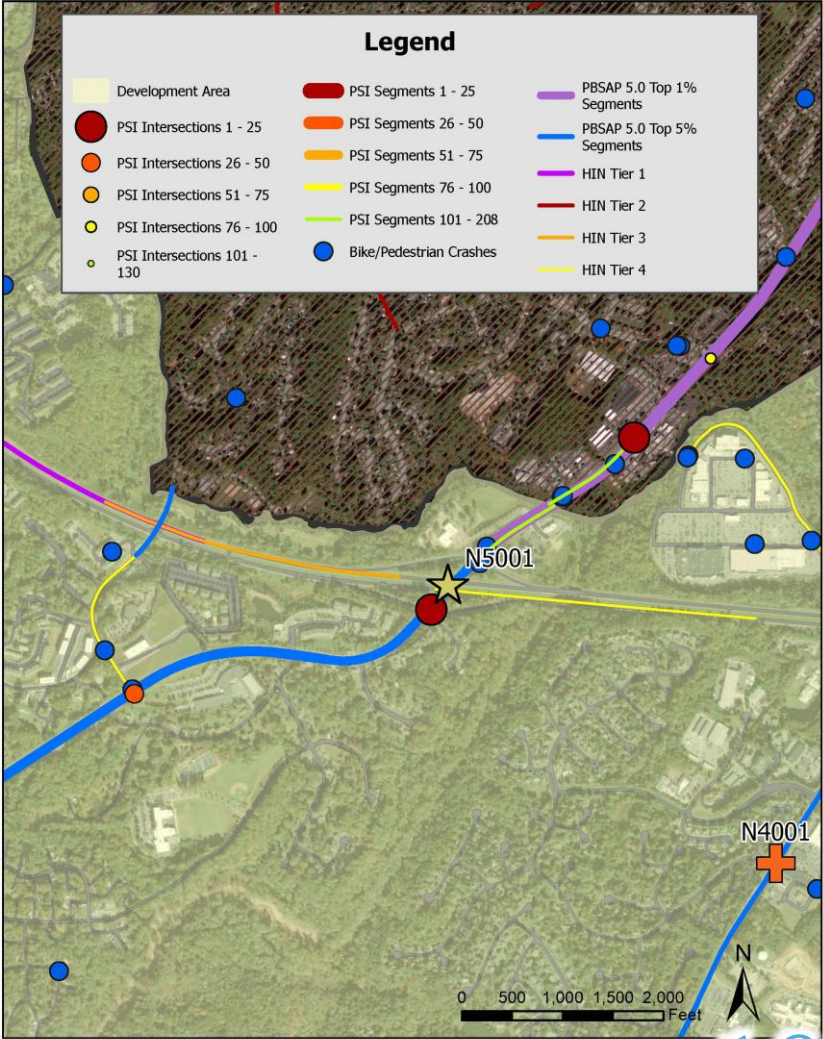
Example of Data Layers for Safety

Evaluation Questions

1. Does the project address a location where serious crashes are occurring?
2. Is the location of the project on the VDOT Top 100 Potential for Safety Improvement (PSI) list?
3. Are there pedestrian/bike crashes happening at this project site?
4. Is the project identified in the Move Safely Blue Ridge Safety Action Plan?
5. Is the project on the High Injury Network (HIN) identified in the Move Safely Blue Ridge Safety Action Plan?
6. Is the project on a VDOT Pedestrian and Bicycle Safety Action Plan (PBSAP) Corridor?

Data Used

- Crash data, by date, crash severity, and travel mode
- VDOT PSI Intersections and Segments (2020-2024)
- Move Safely Blue Ridge Safety Action Plan
- HIN based on 2018-2022 crashes
- VDOT PBSAP corridors



Land Use

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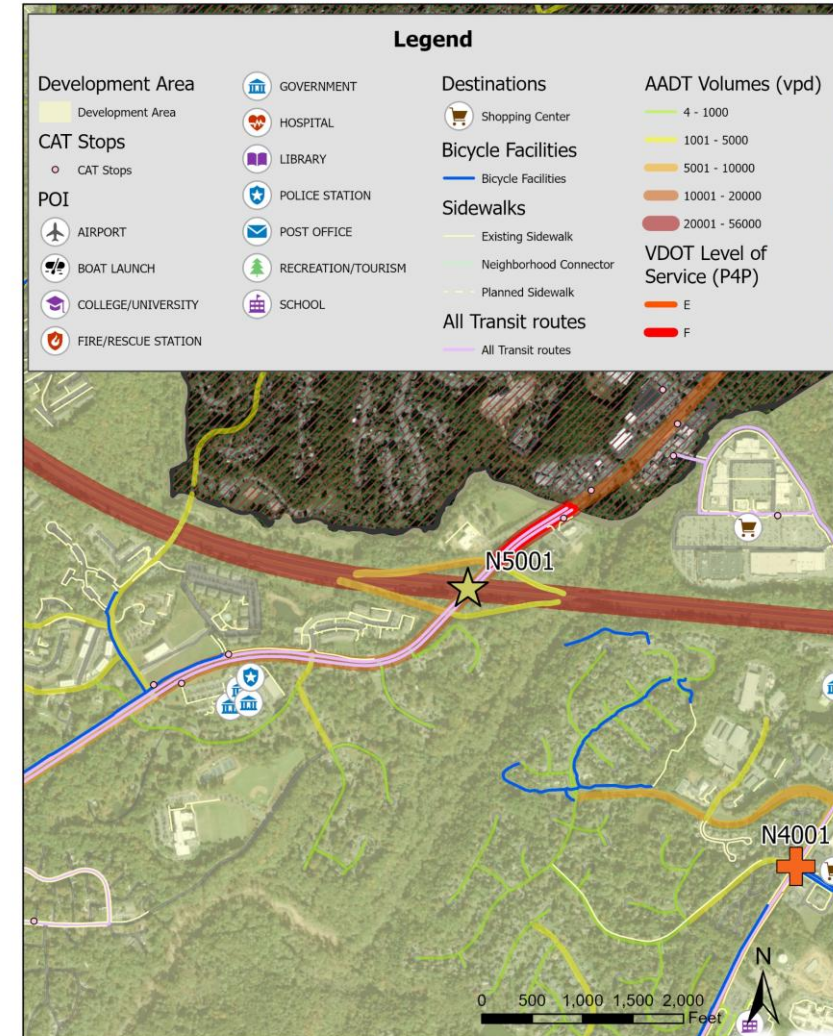
Example of Data Layers for Congestion

Evaluation Questions

1. Is the project located on a high-volume corridor/intersection?
2. Has a Traffic Impact Analysis or other study determined operational issues at the project location such as failing Level of Service?
3. If the project will enhance transit, bike, or pedestrian facilities, will it provide opportunities to divert trips from single occupancy vehicles to alternative means?

Data Used

- Average Annual Daily Traffic Volumes (VDOT, P4P)
- Level of Service (VDOT, P4P)
- Traffic Impact Analysis documents
- Existing shared use paths and sidewalks
- Bus stops
- Points of Interest and Destinations



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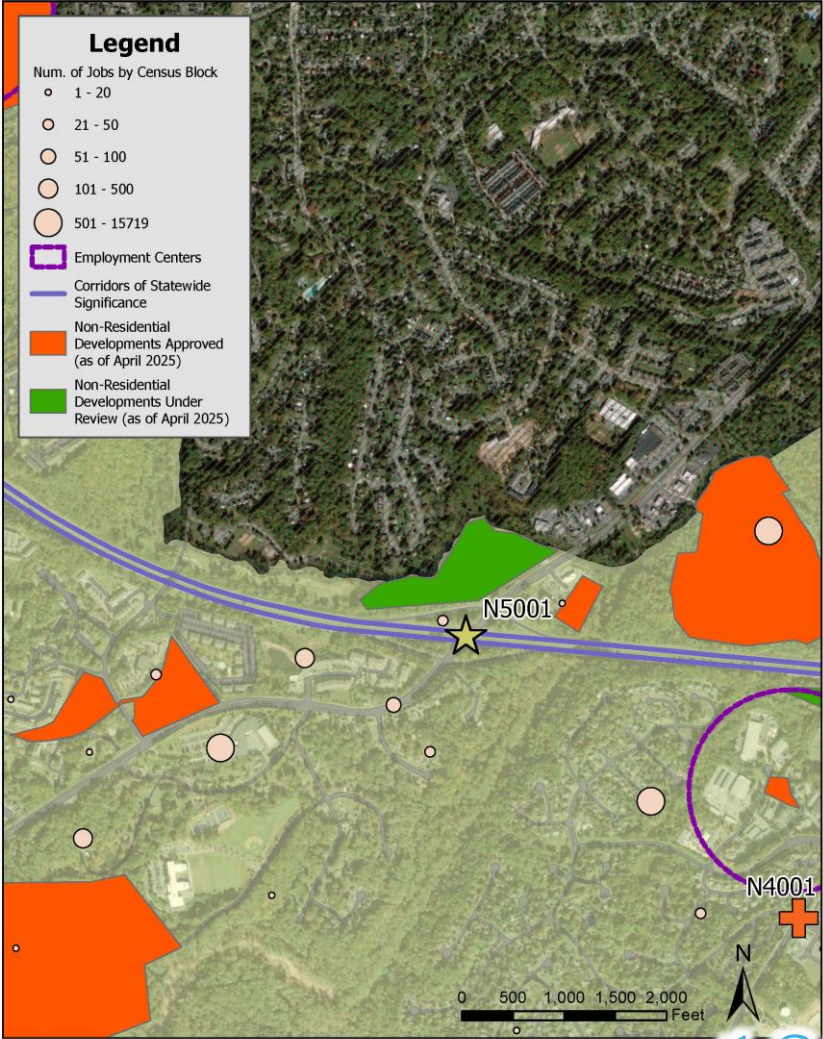
Example of Data Layers for Economic Development

Evaluation Questions

1. Is the project in an employment center designated in AC44?
2. Are non-residential developments proposed or under construction near the project, and what is the size of those developments?
3. Will the project improve travel times or efficiency for freight vehicles traveling to and through the county primarily by access to a Corridor of Statewide Significance?
4. Is the project located near an area where there are a significant number of jobs, and will it improve access to that area?

Data Used

- Employment Centers from AC44
- Non-Residential Developments approved and under review, by number of units
- Corridors of Statewide Significance (VTrans)
- Number of jobs per Census block (LEHD)



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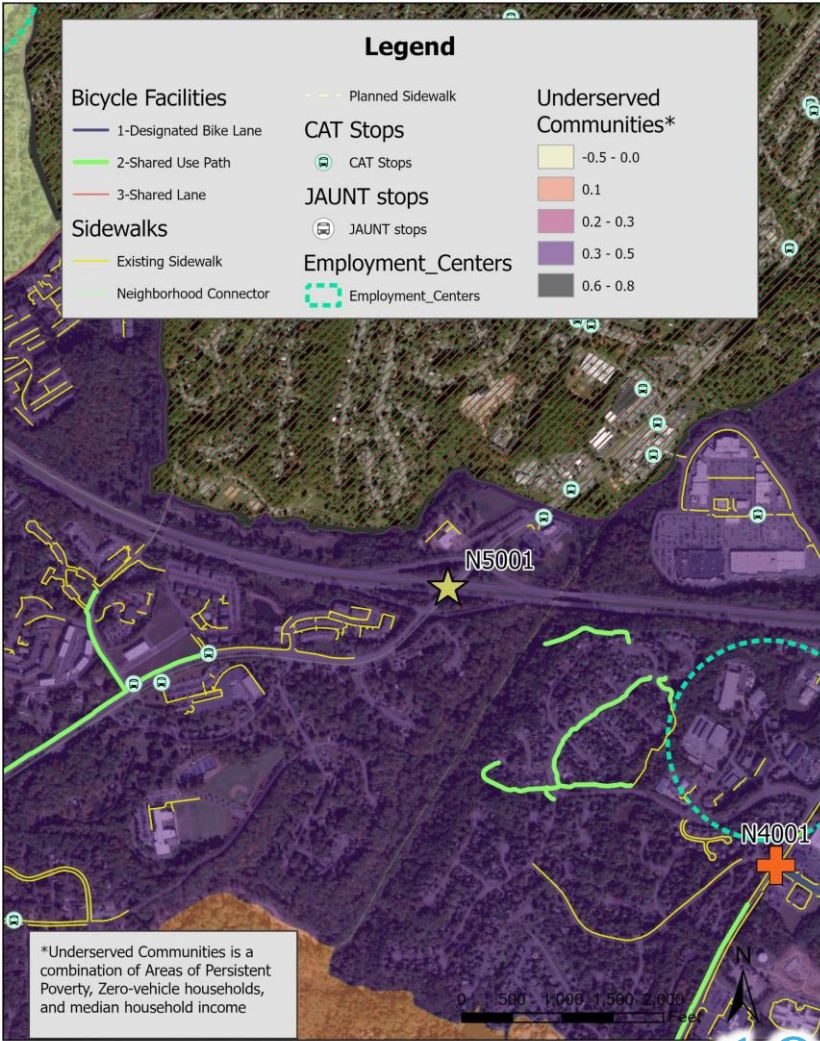
Example of Data Layers for Equitable Accessibility

Evaluation Questions

1. Is the project located in an area identified as underserved?
2. Does the project improve access to employment areas for underserved populations?
3. Is the project improving transit access or pedestrian/bike infrastructure?

Data Used

- Areas of Persistent Poverty (census tracts)
- Zero-vehicle households
- Median household income
- Existing pedestrian and bicycle facilities
- Bus stops
- Points of Interest
- Employment Centers from AC44



Land Use

Safety

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Economic
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Equitable
Accessibility

Environment

Example of Data Layers for Environment

Evaluation Questions

1. Does the project avoid floodplains and critical/preserved slopes?
2. Does the project reduce emissions by preventing unnecessary idling at intersections and improve the effectiveness of the transportation network?
3. Does the project avoid sensitive environmental areas including known Threatened and Endangered Species Habitat or other resources identified in the Biodiversity Action Plan?
4. Does the project avoid impacts to identified historic properties, Historic Districts, or historic sites?
5. Does the project reduce vehicle miles traveled by providing multimodal transportation options?

Data Used

- Critical and preserved slopes
- 100-year floodplain
- Water Protection Ordinance buffers
- Core habitats for threatened and endangered species
- Agricultural and Forestal Districts
- Historic properties, districts, and sites
- Residential developments approved or under review
- Employment Centers

