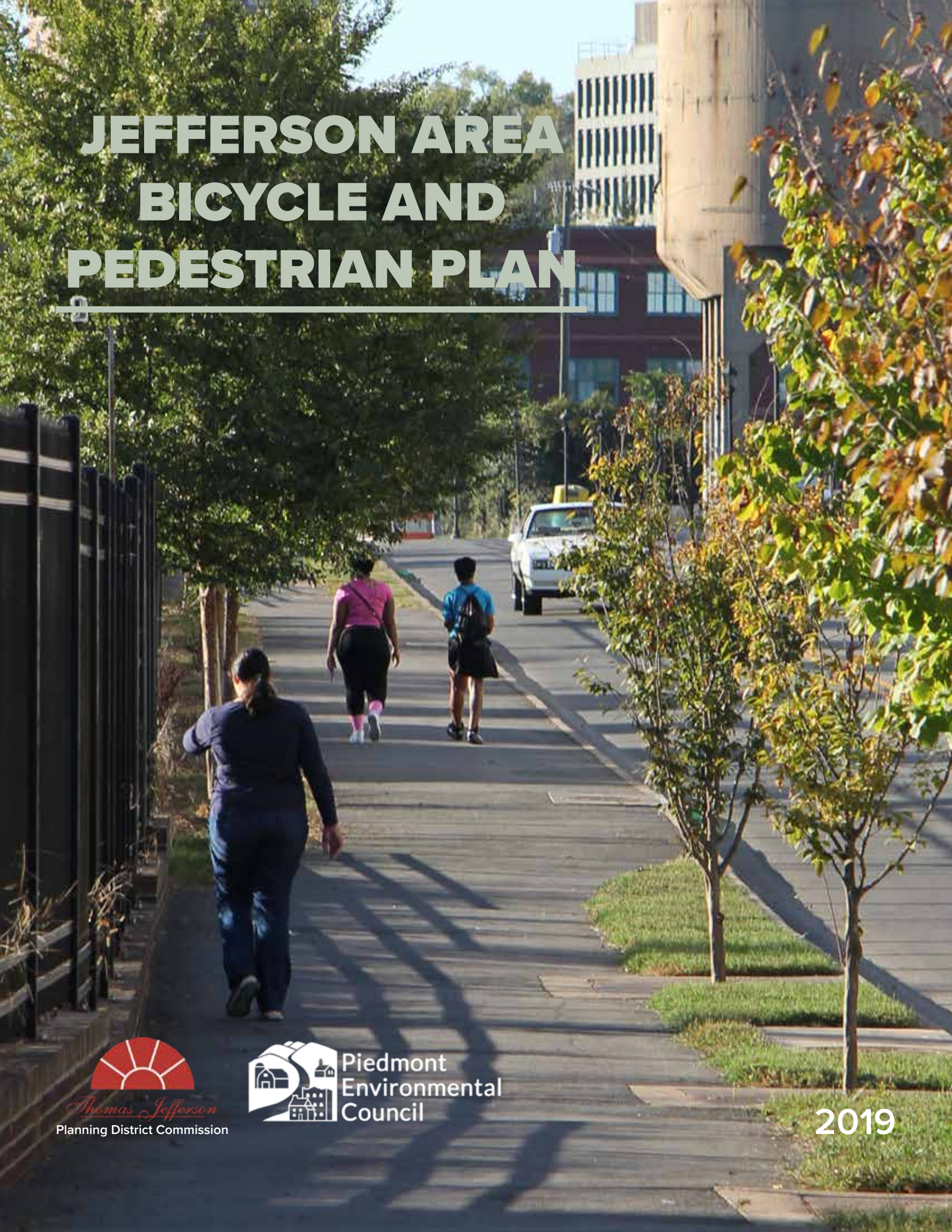
JEFFERSON AREA BICYCLE AND PEDESTRIAN PLAN



Thomas Jefferson
Planning District Commission

Piedmont Environmental Council

2019

Acknowledgments

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The Bridge Progressive Arts Initiative
Center for Urban Habitats
Charlottesville Area Trail Runners
Charlottesville Community Bikes
Charlottesville Food Justice Network
Charlottesville Office of Human Rights
Charlottesville Police Foundation
Charlottesville Safe Routes to School
Charlottesville Track Club
City of Promise
CypherTank
Downtown Business Association
Great Outdoors Provision Company
High Tor Gear Exchange
IX Art Park
International Rescue Committee
International Neighbors
Paavo's Apostles
Peloton Station
Jefferson School African American Heritage Center
LPDA Associates
Safe Routes to School
Salvation Army of Central Virginia
Thriving Cities Project
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University of Virginia Health Systems
University of Virginia Intramural-Recreational Sports
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Thomas Jefferson Planning District Commission

Piedmont Environmental Council

Prepared by The Thomas Jefferson Planning District Commission in coordination with the Piedmont Environmental Council

Contents

Regions, cities and towns around Virginia are increasingly recognizing that bicycle and pedestrian infrastructure offers multiple quality-of-life benefits in terms of tourism, economic development, environment, sustainability, and transportation choice. VDOT and local governments in the Planning District have recognized that providing multimodal transportation choices is important to ensuring that the transportation system of the future is equitable, safe, and sustainable.

In 2017 the Thomas Jefferson Planning District kicked off the Jefferson Area Bicycle and Pedestrian Planning effort. The need for the plan was informed by Virginia creating a new process for evaluating and funding transportation projects called SMART SCALE. SMART SCALE requires that applicants collect detailed information for project applications. As opposed to the previous process, a locality or region needs more technical data and detailed project descriptions in order to qualify for funding. Additionally, several other Federal and state funding sources require a higher scrutiny of project costs versus benefits. The plan is set up to help the region be prepared to take advantage of funding opportunities available for building bicycle and pedestrian facilities.

The development of the plan included a robust public participatory process. This process was made possible by a partnership between the Planning District and the Piedmont Environmental Council that secured local funding from the Charlottesville Area Community Foundation for an extensive public engagement process. One key output of the plan is for the engagement and advocacy process to continue to make progress on implementing regionally important bicycle and pedestrian infrastructure connections.

The Jefferson Area Bicycle and Pedestrian Plan was adopted by the Charlottesville-Albemarle Metropolitan Planning Organization Policy Board on February 27th, 2019 and by the Thomas Jefferson Planning District Commission on March 7th, 2019.

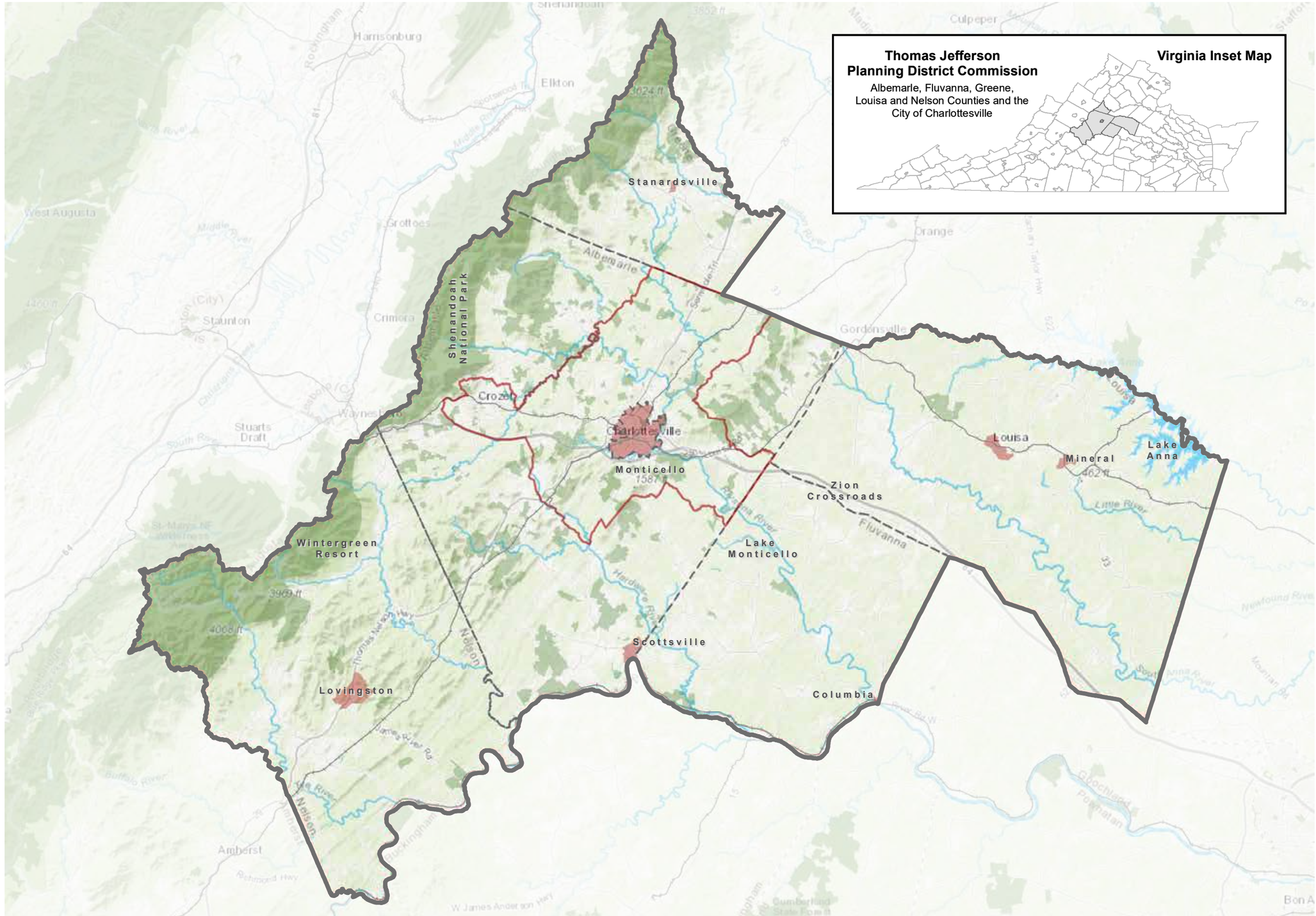
Map 1.1
Regional Overview

FEATURES

- PDC Boundary
- MPO Boundary
- County Boundaries
- Municipalities
- Parks and Conservation
- Lakes and Rivers
- Railroads

ABOUT THIS MAP:

This map provides a contextual reference of the region which includes the counties of Albemarle, Fluvanna, Greene, Louisa and Nelson and the City of Charlottesville of whom are served by the Thomas Jefferson Planning District Commission (TJPDC).



OVERVIEW

Plan Area

The Jefferson Area Bicycle and Pedestrian Plan covers the limits of the Thomas Jefferson Planning District Commission. The PDC includes the Counties of Albemarle, Fluvanna, Greene, Louisa, Nelson and the City of Charlottesville, and the towns of Mineral, Louisa, Stanardsville, and Scottsville. The region is located along the eastern slope of the Blue Ridge mountains and extends from the rugged terrain of blue ridge to the rolling hills of Virginia's piedmont region. The region includes world-renowned tourism and recreational sites including the Shenandoah National Park, Blue Ridge Parkway, Thomas Jefferson's Monticello and the University of Virginia. The region also hosts a section of the Appalachian Trail that extends from Georgia to Maine and also hosts a section of the TransAmerica Bike Route 76 that extends from Astoria, Oregon to Jamestown, Virginia.

Regional Overview

Albemarle County
Key destinations in Albemarle County include major employment centers located within the urban ring around the City of Charlottesville. Especially, the urbanizing US 29 north corridor, the Village of Crozet and important tourism and recreation sites including the northern terminus of the Blue Ridge Parkway and the southern gateway of Shenandoah National Park, and Thomas Jefferson's Monticello.

City of Charlottesville
Key destinations in Charlottesville include the downtown pedestrian mall, the University of Virginia and University of Virginia Medical Center and other major live and work hubs. The city also hosts a robust urban park system with numerous walking and recreational trails.

Fluvanna County
Key destinations in Fluvanna County include the development areas of Lake Monticello, Zion Crossroads, Fork Union and the Village of Palmyra. Fluvanna is also home to Pleasant Grove park and the Hardware River State Wildlife area.

Greene County
Key destinations in Greene County include the Town of Stanardsville and the development area of Ruckersville, located at the important crossroads of US 29 and US 33. It also has one of the busiest gateways to Shenandoah National Park located at Swift Run Gap.

Louisa County
Key destinations in Louisa County include the towns of Mineral and Louisa. The growth areas at Zion Crossroads and recreational opportunities in and around Lake Anna. Louisa County is rich in history and natural landscapes. A unique feature and tourism destination is the Green Springs National Historic Landmark District which offers a continuum of rural architecture and landscapes that predates the Civil War.

Nelson County
Key destinations in Nelson County include the Village of Lovingston, the four-season resort of Wintergreen and the agritourism corridor of US 151. Nelson County also serves and an important gateway to recreational opportunities in the George Washington And Jefferson National Forests. Nelson is home to Crabtree Falls, one of the tallest sets of waterfalls located east of the Mississippi River.

Existing Programs

Currently, bicycle and pedestrian planning is primarily carried out at the local level with the jurisdictions in the Planning District having varying degrees of program depth and staff resources. Albemarle and Charlottesville maintain their own transportation planning programs that include bicycle and pedestrian programs. The Rural counties (Fluvanna, Greene, Louisa, and Nelson) rely on the Planning district and VDOT for bicycle and pedestrian related planning. VDOT maintains a statewide bicycle and pedestrian program that helps to coordinate statewide planning activities and provide best practices. The Program also publishes recreational maps and coordinates U.S. Bicycle Routes.

Charlottesville Bicycle & Pedestrian Programs
The City of Charlottesville has oversight and maintenance responsibilities for its roadway network. To support this requirement, the City's Public Works Department maintains and builds transportation facilities. To complement this, the City has an active bicycle and pedestrian transportation program. The program is located within the City's Neighborhood Development Services Department and is staffed by a full-time transportation planner. The program is also supported by the Parks and Recreation Department, which plans and implements trails within the City's park and easement system. The bicycle and pedestrian planning program is responsible for planning and implementing the *2015 Bicycle and Pedestrian Master Plan Update*.

The 2015 plan, and associated *Streets That Work Design Guidelines* (2016), illustrates the City's commitment to bicycle and pedestrian planning and provided a detailed roadmap for developing a comprehensive bicycle and pedestrian facility network throughout the city. Many of the recommendations from this plan have been included in the Jefferson Area Bicycle and Pedestrian plan. The program also hosts the City's standing Bicycle and Pedestrian Advisory Committee who advises City Council on bicycle and pedestrian priorities.

The City's bicycle and pedestrian planning program is complemented by a Safe Routes to School program which is staffed by a full-time coordinator. The Safe Routes to School program aims to create safe, convenient, and fun opportunities for children to bicycle and walk to and from schools.

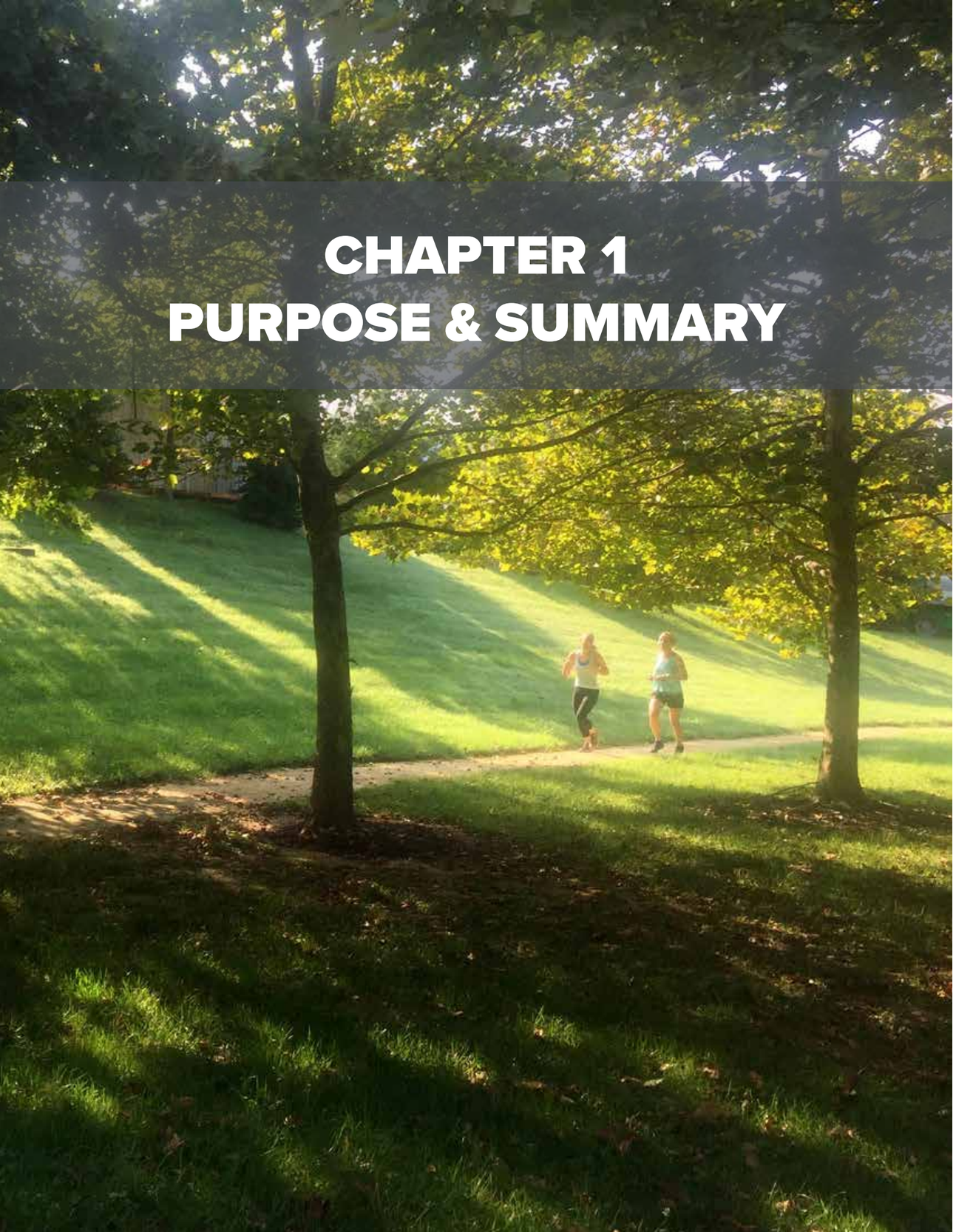
SAFE Routes to SCHOOL
VIRGINIA

The goal is to reverse the decline in children walking and bicycling to schools, increase kids' safety and reverse the alarming nationwide trend toward childhood obesity and inactivity.

Albemarle Bicycle & Pedestrian Programs
Roads in Albemarle County are mostly managed and maintained by VDOT, which is also responsible for implementing portions of the bicycle and pedestrian network. Albemarle County integrates their bicycle and pedestrian program into their overall transportation planning program. Transportation planning for Albemarle is handled by two planners in the Community Development Department. The County does not have a specific bicycle and pedestrian plan but does integrate bicycle and pedestrian concepts into its Comprehensive Plan and area plans. Bicycle and pedestrian planning is also integrated into Albemarle's Parks Department which develops recreational and transportation facilities in county parks and opens spaces.

SECTION I

INTRODUCTION



CHAPTER 1
PURPOSE & SUMMARY

Purpose

The Jefferson Area Bicycle and Pedestrian Plan is regionally-focused and intended to help build and implement bicycle and pedestrian infrastructure. The Plan seeks to encourage implementation by providing a focused list of regionally-significant bicycle and pedestrian projects that enhance connectivity and provide routes to important residential and economic centers. This Plan provides an update to the 2004 Jefferson Area Bicycle, Pedestrian, and Greenways Plan and provides recommendations for inclusion in the Urban and Rural Long-Range Transportation plans. The recommendations contained within this Plan were developed with the cooperation of other current and ongoing planning efforts including the Charlottesville *Bicycle and Pedestrian Master Plan* (2015), local comprehensive plans and the University of Virginia's *Parking and Transportation Plan*.

The *Bike Route 76 Corridor Study* (2015) is a technical document that highlights roadway deficiencies that diminish cycling along Route 76 in the Planning District. Recommendations in the study provide strategies to address specific deficiencies and improve cyclist safety and desirability of the route for long distance cyclists. The Route 76 Study was considered when determining recommendations for The Jefferson Area Bicycle and Pedestrian Plan and the Study should be referenced for recommendations specific to Bike Route 76.

This Plan covers both the urban and rural areas of the Planning District. As the process and recommendations differ between the urban and rural areas, the Plan has been divided into an urban section, beginning in Chapter 4 and a rural section, beginning in Chapter 9. The urban area was the focus of greater public engagement and project evaluation due to higher population density and greater opportunities for bicycle and pedestrian connectivity to serve as a significant and meaningful transportation alternative.

For the purpose of this plan, the urban area is considered to be the City of Charlottesville and the areas within Albemarle County where urban bicycle and pedestrian treatments are warranted. All proposed treatments would meet VDOT standards, as appropriate. Urban treatments include:

Bike Lane with Sidewalk

Photo Credit: Real Central Virginia

Shared Use Path

Photo Credit: The Lane Construction Corporation

Shared Roadway

Photo Credit: Tri-State Transportation Campaign

For the purpose of this plan, the rural area is considered to be all areas outside the urban area of Albemarle County. Generally, treatments in the rural areas are focused more on recreational cycling. However, there are recommendations in the rural towns and villages which focus more on the pedestrian and cyclist looking to commute from home to work. Rural treatments include:

Paved Shoulder

Photo Credit: Fairfax Alliance for Better Bicycling

Bike Lane

Photo Credit: The Lane Construction Corporation

Shared Roadway

Photo Credit: Tri-State Transportation Campaign

Statement of Need

Many local and regional efforts have included bicycle and pedestrian components or have suggested specific improvements. However, this plethora of recommendations has resulted in a planning paralysis where there are plenty of planned improvements but only limited implementation. *The Jefferson Area Bicycle and Pedestrian Plan* moves the needle by providing prioritized recommendations on projects that meet a regional connectivity need and are part of a holistic, networked approach to transportation planning.

Assessing needs on a regional scale can be a challenge, requiring technical skills and resources. This Plan's recommendations are built around a clearly-constructed set of performance measures aimed at addressing overall regional needs related to bicycle and pedestrian infrastructure. When it comes to implementing regional bicycle and pedestrian projects, there are only limited examples of coordination between localities. This desire for better coordination has been identified by both Albemarle and Charlottesville in previous efforts including facilitated joint City Council and Board of Supervisor sessions and previous regional planning efforts. This Plan addresses coordination by bringing all stakeholders together at one table and providing project recommendations that would bridge the gap between the two urban jurisdictions. Further adding to complexities is that local transportation/ planning departments have limited time and resources to conduct bicycle and pedestrian planning, especially at the level that will manage and fund projects. This process will supply some of those resources, supplying localities with the information and guidance they need to get projects built.

Process Vision

This Plan brings together multiple planning efforts to provide a guide for implementation on a regional scale.

Process Goals & Objectives

Goals and objectives are important for keeping the planning process on task and providing a framework for addressing the plans vision. For the Jefferson Area Bicycle and Pedestrian Plan there are four broad goals:

Goal 1: Get Projects Implemented

Objective 1A: Identify all existing bicycle and pedestrian recommendations proposed in current approved planning documents.

Objective 1B: Identify new bicycle and pedestrian needs, through analysis and public input.

Objective 1C: Integrate recommendations in other planning documents, such as local comprehensive plans and the MPO Long-Range Transportation Plan.

Objective 1D: Implement a continuing process, with regular follow-up on priority projects.

Goal 2: Get the Right Projects Built

Objective 2A: Identify all existing bicycle and pedestrian recommendations.

Objective 2B: Identify new bicycle and pedestrian needs, through analysis and public input.

Objective 2C: Develop and adopt performance measures to prioritize recommendations.

Goal 3: Provide Localities with Valuable Tools

Objective 3A: Ensure the plan remains focused on implementation.

Objective 3B: Implement a continuing process, with regular follow-up on priority projects.

Objective 3C: Develop an online, interactive version of the plan recommendations.

Goal 4: Encourage Public Participation

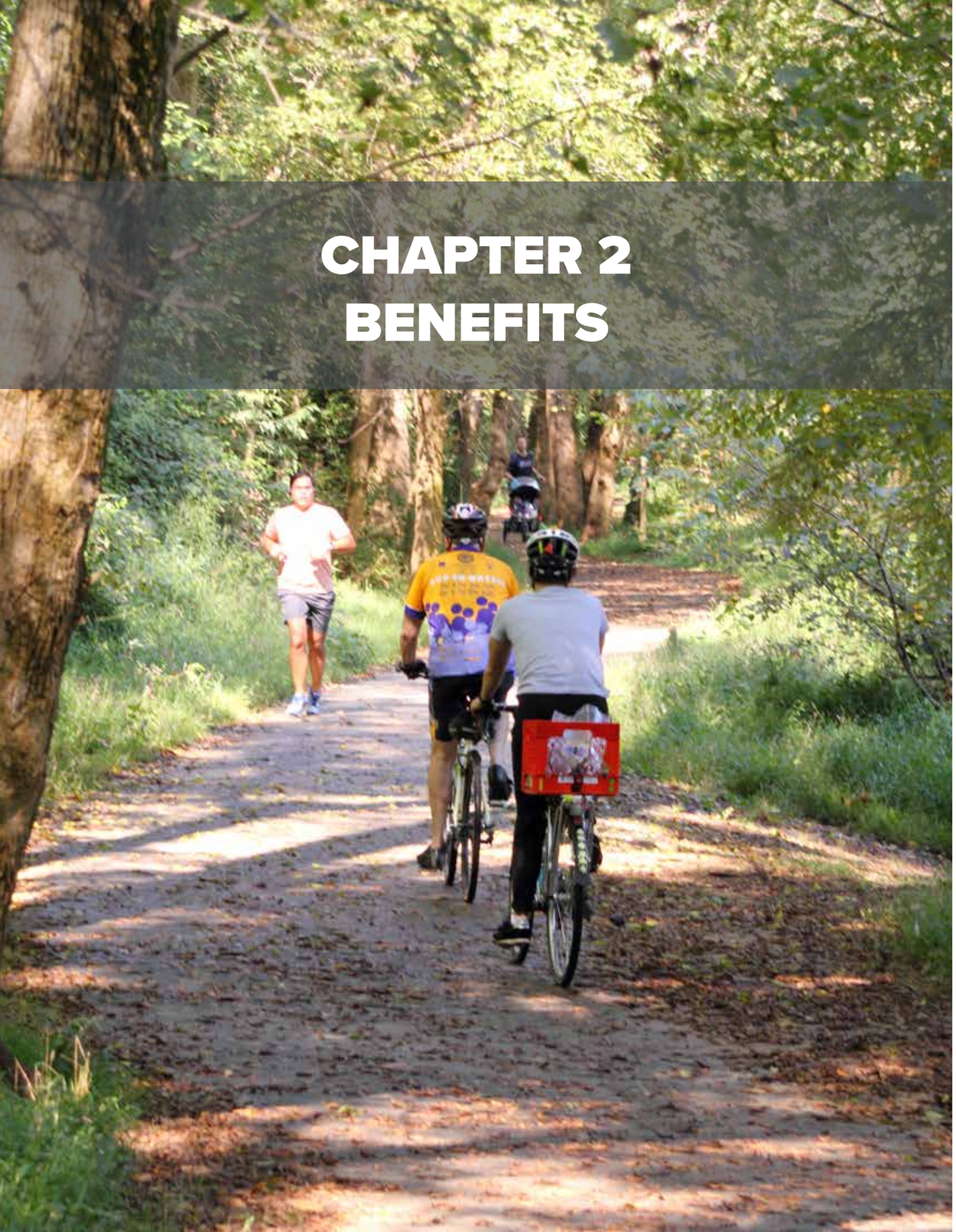
Objective 4A: Conduct meaningful public outreach.

Objective 4B: Interface with existing community and advocacy groups.

Objective 4C: Conduct workshops and engagement sessions within the community.

Beyond this Plan

This Plan focuses on the creation of bicycle and pedestrian infrastructure, yet there are many other opportunities to make bicycling and walking safer and more desirable. Of primary importance are local and regional education programs that ensure widespread awareness of the responsibilities of motorists, bicyclists, and pedestrians. Appropriate enforcement of laws and policies will also be important for achieving the bicycle and pedestrian safety targets set by VDOT and the MPO. Installing appropriate lighting along roadways and adequate bicycle parking throughout the region are additional steps that would allow for safe and convenient active transportation. All of these aspects may become increasingly important as bikeshare and scooter programs have the potential to increase the number of people using bicycle and pedestrian infrastructure in the region, as described in Chapter 3.



CHAPTER 2
BENEFITS

Health & Quality of Life

Having high quality bicycle and pedestrian infrastructure allows people to make active choices about their transportation mode. Transportation mode choice is an important component of ensuring affordable housing and transportation options in the region. Society benefits from reduced vehicle congestion on roadways, improvements in public health outcomes, equity, and economic vitality. Investments in pedestrian and bicycle infrastructure have been shown to benefit economic development by helping to attract new businesses and providing improved access to existing businesses.

Trip Choice

An integrated and efficient bicycle and pedestrian infrastructure allows people to make choices about their trips. Having a network that is safe and connected allows people to choose the appropriate mode of travel for each trip. For example, an individual may choose to walk two miles to work, or may choose to bike to school and return home via transit or a ride-hailing service.

Cost Savings

Bicycling a few days a month can result in real cost savings for individuals and households. According to the Pedestrian and Bicycle Information Center, the average cost of operating a bicycle is approximately $308 a year. This is significantly less than the average cost of owning and operating a car. The American Automobile Association (AAA) states that the average cost of owning and operating a vehicle was $706 a month or $8,469 annually in 2017 (based on 15,000 miles).

Positive Health Outcomes

Bicycling and walking have been shown to have extensive personal and public health benefits. A selection of the State of Virginia health rankings are listed in the adjacent table. Additional health benefits are shown on page 18.

Reduced Single Occupancy Vehicle Trips

Bicycling and walking reduces demand for vehicle use by shifting trips from cars. This eases congestion by reducing the number of vehicles traveling on area roadways. This benefits the community by extending the life of existing roadways and reducing need for costly capacity expansions.

HEALTH RANKINGS

Virginia Ranks
19/50 for Core Determinants of Health

Virginia Ranks
21/50 for Obesity
with **29%** of the Commonwealth categorized as such

Virginia Ranks
26/50 for Physical Inactivity

Virginia Ranks
25/50 in Cardiovascular
Deaths per year with **239** deaths per 100,000 persons

Virginia Ranks
23/50 for Diabetes with **10%** of the Commonwealth categorized as such

Source: *America's Health Rankings Annual Report*.(2017). United Health Foundation and the American Public Health Association.

Equity

Bicycle and pedestrian infrastructure provides opportunities for more equitable access to jobs, services, housing and recreation. For this to occur, improvements must be made across a region so that different communities are linked together. Increased outreach, engagement, and investment may also be needed to ensure that traditionally-excluded communities can take advantage of bicycle and pedestrian infrastructure.

CURRENT U.S. HEALTH STATISTICS

CARDIOVASCULAR DISEASES are the **#1** CAUSE OF DEATH in the United States

(CDC, 2016)

1,630 Americans DIE EVERY DAY FROM CANCER, mainly that of the lung, breast and colon

(American Cancer Society, 2016)

61% of American adults 65 years or older HAVE AT LEAST ONE ACTIVITY-BASED LIMITATION

(CDC, 2015)

86% of workers in the United States DRIVE OR RIDE IN A PRIVATE VEHICLE TO COMMUTE, sitting on average for 26 minutes each way

(U.S. Census Bureau, 2013)

5.1, the AVERAGE STRESS LEVEL OF AMERICANS adults where 1 is 'little or no stress' and 10 is 'a great deal of stress'

(American Psychological Association, 2017)

ASTHMA IS THE LEADING CHRONIC DISEASE IN CHILDREN and the number one reason for missed school days

(CDC, 2015)

Exposure to TRAFFIC EMISSIONS is linked to exacerbation of ASTHMA, REDUCED LUNG FUNCTION, ADVERSE BIRTH OUTCOMES and childhood CANCERS

(CDC, 2009)

35% OF ALL VEHICLE TRIPS in the U.S. are TWO MILES OR LESS

(NHTS, 2017)

HEALTH BENEFITS

20 MINUTES WALKING OR BIKING each day is associated with **21%** LOWER RISK OF HEART FAILURE FOR MEN and **29%** LOWER RISK FOR WOMEN

(Rahman, 2015)

MODERATE EXERCISE for 30-60 minutes a day REDUCES THE RISK OF LUNG, BREAST AND COLON CANCER by at least **20%**

(Warburton, Nicol and Bredin, 2006)

PHYSICAL ACTIVITY HELPS PREVENT OR DELAY ARTHRITIS, OSTEOPOROSIS AND DIABETES, while helping to maintain balance, mental cognition, and independence

(National Institute on Aging, 2015)

PEOPLE WHO BIKE burn an average of **540** CALORIES PER HOUR and PEOPLE WHO WALK burn an average of **280** CALORIES PER HOUR

(De Geus, 2007 and CDC, 2015)

BIKE COMMUTERS REPORT LOWER STRESS LEVELS compared to auto commuters

(Bisby, 2016)

A minimum of **20** MINUTES OF PHYSICAL ACTIVITY, 3X WEEK, STRENGTHENS THE LUNGS, including those of individuals living with asthma

(PubMed Health, 2014)

IF **8%** MORE CHILDREN LIVING WITHIN 2 MILES OF A SCHOOL WERE TO WALK OR BIKE TO SCHOOL, the air pollution reduced from not taking a car would be EQUIVALENT TO REMOVING 60,000 CARS FROM THE ROAD for one year, nationally

(Pedroso, 2008, SRTS)

BIKING **2** MILES, rather than driving, AVOIDS EMITTING **2 lbs** OF POLLUTANTS, which would take 1.5 months for one tree to sequester

(EPA, 2018)

CHAPTER 3
NATIONAL TRENDS

Trending in the U.S.

Although active transportation has taken a back seat to personal automobiles in the past, bicycling and walking as modes of transportation have been gaining popularity in recent years as people recognize the health, environmental, and economic benefits. According to the US Census, the number of people who commuted to work by bicycle increased by approximately 62% between 2000 and 2014[1]. As new technology is being introduced, the use of active transportation and similar non-vehicle modes will likely continue to increase and become more widespread. Therefore, it is more important than ever to have infrastructure that continues to expand with these trends.

Infrastructure

The existence of quality bicycle infrastructure is essential to accommodate bicyclists and make bicycling a safe transportation option. A report from the Urban Land Institute states that "the steady increase in bicycling can be traced to increases in the safety and convenience of bicycle infrastructure". More advocacy and funds being allocated to bicycle and pedestrian infrastructure has led to a steady increase in infrastructure being built. Between 1992 and 2012, the number of bike projects receiving federal funding jumped from only 50 projects to 2,863 projects; and many more were funded in other ways[1]. According to the organization People for Bikes, protected bike lanes have doubled every 2 years since 2009. Safety concerns are a large impediment to many people bicycling, but as safe infrastructure is becoming more prevalent, bicycling becomes a more viable option.

Bikeshare and Scooters

Bikeshare programs are one of the main forms of innovation that are reshaping active transportation in urban areas. As they become more common in cities around the country, they are contributing to the increasing popularity of bicycles. Bikeshare programs and other shared mobility programs attempt to address the demand for quick and affordable transportation in urban areas. Due to increasing ridership of existing systems as well as new systems being built, 35 million bike share trips were taken in 2017, a 25% increase from 2016[2]. The large increase in new systems was partly due to dockless bike share programs being introduced in 2017, causing the number of bikeshare bikes available to more than double. Station-based systems were previously the only available bikeshare option and even though they are currently still the most used system, dockless systems address the limitation of only being able to ride bikes between stations and needing to know the station locations. Dockless bikeshare programs allow riders the flexibility to be able to travel between desired destinations without worrying about dock locations. There are concerns that without stations, the dockless systems could contribute to a cluttering of cities, but companies are attempting to address this by incentivizing specific areas for parking and creating zones that are off-limits. The advancement of technology allows for these programs to be possible and more user friendly. GPS is used to track bikes and smart phones and credit cards make the systems more usable.

Many bikeshare companies are also introducing electric bikes and scooters which contribute to revolutionizing the way people travel in cities.

Source: peopleforbikes.org

The electric motors for both bikes and scooters allow riders to travel farther distances and makes them accessible to a wider population, including people who may have physical limitations.

Despite bikeshare and other shared mobility programs aiming to provide affordable mobility options, the cost and dependence on smartphones and credit cards can still make them inaccessible to some segments of the population. In order to ensure that bikes and scooters are accessible to everyone, many programs have introduced discounts or subsidized passes for riders based on income thresholds and have options for text-to-unlock features.

Connecting Active Transportation and Transit

The accessibility of active transportation can also largely affect the use of public transit. One of the major problems facing cities when it comes to public transit is ensuring that residents can access transit stops and stations. Access to transit stops and stations is known as the 'first-last mile' issue for trips made using public transit. The 'first-last mile' dilemma is a gap in the transportation network that shared mobility programs can address. Personal bikes or scooters could also be used to address that issue if more infrastructure, such as bike racks and scooter parking, is available. A connected and safe bike infrastructure is needed for both options to create an easier connection between active transportation and public transit.

Source: nacto.org

Programs Available in the Region

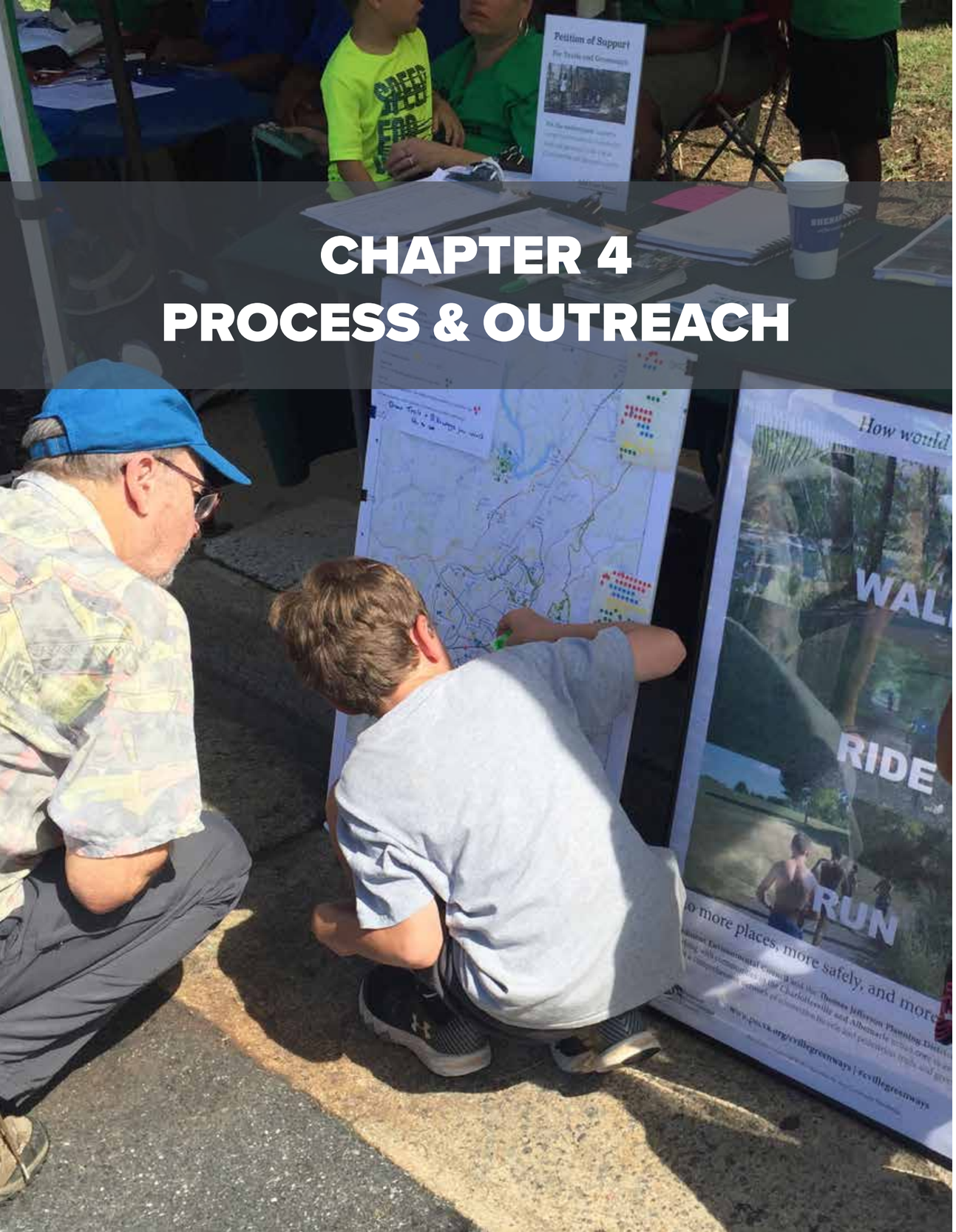
As these new technologies and modes of transportation become available in the area, the need for a more connected bicycle and pedestrian network increases. The University of Virginia bikeshare program, UBike, has been successful since it started in 2015 and the popularity of the program has allowed the program to continue to grow. However, UBike is a station-based system and it is limited to the University of Virginia grounds. In 2018, the City of Charlottesville approved a temporary Dockless Scooter and Bicycle Policy Pilot Program to evaluate their impacts in Charlottesville. The City has provided permits to Lime and Bird, and the first dockless scooters and bicycles were introduced in December of 2018. A successful pilot program could lead to bikeshare and other mobility programs expanding and becoming a more permanent fixture in the area.

Motorized and Other Changes in Transportation

Transportation Planning is entering into a period of rapid change and technological disruption. New services such as bike sharing and transportation network companies, coupled with a move towards autonomous vehicles and connected infrastructure, are reshaping how people and goods move. These new technologies and new modes of transportation have the potential to radically reshape the transportation landscape. With some of the technologies being new, there is very little consensus around how to plan for them and make assumptions for the future. Nonetheless, it is important to note that these changes will have an impact on bicycle and pedestrian planning.

SECTION II

URBAN



CHAPTER 4
PROCESS & OUTREACH

Overview

Given that the City of Charlottesville and Albemarle County have put notable effort toward the creation of plans for bicycle and pedestrian infrastructure, the focus of this Plan is on regionally-significant corridors and connections. The TJPDC and CA-MPO have the role of creating regional transportation plans and encouraging coordination between the City and County when planning and implementing transportation projects. This plan builds on the *2004 Bicycle and Pedestrian Greenways Plan* and helps Charlottesville and Albemarle meet their goals for better integrated planning. A desire that was expressed during the One Community Planning efforts and reiterated during subsequent strategic planning sessions.

The *One Community Project* (2013) identified a desire for better planning coordination. As part of the One Community planning efforts, Charlottesville, Albemarle and the MPO came together to discuss comprehensive plan updates and better integrated community planning. One of the outputs from the One Community project was a joint Community Vision and goals. The Vision and goals were codified by Albemarle and Charlottesville in their Comprehensive Plans. Of importance to this plan are three transportation goals related to bicycle and pedestrian infrastructure and multimodal connectivity, which included the following:

- Coordinate building the sidewalk network across City-County boundaries and addressing barriers to pedestrian connectivity
- Coordinate to provide and enhance multimodal connections between employment centers and areas of high residential density
- Create dedicated bicycle and pedestrian connections across physical barriers within the community
- Rivanna River
- Route 250 – East and West
- Interstate 64
- Railroad network
- City and VDOT system connection
- Route 29

The 2013 One Community vision and goals were followed up with a 2014 joint strategic planning meeting between Charlottesville and Albemarle elected officials where bicycle and pedestrian connectivity between the jurisdictions was identified as a top priority.

The desire for a more connected and integrated planning approach is reflected in this plan through the planning process, community engagement, and the scale of the recommendations. If implemented the recommendations provided in Chapter 7 would provide significant improvements to the regional multimodal transportation network.

This regional plan includes the aspects listed below, which will be described in detail in the following chapters.

- Identification of existing infrastructure conditions for those walking and bicycling in the region (Chapter 5)
- Compilation and examination of plans that have been created and approved by local governing bodies, including the City of Charlottesville, Albemarle County and the University of Virginia (Chapter 6)
- Determination of corridors that provide regional connectivity for bicycle and pedestrian transportation in the urban area (Chapter 7)
- Prioritization of corridor segments, using the ActiveTrans Priority Tool, followed by adjustments to account for additional costs or benefits associated with each segment (Chapter 7)

- Creation of strategies for implementation, including identification of key locations where the City and County will need to coordinate efforts (Chapter 8)

- Determination of additional next steps that will facilitate and encourage creation of a regional bicycle and pedestrian network (Chapter 8)

Outreach

As with all planning efforts, public outreach is a significant component of the process. Given the unique characteristics of the Charlottesville and Albemarle region, planners identified the need for a robust public engagement process. This led the TJPDC to partner with the Piedmont Environmental Council and to seek grant funding. In the summer of 2017, the TJPDC collaborated with the Piedmont Environmental Council (PEC) to apply for and receive a Strengthening Systems Grant from the Charlottesville Area Community Foundation. This two-year grant made a campaign of intensive community outreach in the region possible. The PEC hired a Community Outreach Coordinator in the Fall of 2017 who led these efforts and worked in close collaboration with the TJPDC staff and rounded out what became known as the planning team.

Although there have been many plans created in the Charlottesville-Albemarle area, there has not been a coordinated plan for a comprehensive regional network. Through numerous interviews and focus groups, it appears that this gap between idea and implementation is primarily attributable to a lack of focus and coordinated mobilization between localities, communities, professional disciplines, and stakeholder groups. This issue was addressed through an outreach program that worked to listen to, understand, and work closely with partners in the community to create a plan that reflects the needs and priorities of all. This also created widespread buy-in and a unified structure through which the public organized advocacy and became active participants.

There are many organizations in the region that have been working towards creating better infrastructure and promoting active recreation and healthy living. The outreach process began with connecting with these organizations, as well as professionals, advocates, and diverse stakeholders with related goals, many of whom do not typically participate in Transportation Planning. For example, the regional Health District's four main program goals, including Active Living and Connected Communities for All and Healthy Foods, are all better served by improved bicycle and pedestrian connectivity. Organizations such as this bring resources and relationships to the process and will be valuable partners going forward. Similar alliances were formed with educators, businesses, housing advocates and providers, heritage centers, environmental stewards and many others.

Conversations with residents of both Charlottesville and Albemarle have indicated broad community support for a more connected community with safe bicycle and pedestrian infrastructure. Residents had many ideas for connections along several corridors, multiple barriers they would like to see transformed into connections, and ideas about how to accomplish this, which all contributed to this Plan.

The outreach effort yielded rich qualitative data and knowledge that informed the Plan and process. Furthermore, the outreach process has developed and organized a robust multimodal advocacy community that has united many previous disjointed sectors and constituencies in both Charlottesville and Albemarle. This resulted in relationships and networks that can drive implementation and will help refine the regional plan on an ongoing basis, and foster participation and buy-in for specific project recommendations. The outreach effort is notable for the number and variety of methods used to get the public involved in the planning process. These methods are summarized below.

Events and Gatherings

Throughout the process, PEC and TJPDC hosted a variety of events. These included public open houses, small meetings, focus groups, special events, community gatherings, and checking in with residents and other stakeholders through ongoing processes.

Public Open Houses

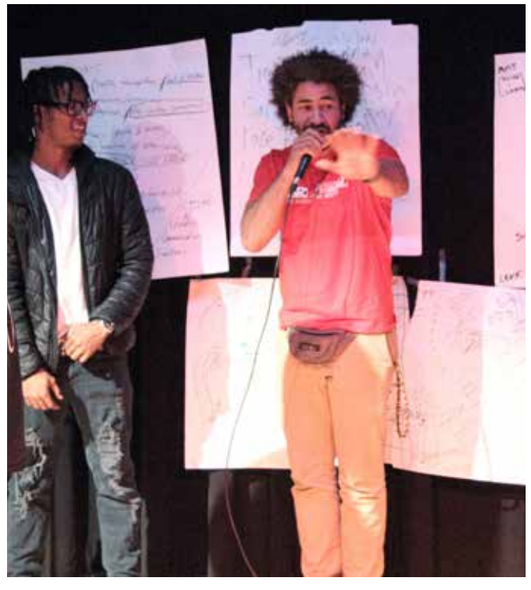
Over the course of the planning process the TJPDC staff hosted four open houses at their Water Street Center meeting facilities. The open houses provided opportunities for members of the public to formally engage in the planning process and indicate opportunities and challenges associated with walking and bicycling in the region.

Small Meetings and Focus Groups

The PEC Community Outreach Coordinator met regularly with individuals, community leaders, and organizations with diverse missions and backgrounds to build relationships, consensus and active support around a unified vision. Between October 2017 and November 2018, over 250 meetings were held with individuals and small groups at locations throughout Charlottesville and Albemarle.

Special Events

In addition to traditional public meetings held in government offices, the planning team organized several special events throughout the year that framed issues of mobility in new ways and vastly expanded what a planning charrette might look like. On November 8, 2017, they hosted a project kickoff with a presentation and discussion with Chuck Flink, of Greenways Inc, and Max Hepp-Buchannan, of Bike-Walk RVA, about national and regional models of successful greenway implementation strategies. More than 150 people attended that gathering, which also included informational displays and a mini-survey. Shortly after, on November 17, 2017, the "Cypherways" community meeting was held, in which local spoken-word artists used Hip-Hop word association techniques to inspire outside-the-box thinking.



More than 70 participants brainstormed potential greenway destinations and barriers and envisioned what a greenways journey might include. The process was especially noteworthy for its ability to unpack and develop complex issues such as greenway users' simultaneous desire for solitude and the company of others and to suggest design implications.

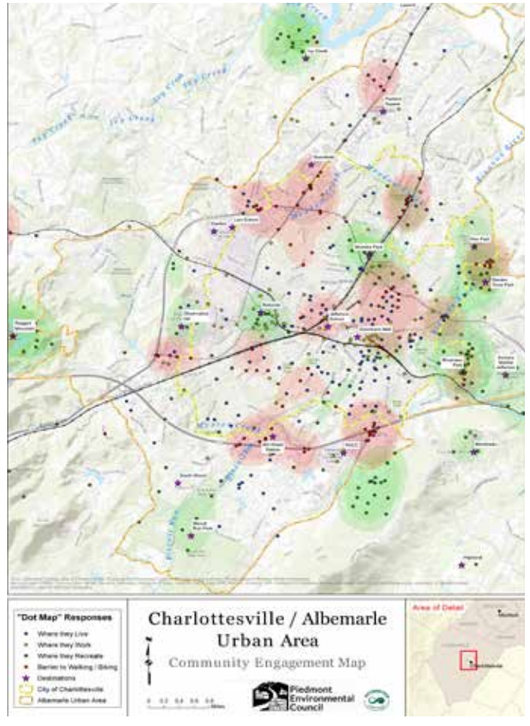
The PEC joined with the Charlottesville Bicycle and Pedestrian Advisory Committee to organize five social bike rides over the course of 2018. These rides promoted cycling for fun and transportation, while increasing its visibility, educating riders, and strengthening civil society. The rides also provided residents with first-hand knowledge of existing infrastructure, revealed shortcomings, and the informal post-ride debriefs were a venue for honest dialog about challenges and desires.

The 2018 event schedule culminated with a visit from nationally-renowned transportation planner Charles Brown, an expert on the intersectionality of race, gender, class, and mobility. He led an evening discussion, entitled “Walking and Biking Toward Equity” on November 28 with more than 150 attendees about ways to make Charlottesville and Albemarle better-connected for all, starting with improved and authentic conversations with residents in their own communities.

The following day, Mr. Brown led a round-table conversation with professionals from the Move2Health Coalition to develop ways to engage with local communities toward just outcomes. This dialogue suggested program opportunities as well as offering more inclusive work strategies.

Gatherings

Outreach was not limited to team-hosted events, but included going where residents already are, where they owned the floor, and where they were most comfortable. The PEC Outreach Coordinator worked with the TJPDC, many volunteers, and community partners to set up tables and mingle at events in order to hear from residents in a casual setting about their thoughts and ideas about a better-connected community. The planning team employed engagement techniques including “dot maps” interviews, and most importantly open-ended conversations with residents about their needs and their vision for a more-connected community.



These sessions yielded valuable insights that would not necessarily come out in public meetings. For example, the Outreach Coordinator discovered at gatherings that the only place where many women feel confident to exercise alone is at the gym and that many refugee residents walk or bike several miles to work, in all weather and late at night, because they do not have cars. The Outreach Coordinator also learned about a religious procession that travels along busy streets that do not have complete sidewalks. Data collected from the survey and other communications corroborated much of this information.

Input and Data Collection

The planning team employed a multi-faceted approach to collect input from area residents, businesses interest groups and partner organizations.

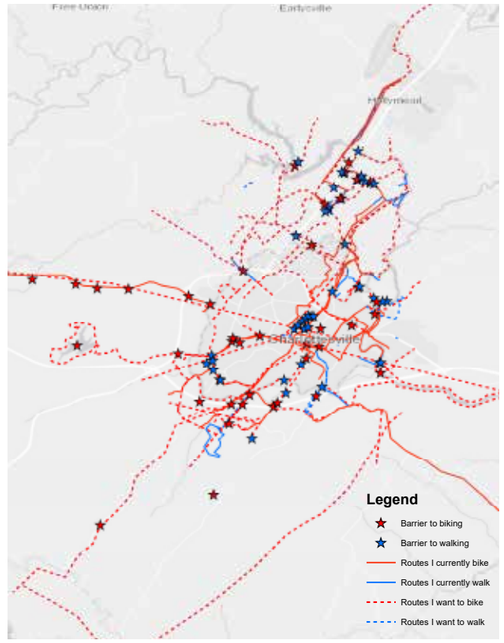
Social Media

The project team made significant use of social media platforms, such as Facebook and Twitter, to promote ways in which the public could support and become involved in the planning process. The Charlottesville-Albemarle Greenways Facebook page has over 200 members who help to garner support and spread information.

Wikimap

The TJPDC developed and hosted an online Wikimap which allowed the public to identify various aspects of their rides on an online mapping platform. People indicated desired routes, significant impediments and problem areas. Data from this process was used in corridor identification. The website also provided the ability for users to submit comments and ideas.

In addition to basic information about the project and links to the WikiMap, there was a volunteer page (which pulled in more than 50 volunteers) and a petition that allows visitors to register support for better bicycle and pedestrian connectivity in Charlottesville and Albemarle. As of December 2018, that petition has 950 signatures.



Public Survey

The Outreach Coordinator, with support from advisors and volunteers, developed a survey based on what was learned in focus groups and public interactions. The survey, which ran from May 10 to September 10, 2018, was distributed by email, social media and had a paper version that was part of engagement activities. It was also distributed at two local health clinics. There were 857 responses.

The survey asked respondents about their concerns related to walking and bicycling for transportation and separately for exercise. The purpose of the survey was to dig a little bit deeper into the notion of safety and quality of design and execution. Respondents also had an opportunity to suggest actual bicycle and pedestrian connections they would like to see built, as well as ideas and models they like in other cities.

Among other findings, initial analyses of survey results indicated the following:

- Respondents were primarily concerned with being injured by a car, 72% said it prevents them from bicycling or walking for transportation and 64% said it interferes with their exercise. Whereas insufficient time, for example, ranked fourth at 26%. This indicates that well-protected facilities should be the primary focus

- Only 40% of respondents are comfortable with bike lanes. Respondents are far more enthusiastic about near-street or park-like settings, with 64% of respondents feeling comfortable with near-street infrastructure

- Women were far more concerned about personal security than men, and this difference was consistently expressed. Women do not want to be in the dark or alone and are concerned about being victims of crime

- Men were more interested in a variety of experiences or logistical challenges such as shower facilities at work

These responses signal that residents prefer to be off the road. Half the population has strong preference to be where other people are. That means that facilities that are built away from high-traffic areas must encourage pro-social behaviors and employ Crime Prevention Through Environmental Design (CPTED) principles, while also integrating nature and accommodating a full spectrum of users. The survey also yielded rich qualitative data in the free-response questions. There were ideas about barriers and destinations which, along with other interactions such as the Wikimap, public meetings, and table exercises, helped develop the team's understanding of community desires.

Supporting Current Projects

PEC worked with TJPDC, City, County, and UVA to promote and increase public participation in their existing and ongoing local and regional transportation planning processes. This improved public awareness and investment in local issues. It provided agencies with more data to work with, contextualized local projects within a regional scope, and enlarged their advocacy base. Some of these projects included:

TJPDC
- *Fifth Street Trail Hub*
- *Long-Range Transportation Plan*

City of Charlottesville
- *5th-Ridge-McIntire Multimodal Corridor Study*
- *East High Streetscape*
- *West Main Streetscape*
- *Emmett Streetscape*

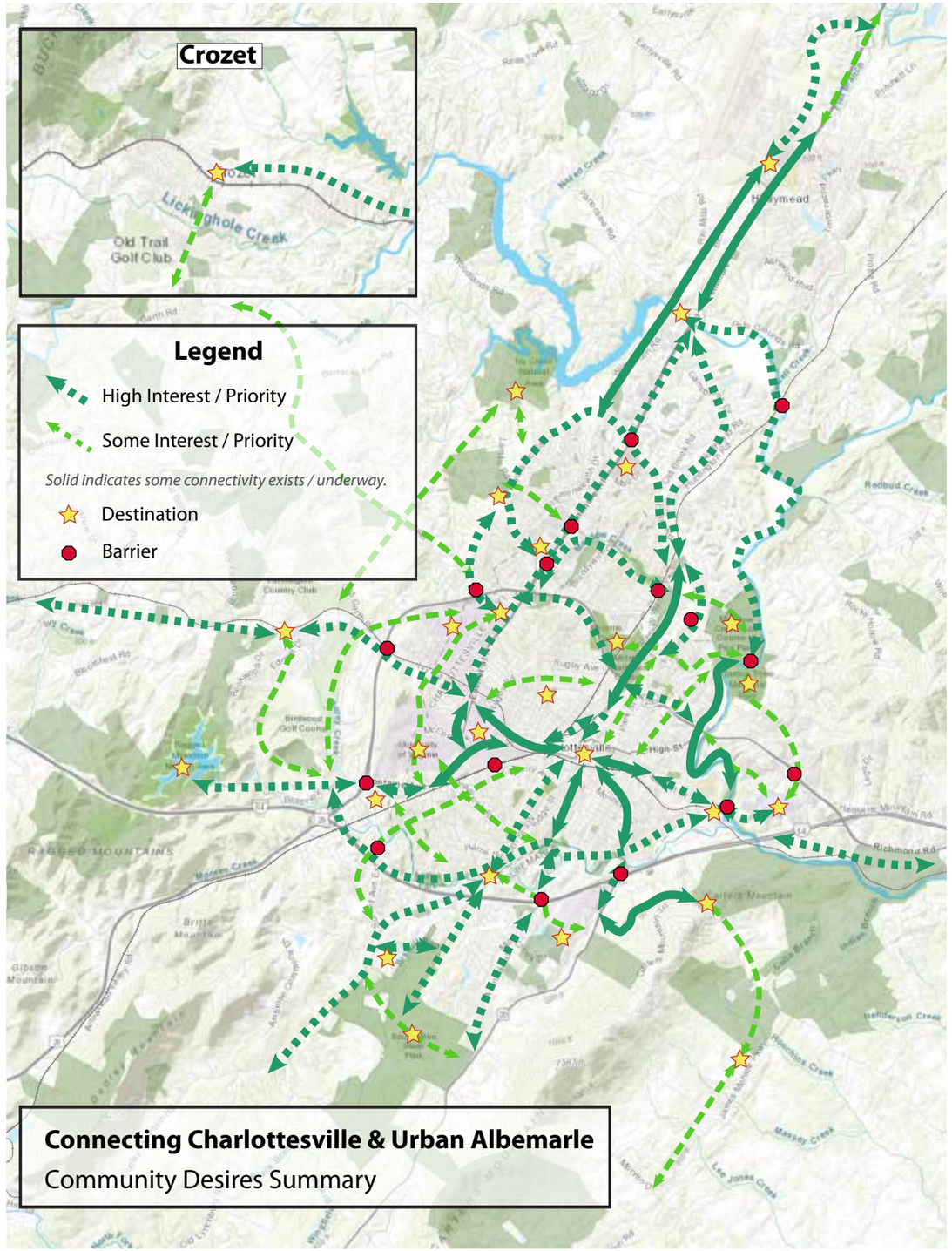
Albemarle County
- *Pantops Master Plan*
- *Hydraulic/29 Master Plan*
- *Rio/29 Master Plan*
- *Biscuit Run Master Plan*

University of Virginia
- *Bicycle Master Plan*

Plan Related Committees

Stakeholder Advisory Group

The PEC and TJPDC jointly empaneled a body of officials including government staff, elected officials, and leaders from local organizations focused on health and active living. These individuals represented some of the organizations already working on multimodal connectivity and whose organizations have resources to contribute toward implementation. They met bi-monthly starting in October 2017 and provided guidance for research methodology as well as contributing directly to the contents of this Plan.



Technical Working Group

The bi-monthly gatherings of the Technical Working Group provided a venue for collaboration between localities as well as across disciplines. Subsets of the advisory group gathered periodically to discuss technical issues, such as the interjurisdictional harmonization of spatial data. A modified version of this group will continue to gather regularly after this plan is complete and through implementation.

None of the methods described are individually sufficient but they provide cross-checks and they combine to yield a mosaic view of community priorities. The enhanced community engagement has resulted in a motivated public that is willing to work toward a more connected community. New voices in the conversation will mean new partners, new resources and more opportunities. Engagement opened channels for communication and periodic check-ins going forward. Active community involvement will be essential every step of the way.

Themes and Issues

Themes

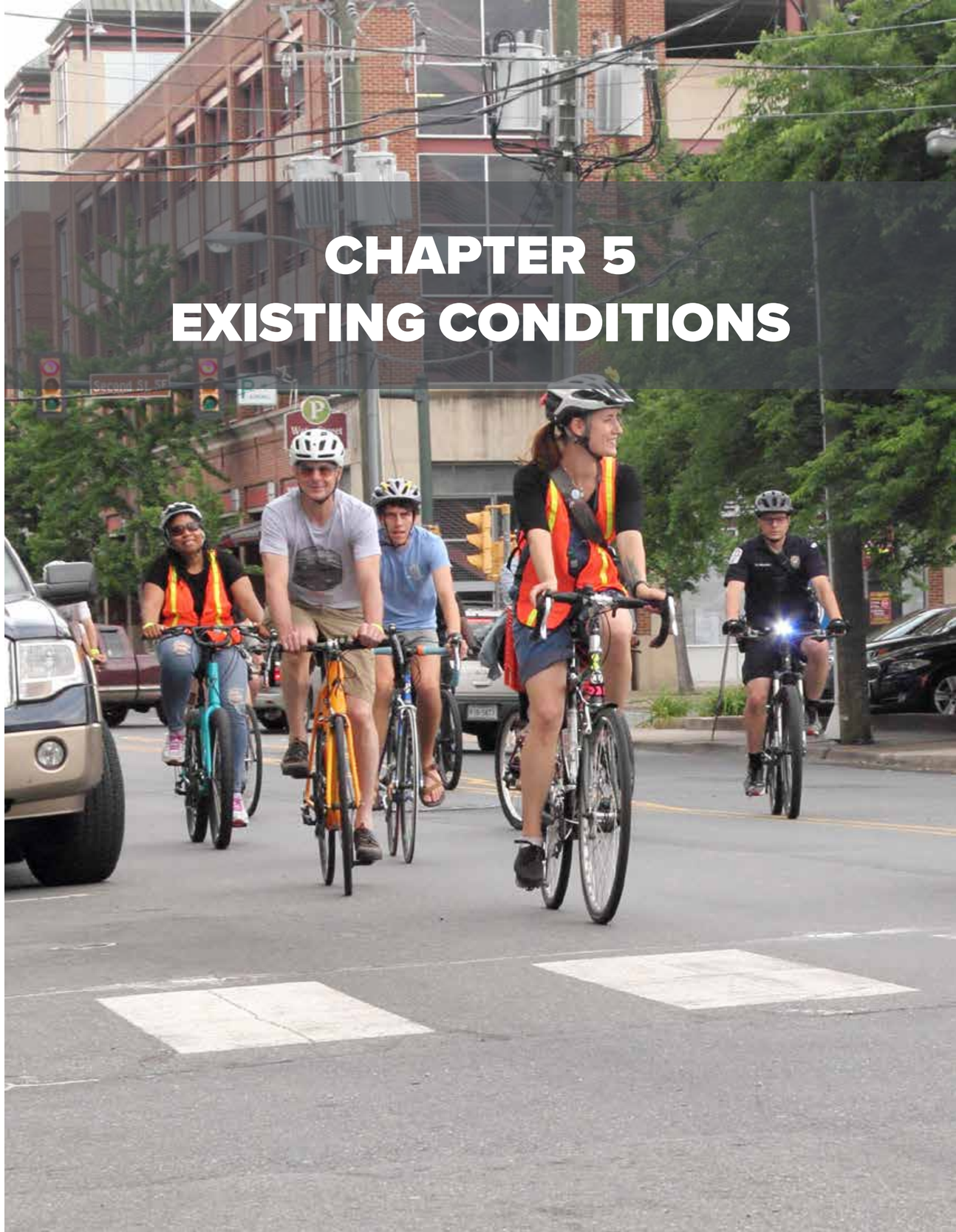
The community outreach effort identified several important themes that were incorporated into the planning process and ultimately shaped the recommendations put forward in this plan. These themes include the following:

- A desire for a more connected network of on and off-road bike and pedestrian facilities
- An improved quality of life through recreation and mobility for all residents
- Greater choices in transportation modes that cater to a variety of user types by including a matrix of on-road and off-road, soft and hard surface bike and pedestrian facilities
- Better access to jobs, retail, educational and recreational destinations
- Safer and universally accessible facilities available to all regardless of ability, age, class, gender, or race

Issues

Through many of interactions with the public, interest groups, advocates and elected officials, several important issues rose to the top. These include:

- The current bicycle and pedestrian network is not sufficient for most people to use comfortably. There are few places in the region where everyone can feel safe riding a bicycle. New transportation projects must consider the needs of all users and not create new barriers
- Many walking trails are informally maintained or privately owned and not everyone feels safe or welcome using them
- The shared use paths that exist are too short or too isolated to be useful for transportation. The paths should be extended and connected into a regional network
- There are several well-loved shared use paths such as Riverview Park and the Saunders-Monticello Trail. While these facilities function well, they can be overcrowded at popular times and require many residents drive to trailheads for access
- There are many gaps in bicycle-pedestrian infrastructure. These tend to cluster along the City/County edge and along rivers, creeks, and transportation infrastructure such as railroads and highways. The localities must cooperate more and closing these gaps should be the top priority
- Process is of supreme importance. People are energized around issues of mobility and they want to be involved, but it needs to be easier for them to connect with the process



CHAPTER 5
EXISTING CONDITIONS

Existing Infrastructure

This chapter explores the current state of bicycle and pedestrian infrastructure and provides an analysis of important factors affecting the network, including employment and settlement patterns, short auto trips, crashes, destinations. There is an extensive network of existing bicycle and pedestrian facilities within the urban areas of Charlottesville and Albemarle County. The existing network is primarily concentrated in the City of Charlottesville and in some neighborhoods in Albemarle County. Existing bicycle and pedestrian facilities have been developed through three different approaches.

1. **Developer-Built Improvements**
   When a site developer builds new internal and/or external bicycle and pedestrian facilities, as required by zoning, the Comprehensive Plan, or a proffer. An example of these are the facilities built as part of the residential development in the Pantops area of Albemarle County.

2. **Publicly-Constructed Roadway Facilities**
   These are facilities built by either the City or VDOT as part of roadway paving, roadway improvements, or new connections. In some cases, such as the extension of Berkmar Drive, the bicycle and pedestrian facility is a major component of the new project corridor.

3. **Publicly-Constructed Off-Roadway Facilities**
   These are facilities built by Charlottesville or Albemarle County for the specific purpose of providing bicycle and pedestrian connectivity and/or recreation. An example of this type of project is the Rivanna River Trail from Riverview Park to Free Bridge.

The City of Charlottesville owns and maintains its own roadway network. This allows the city to prioritize and construct on-road facilities. Most roadways in Albemarle County are owned and managed by VDOT.

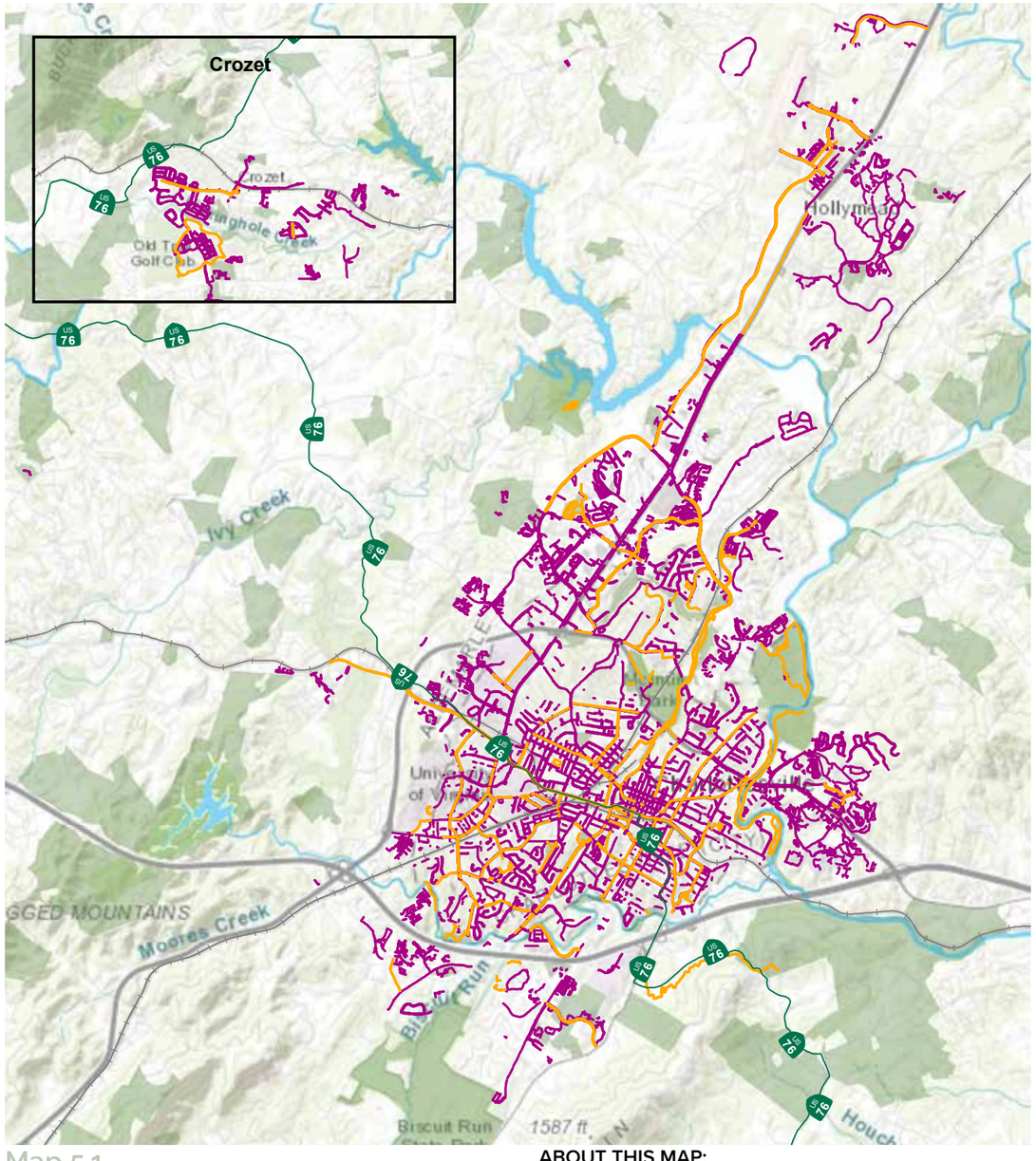
Data in the adjacent Existing Infrastructure map was assembled from existing facility inventories maintained by Albemarle County, VDOT and the City of Charlottesville. This data was supplemented with an inventory performed by TJPDC interns during the summer of 2017. It should be noted that the existing condition data is not complete and is in the process of being updated. One of the action items from The Jefferson Area Bicycle and Pedestrian Plan is for Albemarle, Charlottesville, UVA and the Planning District Commission to develop procedures to maintain and share comprehensive bicycle and pedestrian infrastructure and facility data. This will include an online regional dataset and map of existing and proposed bicycle and pedestrian infrastructure. More information about this ongoing work can be found in Chapter 8, Implementation Strategies.

Existing Bicycle Infrastructure: This includes all bike lanes, shared use paths and shared roadways.

Sidewalk Infrastructure: This includes sidewalks and walkways. The inventory primarily includes sidewalk facilities that are on public roadways or provide access to major businesses like shopping centers.

Bike Route 76: Bike Route 76 is a designated, national, on-road bike route that traverses the region. It is the only designated bike route to pass through the Planning District.

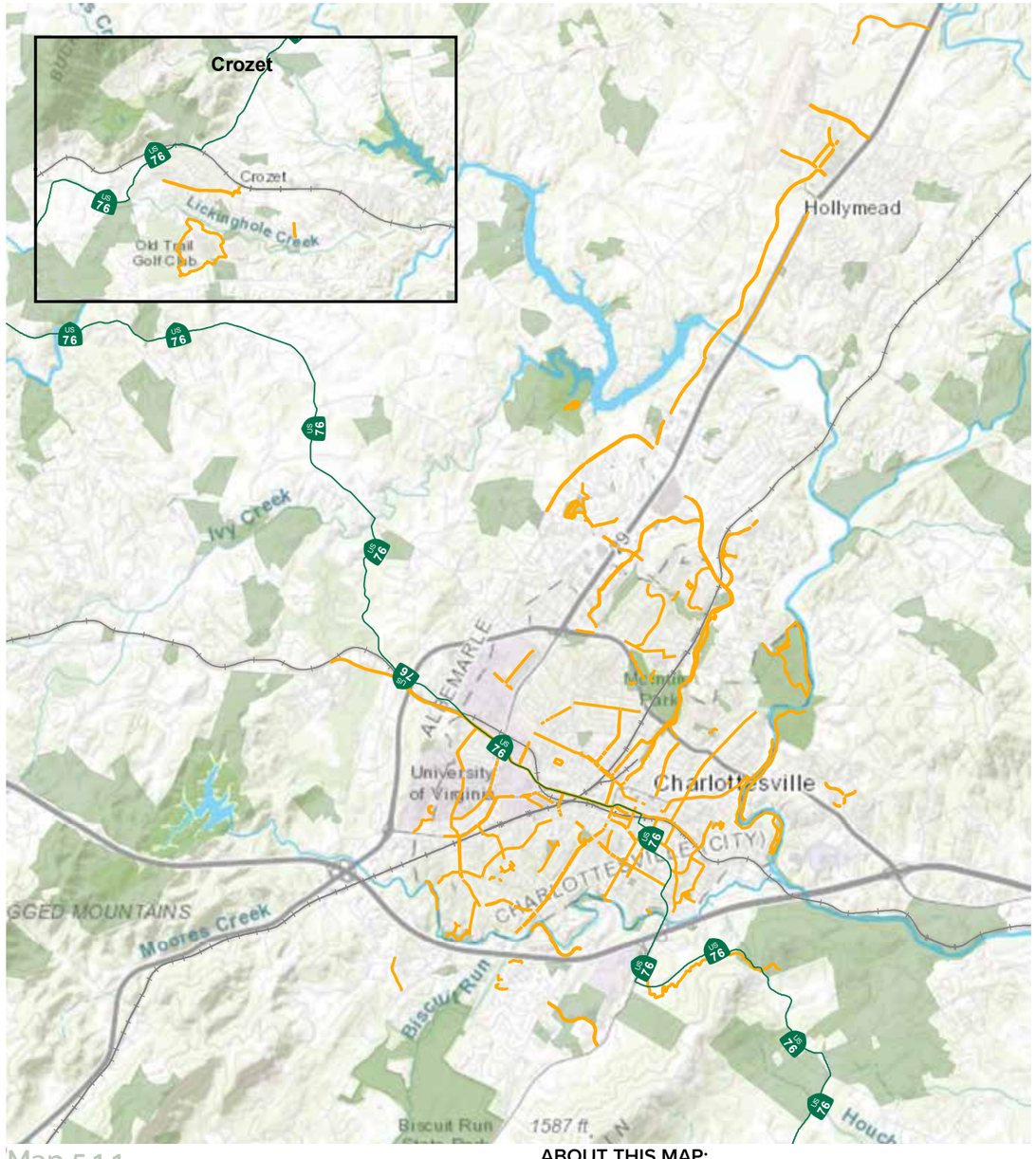
Nature Trails and Recreation Infrastructure: Albemarle and Charlottesville have an extensive park system that provides recreational riding and walking opportunities for users. These trail networks include primitive hiking, mountain biking, and hard surface paths. The urban area also has the Rivanna Trail, a mixed on-road and primitive trail system that encircles the City. The trail is maintained by the non-profit Rivanna Trails Foundation.



Map 5.1
Existing Infrastructure

FEATURES
- Parks and Conservation
- Lakes and Rivers
- Railroads
- Bicycle Infrastructure
- Sidewalk Infrastructure
- Bike Route 76

ABOUT THIS MAP:
This map provides a contextual reference to the City of Charlottesville, the urbanized area of Albemarle County and surrounding area. The map depicts the existing infrastructure currently in place in regards to bicycle and pedestrian facilities.



Map 5.1.1
Existing Bicycle Infrastructure

1 Mile

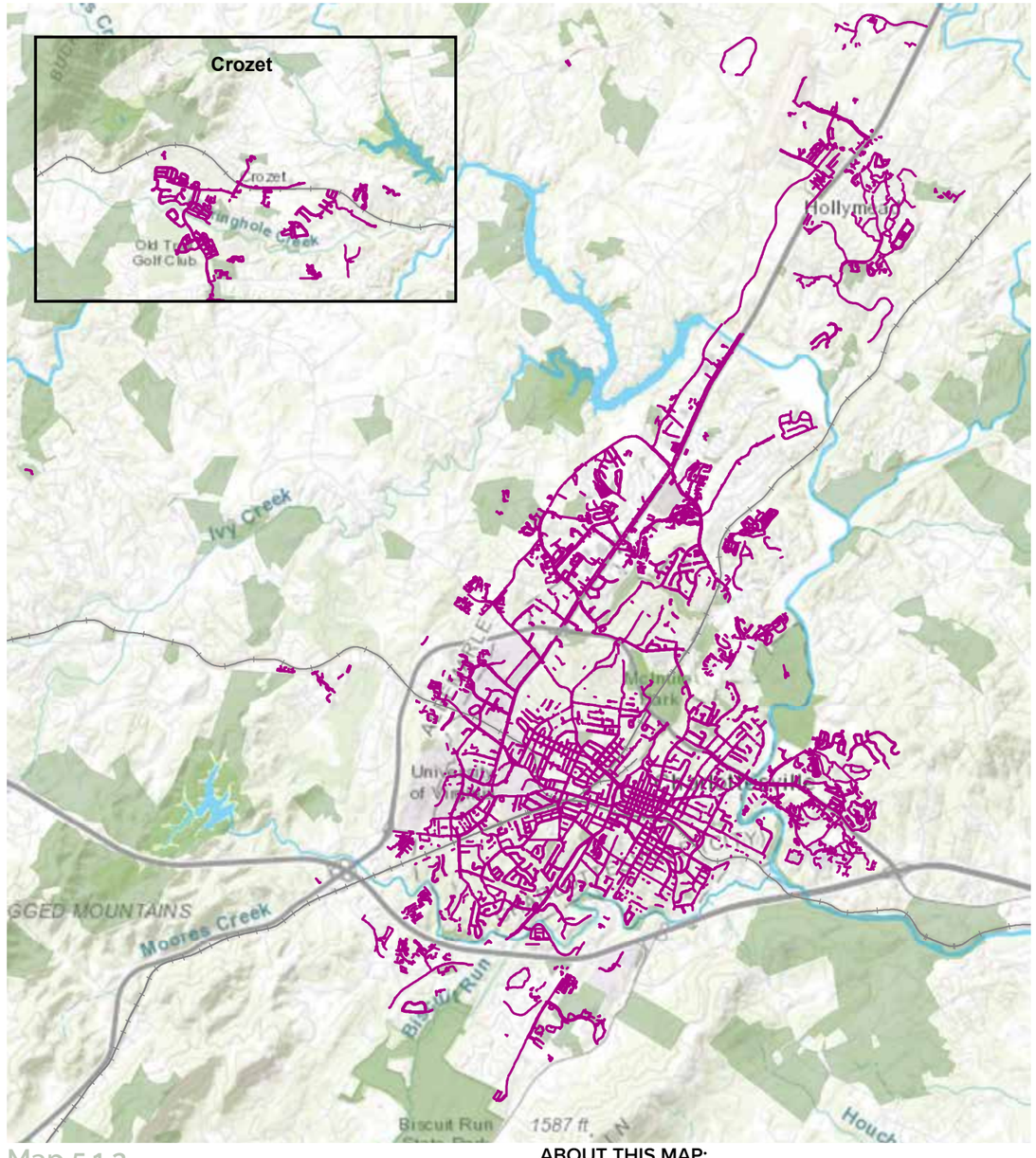
N

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Bicycle Infrastructure
- Bike Route 76

ABOUT THIS MAP:

This map provides a contextual reference to the City of Charlottesville, the urbanized area of Albemarle County and surrounding area. The map depicts the existing infrastructure currently in place in regards to bicycle facilities.



Map 5.1.2
Existing Sidewalk Infrastructure

1 Mile

N

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Sidewalk Infrastructure

ABOUT THIS MAP:

This map provides a contextual reference to the City of Charlottesville, the urbanized area of Albemarle County and surrounding area. The map depicts the existing infrastructure currently in place in regards to pedestrian facilities.

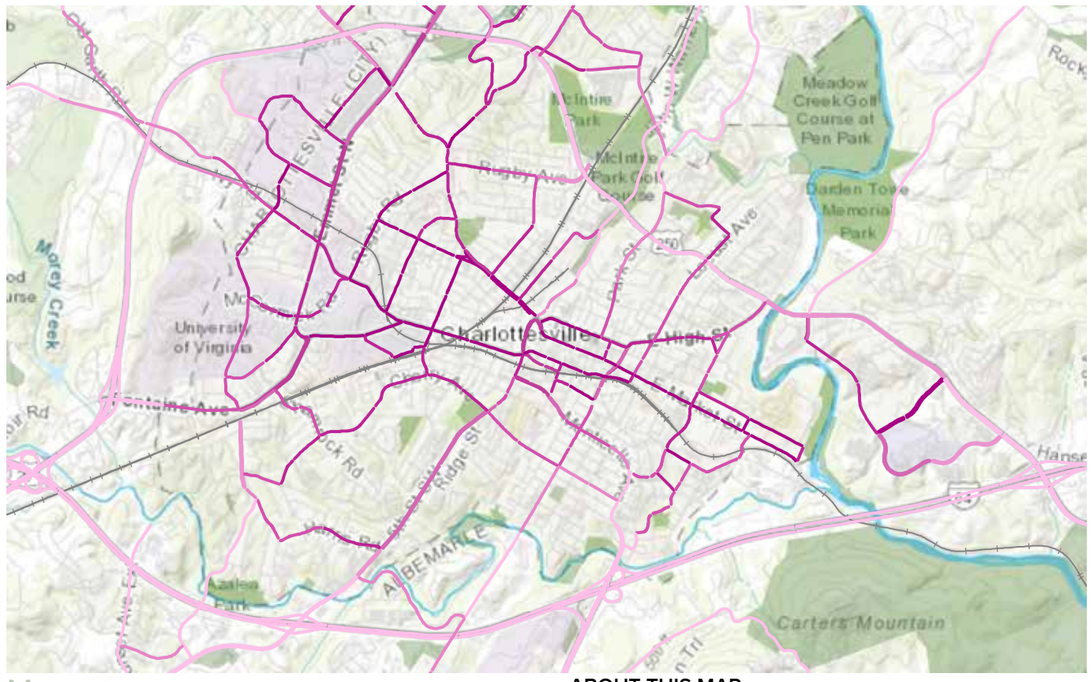
Trips Less Than Two Miles

The maps below and adjacent show the estimated percent of all trips on a road that are less than two miles in length, for selected roads in the urban area. The data is from the StreetLight Insight platform, which uses anonymized location data from cell phone applications to identify trips and travel patterns. The tool does not currently identify the mode of travel but does allow for calculating the proportion of all trips on each roadway that are relatively short. The map shows that many of the roads near UVA and downtown Charlottesville have higher proportions of trips that are less than two miles. Many other roads, mostly neighborhood roads, also have a relatively high proportion of short trips. A similar analysis was done to calculate number of trips that are shorter than five miles as part of the evaluation done using the ActiveTrans Prioritization Tool. This is discussed in more detail in Chapter 7, Corridors & Prioritization.

Many trips are shorter than **2 MILES**

A distance easily traveled by

WALKING or **BIKING!**



Map 5.2
Trips Less Than Two Miles

.5 Mile

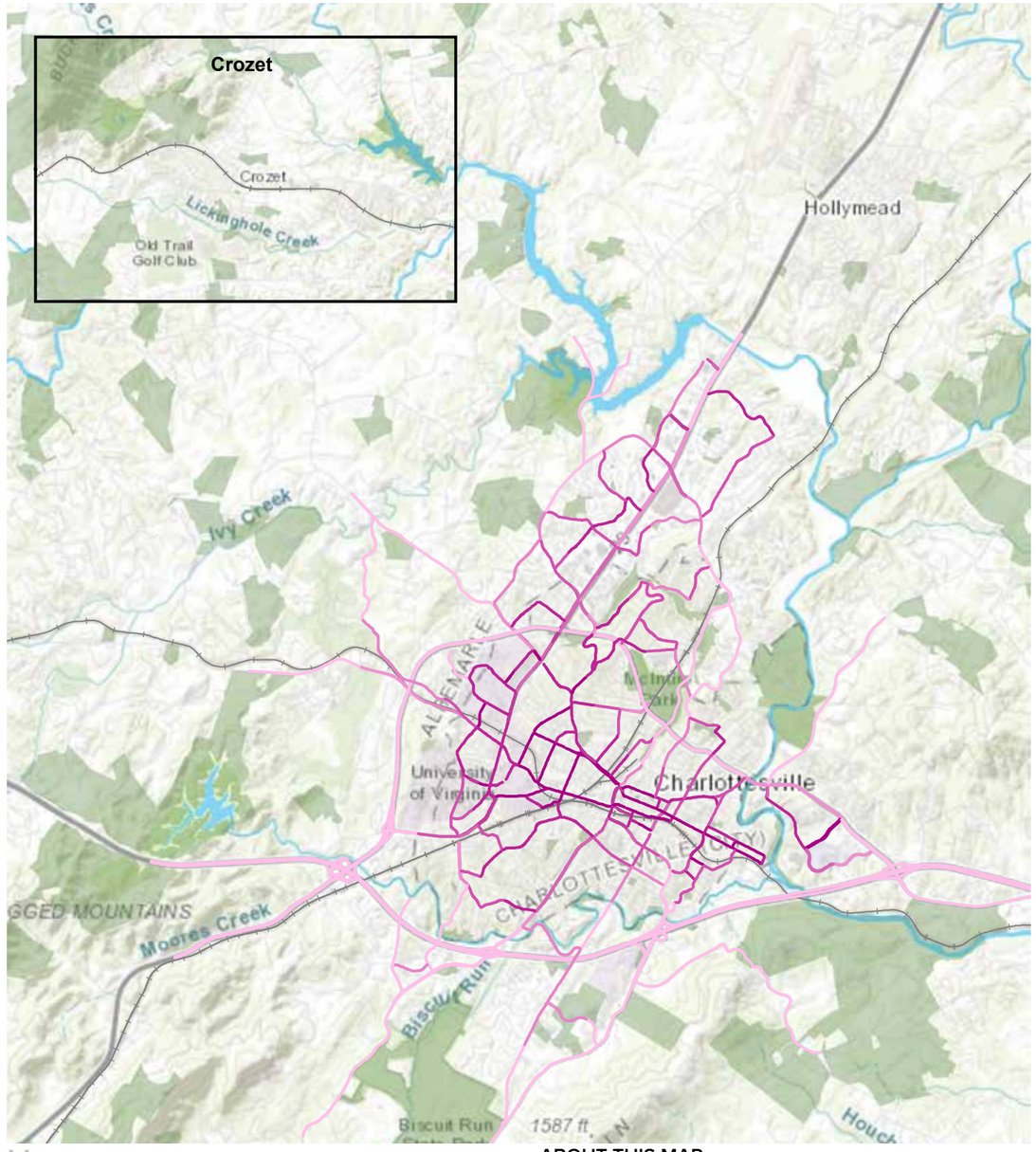
N

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- 0-5%
- 5.1%-10%
- 10.1-20%
- 20.1%-30%
- 30.1%-43.6%

ABOUT THIS MAP:

This map shows the estimated percent of trips on selected roads that are less than two miles in length. Roads not shown were not analyzed with this tool.



Map 5.2.1
Trips Less Than Two Miles

1 Mile

N

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- 0-5%
- 5.1%-10%
- 10.1-20%
- 20.1%-30%
- 30.1%-43.6%

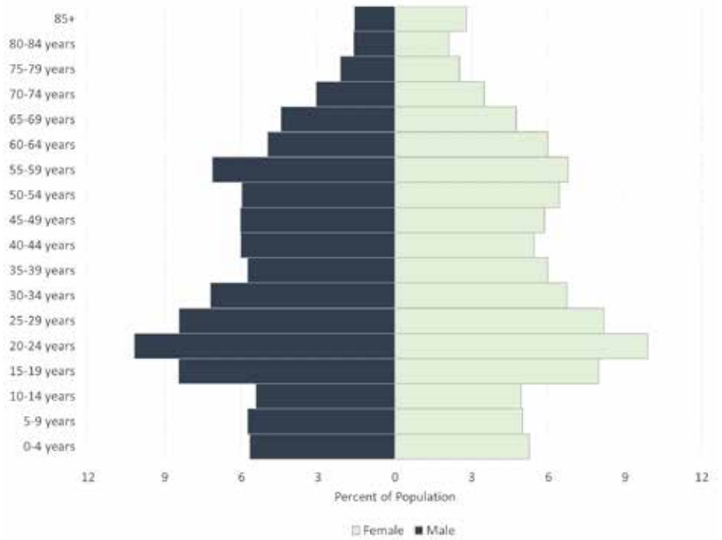
ABOUT THIS MAP:

This map shows the estimated percent of trips on selected roads that are less than two miles in length. Roads not shown were not analyzed with this tool.

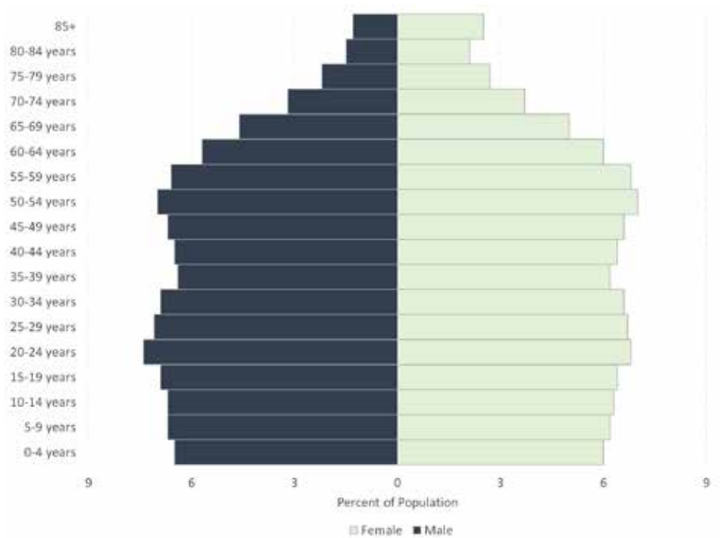
Population Density

Population density data is derived from the Decennial US Census (2010) at the block level. Blocks are the smallest unit of geography that Census data is reported on. Mapping this data using a dot density map provides an understanding of where people live in the community. This information helps planners understand the demand for bicycle and pedestrian infrastructure. Population density is an important factor for understanding access and is included in the Active Trans Prioritization Tool. The tool is discussed in more detail in Chapter 7.

City of Charlottesville and Albemarle County Population Pyramid



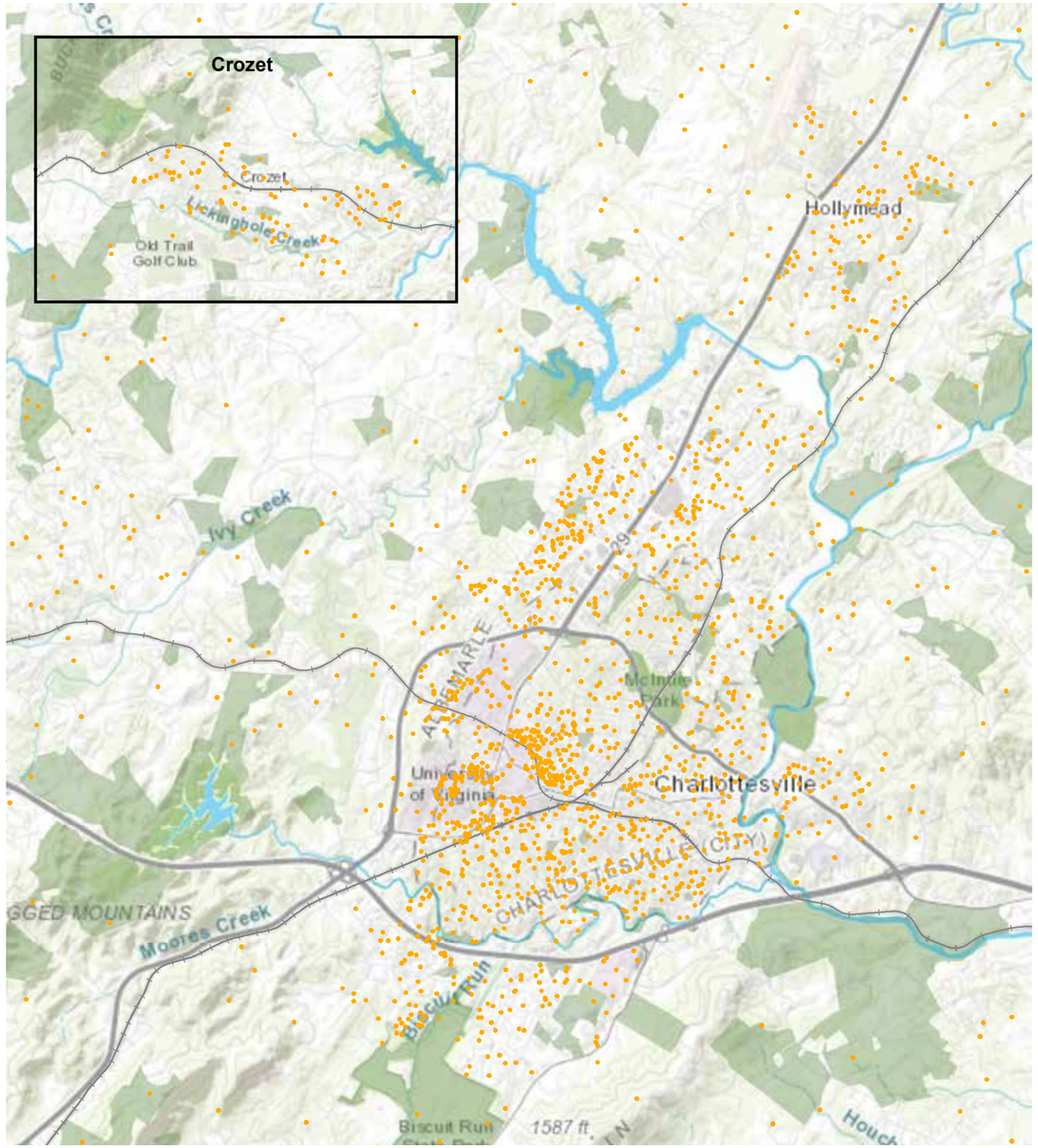
United States Population Pyramid



The notable differences between Charlottesville and Albemarle County populations and the those of the United States population are the higher percentage of college age residents, ages 20-24, due to the University of Virginia.

ABOUT THESE CHARTS:
The adjacent charts provide a visual representation of the age-sex distribution for the combined population of the City of Charlottesville and Albemarle County.

Source: 2012-2016 ACS 5-Year Estimates



Map 5.3
Population Density

FEATURES
- Parks and Conservation
- Lakes and Rivers
- Railroads
- 1 Dot= 75 Persons

1 Mile

N

ABOUT THIS MAP:
This map illustrates the density of the population, which is largely focused within the US 250 Bypass and is densest near UVA grounds. There is significant density north of Charlottesville near Route 29 in Albemarle County. The data used is derived from the Decennial US Census, 2010, at the block level.

Employment Density

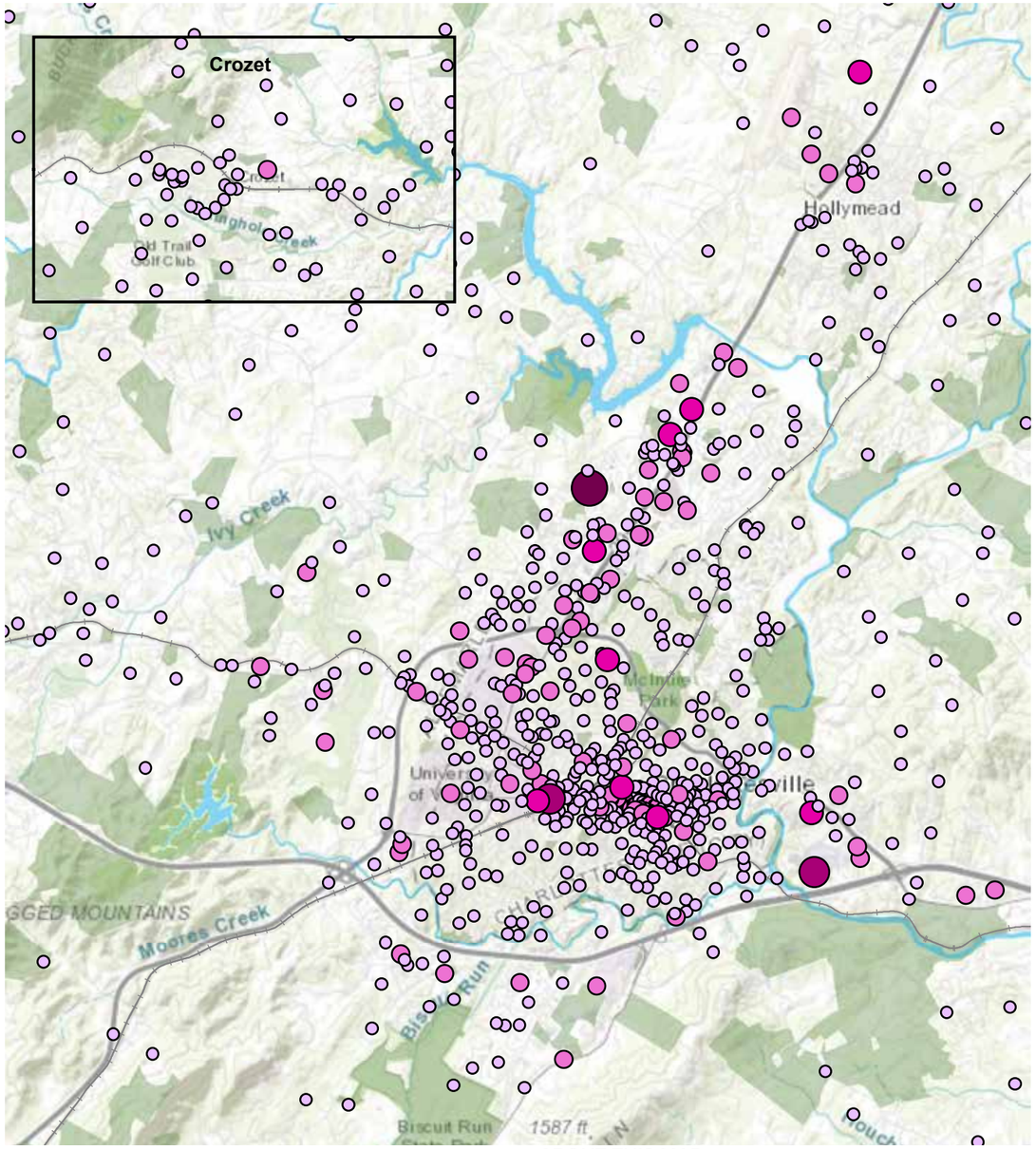
Employment density data is sourced from the US Census Longitudinal Employer-Housing Dynamics (LEHD) dataset, 2015. The dataset provides information on employers and employees. Mapping the available data provides a spatial understanding of employment distribution and job locations, such as population density. These are important factors when planning a transportation system. Population density is highest in the urban neighborhoods surrounding downtown, UVA, and the Hydraulic Road area.

Data included in this map is sourced from business address databases maintained by a third party. Encoding errors exist and may result in locations with higher than expected employment being illustrated.

An example of this type of error is the employment center dot, colored maroon, near the north fork of the Rivanna River. The error appears because that dot represents the center point of a particular zip code.

There are multiple regional employment centers throughout the City of Charlottesville and Albemarle County. These employment centers are based on the number of jobs and can range anywhere from 1 to nearly 12,000 jobs. The top regional employment centers include:

- Pantops
- Downtown Charlottesville
- UVA Central Grounds
- Fontaine Research Park
- North Fork Research Park
- Rivanna Station
- Barracks Road
- Route 29 Corridor



Map 5.4
Employment Density

1 Mile

N

ABOUT THIS MAP:
This map illustrates employment locations and job density. The dataset used is from the 2015 US Census LEHD dataset.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- 1-194 Jobs
- 195-796 Jobs
- 797-2,872 Jobs
- 2,873-6,724 Jobs
- 6,725-11,837 Jobs

Bicycle and Pedestrian Collisions

The Moving Ahead for Progress in the 21st Century (MAP-21) act enacted in 2012 requires Metropolitan Planning Organizations (MPOs) and State Departments of Transportation to adopt performance measures for addressing safety on roadways. Safety measures include a count of non-motorized fatality and serious injury crashes and a per year reduction target. In 2018, the MPO worked with VDOT to adopt an initial target reduction of 4%. Safety Targets are listed in the MPOs Transportation Improvement Program (TIP) and are assessed annually by the MPO. This plan will help address bicycle and pedestrian specific safety issues.

The data in the adjacent map is provided by VDOT and the Virginia State Police and maps non-motorized crashes by severity for 2013-2016. There were 256 collisions involving motor vehicles and pedestrians between 2013-2017. Of those collisions, 13 resulted in the death of a pedestrian. The most common injury classification for pedestrians was minor injury with 179 collisions. For cyclists, there were 99 collisions that resulted in injuries, but no fatalities. The most common injury classification for cyclists was minor injury, with 78 collisions.

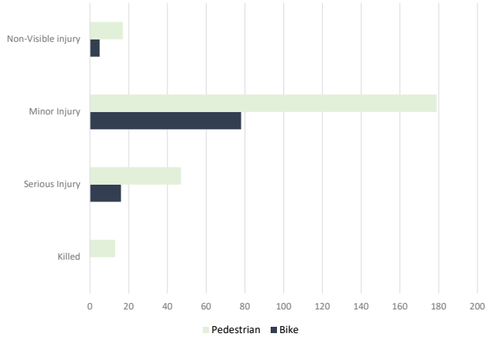
Bicycle Collisions

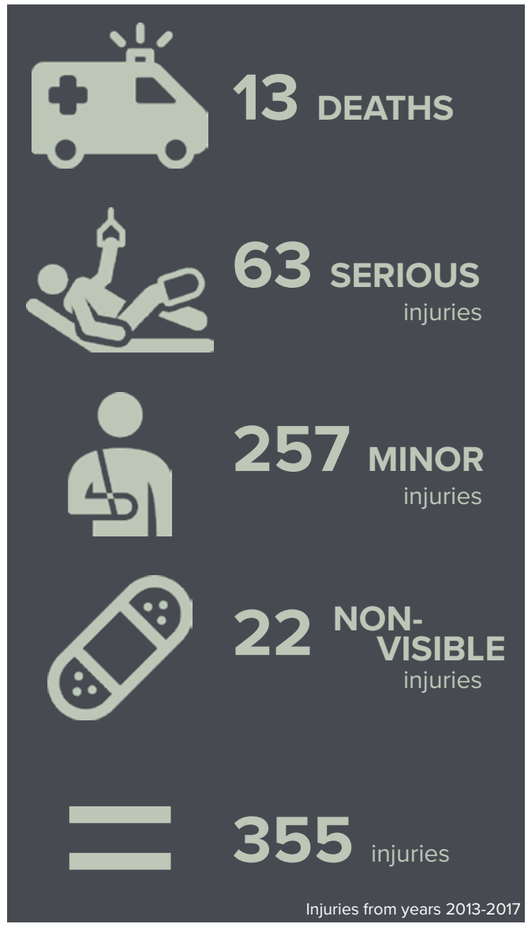
Collision Severity	Year					Total
	2013	2014	2015	2016	2017	
Killed	0	0	0	0	0	0
Serious Injury	7	3	2	2	2	16
Minor Injury	18	22	16	11	11	78
Non-Visible Injury	3	1	0	0	1	5
Total	28	26	18	13	14	**99**

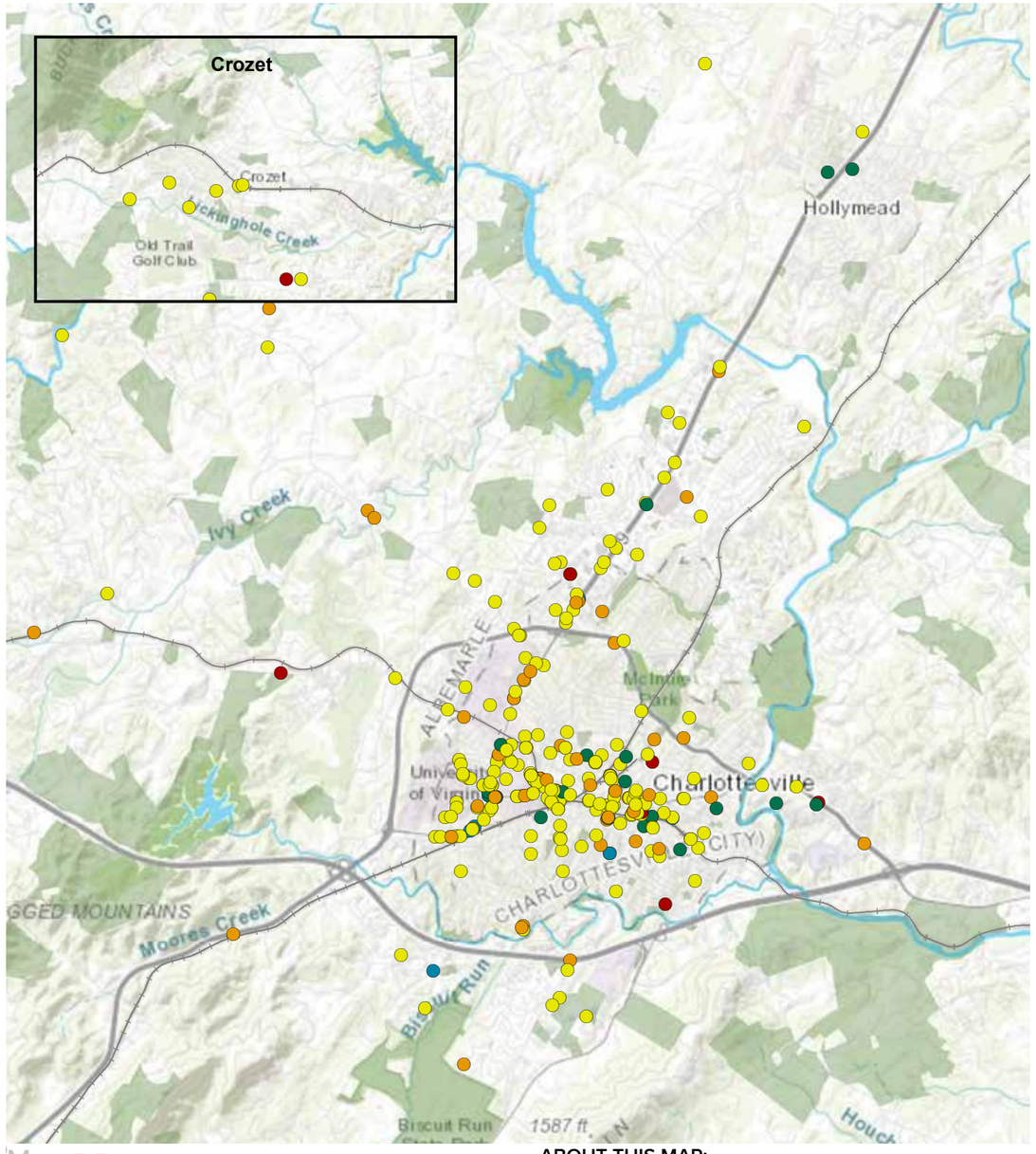
Pedestrian Related Collisions

Collision Severity	Year					Total
	2013	2014	2015	2016	2017	
Killed	2	2	3	4	2	13
Serious Injury	9	9	8	12	9	47
Minor Injury	40	36	36	28	39	179
Non-Visible Injury	5	3	2	4	3	17
Total	56	50	49	48	53	**256**

Bicycle and Pedestrian Collisions by Severity







Map 5.5
Bicycle and Pedestrian Collisions

1 Mile

N

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Fatal Injury
- Ambulatory Injury
- Visible Injury
- Non-Visible Injury
- Other

ABOUT THIS MAP:

This map depicts collision locations and the severity of the collision involving bicyclists and pedestrians. The dataset is provided by VDOT and the Virginia State Police for years 2013-2017.

CHAPTER 6
LOCALITY-APPROVED PLANS

Approved Plans

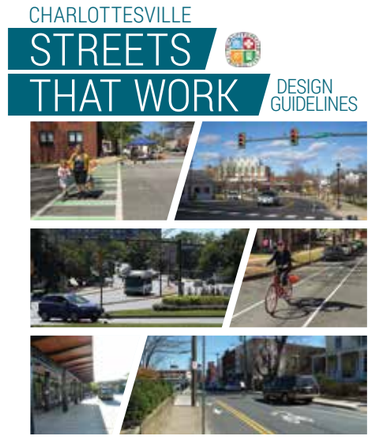
The existing recommendation maps on the following pages are a compilation of all existing bicycle and pedestrian infrastructure recommendations. These recommendations come from formally adopted plans in the region at the time of this Plan's development. The City of Charlottesville, Albemarle County, and UVA have approved plans for bicycle and pedestrian infrastructure and these efforts were incorporated when developing this regional plan. The urban section of this Plan focuses on the City, UVA, Albemarle County designated development areas, and the connections between them, including the Hydraulic Small Area Plan. Plans for the rural areas can be found in Section III of this document.

Previous Plans Considered

City of Charlottesville:

Bicycle and Pedestrian Master Plan Update

The City of Charlottesville describes the plan as: "Passed by City Council on September 18, the 2015 Bicycle and Pedestrian Master Plan is the vision and guiding document for bicycle, pedestrian, and multi-use trail connections in the City. It is a physical and action-oriented plan that builds upon the 2003 Bicycle and Pedestrian Plan and will complement the Streets that Work Plan that is also taking place [in 2015]."



Albemarle County:

Albemarle County Comprehensive Plan

Albemarle County's Comprehensive Plan divided the county into designated development areas and rural areas. As part of the Comprehensive Plan, master plans have been created for each of the designated development areas with the intent of the areas being more urban in character than suburban. The bicycle and pedestrian aspects of each plan were considered when developing the regional plan. Recommendations come from the Parks & Green System and Future Land Use chapters from each master plan. The urban section of this Plan includes a few corridors in Albemarle's rural areas that are included to connect the designated development areas.

The following are the master plans that are part of the Comprehensive Plan, as well as when each plan was adopted.

- *Crozet Master Plan*
  - Adopted October 13, 2010
- *Pantops Master Plan*
  - Adopted March 17, 2008, an update is currently underway
- *Places29 Master Plan*
  - Adopted February 2, 2011, amended June 10, 2015
- *Southern and Western Urban Neighborhoods Master Plan*
  - Adopted June 10, 2015, amended September 23, 2015
- *Village of Rivanna Master Plan*
  - Adopted May 12, 2010, amended on June 10, 2015

University of Virginia:
University of Virginia Bicycle Master Plan

In 2007, the University of Virginia completed a Bicycle Master Plan that included specific recommendations for bicycle infrastructure on UVA Grounds as well as bicycle connections to the surrounding areas that were all considered for the regional plan. The Bicycle Master Plan was also included in UVA's 2007 Transportation Demand Management Plan. In addition, planning for bicycle and pedestrian connectivity is an important consideration in all of UVA's planning efforts ranging from the 2008 Grounds Plan and subsequent Precinct Plans to specific district planning efforts for smaller areas of Grounds. All of these plans promote an environment that is connected to the greater community and facilitate bicycling and walking.

Charlottesville-Albemarle MPO:
The 2040 Long-Range Transportation Plan

The Charlottesville-Albemarle MPO's 2040 Long-Range Transportation Plan looks ahead three decades to assess future transportation projects vital for our region. The plan considers all modes of transportation including highways, roads, bus, rail, bicycle, pedestrian and air.

Figure 6.1

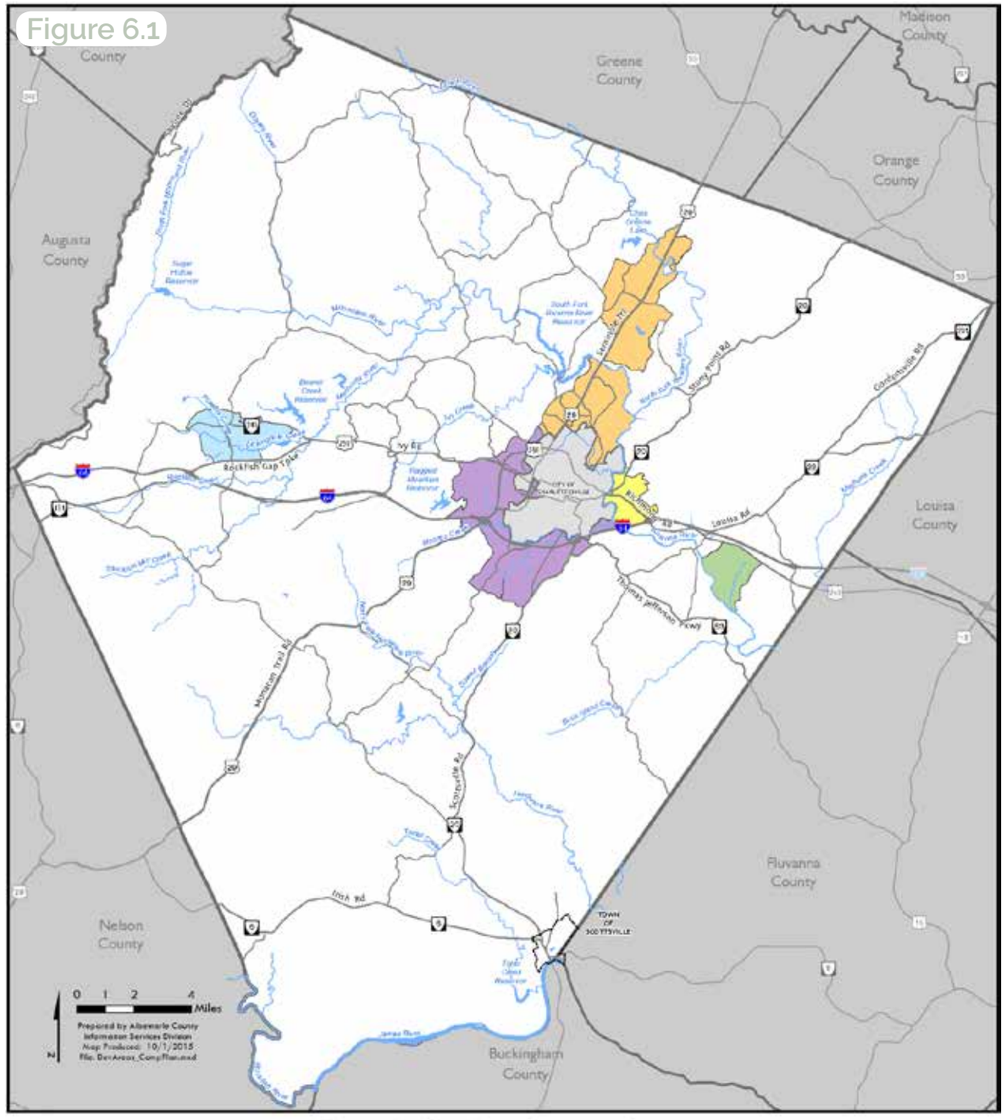
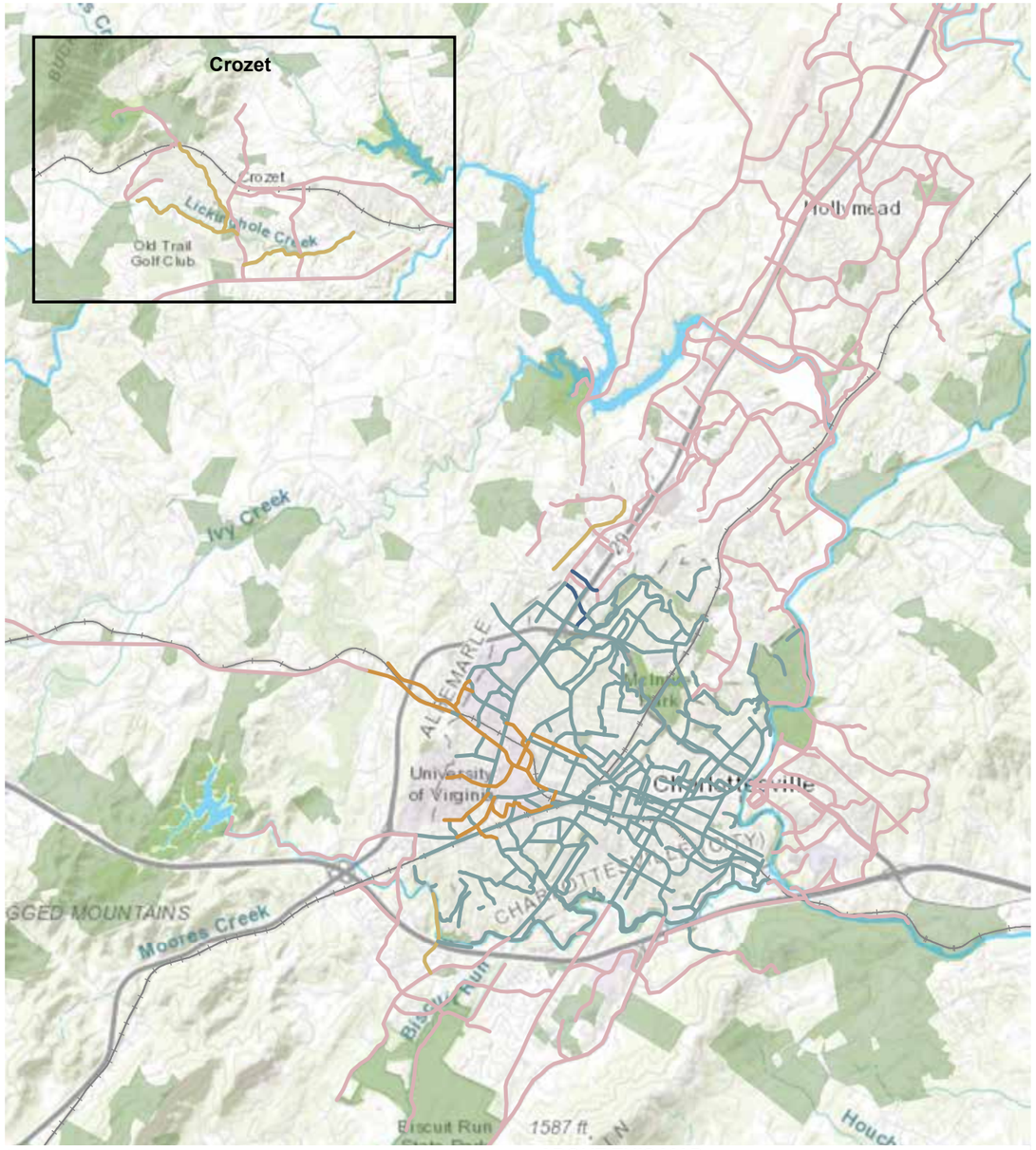


Figure 1: The Development Areas

Places 29
Pantops
Village of Rivanna
Crozet
Southern and Western Neighborhoods
Primary Roads
Secondary Roads
Major Streams
Major Water Bodies

Source: Albemarle County Comprehensive Plan



Map 6.1
Plan Recommendations by Source

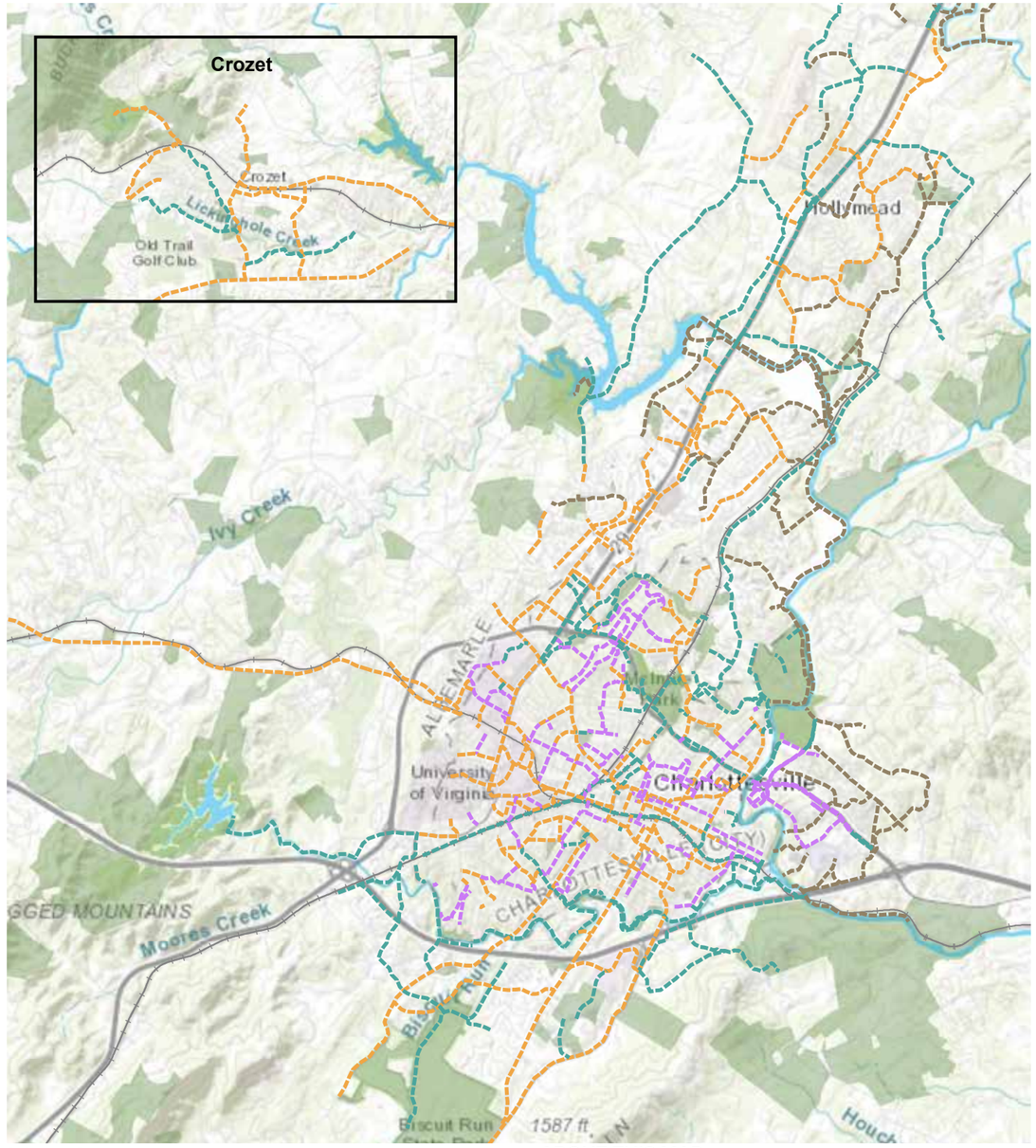
2 Miles

N

ABOUT THIS MAP:
This map provides the sources of current Plan recommendations from the localities within the TJPDC.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Charlottesville Bicycle and Pedestrian Master Plan
- Albemarle County Comprehensive Plan
- Hydraulic Small Area Plan
- Long-Range Transportation Plan 2040
- University of Virginia Bicycle Master Plan



Map 6.2
Plan Recommendations by Type

2 Miles

N

ABOUT THIS MAP:
This map provides the recommendations by type included in current and existing Plan recommendations from the localities within the TJPDC.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Bike Lane or Variation
- Shared Use Path
- Trail or Variation
- Shared Roadway

CHAPTER 7
CORRIDORS & PRIORITIZATION

Overview

This chapter provides an explanation of the determination and prioritization of corridors that provide regional connectivity for bicycle and pedestrian transportation in the urban area. Regional corridors were determined based on the current bicycle and pedestrian plans discussed in Chapter 6 and additional discussions with stakeholders and the public. Once the regional corridors were identified and individual project segments were determined, the projects within the urban area were evaluated using the ActiveTrans Priority Tool to prioritize and rank the project segments. The large number of projects made it important to objectively evaluate projects to indicate the relative need for and benefit of each segment. The initial stage of prioritization used five categories with multiple measurable variables that were evaluated to determine ranking. This ranking was followed by adjustments to account for aspects such as alternate routes, public support, and costs to create a final prioritization.

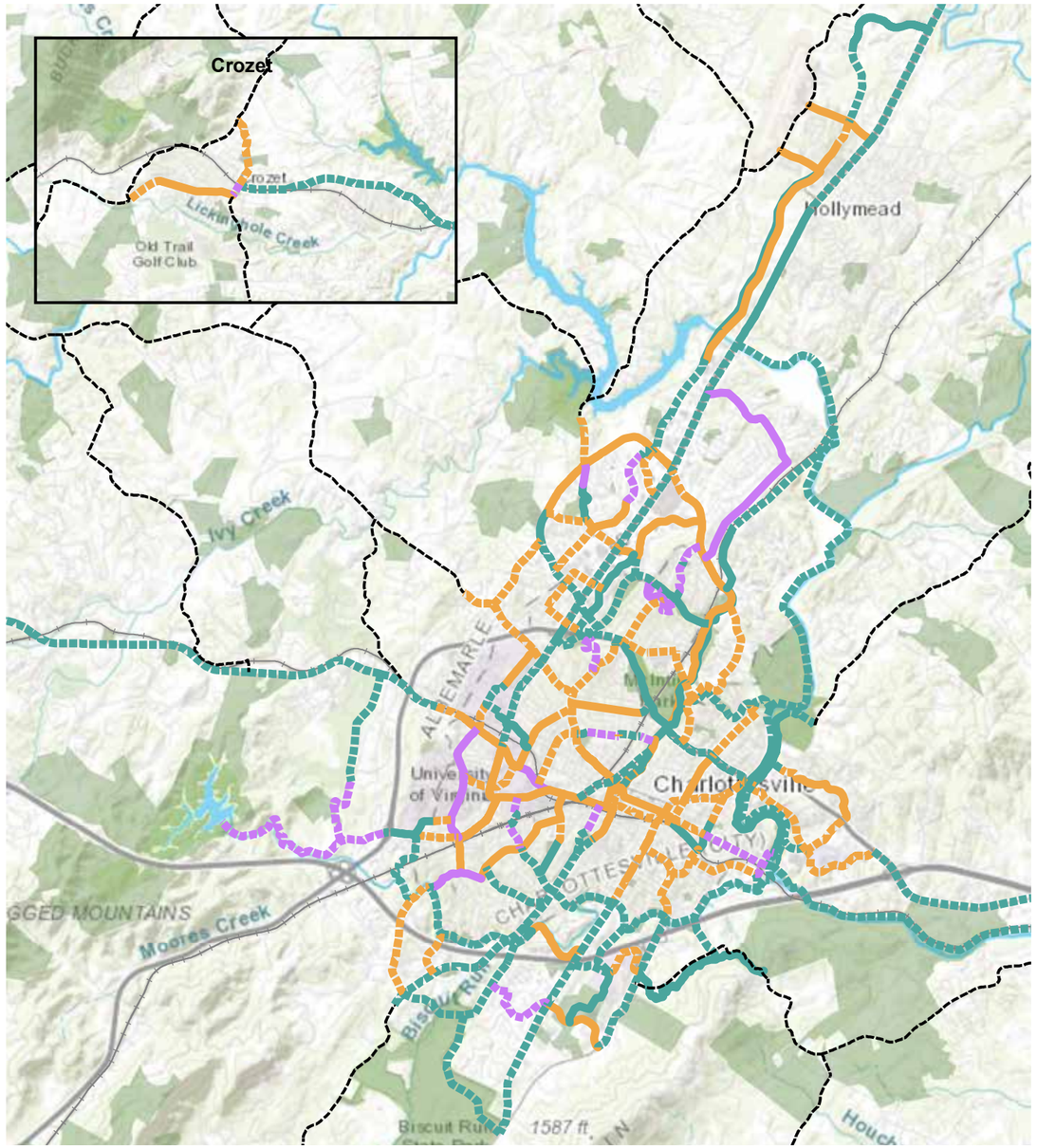
As described in Chapter 1, the goal of this Plan is to guide and encourage implementation of bicycle and pedestrian infrastructure in the region. Two of the main results of this Plan are the corridors identified in this chapter and the prioritization of these corridors.

Corridors

Determination of Regional Corridors

Chapter 6 presented the many projects proposed as part of bicycle and pedestrian plans created by the City, County and UVA. As a regional plan, this Plan seeks to encourage creation of a regional bicycle and pedestrian network that is complemented by local bicycle and pedestrian infrastructure in the City and County. As shown by the map on the next page, this regional network includes multiple facility types including shared use paths for bicyclists and pedestrians, sidewalks for pedestrians, and bike lanes and shared roads for bicyclists. The corridors shown on the map were determined through public input and coordination with local government staff and other stakeholders. The facility type for each corridor was generally identified based on the local plan. Corridors in the City are also largely consistent with the Streets That Work design guidelines. The network shown provides interconnected infrastructure that provides route options that would allow for safe and convenient bicycle and pedestrian travel throughout the region. The corridors indicate general areas. They are not meant to indicate exact locations of the proposed infrastructure, but rather to suggest general corridors and connections. A map and table with basic information for each corridor segment is presented in Appendix A.

The next pages show the regional corridors and provide maps to indicate the impact of this bicycle and pedestrian infrastructure on local residents, access to transit stops and destinations in the region. Bicycle and pedestrian infrastructure provides local residents with access to jobs and important destinations. It is essential to ensure that this infrastructure is provided appropriately to all communities. Maps 7.2 and 7.2.1 show information about the race of residents in the region. An understanding of the history and culture of various communities in the region is important for appropriately implementing the corridors shown. Providing adequate connections to regional destinations is essential, with Maps 7.3-7.3.5 showing these destinations. The CAT bus system is shown in Figure 7.1 with bus stops shown in Map 7.4, as the regional bicycle and pedestrian corridors will provide access to the transit system. Park-and-ride lots are also shown, as these are places where someone can park their vehicle and ride a bicycle to their destination. Map 7.5 indicates the connected and comprehensive nature of the proposed network, with many different route options for those bicycling and walking throughout the region. Bicycle and pedestrian infrastructure is an important part of the regional multimodal transportation network.



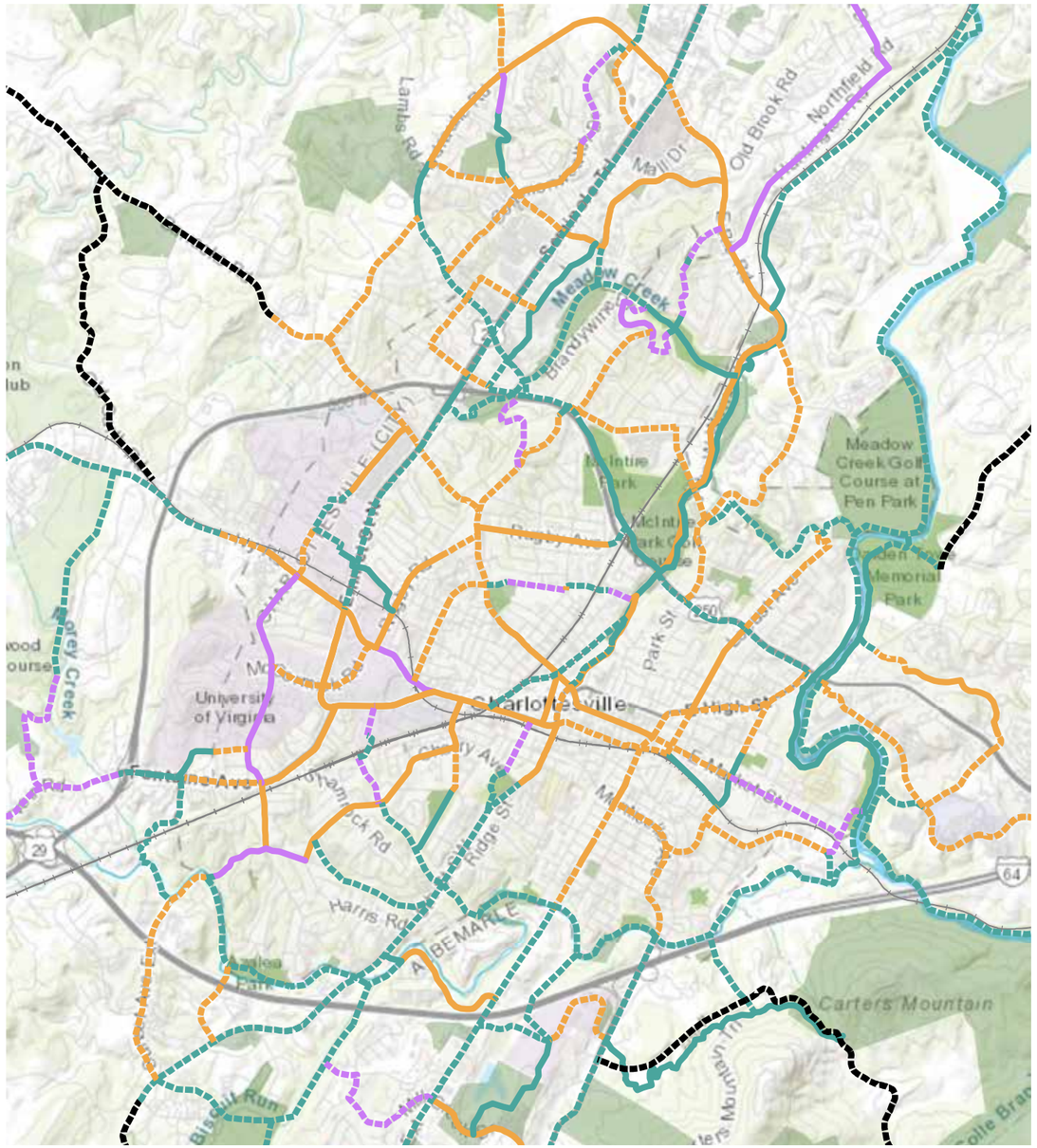
Map 7.1
Regional Corridors

2 Miles N

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network. An interactive version of this map is available online.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Proposed Bike Lane and Sidewalk
- Existing Bike Lane and Sidewalk
- Proposed Shared Road and Sidewalk
- Existing Shared Road and Sidewalk
- Proposed Shared Use Path
- Existing Shared Use Path
- Rural Corridors



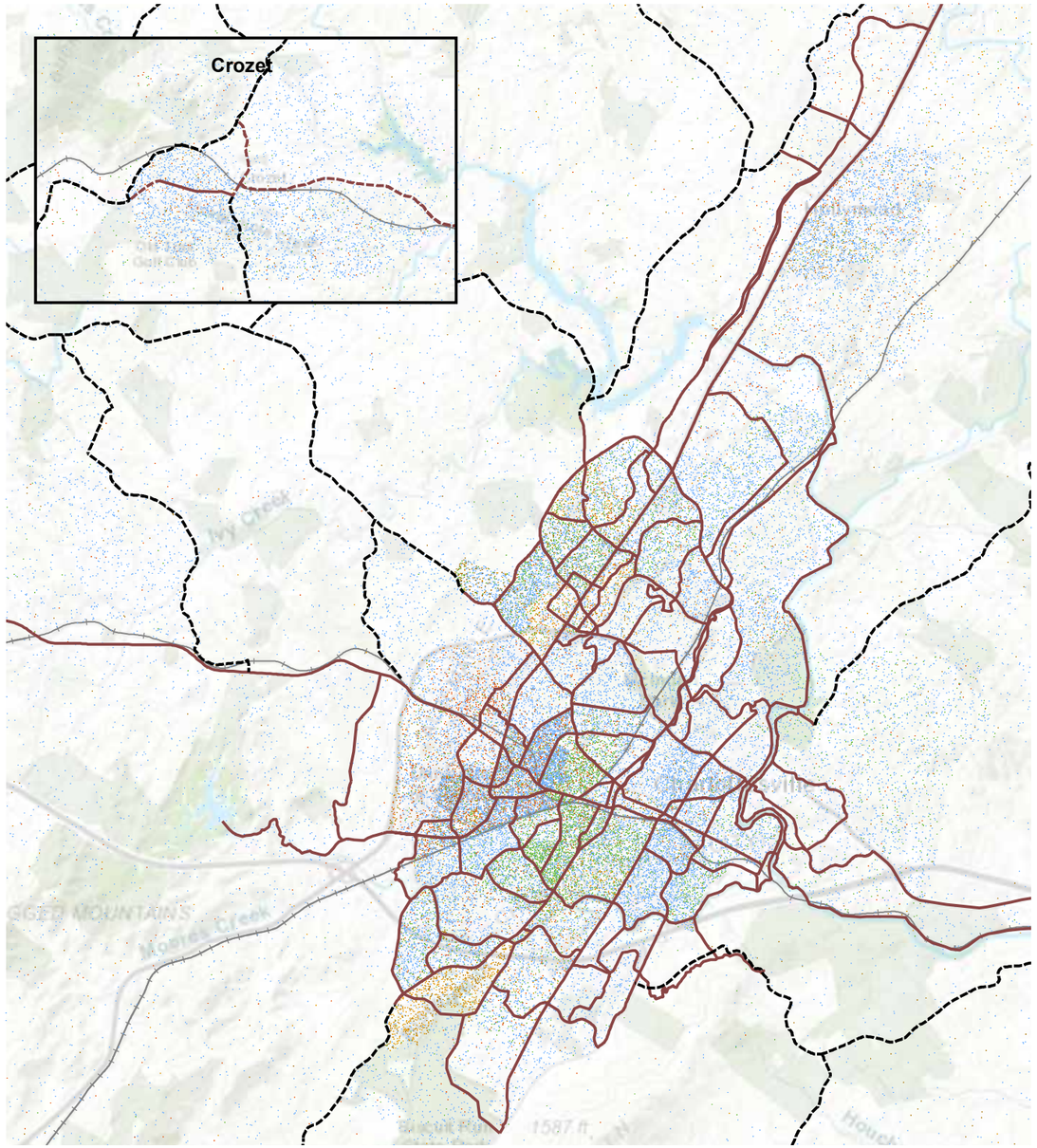
Map 7.1.1
Regional Corridors

.5 Mile N

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network. An interactive version of this map is available online.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Proposed Bike Lane and Sidewalk
- Existing Bike Lane and Sidewalk
- Proposed Shared Road and Sidewalk
- Existing Shared Road and Sidewalk
- Proposed Shared Use Path
- Existing Shared Use Path
- Rural Corridors



Map 7.2
Regional Demographics

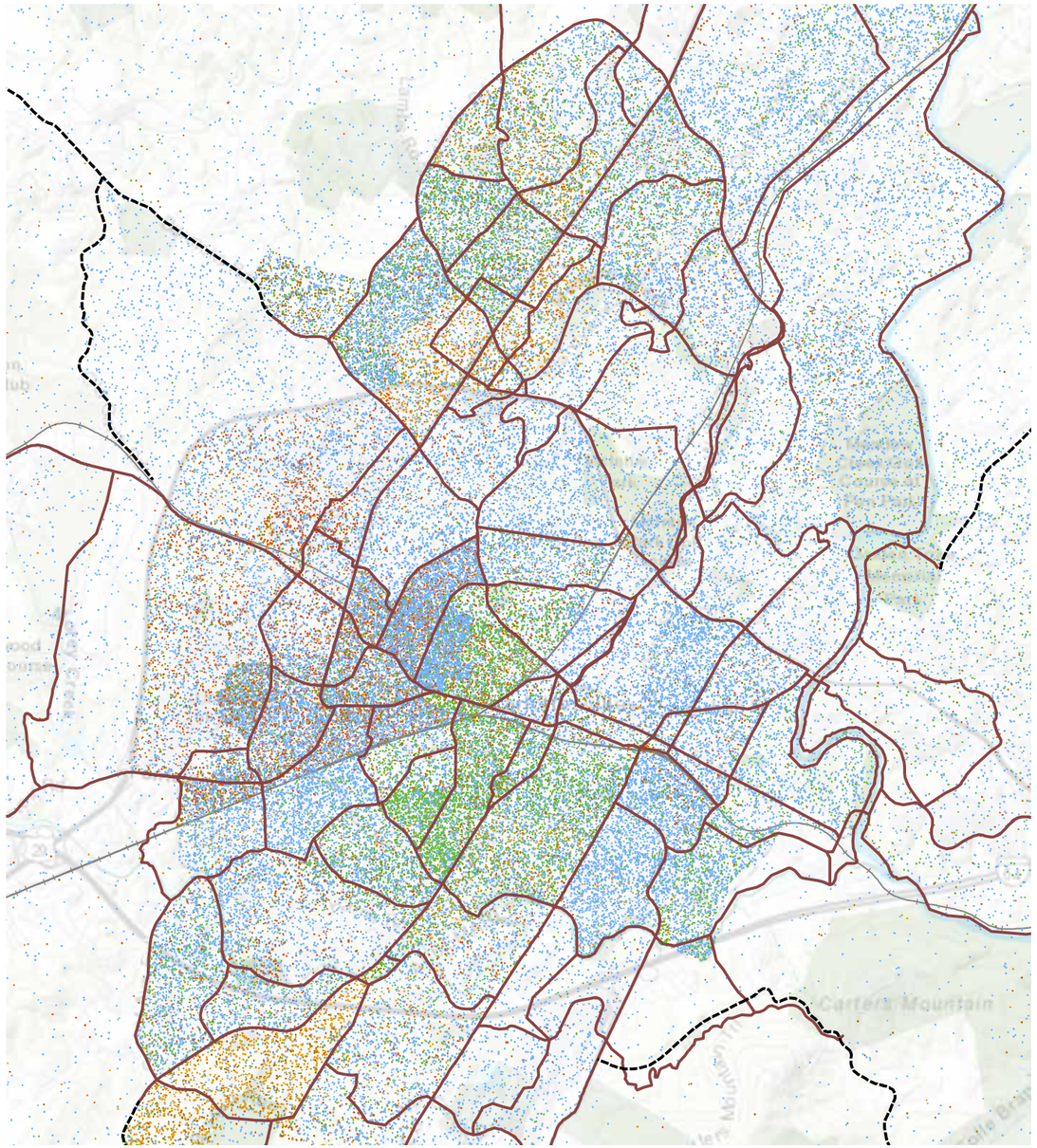
2 Miles

N

ABOUT THIS MAP: This map shows the regional bicycle and pedestrian corridors overlayed with race and population density. Data is taken from the American Community Survey. The map is inspired by The Racial Dot Map created by The University of Virginia.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Urban Corridors
- Rural Corridors
- 1 Dot= 2 Persons
- Black
- Asian
- White
- Hispanic
- Other/ Native American/ Multi-Racial



Map 7.2.1
Regional Demographics

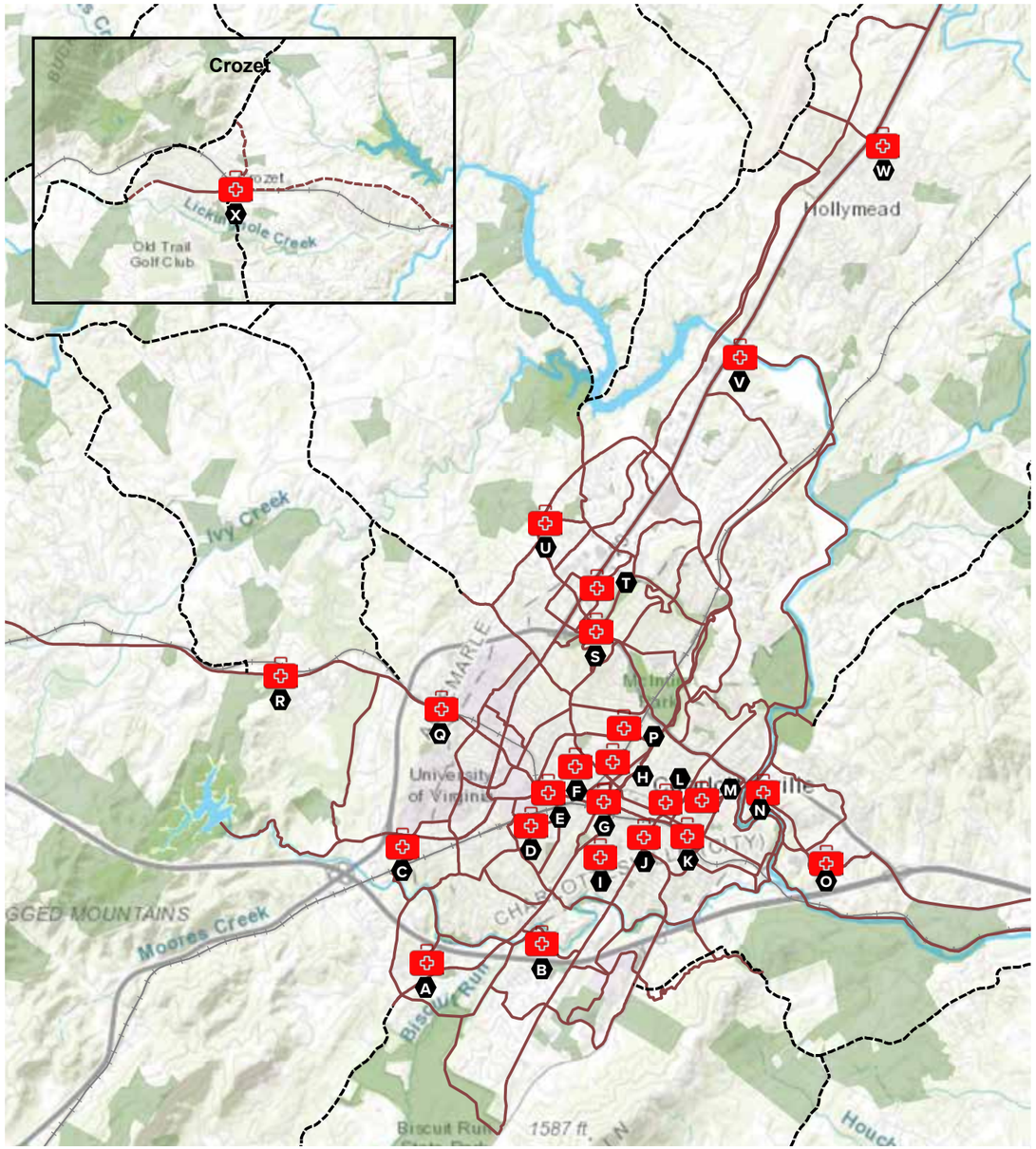
.5 Mile

N

ABOUT THIS MAP: This map shows the regional bicycle and pedestrian corridors overlayed with race and population density. Data is taken from the American Community Survey. The map is inspired by The Racial Dot Map created by The University of Virginia.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Urban Corridors
- Rural Corridors
- 1 Dot= 1 Person
- Black
- Asian
- White
- Hispanic
- Other/ Native American/ Multi-Racial



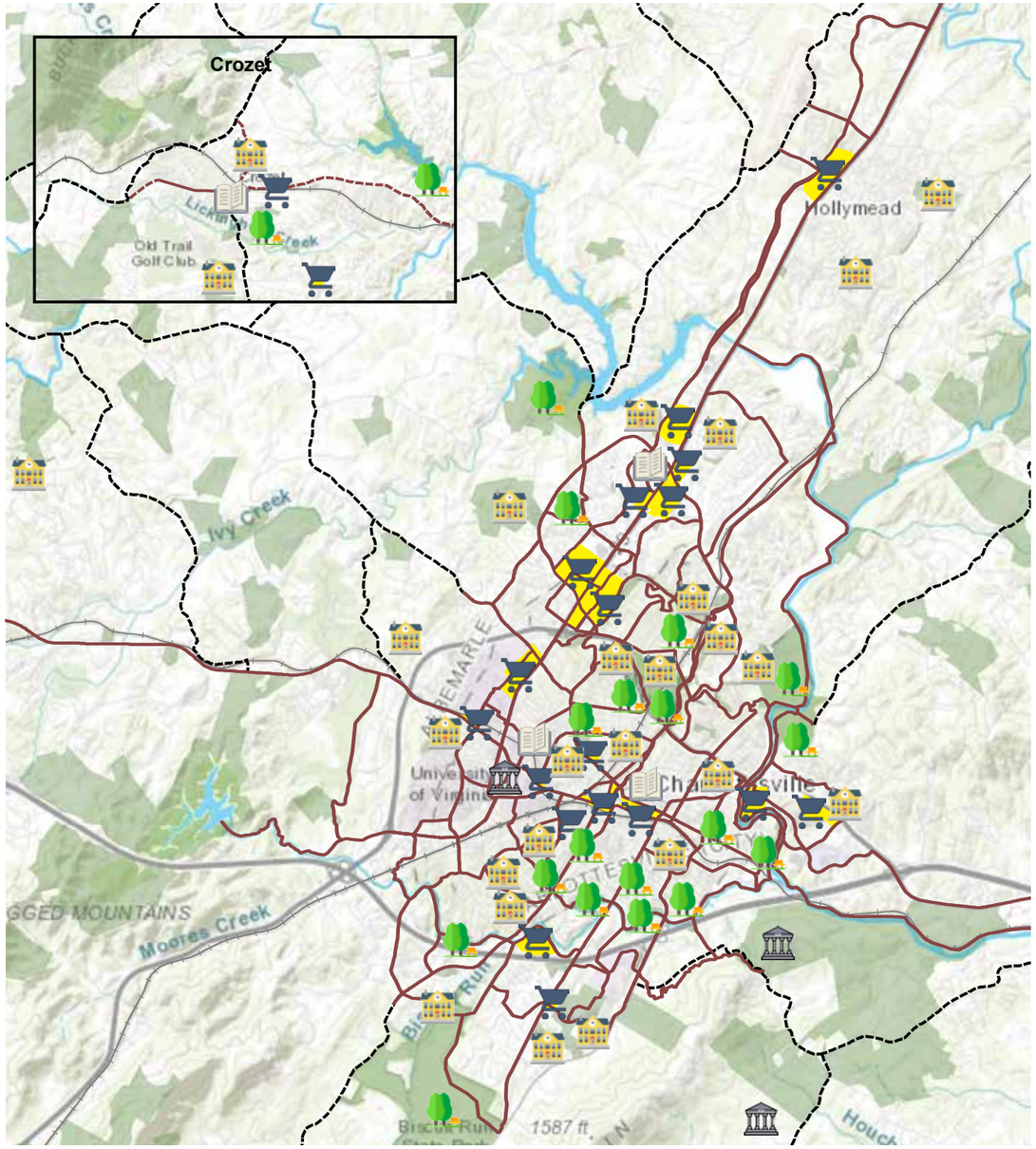
Map 7.3
Major Destinations

ABOUT THIS MAP: This map shows health services in the region. A listing of health services in coordination with the letter identifier can be found on page 59.

Major Destinations

Health Services

A. Region Ten
B. Sentara Martha Jefferson Family Medicine and Clinic
C. Fontaine Research Park
D. UVA Hospital
E. University Medical Associates
F Region Ten
G. Sentara Starr Hill Health Center
H. Central Virginia Health Services
I. Region Ten
J. Downtown Family Health Care
K. Region Ten
L. Sentara Martha Jefferson Family Medicine
M. The Women's Initiative
N. MedExpress Urgent Care
O. Sentara Martha Jefferson Hospital
P. Thomas Jefferson Health District Office
Q. Sentara Blue Ridge Internal Medicine
R. UVA Transitional Care Hospital
S. Region Ten
T. MedExpress Urgent Care
U. Community Dental Center
V. UVA Primary Care Riverside
W. Sentara Forest Lakes Family Medicine
X. Region Ten



Map 7.3.1
Major Destinations

ABOUT THIS MAP: This map shows the major destinations in the region, including: parks, libraries, public and private schools, places of cultural significance, and shopping centers.

2 Miles

N

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Urban Corridors
- Rural Corridors
- Park
- Library
- School
- Culture
- Shopping

Major Destinations

Parks

A. Azalea Park
B. Jordan Park
C. Quarry Park
D. Belmont Park
E. Rives Park
F Forest Hills Park
G. Tonsler Park
H. Meade Park
I. Riverview Park
J. Booker T. Washington Park
K. Greenleaf Park
L. McIntire Park
M. Darden Towe Park
N. Pen Park
O. Greenbrier Park
P. Charlotte-Yancy-Humphris Park
Q. Ivy Creek Foundation
R. Biscuit Run Park
S. Claudius Crozet Park
T. Beaver Creek reservoir Park

Schools

A. Meriwether Lewis Elementary
B. St. Anne's Belfield (Upper)
C. St. Anne's Belfield (Lower)
D. Venable Elementary
E. Buford Middle School
F. Johnson Elementary
G. Jackson-Via Elementary
H. The Covenant School
I. Paul H. Cale Elementary
J. Tandem Friends School
K. Monticello High School
L. Clark Elementary
M. Burnley-Moran Elementary
N. Mountaintop Montessori Community School
O. Jackson P. Burley Middle School
P. Charlottesville High School
Q. Walker Elementary
R. Charlottesville Catholic School
S. Charlottesville Waldorf School
T. Greenbrier Elementary
U. Albemarle High School
V. Ivy Creek School
W. Jack Jouett Middle School
X. Mary Carr Greer Elementary
Y. Agnor-Hurt Elementary
Z. Woodbrook Elementary
AA. Hollymead Elementary
BB. Mortimer Y. Sutherland Middle School
CC. Baker-Butler Elementary
DD. Western Albemarle High School
EE. Joseph T. Henley Middle School
FF. Brownsville Elementary
GG. Crozet Elementary

Shopping

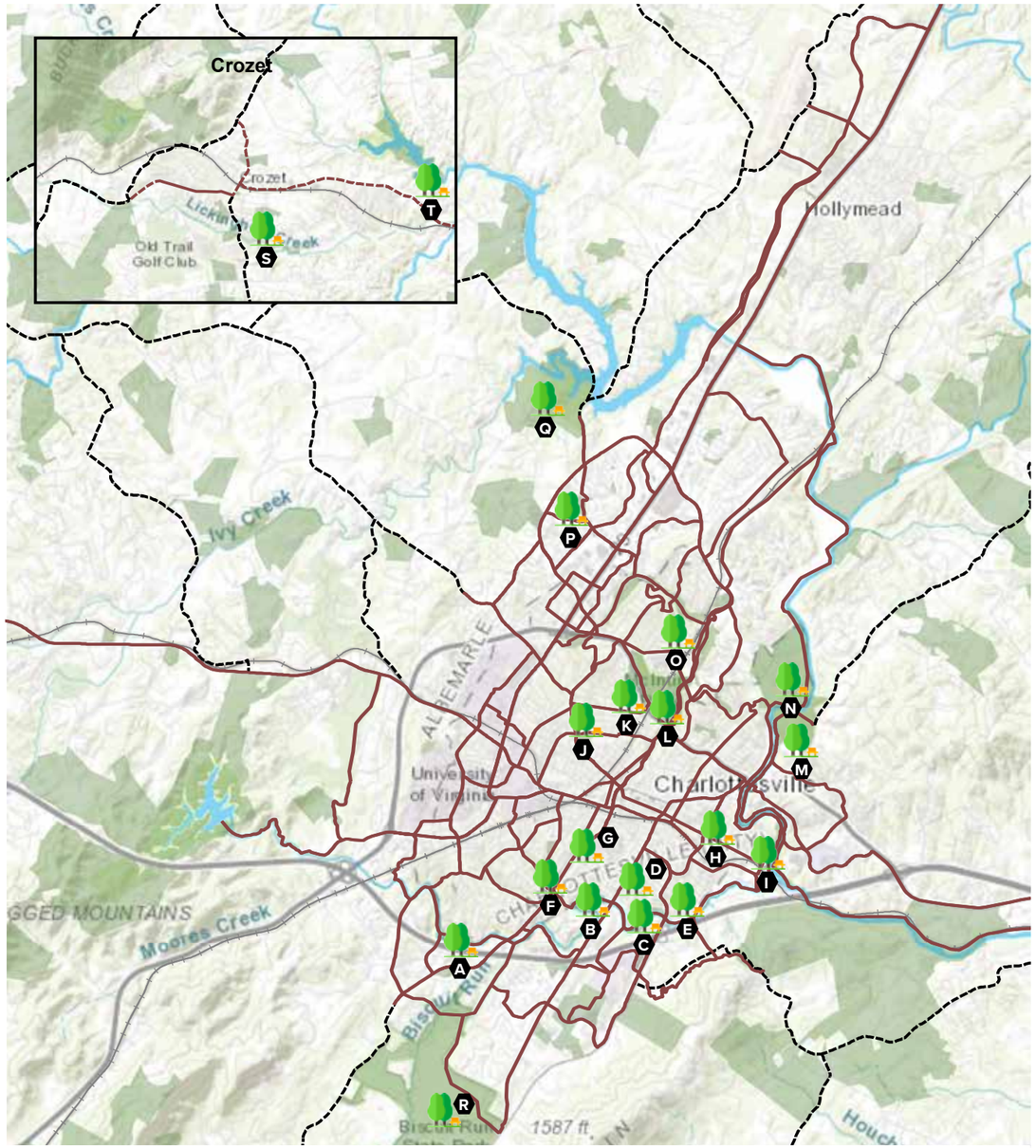
A. Southside Shopping Center
B. 5th Street Station
C. Cherry Avenue Shopping Center
D. West Main Street
E. Downtown Mall
F. Pantops Shopping Center
G. Preston Plaza
H. The Corner
I. Ivy Square Shopping Center
J. Townside Shopping Center
K. Barracks Road Shopping Center
L. The Shops at Stonefield
M. Seminole Square
N. 29th Place
O. Fashion Square Mall
P. Albemarle Square
Q. Rio Hill Center
R. Hollymead Town Center
S. Crozet Great Valu Foods
T. Blue Ridge Shopping Center

Libraries

A. Jefferson-Madison Regional Library
B. Gordon Avenue Library
C. Northside Library
D. Crozet Library

Culture

AA. The Rotunda
BB. Thomas Jefferson's Monticello
CC. James Monroe's Highland



Map 7.3.2
Major Destinations

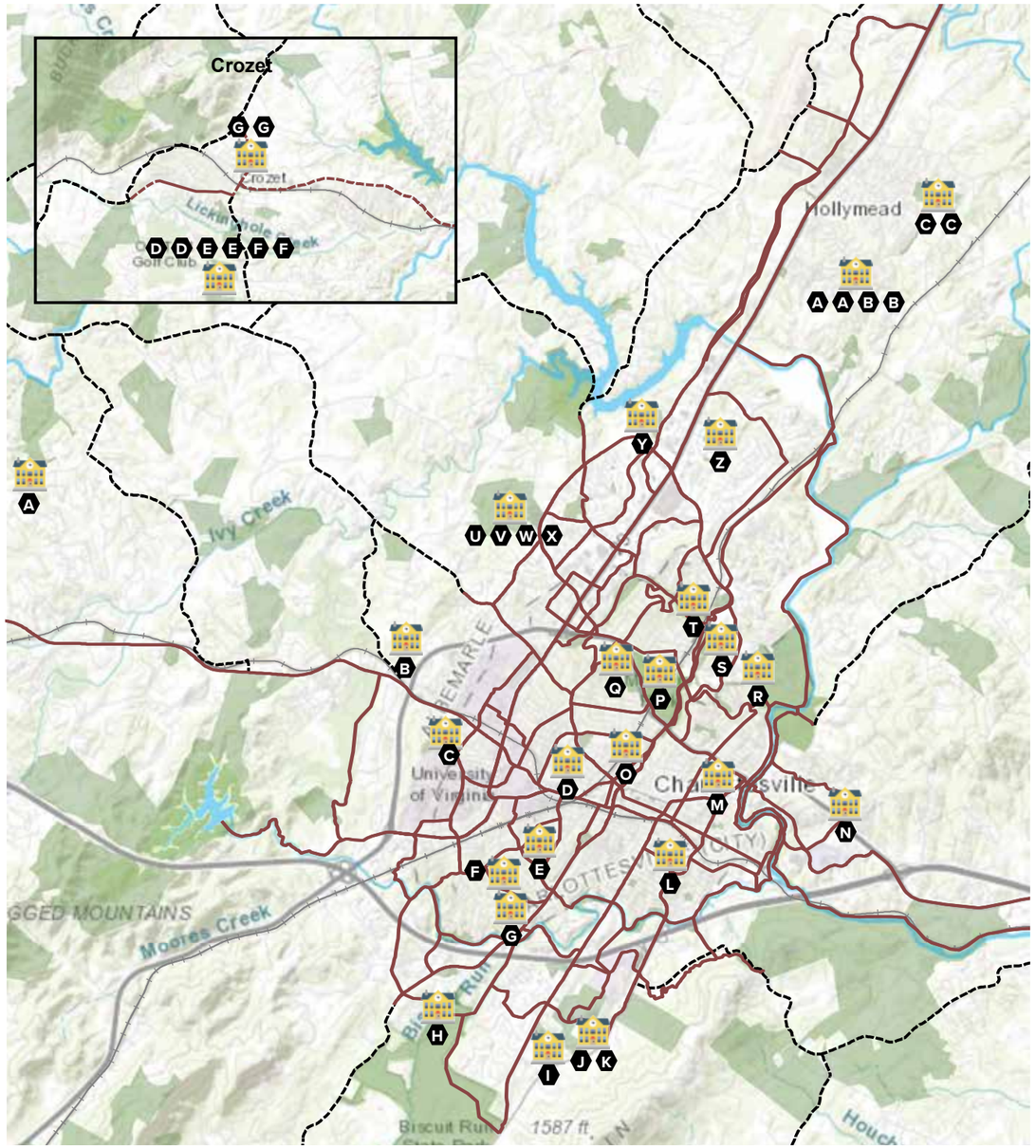
2 Miles

N

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Urban Corridors
- Rural Corridors
- Park

ABOUT THIS MAP: This map shows the parks in the region. A listing of the parks in coordination with the letter identifier can be found on page 61.



Map 7.3.3
Major Destinations

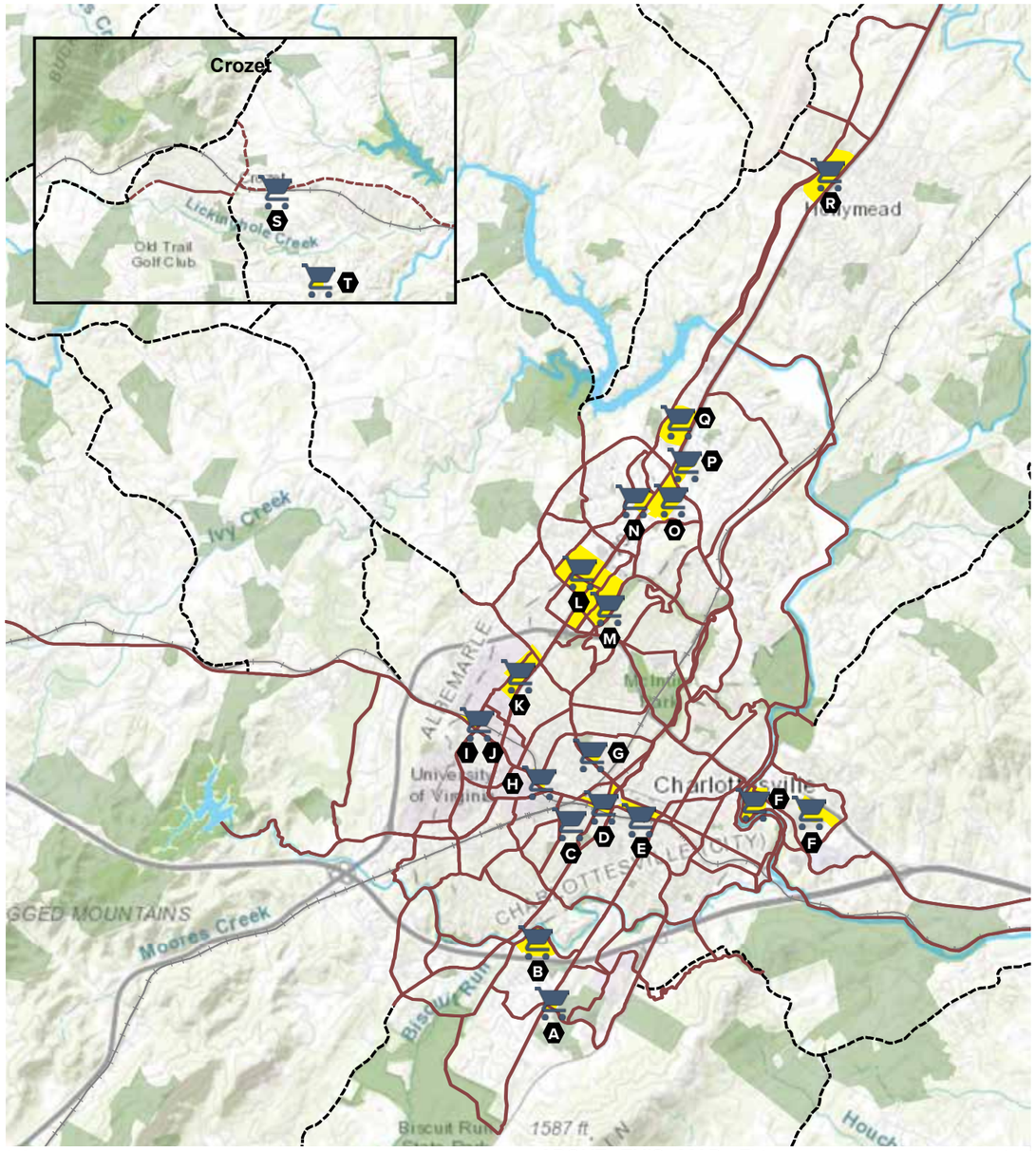
2 Miles

N

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Urban Corridors
- Rural Corridors
- School

ABOUT THIS MAP: This map shows public and private schools in the region. A listing of the schools in coordination with the letter identifier can be found on page 61.



Map 7.3.4
Major Destinations

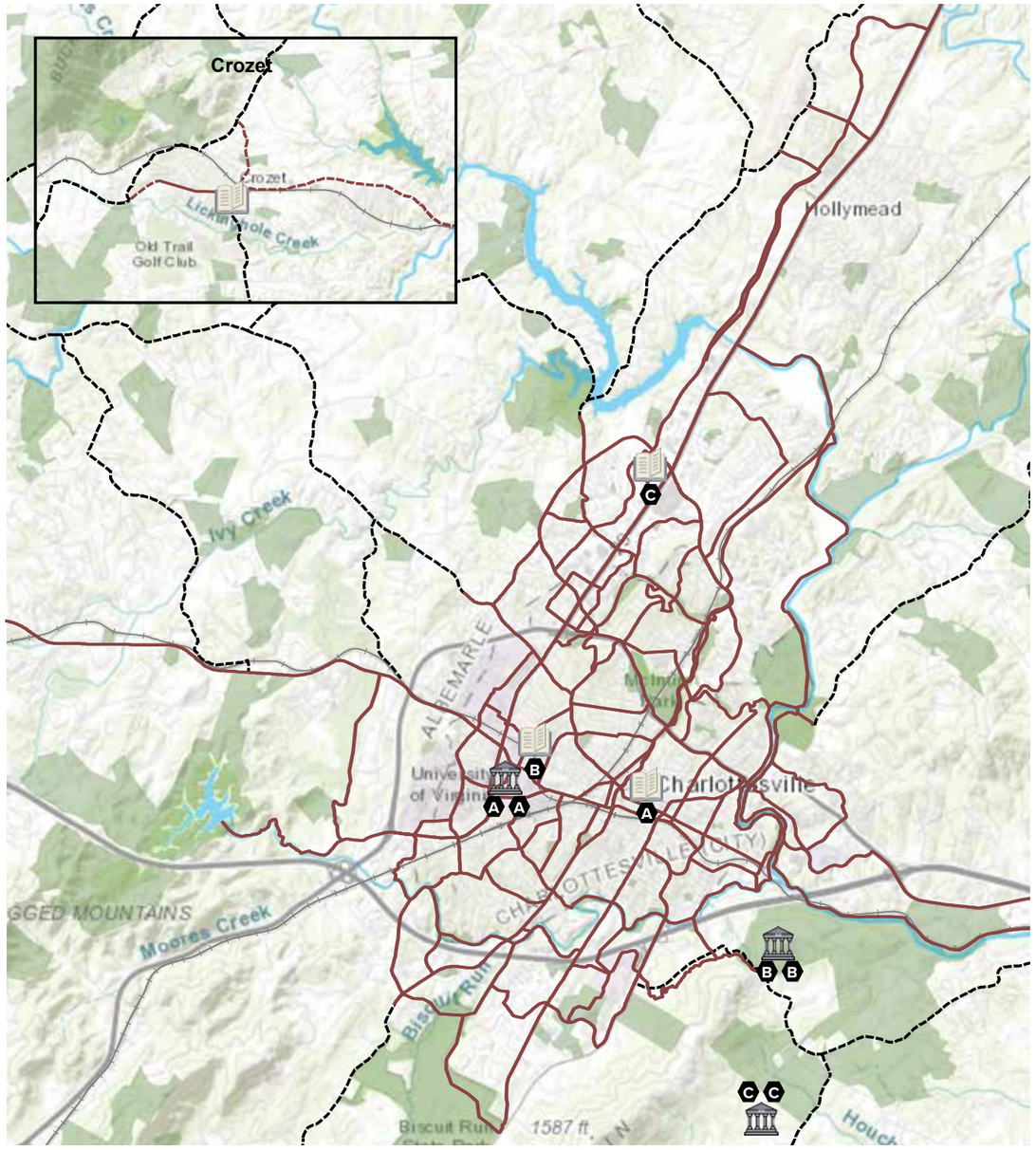
ABOUT THIS MAP: This map shows the shopping centers in the region. A listing of the shopping centers in coordination with the letter identifier can be found on page 61.

2 Miles

N

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Urban Corridors
- Rural Corridors
- Shopping



Map 7.3.5
Major Destinations

ABOUT THIS MAP: This map shows the libraries and places of cultural significance in the region. A listing of the libraries and places of cultural significance in coordination with the letter identifier can be found on page 61.

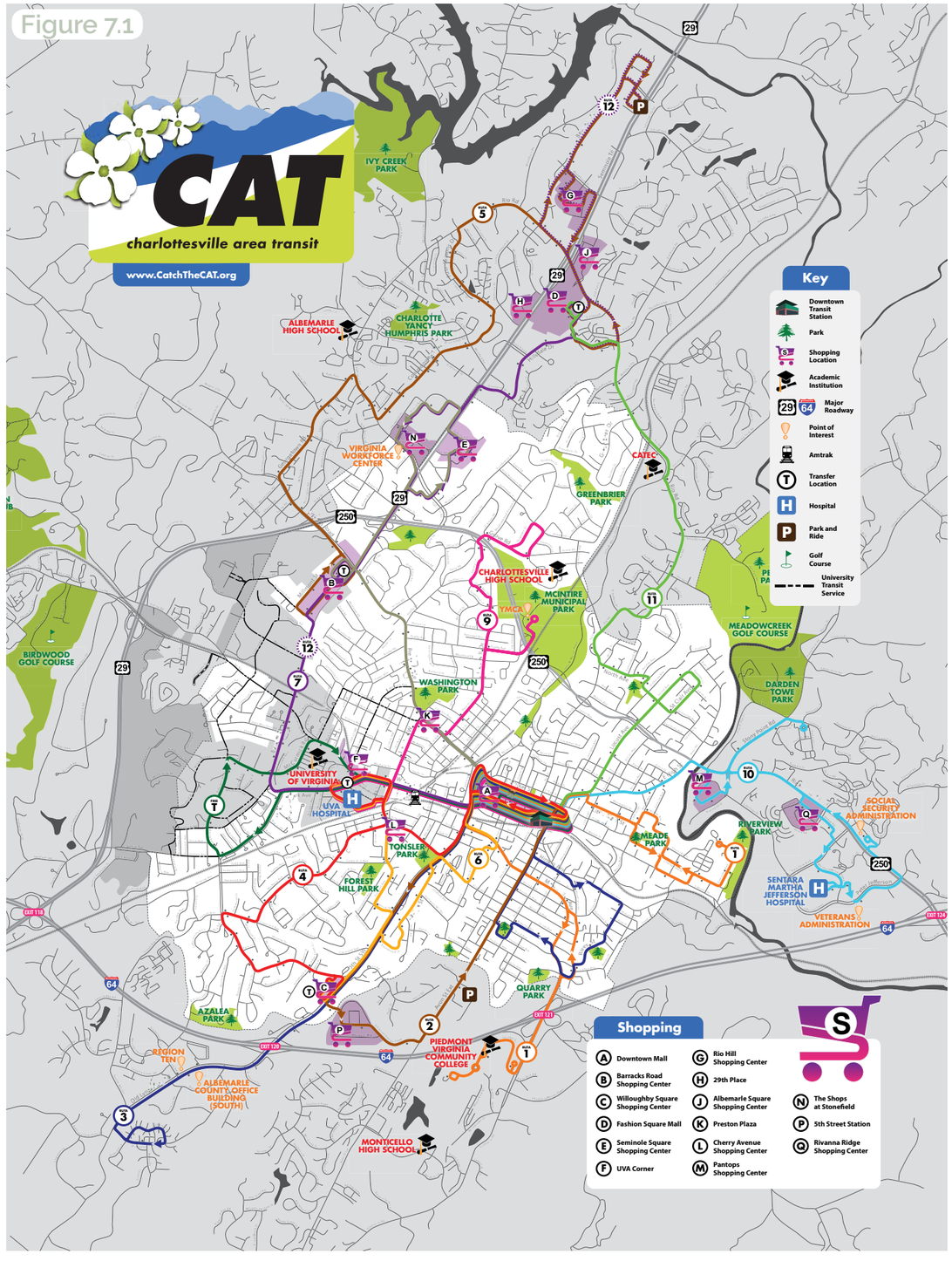
2 Miles

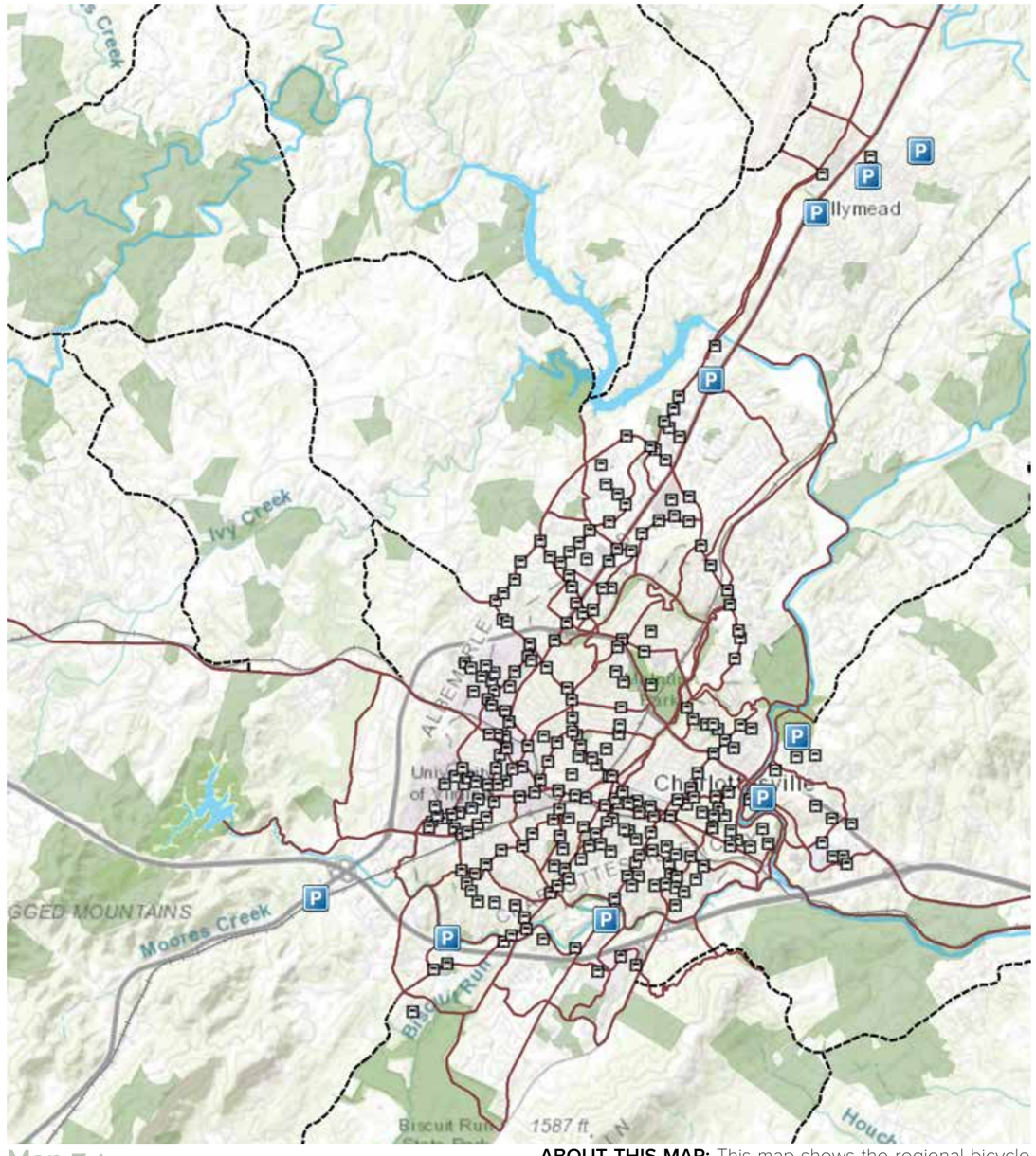
N

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Urban Corridors
- Rural Corridors
- Library
- Culture

Figure 7.1





Map 7.4
Bus Stops and Park and Ride Lots

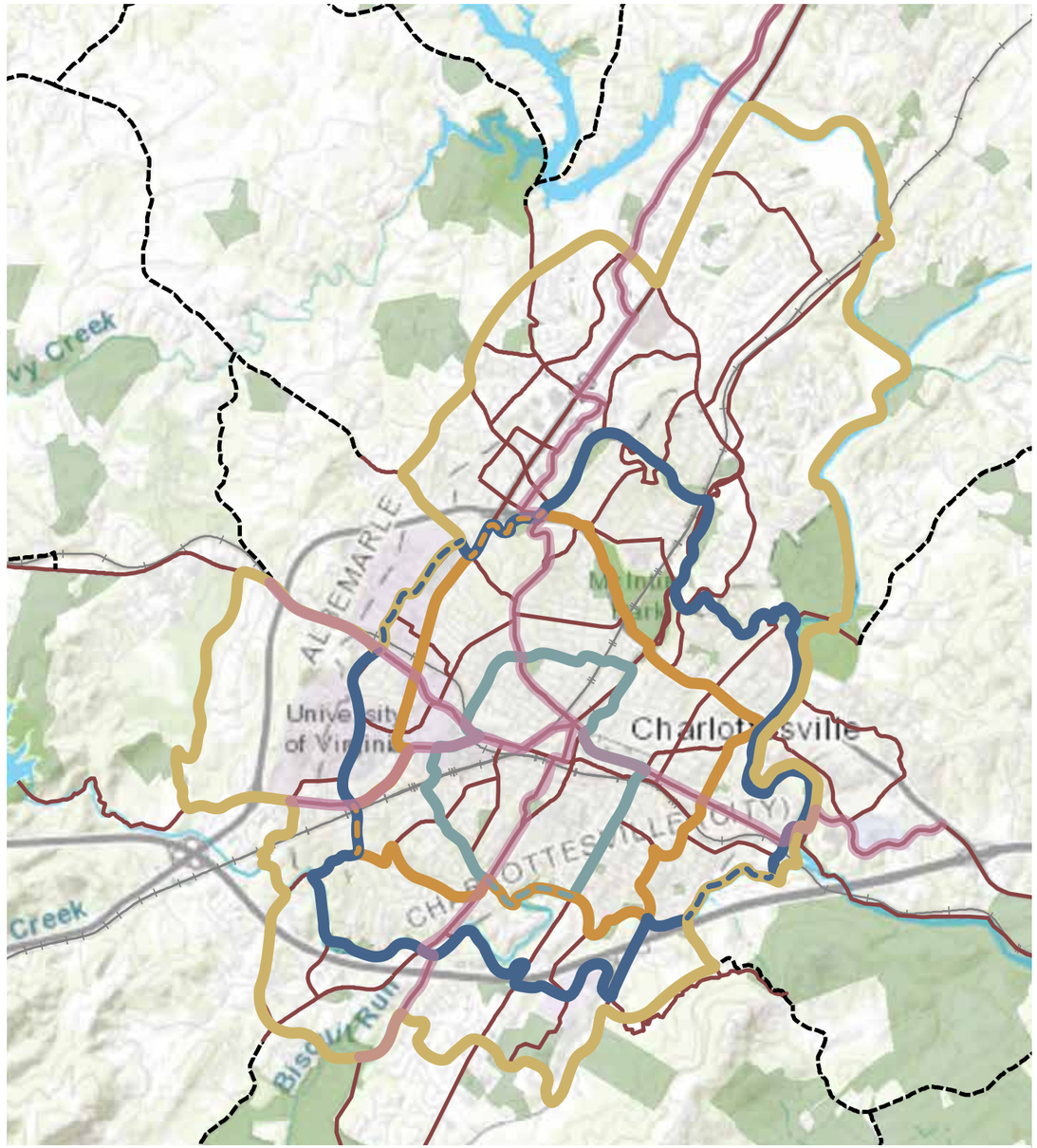
2 Miles

N

ABOUT THIS MAP: This map shows the regional bicycle and pedestrian corridors, Park and Ride lots, and existing transit stops including CAT, UTS, and JAUNT 29 Express.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Urban Corridors
- Rural Corridors
- Park and Ride Lot
- Bus Stop



Map 7.5
Concentric Rings

ABOUT THIS MAP: This map depicts a hub and spoke corridor system in the Charlottesville area. The hubs are depicted as rings, and the spokes represent how users can move across them.

2 Miles

N

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Urban Corridors
- Rural Corridors
- Gray Ring
- Gold Ring
- Blue Ring
- Orange Ring
- Spokes

Prioritization

ActiveTrans Priority Tool

The ActiveTrans Priority Tool (APT) is a step-by-step methodology, developed by the National Cooperative Highway Research Program, designed to prioritize bicycle and pedestrian improvement projects. The tool allows for the flexibility to choose variables that reflect the needs and values of the community. The APT is a spreadsheet tool that incorporates the identified categories and variables, scaling measures, and weights for each category to calculate prioritization scores and ranks. The prioritization criteria are shown below. Additional details about prioritization methodology can be found in Appendix B.

Prioritized Corridors

The results of the ActiveTrans Priority Tool (APT) were presented to the public and other stakeholders, and adjustments were made to create the final prioritization shown on the next page. The adjustments made reflected public input, existing efforts by the City and County, areas with parallel corridors, and major costs or benefits that were not included in the APT evaluation. The corridor segments, and associated prioritization information, can be found in Appendix A.

The resulting corridor prioritization indicates that all corridors are an important part of the regional network and should be pursued as opportunities arise, with the tier 1 corridors being pieces that would have the greatest impact on the regional bicycle and pedestrian network. Both the APT evaluation and additional adjustments were completed primarily by assessing transportation benefits, with the expectation that infrastructure that is used for walking and bicycling for transportation will have other benefits. When making funding decisions the City, County, and other funders of this infrastructure, are likely to take into account additional factors, such as recreational value, economic development, or environmental restoration. The next chapter will discuss how to ensure that future planning and implementation efforts are coordinated to maximize benefit for the region.

PRIORITIZATION CRITERIA

Categories and variables for scoring with ActiveTrans Priority Tool (APT)

DESTINATIONS

- Number of schools, libraries, parks, polling places, and grocery stores (within 0.5 miles of project)
- Projected 2045 population density (within 0.5 miles of project)
- Projected 2045 employment density (within 0.5 miles of project)

EQUITY

- Proportion of residents in Poverty (within 0.5 miles of project)
- Proportion of residents who are Minority (within 0.5 miles of project)
- Proportion of households with zero vehicles (within 0.5 miles of project)

IMPROVEMENT OVER EXISTING CONDITIONS

Points awarded for new infrastructure

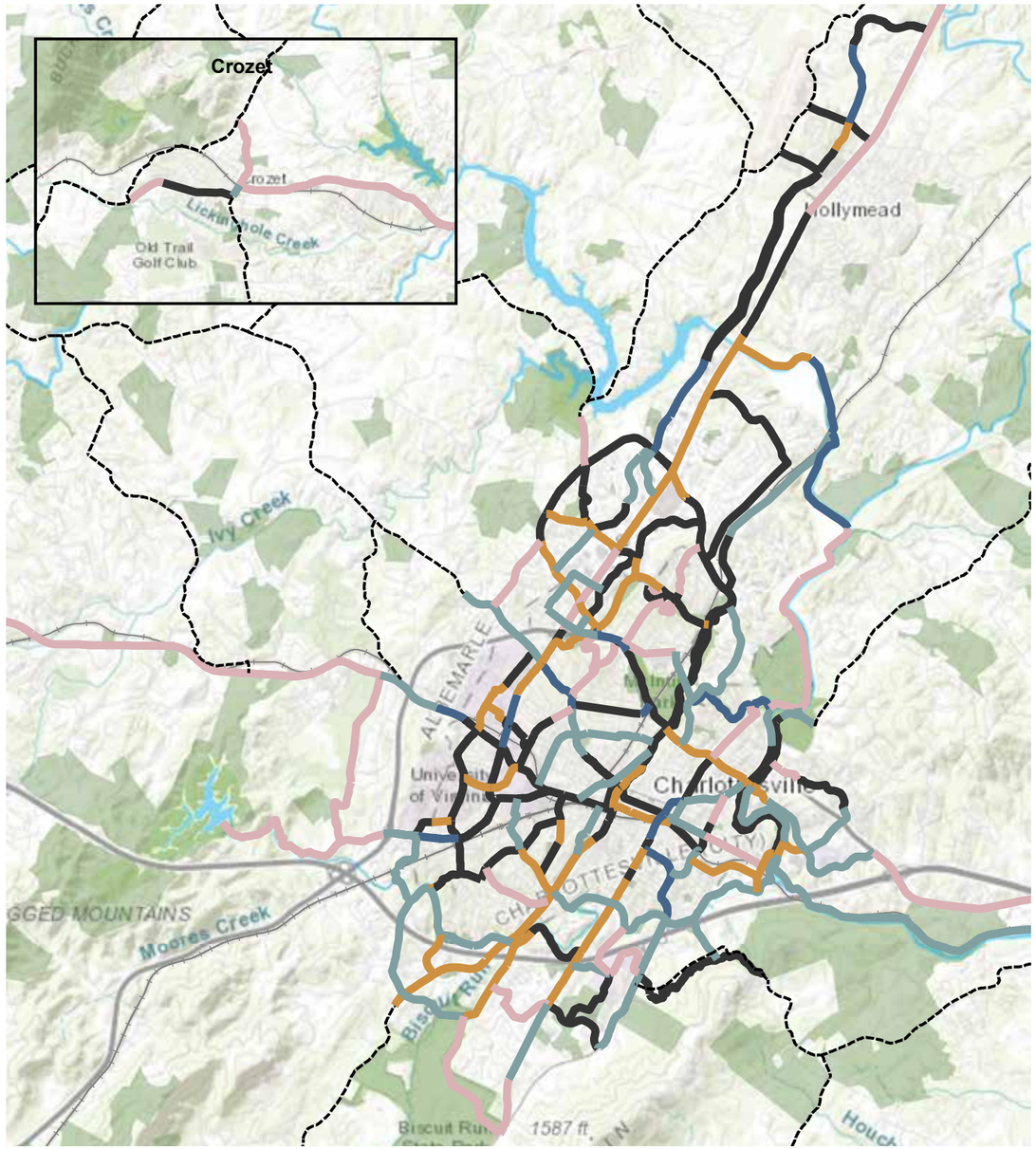
- **10 points** – New shared use path, where there is no existing bike/ped infrastructure
- **7 points** – New shared use path, where there is any existing bike/ped infrastructure
- **4 points** – For each new sidewalk or bike lanes
- **1 point** – New shared road

DEMAND

- A measure of relative # of current trips (all modes) shorter than 5 miles in length on the corridor (using an analysis done with the StreetLight Data platform)

CONNECTIVITY

- At City/County boundary (10 points if yes, 2 points if no)
- Addresses major barrier (10 points if yes, 2 points if no)
- Connects to other infrastructure (existing or proposed) at an identified junction/hub (10 points if yes, 2 points if no)



Map 7.6
Corridor Prioritization

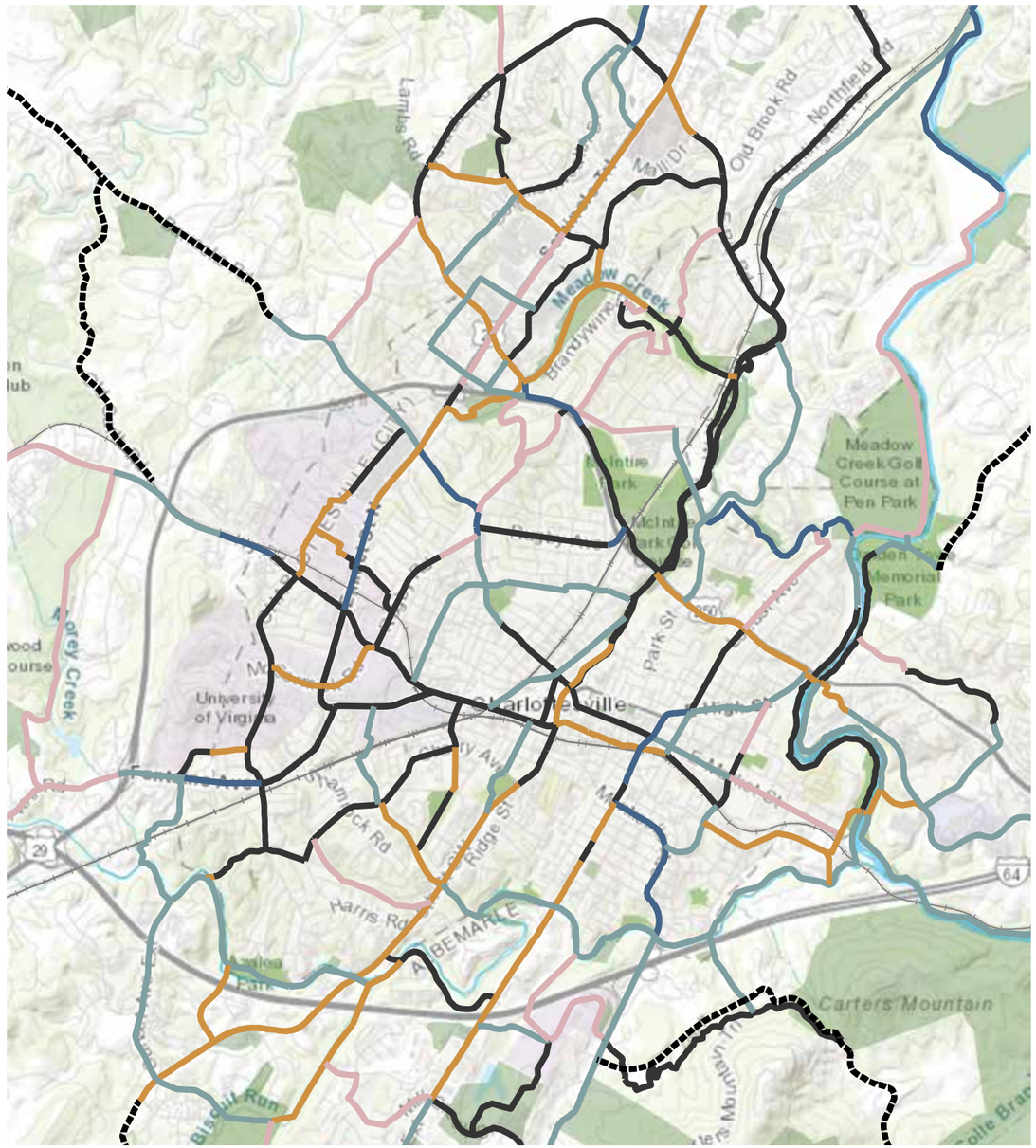
ABOUT THIS MAP: This map depicts the prioritization of the regional corridors. Please see Chapter 10 for additional input on the rural corridors.

2 Miles

N

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Funded
- Tier I
- Tier II
- Tier III
- Existing
- Rural



Map 7.6.1
Corridor Prioritization

ABOUT THIS MAP: This map depicts the prioritization of the regional corridors. Please see Chapter 10 for additional input on the rural corridors.

.5 Mile

N

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Funded
- Tier I
- Tier II
- Tier III
- Existing
- Rural

CHAPTER 8
IMPLEMENTATION STRATEGIES

Overview

Building on the corridors and prioritization from Chapter 7, this chapter will provide an overview of work to be done to implement the recommendations of this Plan and construct the regional bicycle and pedestrian network. One key aspect is coordination of implementation efforts between the City of Charlottesville, Albemarle County, the University of Virginia and other governmental and private entities. The first part of this chapter will identify some locations where this coordination is particularly necessary. Strategies for implementation will then be discussed, including both short-term possibilities and potential funding opportunities for larger-scale implementation. Finally, this chapter will present additional next steps to encourage implementation of the regional bicycle and pedestrian network.

Coordination

Many different jurisdictions and agencies are responsible for planning, construction and maintenance of bicycle and pedestrian infrastructure in the region. These include the City of Charlottesville, Albemarle County, University of Virginia, the Virginia Department of Transportation (VDOT), the Charlottesville-Albemarle Metropolitan Planning Organization (MPO), and a few large private entities. Ensuring coordination between these stakeholders is an essential part of effectively implementing this plan. Locations where this coordination is particularly necessary have been identified.

Multi-Stakeholder Coordination Areas

Fifth Street Hub

- Development of a shared use path and other potential trails in the areas of the City and the County around Biscuit Run, 5th Street, and 5th Street Station Parkway
- TJPDC has coordinated with the City and County, and received state funding to plan and construct the path
- Continued coordination will be necessary to ensure that infrastructure is built that completes the larger corridors that this hub is connected to, including Biscuit Run, 5th Street, and Moores Creek

Hydraulic/29 Area Plan

- VDOT coordinated with the City, County, and MPO to have a study completed to identify preferred alternatives for land use and transportation in the areas of the City and the County around the intersection of Hydraulic Road and US 29

- The creation of Hillsdale Drive added bicycle and pedestrian infrastructure along the US 29 corridor, with an additional connection needed along Hydraulic Road between Hillsdale Drive and the bypass

- The transportation aspect includes multiple grade-separated interchanges or bridges that would build new bicycle and pedestrian infrastructure and improve connections across US 29

- If funding is not obtained through SMART SCALE, stakeholders will need to identify other possible funding opportunities or determine if less expensive or phased solutions can be found to improve bicycle and pedestrian safety and access across US 29

1. Avon Street Corridor

- Avon Street, particularly in the County, has been identified as an area where pedestrian and bicycle improvements are needed to improve safety, with the narrow bridge over I-64 being a particular safety concern

- Improvements made by the County should be coordinated with City plans to build infrastructure in the corridor, which may include a combination of bike lanes on Avon Street, bike lanes on 6th Street, and a path along Moores Creek connecting to a path along Pollocks Branch Creek to Elliot Avenue

2. Old Lynchburg, Sunset Ave and 5th Street

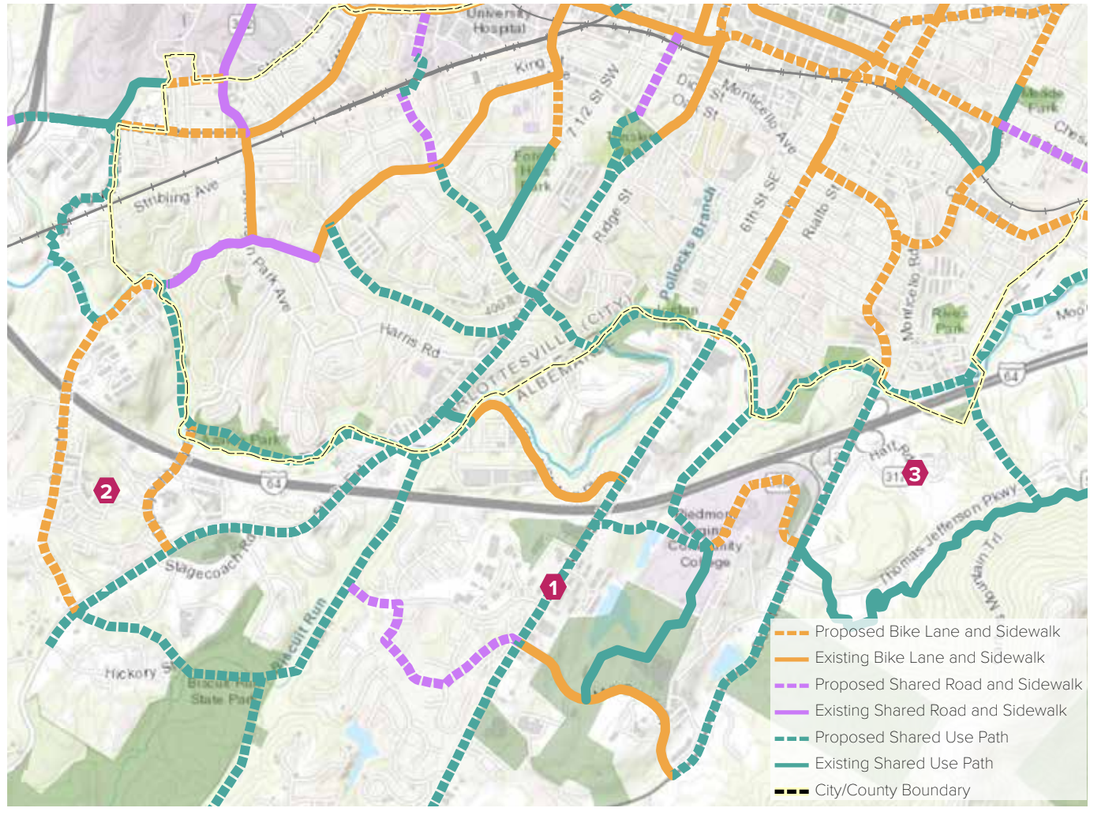
- Each of these roads do not have bicycle or pedestrian infrastructure when crossing I-64, which is a safety concern and major barrier to bicycle and pedestrian connectivity

- Coordination between the City, County, and VDOT is necessary to create connected bicycle and pedestrian infrastructure along these roads and larger corridors stretching from Southwood toward UVA and downtown Charlottesville

3. Route 20 and underpass connection to Route 53 and Saunders-Monticello Trail

- The Route 20 and I-64 interchange does not include bicycle or pedestrian infrastructure and has many dangerous conflict points for anyone bicycling or walking

- A bicycle and pedestrian path under I-64 has been proposed to connect to Route 53 and the Saunders-Monticello Trail, and the City is planning to study this connection

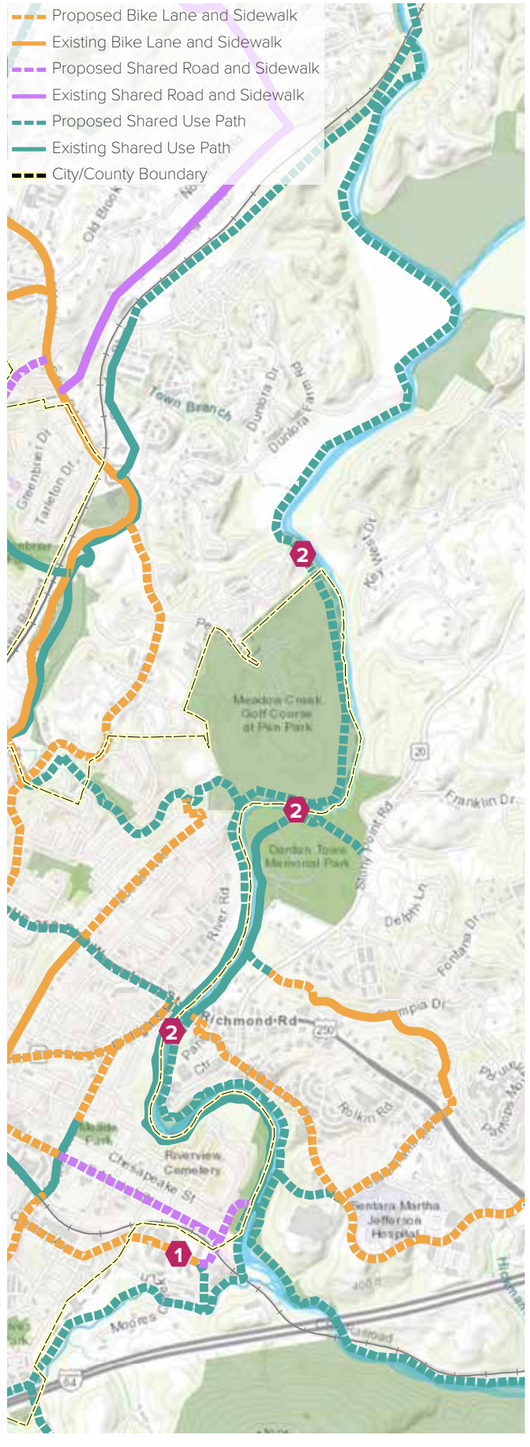


1. **Carlton Ave, Broadway St, and bridge over Rivanna River**

- This has been identified as a potential key corridor between Pantops and downtown Charlottesville
- Development is occurring on a site at the confluence of Moores Creek and the Rivanna River, in Albemarle County
- The corridor serves a diverse neighborhood in Charlottesville, including a mobile home park and multiple developments that include affordable housing
- Multiple potential locations have been discussed for the bridge over the Rivanna River and connection to Pantops, with a study needed to identify the most appropriate alignment
- Discussions between the City and County regarding coordinated bicycle and pedestrian improvements are in the early stages

2. **Rivanna River Corridor**

- In addition to a bicycle and pedestrian bridge between Pantops and Woolen Mills, new or improved bicycle and pedestrian connections across the Rivanna River are proposed at Free Bridge and between Darden Towe Park and Pen Park
- Completion of a path through Pen Park and following the River to US 29 will involve continued coordination between the City and County
- Implementation of the path along this corridor should be included in and informed by work being done as part of the Rivanna River Area Plan



1. **Fontaine Ave and Ivy Rd crossings of US 29 Bypass**

- Fontaine Ave and Ivy Rd are both key connections between Charlottesville, UVA, and the Western development areas in Albemarle County
- The MPO submitted an application for SMART SCALE funding to change the Fontaine interchange with US 29 to a diverging diamond interchange, including construction of a shared use path
- If the Fontaine interchange funding is provided, VDOT and the County should ensure that the project extends to the City line where bicycle and pedestrian improvements have been funded
- Planning and constructing bicycle and pedestrian infrastructure on Ivy Road, particularly at the interchange with the bypass, will require coordination between the County and UVA

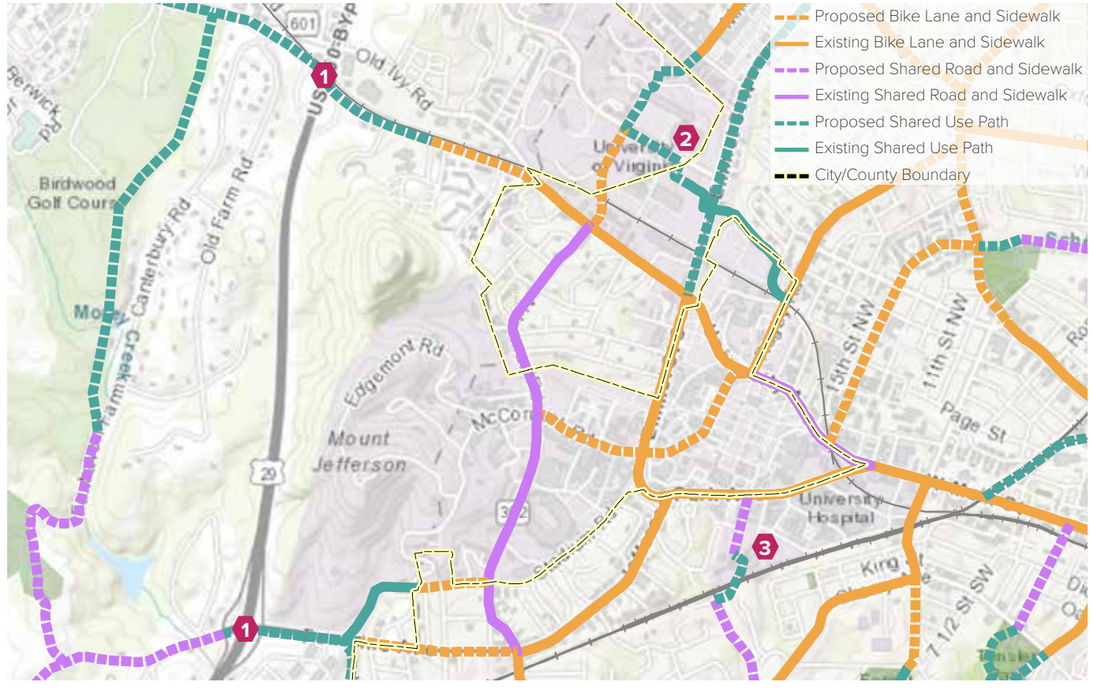
2. **Near University Hall and John Paul Jones Arena**

The following three projects may require coordination between the City, County, and UVA

- Continuation of the shared use path that crosses Goodwin bridge along Massie Road to Copeley Road
- Creation of a bicycle and pedestrian connection between Copeley Rd or Seymour Road to Arlington Boulevard and Millmont Street
- Addition of bike lanes on Copeley Road between Massie Rd and Ivy Road

3. **Railroad Tunnel**

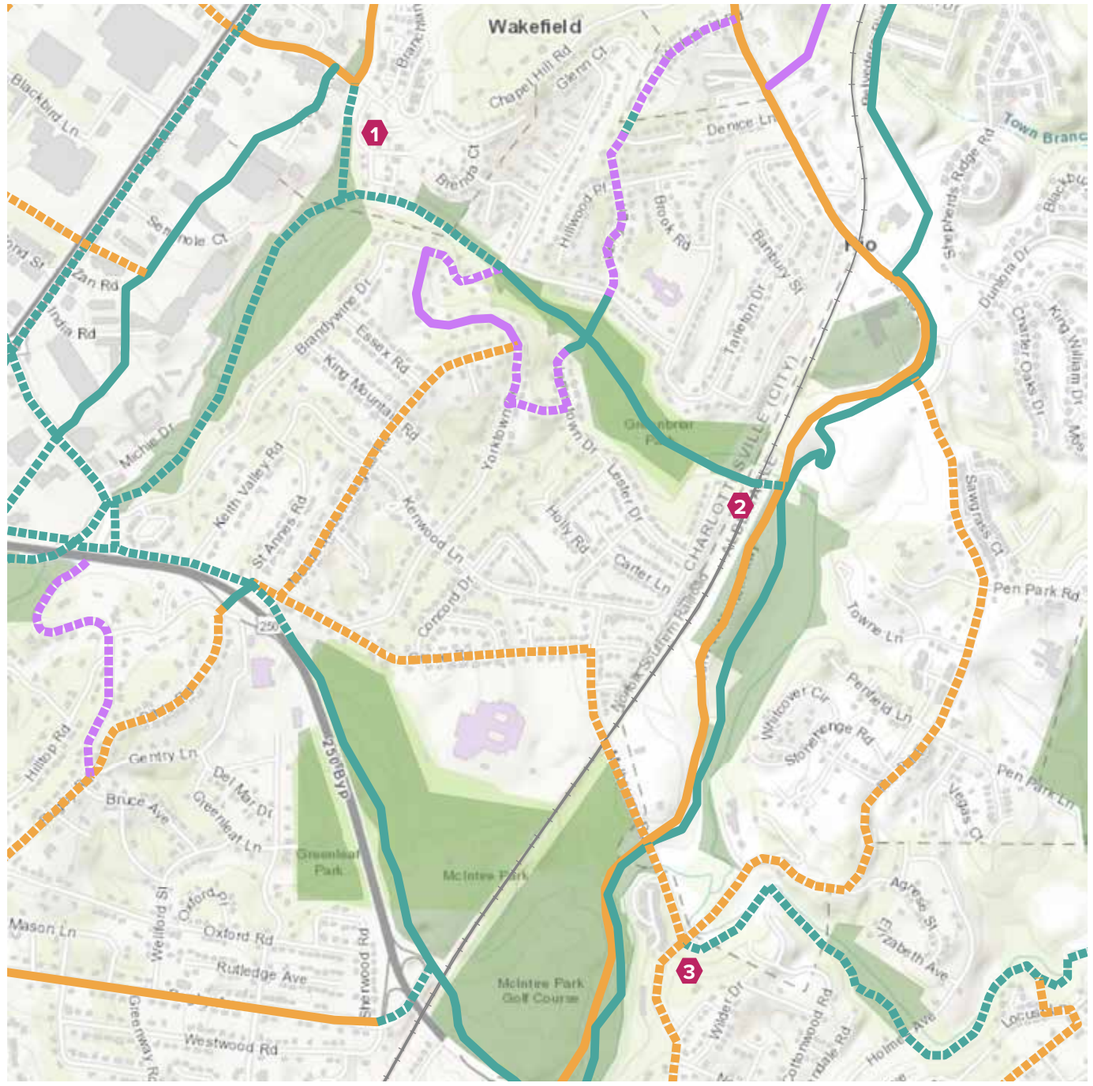
- UVA has been exploring the feasibility of this connection
- Coordination should continue between UVA and the City regarding the exact location of this project



1. **Meadow Creek near Greenbrier Dr**
- Creation of this shared use path is a key connection between the City's planned path network and the County, and will require coordination between the City and County

2. **Railroad Tunnel**
- The City and County will need to coordinate to construct a tunnel that connects the path along Meadow Creek to the path along John Warner Parkway

3. **Intersection of Rio Rd, Park St and Melbourne Rd**
- The improvements to these roads, along with connection to a proposed shared use path along Meadow Creek, will need continued coordination between the City and County



Funding Implementation

Implementation of this Plan and completion of a regional bicycle and pedestrian network is a large-scale and long-term project that will take effort from all stakeholders involved. Below is a table with initial cost estimates for creation of the entire network of regional corridors. The estimates were created with a VDOT planning level cost estimation tool and indicate low and high values for construction costs, using 2020 as the year of construction. These estimates do not account for land and easements already acquired by local governments, and also do not fully account for potential construction challenges. Cost estimation by corridor segment can be found in Appendix A, but more detailed cost estimation will be necessary prior to funding improvements. An important first step of implementation is that the City, County and VDOT are already ensuring that new or upgraded roadways include bicycle and pedestrian infrastructure. The following pages indicate additional strategies for implementation related to both short-term possibilities and potential funding opportunities for addressing challenges and achieving larger-scale implementation.

Cost Estimates (in millions) for Regional Corridors		
	Low	**High**
Tier I Total	$54	$102
Tier II Total	$80	$164
Tier III Total	$79	$172
Total of All	$213	$438

Short-Term & Low-Cost Strategies

Many bike lanes in the region have been created at relatively low cost by adding the lanes when a road is repaved, although this is only feasible if the road is already wide enough to accommodate the bike lanes. A similar strategy that will be valuable in a few cases is reducing the number of vehicle travel lanes on a road and redesigning the roadway with increased bicycle and pedestrian infrastructure, commonly called a "road diet".

Many cities have used temporary demonstration projects, also known as pop-up infrastructure, as a low-cost test of potential infrastructure projects such as bike lanes[3]. This is particularly helpful in building public support or identifying opposition to potential changes to roads. In 2016, the City of Charlottesville had a day where multiple different bicycle and pedestrian improvements were temporarily installed[4]. Recently, a pop-up bike lane was used to build support for planned bike lanes in Richmond, Virginia[5]. Demonstration projects can be beneficial in almost any situation, but they may be particularly helpful for projects that would impact low-income or minority communities. Along with building support or identifying opposition, demonstrations projects make it easier for communities to have a voice in the improvements being made in their neighborhoods.

Given that acquisition of land or easements is often one of the most significant challenges and costs associated with bicycle and pedestrian projects, any opportunities should be pursued to reduce these challenges and costs. One potential opportunity is to co-locate paths along existing or new utility easements, such as water and sewer lines. Other potential opportunities include working with homeowners associations and other large landowners to identify mutually-beneficial bicycle and pedestrian infrastructure on these properties. These opportunities are in addition to the efforts that the City and County already have in place to ensure that new developments include appropriate bicycle and pedestrian infrastructure.

Construction of the infrastructure network laid out in this Plan will require funding from many sources, including both public and private, and coming from local, state and federal organizations and agencies. The adjacent table lists the primary sources that have been used to fund bicycle and pedestrian infrastructure in the region, with much of the funding coming from VDOT for transportation-oriented improvements. Local funds have been important for planning

and creation of bicycle and pedestrian infrastructure in the region. Local funds will continue to be essential, both as matching funds for larger grants and as implementation funds. The funding list below is not comprehensive, as stakeholders ranging from developers and non-profit organizations to governmental agencies such as health departments are increasingly involved in bicycle and pedestrian work.

Major Public Funding Sources

Program	Funding Agency	Brief Description
Transportation Alternatives Program (TAP)	VDOT	Funds a range of bicycle, pedestrian, and non-motorized transportation projects
HSIP Bicycle and Pedestrian Safety Program	VDOT	Funds bicycle and pedestrian projects with demonstrated safety need, generally funds relatively low-cost projects
Recreational Access Program	VDOT	Funds bicycle projects that provide "access to public recreational or historic areas owned by the Commonwealth of Virginia or a local government"
Recreational Trails Program	DCR	Funds off-road trails and paths
SMART SCALE	VDOT	Competitive state funding for a wide range of transportation projects, including bicycle and pedestrian projects
Open Container Program	VDOT	Funds bicycle and pedestrian projects with demonstrated safety need
BUILD	US DOT	Competitive national funding for a wide range of transportation projects, including bicycle and pedestrian projects
Local Capital Improvement Program (CIP) Funds	Locality	Local government funds that can be used for any purpose, are essential as matching funds for other programs
Revenue Sharing Program	VDOT	Funds a range of transportation projects, including bicycle and pedestrian projects; a local funding match is required

Next Steps

Along with the need for coordination on specific projects, and the work necessary to procure funding for implementation, additional steps can be taken by stakeholders throughout the region to encourage the successful implementation of this Plan.

The City, County and UVA can ensure that future plans created for bicycle and pedestrian infrastructure are consistent with, and build on, this Plan. Given the regional nature of this Plan, it is essential that the City, County and UVA continue their own planning efforts to identify local needs, opportunities, and priorities. Continuous improvement of infrastructure is also necessary, as some infrastructure identified as existing in this plan may not be appealing to a wide range of users and would benefit from upgrades.

Along with City and County-wide planning efforts, some of the corridors presented in this plan will need additional studies to identify the most appropriate infrastructure and amenities. Based on the outreach completed by planning staff, the enthusiasm of citizens increases when discussing specific connections. Enhanced outreach will be more essential (and fruitful) on a corridor- or project-level. In addition to in-depth assessments of specific corridors, a regional study of bicycle and pedestrian access to transit could provide detailed recommendations for sidewalks and other infrastructure that improves the multimodal transportation network.

The creation of an online regional dataset and map has already begun and will improve communication regarding existing bicycle and pedestrian infrastructure and the status of planned infrastructure. This map, which will be created by TJPDC using data provided by the City, County and UVA, will allow stakeholders and the public to view all of the region's existing bicycle and pedestrian infrastructure. It will also show planned infrastructure, with the goal of having information about the status of that infrastructure (i.e. funding received or applied for) also available. Once complete, this map will be a valuable asset to those who are planning, funding, or advocating for bicycle and pedestrian infrastructure throughout the region. It will also be valuable for coordination with VDOT regarding existing infrastructure, which VDOT maintains an inventory of, and planned connections. It may also be able to bring together data about maintenance, condition of infrastructure, number of users, or location of facilities such as bicycle racks and fix-it stations. Subsets of this data could potentially be made available to third parties through open data portals.

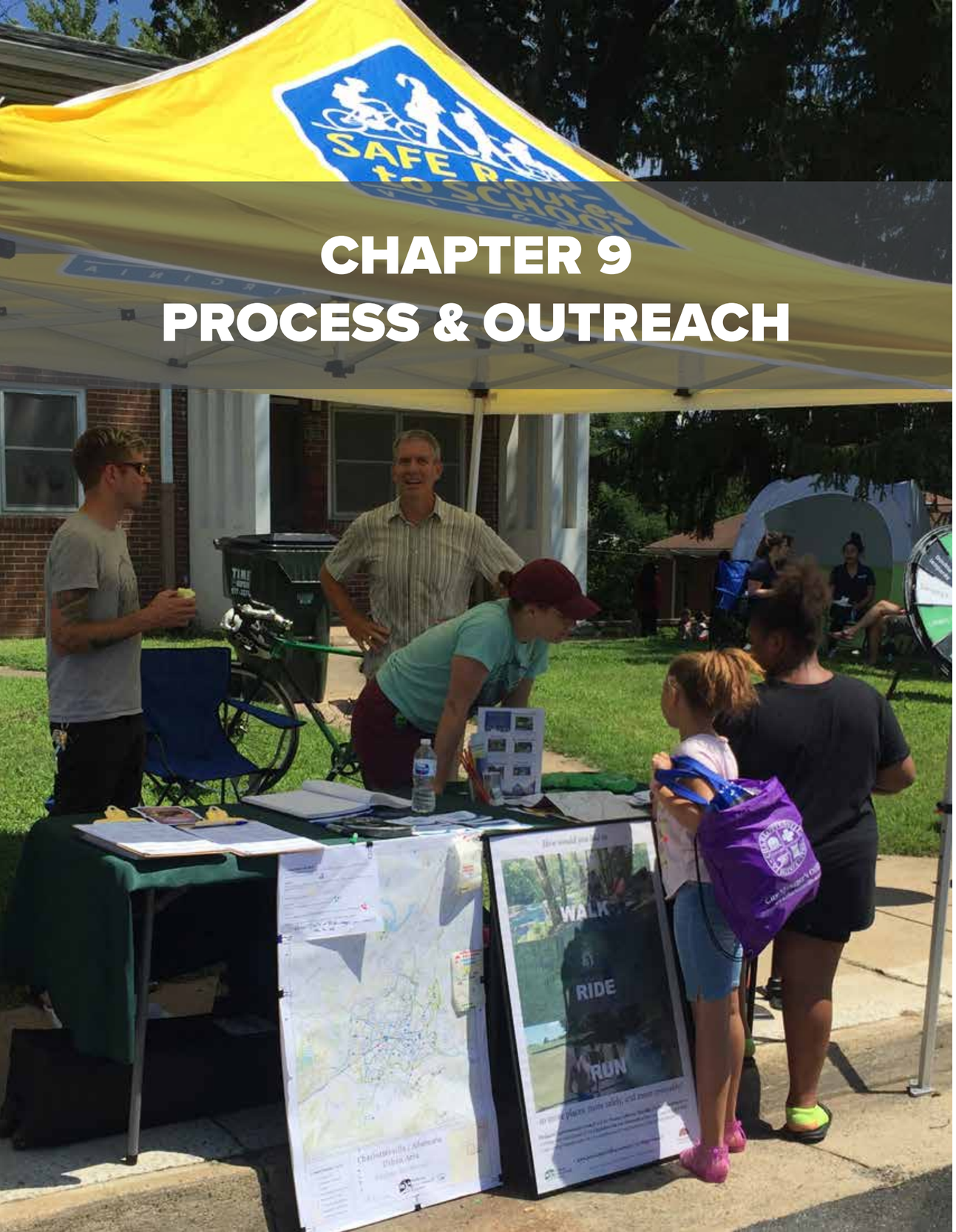
Meetings of the Greenways Advisory Committee have been important in bringing together many people who value bicycle and pedestrian infrastructure from organizations and agencies with a variety of perspectives. While the role of this group may change over time, gathering this large group will likely continue to be valuable for collaboration discussion of the value of bicycle and pedestrian infrastructure and strategizing how to increase the amount of infrastructure and facilities built.

Engagement and outreach efforts to date have revealed consensus support for a better connected Charlottesville-Albemarle. It is important that these efforts continue throughout Plan implementation, not only to assure the best and most inclusive process, but also because a motivated and involved public will provide an important base of support. Communities that successfully implement comprehensive systems like that envisioned here, do so through collaborative efforts among different government agencies, universities, foundations, advocacy groups, businesses, clubs, and individuals. This collaboration is important for both infrastructure implementation and efforts such as safety and education programs for pedestrians, bicyclists and motorists. The groundwork for such a coalition exists in Charlottesville/Albemarle and building upon this framework will increase the chances of success.

Finally, the MPO will need to continue coordination with the City, County and UVA regarding both implementation and additional regional bicycle and pedestrian planning efforts. The ongoing changes in bicycle and pedestrian planning caused by an increasing numbers of users, new technology such as electric-assist bicycles, and new infrastructure best practices make it important that bicycle and pedestrian plans are frequently re-evaluated. As such, it is expected that a review of this Plan with appropriate updates and revisions will be made approximately five years after adoption.

SECTION III

RURAL



CHAPTER 9
PROCESS & OUTREACH

Rural Bicycle & Pedestrian Planning

This section assesses and provides recommendations for the rural areas of the TJPDC region, including counties, towns and development areas. Bicycle and pedestrian planning for rural areas involves different opportunities and challenges than planning in urban areas. While transportation was the primary focus of recommendations for the Charlottesville and Albemarle urban areas, many of the recommendations for rural areas will primarily benefit those bicycling, walking, or running for recreation. Nonetheless, transportation remains an important aspect of bicycle and pedestrian infrastructure in rural areas, particularly in towns and development areas. Additionally, the benefit to tourists and the potential to increase tourism is important to consider when planning bicycle and pedestrian infrastructure in rural areas.

Summary of Process

This Plan's recommendations for the region's counties, towns, and development areas were developed through an assessment of relevant plans and studies and discussions with County, Town and VDOT staff. The Rural Technical Committee was also engaged throughout the planning process. A heatmap of bicycle activity created by Strava, a company with an application used by many bicyclists, was used to understand current recreational cycling patterns. While not all bicyclists use Strava, many recreational cyclists use the app to track their rides. The heatmap aggregates this data to provide information about the relative number of people bicycling on roads throughout the region. This information was valuable in identifying roads that may have a higher priority for improvements that increase the safety and comfort for bicyclists.

For each county, TJPDC staff compiled information from relevant plans, including the Jefferson Area Bicycle and Pedestrian Plan completed in 2004, and met with County staff. With assistance, the recommended bicycle and pedestrian improvements for the County were identified. In addition to infrastructure recommendations, TJPDC discussed potential changes to ordinances or county plans that would increase implementation of bicycle and pedestrian infrastructure in the county. TJPDC staff also contacted and worked with town managers and other town officials regarding recommendations for the towns in the region.

Types of Recommendations

This Plan provides recommendations that would increase safety for those bicycling or walking long distances in the region as well as recommendations for bicycle and pedestrian infrastructure that would benefit people living in or visiting the towns and development areas in the region.

Shared use paths that meet VDOT standards are recommended in multiple corridors in the region and would provide desirable places for people of all ages to bike or walk for recreation or to reach nearby destinations. The James River Heritage Trail is a path that would connect multiple counties in this region and adjacent regions. A path of this type could also have tourism or other economic development benefits in places, such as Scottsville, that are along the path.

Many of the towns and development areas in the region would benefit from shared use paths, bike lanes, and sidewalks. Given that these areas have a higher density of residents and destinations than the surrounding rural areas, bicycle and pedestrian infrastructure provides transportation options for residents and tourists in these areas.

The recommendations for roads in this section are primarily meant to guide action by VDOT and county governments regarding improving conditions for bicyclists. Therefore, the roads indicated are not necessarily the most desirable routes for use by bicyclists currently. This Plan has identified many roads that could be improved to

increase safety and comfort for bicyclists in the region. This Plan uses “rural shared road” as the primary recommendation for rural roads, which is meant to indicate that bicyclists will continue to ride on the road, either within the travel lane or on the shoulder, but conditions for these cyclists can be improved. These improvements could include widening and paving shoulders, adding signs to ensure that drivers are aware of the presence of cyclists, and improving intersections and other aspects of road design to accommodate bicyclists. This Plan has not identified the appropriate improvement for each road, but the following information should guide decisions by VDOT and county governments.

The Federal Highway Administration (FHWA) released a report titled *Small Town and Rural Multimodal Networks* in 2016, which provides guidelines and information regarding bicycle and pedestrian infrastructure. Among other recommendations, the report provides detailed information about implementing paved shoulders. Table 9.1, below, indicates recommended shoulder widths for different functional classes of rural roads. The report also suggests how to include rumble strips to help separate the travel lane and the shoulder without negatively impacting bicycles, which is an issue that was raised by local staff. Specifically, the report recommends that there be at least 4 feet of paved shoulder to the right of the rumble strips, with the rumble strips on or immediately adjacent to the edgeline of the road. Appropriate gaps in the rumble strips should be provided to allow for bicyclists to comfortably transfer between the travel lane and the paved shoulder. Further details regarding design and implementation of paved shoulders, including safe configuration at intersections, can be found in the full report.

The TJPDC completed a corridor study for US Bike Route 76 in 2015. This study included in-depth analysis of the roads that are designated as part of Route 76 and detailed recommendations for potential re-routing and improvements to existing roads. Those recommendations are referenced in this Plan, and that study will remain a relevant document for use in identifying and implementing improvements to the Route 76 corridor.

Connection to RLRP and Other Plans

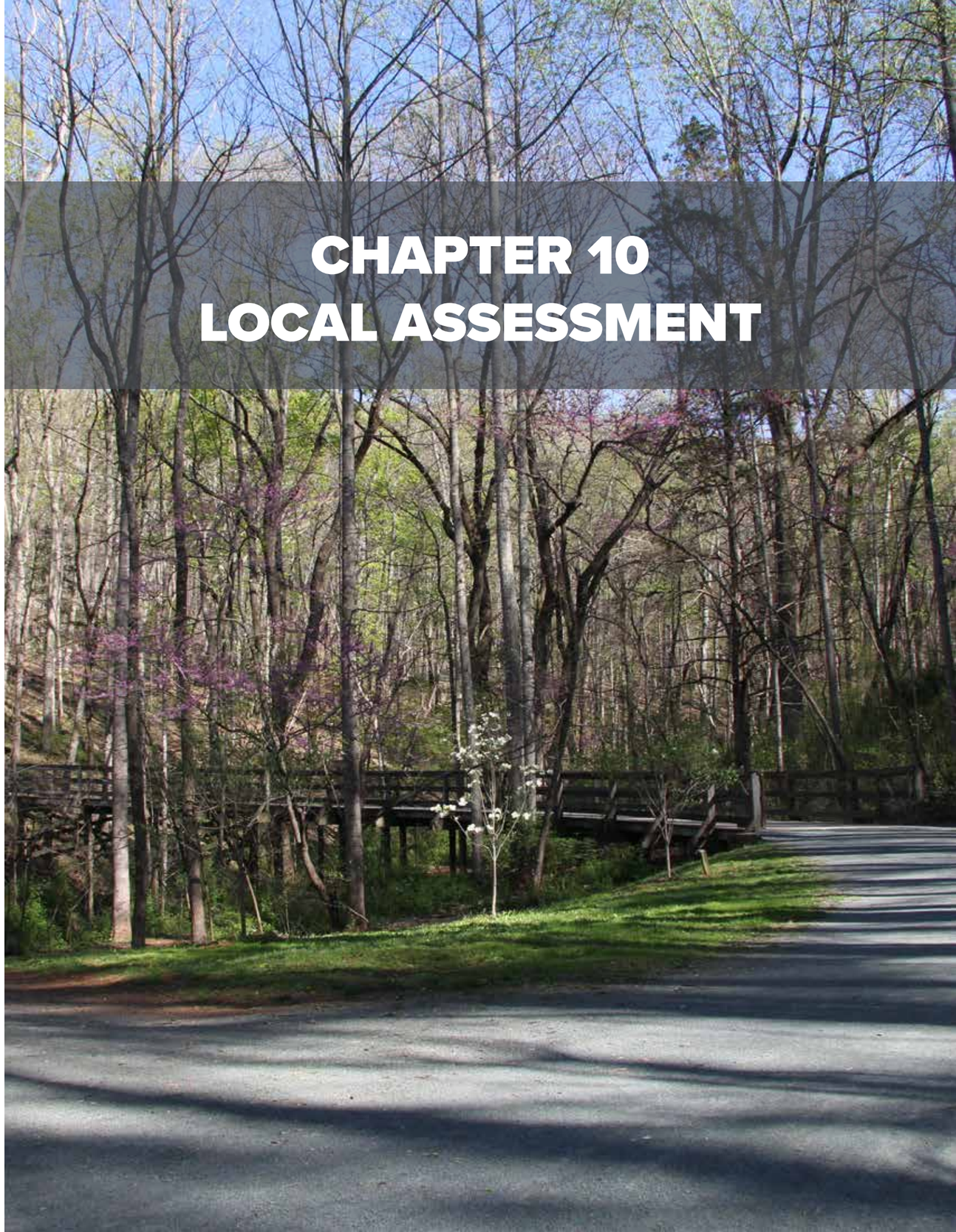
The Jefferson Area Bicycle and Pedestrian Plan will be integrated into the *2040 Rural Long-Range Transportation Plan* by reference and will serve as the bicycle and pedestrian recommendations for the rural plan. This Plan may also be adopted by local governments through an outright adoption or by incorporating the recommendations into local comprehensive/transportation plans when the local plans are updated. The bicycle and pedestrian recommendations will also be provided to VDOT, to indicate the need for funding through SMART SCALE, TAP, Safety, and other programs. TJPDC staff will also make efforts to ensure that overall goals and objectives related to bicycle and pedestrian infrastructure in the region are reflected in the statewide transportation plan known as VTRANS.

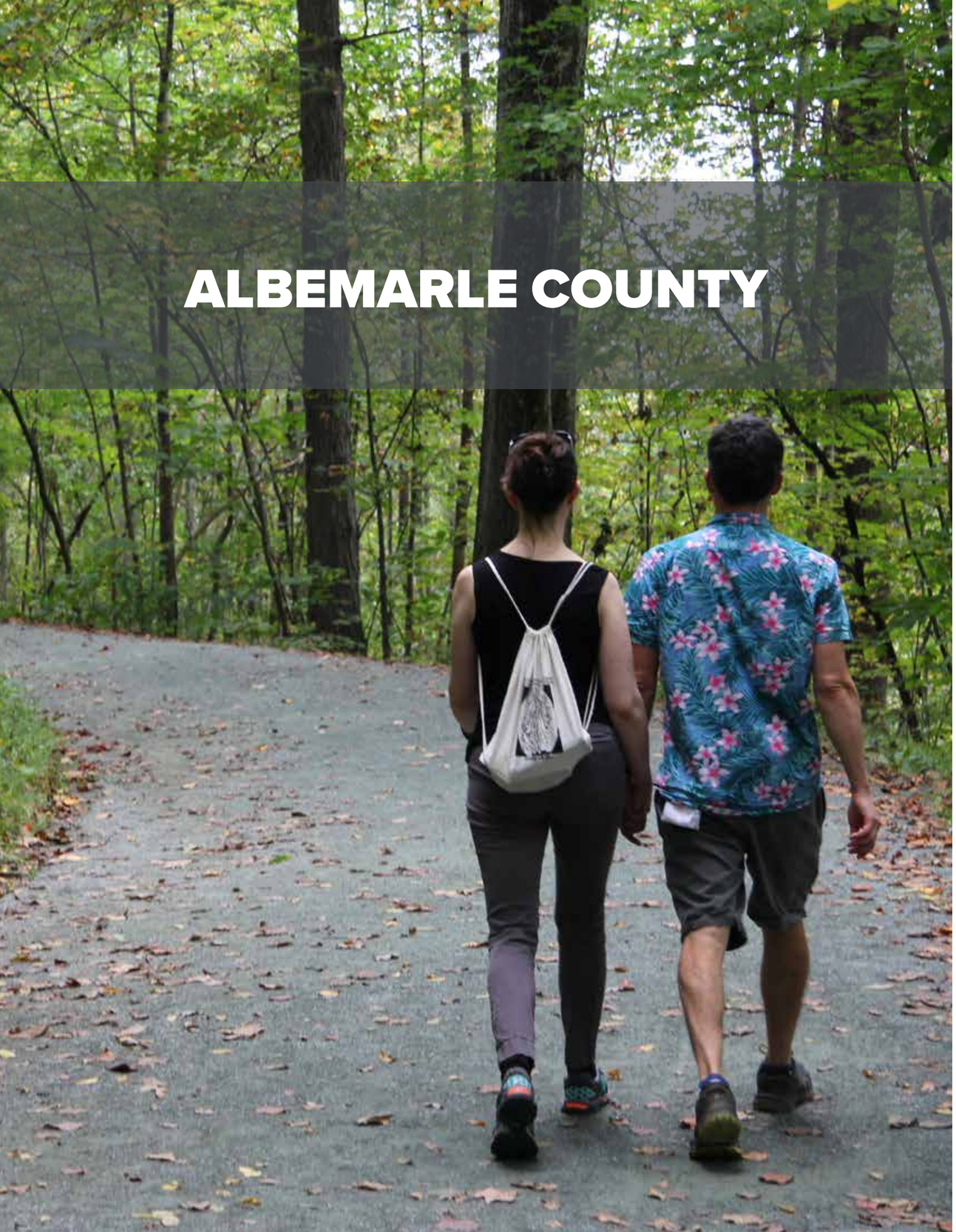
Table 9.1 Recommended Minimum Paved Shoulder Widths by Roadway Conditions

Functional Classification	Volume (AADT)	Speed (mi/h)	Recommended Minimum Paved Shoulder Width
Minor Collector	up to 1,100	35	5 ft
Major Collector	up to 2,600	45	6.5 ft
Minor Arterial	up to 6,000	55	7 ft
Principal Arterial	up to 8,500	65	8 ft

Source: Federal Highway Administration (FHWA)

CHAPTER 10
LOCAL ASSESSMENT





ALBEMARLE COUNTY

Existing Conditions

Bicycling in the rural areas of Albemarle includes people riding as a means of transportation, recreational bicycling by local residents, and long-distance recreational riding on US Bike Route 76. Bike Route 76 traverses the county East to West on existing roadways, and is signed but does not have dedicated infrastructure or facilities. Specific recommendations for improving the route are provided for in the 2014 TJPDC Bicycle Route 76 Corridor Study. Recreational bicycling by local residents is particularly common, given the beautiful scenery and varied topography of the County and the proximity to residents of Charlottesville and Albemarle's urban areas. Yet there is minimal infrastructure dedicated for bicycles in the rural areas of Albemarle County, with most roads not have paved shoulders to accommodate bicyclists. Similarly, pedestrian infrastructure has not been built out extensively. The Town of Scottsville has some sidewalks, but few other places in the County's rural areas have sidewalks or other pedestrian accommodations.

Public outreach by Plan staff indicates that there is enthusiasm for increased bicycling and walking opportunities in the County's rural areas. Improving bicycle and pedestrian access to Albemarle County's parks would benefit residents of both the rural and urban areas. Improved facilities, combined with appropriate promotion, could increase the tourism and economic development benefits of bicycling and walking in the region. This could involve drawing new tourists to the region, particularly if a long-distance path such as the James River Heritage Trail is built, or connecting tourists already visiting the region to destinations such as breweries and wineries. Given the region's historic sites, creating bicycle routes that follow historic paths, such as the route of Jack Jouett's ride, could also have potential tourism benefits.

Local Documents

The Albemarle County Comprehensive Plan addresses bicycle and pedestrian infrastructure in the rural areas from the perspective of both transportation and recreation. It particularly emphasizes paths, and specifically greenway paths/trails, as important future infrastructure. The specific path recommendations in the Comp Plan include along the James and Rivanna Rivers and along the US 250 corridor from the Blue Ridge Tunnel to Crozet, which would connect to the proposed Three Notched Trail between Crozet and Charlottesville.

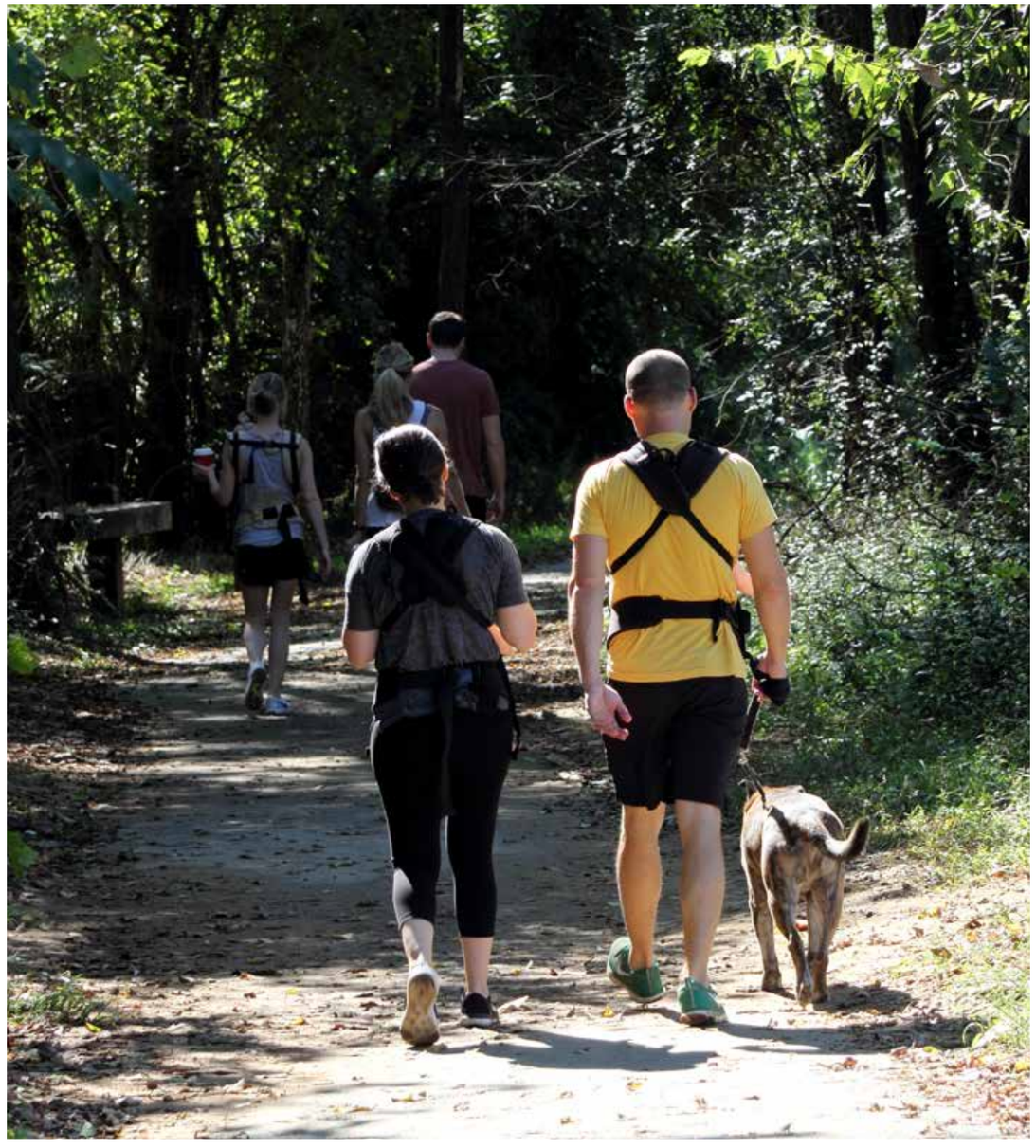
Infrastructure Recommendations

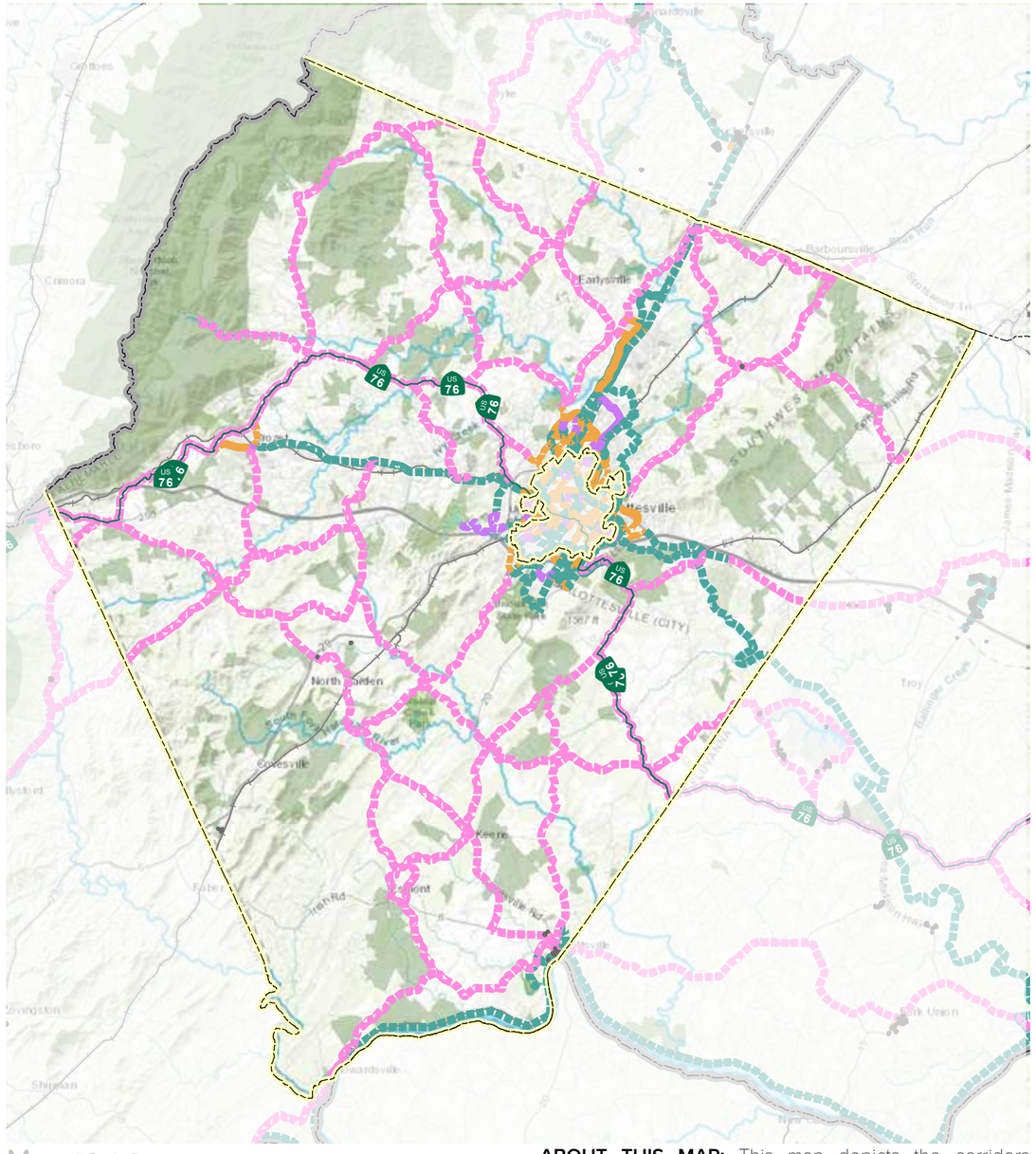
This Plan has identified many roads that could be improved to increase safety and comfort for bicyclists in the region. This Plan uses "rural shared road" as the primary recommendation for rural roads, which is meant to indicate that bicyclists will continue to ride on the road, either within the travel lane or on the shoulder, but conditions for these cyclists can be improved. These improvements could include widening and paving shoulders, adding signs to ensure that drivers are aware of the presence of cyclists, and improving intersections and other aspects of road design to accommodate bicyclists. This Plan has not identified detailed improvements for each road, so exact improvements will need to be determined by VDOT and Albemarle County. Additional recommendations include shared use paths that accommodate bicyclists and pedestrians. The purpose of proposed improvements is to increase safety, provide transportation options, connect facilities and act as a community improvement tool.

The rural recommendations for Albemarle County are shown in the maps on pages 91-93 and can be viewed online. The proposed shared use paths are those included in the County's Comprehensive Plan:

- The James River Heritage Trail

- A path along the Rivanna River connecting to Fluvanna County
- A path along the US 250 corridor connecting the urban areas to Crozet (included in the recommendations for the urban areas of Albemarle County)
- A path along the US 29 corridor connecting to Greene County (included in the recommendations for the urban areas of Albemarle County)
- Connectivity between Crozet and Rockfish Gap





Map 10.1.2
Infrastructure Recommendations

2 Miles

N

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network.

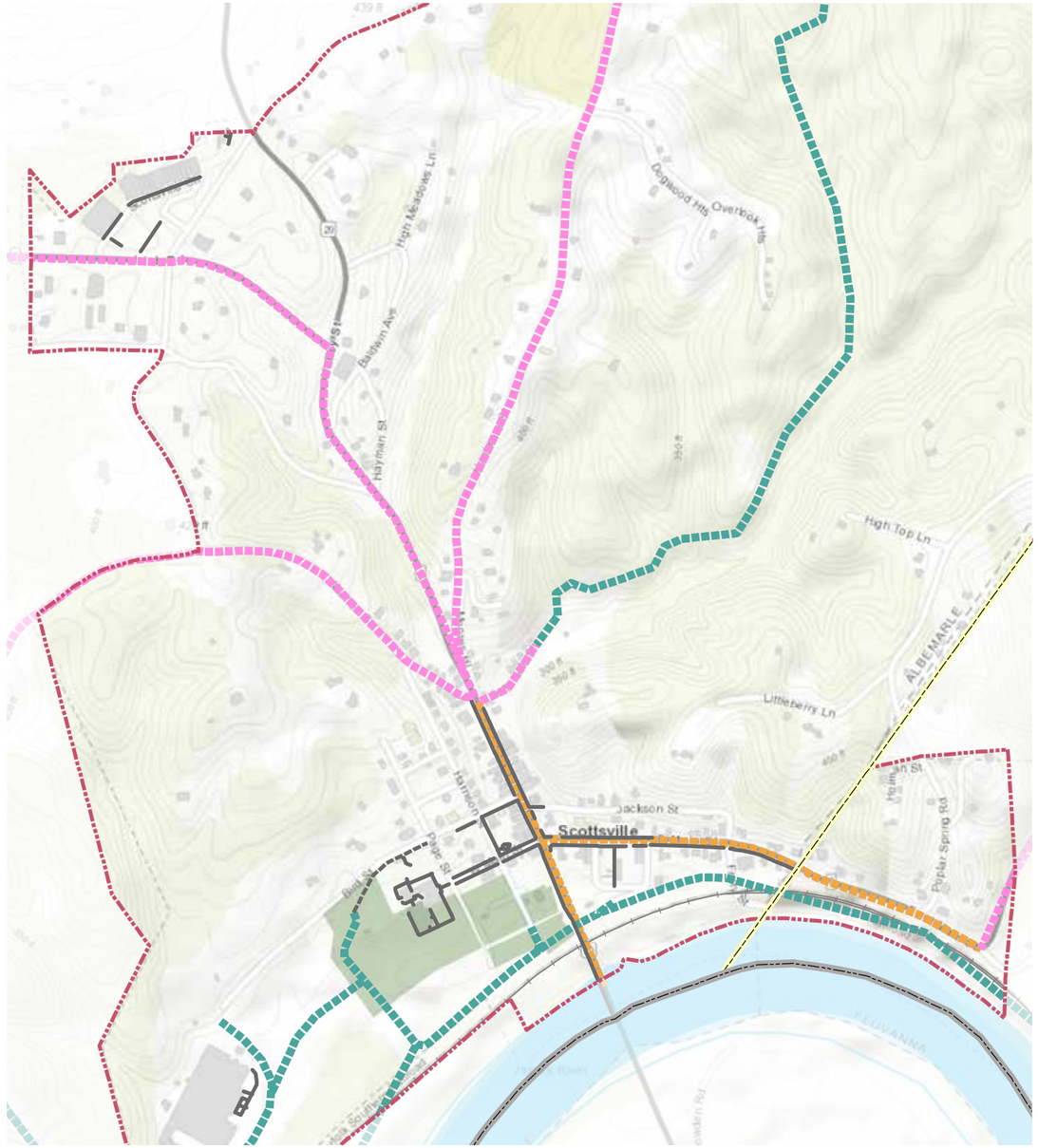
FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Proposed Bike Lane and Sidewalk
- Existing Bike Lane and Sidewalk
- Proposed Shared Use Path
- Existing Shared Use Path
- Proposed Shared Road and Sidewalk
- Proposed Rural Shared Road
- Proposed Sidewalk
- Existing Sidewalk

Towns and Development Areas

Scottsville

- Install bike lanes on Valley St. from Jefferson St. to the Albemarle County line.
- Install bike lanes on Main St. from Valley St. to Rt. 6 (W. River Road)
- Build a shared use path along the James River in coordination with the Virginia Department of Conservation and Recreation for the James River Heritage Trail
- Build a shared use path connecting the neighborhood of Holly and Pine Rd. through the Van Cliff Nature Area to Jefferson St.
- Build a shared use path connecting the levee walk to the Hyosung Tire Plant redevelopment site
- Build a sidewalk on Bird St. leading to the existing levee walk trail
- Install a shared road on Jefferson St. to connect the Van Cliff Nature Area to Valley St.
- Install a shared road on Rt. 20 (Valley St.) from Jefferson St. to Rt. 6 (Irish Rd.)
- Install a shared road on Rt. 6 (Irish Rd.)
- Install a shared road on Warren St.
- Install a shared road on Hardware St.



Map 10.1.2
Infrastructure Recommendations

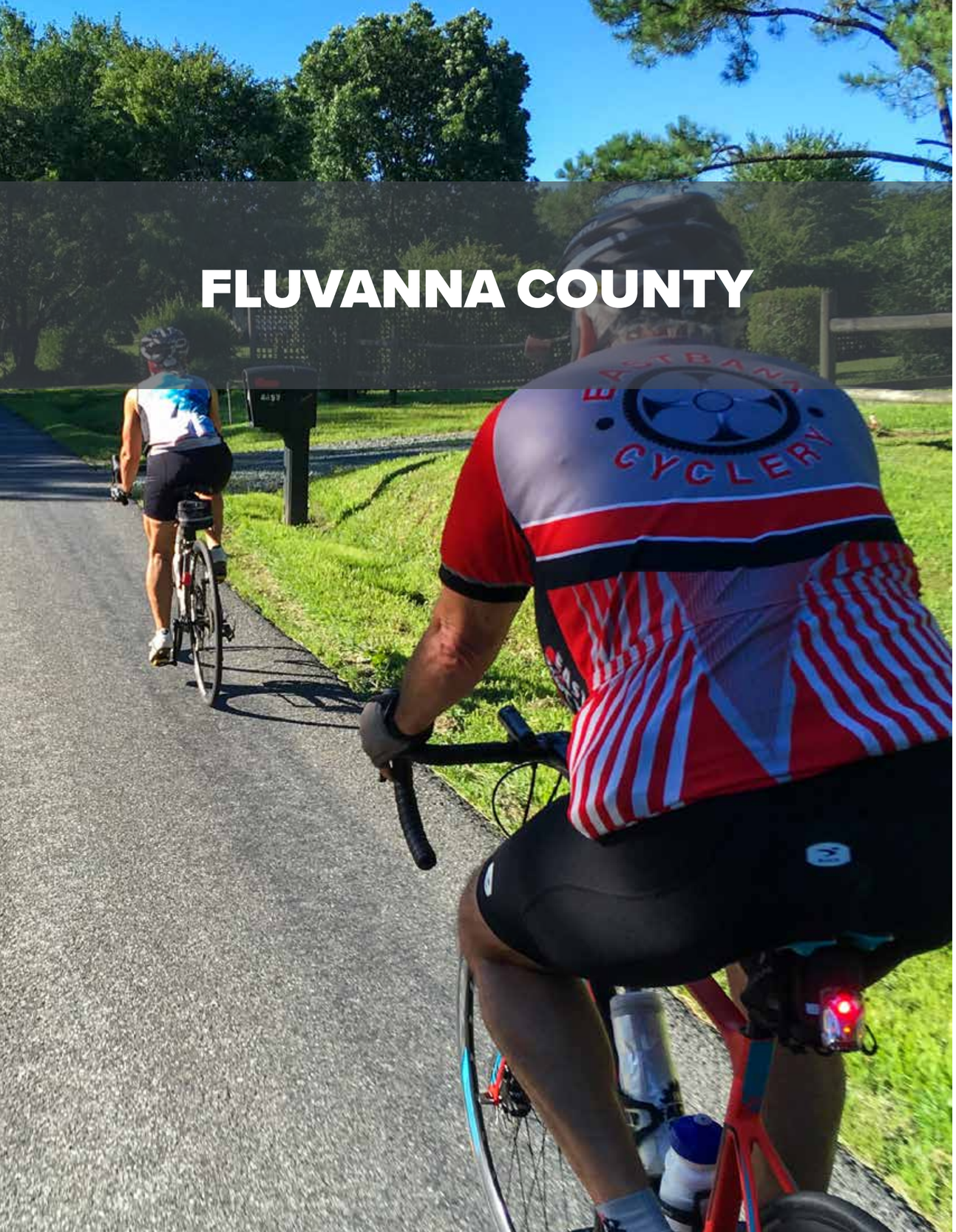
2 Miles

N

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Scottsville Boundary
- Proposed Bike Lane and Sidewalk
- Proposed Shared Use Path
- Proposed Rural Shared Road
- Proposed Sidewalk
- Existing Sidewalk



Existing Conditions

Bicycling in Fluvanna County is generally for recreational purposes. The County hosts a section of the national Bike Route 76 which traverses the county east to west on existing roadways. The route is signed but no special facilities exist for the route. Specific recommendations for improving the route are provided for in the 2014 TJPDC Bicycle Route 76 Corridor Study. For the shorter distance recreational rider, the County network of low volume back roads offer opportunities for recreational cyclists seeking quiet rural roads and rural vistas. Areas of development density that could support greater bicycling and walking as trip mode alternatives include Lake Monticello, Zion Crossroads, and Fork Union. Pedestrian facilities in Fluvanna County are limited in scope. This is due in large part to the low density of the county and the spread-out nature of the land use. Areas with sidewalks do exist in some of the higher density developments including Fork Union. Future growth in the Zion Crossroads area will increase the need for an integrated pedestrian facility that would provide connections with Louis County.

Local Documents

There is currently minimal bicycle infrastructure in the county with only one official bike lane located along the Route 15 bridge over the Rivanna River in Palmyra. The *2015 County Comprehensive Plan* identifies the need for bicycle facilities in and around Fork Union, Palmyra, Zion Crossroads, Lake Monticello and Columbia. Additionally, the comprehensive plan contains several goals and objectives related to bicycling.

The 2007 Northwest Fluvanna/Southeast Louisa Multimodal Corridor Study identified the need for corridor improvements to address possible future growth in Fluvanna and Louisa in and around the Zion Crossroads and Lake Monticello areas. The study provided a roadmap of possible roadway treatment types and recommendations. Key bicycle and pedestrian recommendations included connecting the Fluvanna Heritage Trail with Pleasant Grove Park by constructing a bicycle and pedestrian bridge at the location of the old Route 15 bridge over the Rivanna River. The Study also recommended spot safety and shoulder improvements for minor connector roads including Route 53.

The 2005 Palmyra Community Plan identified a community desire for improving safety on Route 15 through roundabouts, sidewalks and bump outs. The plan also recommended expanding and constructing trails to link Lake Monticello with Pleasant Grove Park via an extension of the Heritage trail.

The 2005 *Fork Union Community Plan* identified a community desire for adding sidewalks and trails that connect separate parts of the community. Mainly along Route 15. Since the plan was finalized sidewalks have been added along Route 15. Additional sidewalks and bike lanes should be further evaluated to complete the network in the Fork Union area.

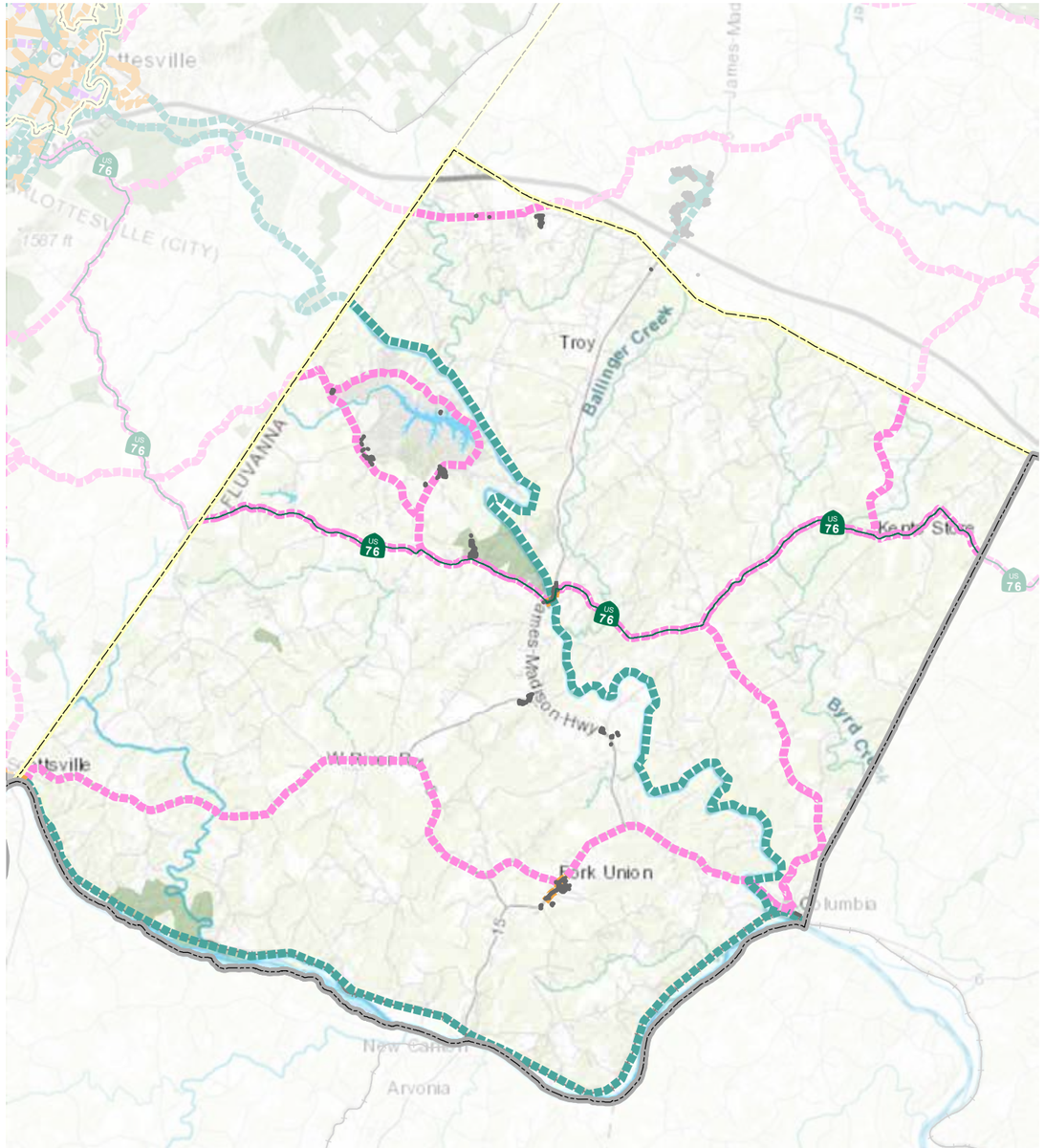
The 2005 *Lake Monticello Community Plan* identified a need for creating walking and bicycling trails that would provide access from the residential areas to the commercial areas outside the Lake Monticello Subdivision. The plan recommended that a network of on road and off-road facilities could be developed by LMOA within the subdivision and connected to public roadways around the lake such as Jefferson Drive.

Infrastructure Recommendations

This Plan has identified many roads that could be improved to increase safety and comfort for bicyclists in the region. This Plan uses “rural shared road” as the primary recommendation for rural roads, which is meant to indicate that bicyclists will continue to ride on the road, either

within the travel lane or on the shoulder, but conditions for these cyclists can be improved. These improvements could include widening and paving shoulders, adding signs to ensure that drivers are aware of the presence of cyclists, and improving intersections and other aspects of road design to accommodate bicyclists. This Plan has not identified detailed improvements for each road, so exact improvements will need to be determined by VDOT and Fluvanna County. Additional recommendations include shared use paths that accommodate bicyclists and pedestrians. The purpose of proposed improvements is to increase safety, provide transportation options, connect facilities and act as a community improvement tool. The recommendations include the following table and maps on pages 97-102.

Roadway/ Corridor	Segment	Improvement	Explanation
Route 6 (River Road)	Scottsville to Columbia	Paved Shoulders	Shoulder and spot safety improvements
Route 619 (Ruritan Lake Road)	Albemarle County line to Route 53	Paved Shoulders and/or Improved Signage	Shoulder and spot safety improvements detailed within the Bike Route 76 Study
Route 618 (Lake Monticello Road)	Route 53 to Route 600	Paved Shoulders	Shoulder and spot safety improvements
Route 600 (South Boston Road)	Route 618 to Route 53	Paved Shoulders	Shoulder and spot safety improvements
Route 53 (Thomas Jefferson Parkway)	Route 1015 to US 15	Paved Shoulders	Shoulder and spot safety improvements
Route 601 (Courthouse Road/Venable Road)	Palmyra to Kents Store	Paved Shoulders and/or Improved Signage	Shoulder and spot safety improvements detailed within the Bike Route 76 Study
Route 603 (Tabscott Road)	Kents Store to Goochland County line	Paved Shoulders and/or Improved Signage	Shoulder and spot safety improvements detailed within the Bike Route 76 Study
James River Trail	Scottsville to Goochland County line	Shared Use Path	Shared use path along the James River, as cited in the Virginia Outdoors Plan
Rivanna River Trail	Albemarle County line to Columbia	Shared Use Path	Shared use path along the Rivanna River
Route 659 (Kents Store Way)	Fluvanna County line to Route 601	Paved Shoulders and/or Improved Signage	Shoulder and spot safety improvements



Map 10.2.1
Infrastructure Recommendations

2 Miles

N

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Proposed Bike Lane and Sidewalk
- Proposed Shared Use Path
- Proposed Rural Shared Road
- Proposed Sidewalk
- Existing Sidewalk

Towns and Development Areas

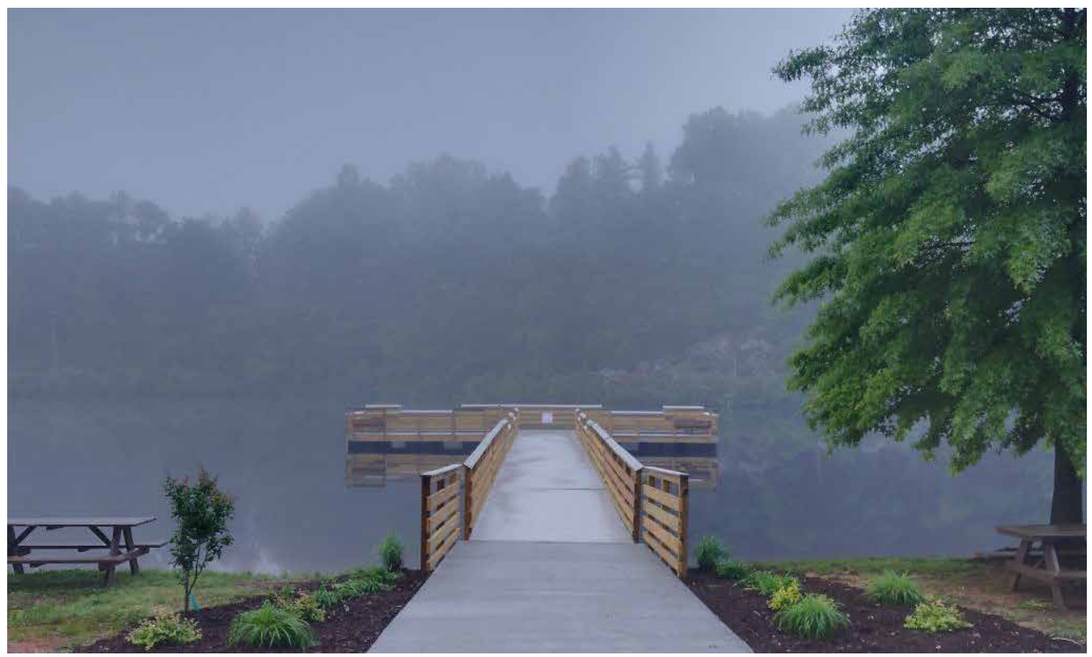
Columbia
Connect the Village of Columbia with eventual completion of the James River Heritage Trail in a way that Columbia can serve as a key trail access point. Continue to make streetscape improvements along St. James Street and Stage Junction Road.

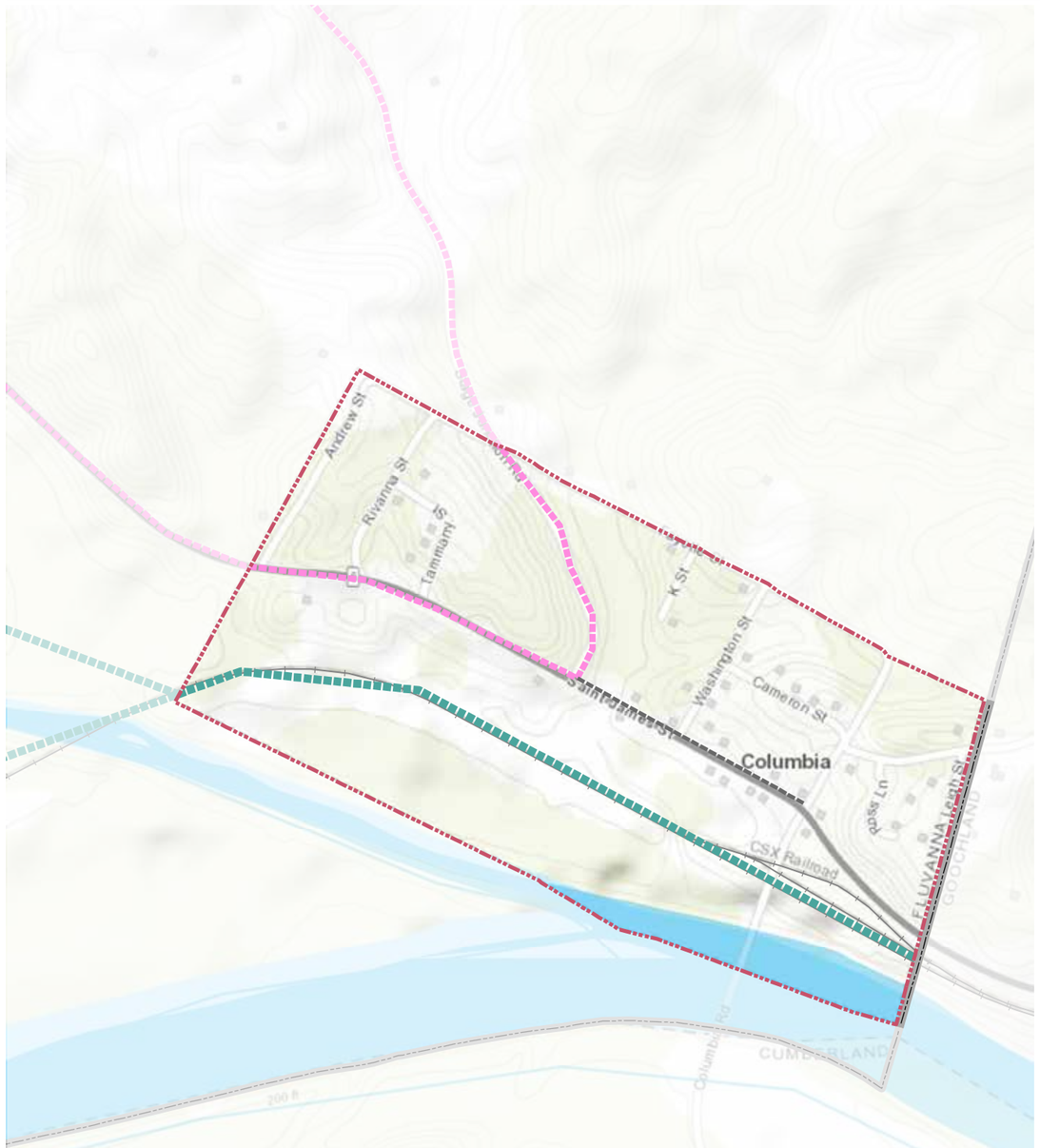
Fork Union
Add bike lanes on both sides of Route 15 through Fork Union. Also, extend the sidewalk on the eastern side of Route 15 from its current terminus to the BB&T bank plaza.

Lake Monticello
Provide shared use path and sidewalk facilities that will connect the Lake Monticello subdivision with the adjacent commercial developments. Also, provide bicycle and pedestrian facilities through the development via the main access roadways. Link Lake Monticello to Pleasant Grove and Palmyra through an extension of the Heritage Trail.

Palmyra
Install sidewalks and bike lanes along Route 15 as part of a streetscaping project. Also consider installing a pedestrian crosswalk at the intersection of Courthouse Road and Route 15. Extending the existing bike lane from the Route 15 Rivanna River bridge north to Courthouse Road would improve safety for cyclists traversing Bike Route 76.

Zion Crossroads
Consider opportunities for an improved streetscape along US 15 in coordination with Louisa County as a tool to improve the US 15 corridor from Interstate 64 to the US 250 intersection.





Map 10.2.2
Infrastructure Recommendations

2 Miles

N

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Columbia Boundary
- Proposed Shared Use Path
- Proposed Rural Shared Road
- Proposed Sidewalk

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network.

Map 10.2.3
Infrastructure Recommendations

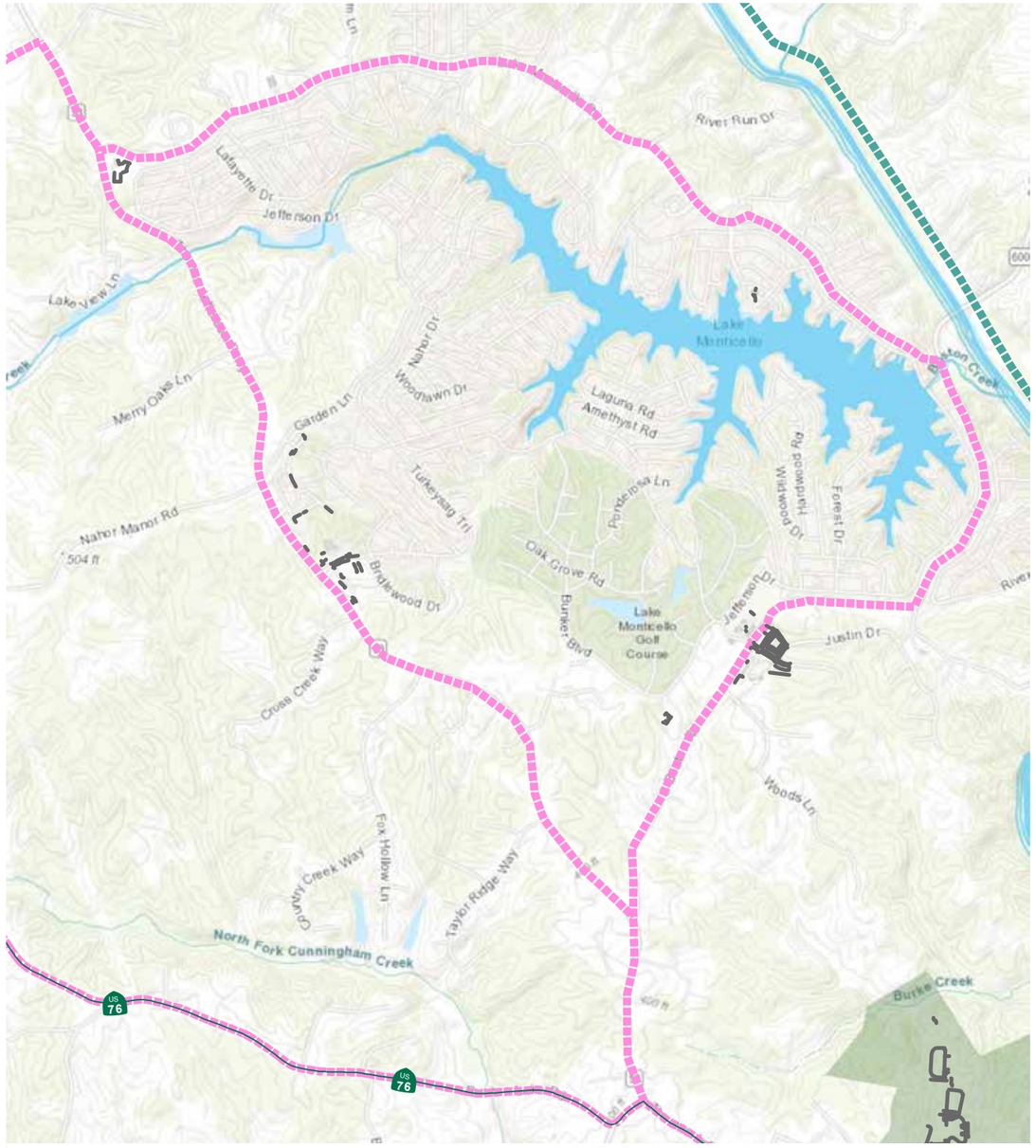
2 Miles

N

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Proposed Bike Lane and Sidewalk
- Proposed Rural Shared Road
- Existing Sidewalk



Map 10.2.4
Infrastructure Recommendations

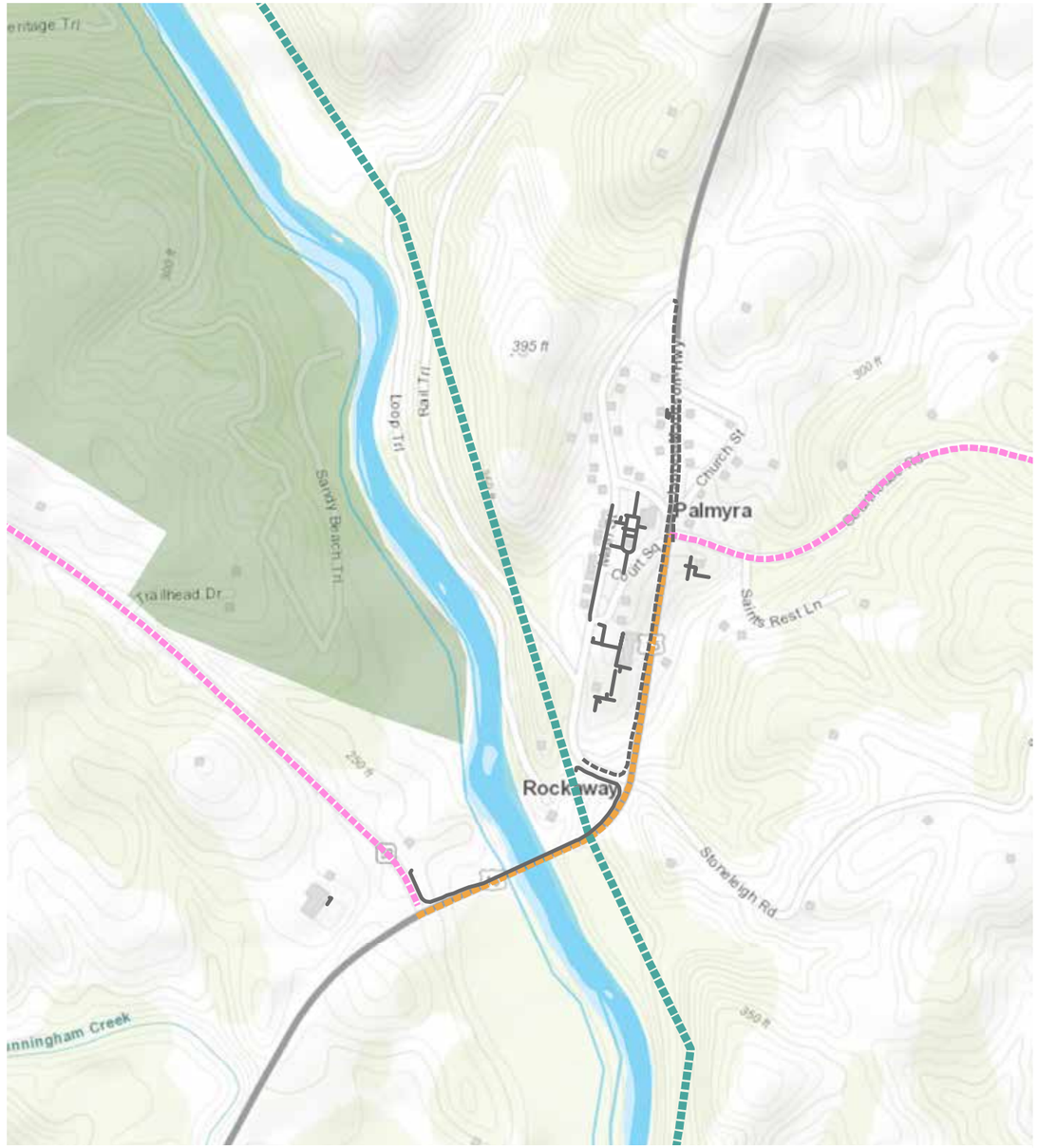
2 Miles

N

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Proposed Shared Use Path
- Proposed Rural Shared Road
- Existing Sidewalk



Map 10.2.5
Infrastructure Recommendations

2 Miles

N

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Proposed Shared Use Path
- Proposed Bike Lane
- Proposed Rural Shared Road
- Proposed Sidewalk
- Existing Sidewalk

GREENE COUNTY

Existing Conditions

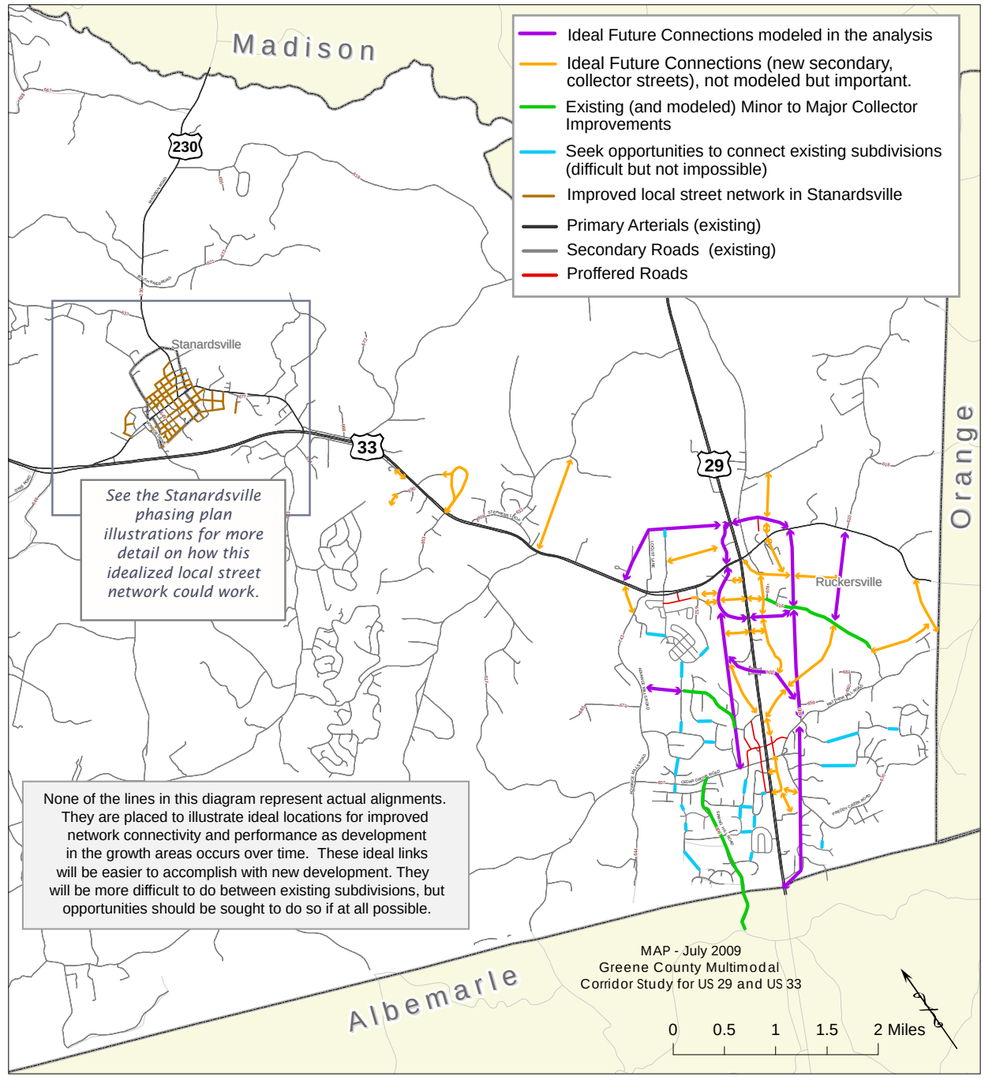
Greene County contains roads that allow for recreational bicyclists to view the beautiful scenery and varied topography of the area. With these conditions, recreational bicycling on roads in the county is common. Bicycling for transportation is less common, given the low residential, employment, and destination density in most of the county. Nonetheless, some steps have been taken to encourage bicycling in the County, including the installation of bicycle racks at the Greene County Library and United Bank in Stanardsville. Pedestrian infrastructure, and walking for transportation, are also limited in the county. While not extensive, Stanardsville has a connected sidewalk network that has been recently improved. Phase I of a major streetscape project on Main Street is complete, with Phase II of the project expected to be constructed in 2019. As described in the next paragraph, local documents call for continuing to build bicycle and pedestrian infrastructure to increase transportation choice as development occurs in the county.

Local Documents

The *Greene County Comprehensive Plan*, adopted in 2016, indicates a desire for a multimodal transportation system that provides options for citizens to travel by walking, bicycling, vehicle or transit. The Comprehensive Plan was informed by a 2009 *Multimodal Corridor Study for the US 29 and US 33 Development Areas in Greene County*. The Comprehensive Plan particularly emphasizes the importance of a connected street network with multimodal infrastructure. It states "The mixed use, compact design strategies identified in the Future Land Use chapter for the Mixed Use Village and Town Centers and Mixed Use Residential areas, should emphasize a good street network and internal connectivity. In so doing, multiple travel options are provided. A good street network disperses traffic and good internal connectivity facilitates walking and bicycling and, in mixed use communities, allows for residential, commercial and professional uses within walking or biking distance." The Multimodal Corridor Study presented an "Idealized Future Network," shown in the figure on page 105, that indicates potential future connections that would create a desirable street network.

The *Town of Stanardsville Comprehensive Plan*, adopted in 2017, notes that Stanardsville has a small area of connective street network, around Court House Square. The Plan suggests expanding this network with new streets that connect existing roads and provide convenient routes for people walking, bicycling, or driving. The Stanardsville Comprehensive Plan includes a figure from the Multimodal Corridor Study, shown on page 106, that illustrates how Stanardsville could grow and create a more connected street network. The Plan also indicates the desire for paths along the streams in town, to provide additional bicycle and pedestrian routes. Another recommendation of the Stanardsville Comprehensive Plan is to "divert heavy through-truck traffic from Main Street by working with Greene County and VDOT to direct such traffic to the 33 bypass as an alternate route." The goal of this recommendation is to promote safe travel for pedestrians, bicycles and motorists.

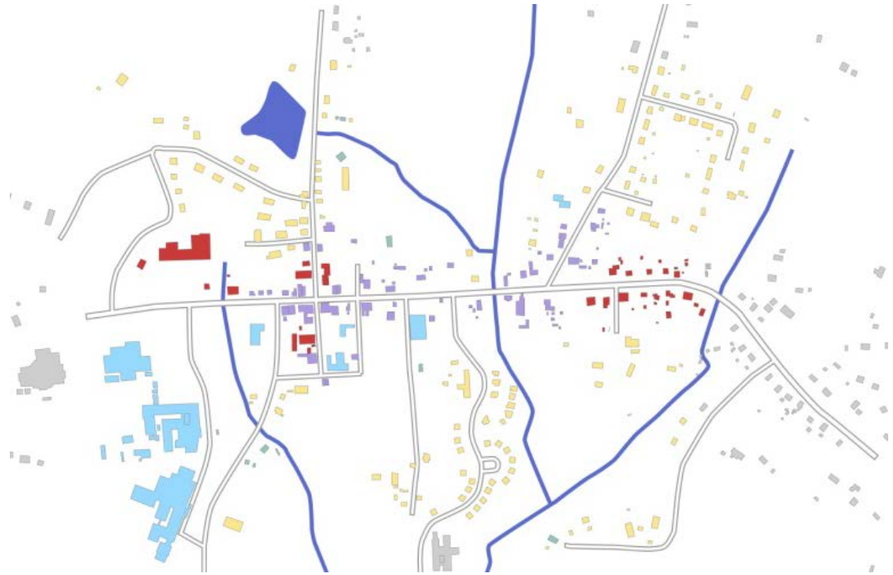
Greene County - 2035 Thoroughfare Plan - Idealized Future Network



SEPTEMBER 2009

Source: Greene County 2035 Thoroughfare Plan

Stanardsville 2017: Current Street Network



Stanardsville 2030: Conceptual Illustration of Growth with Connected Street Network

Diagram intended for illustrative purposes only and does not depict exact location of proposed infrastructure improvements

Source: Greene County Multimodal Corridor Study,

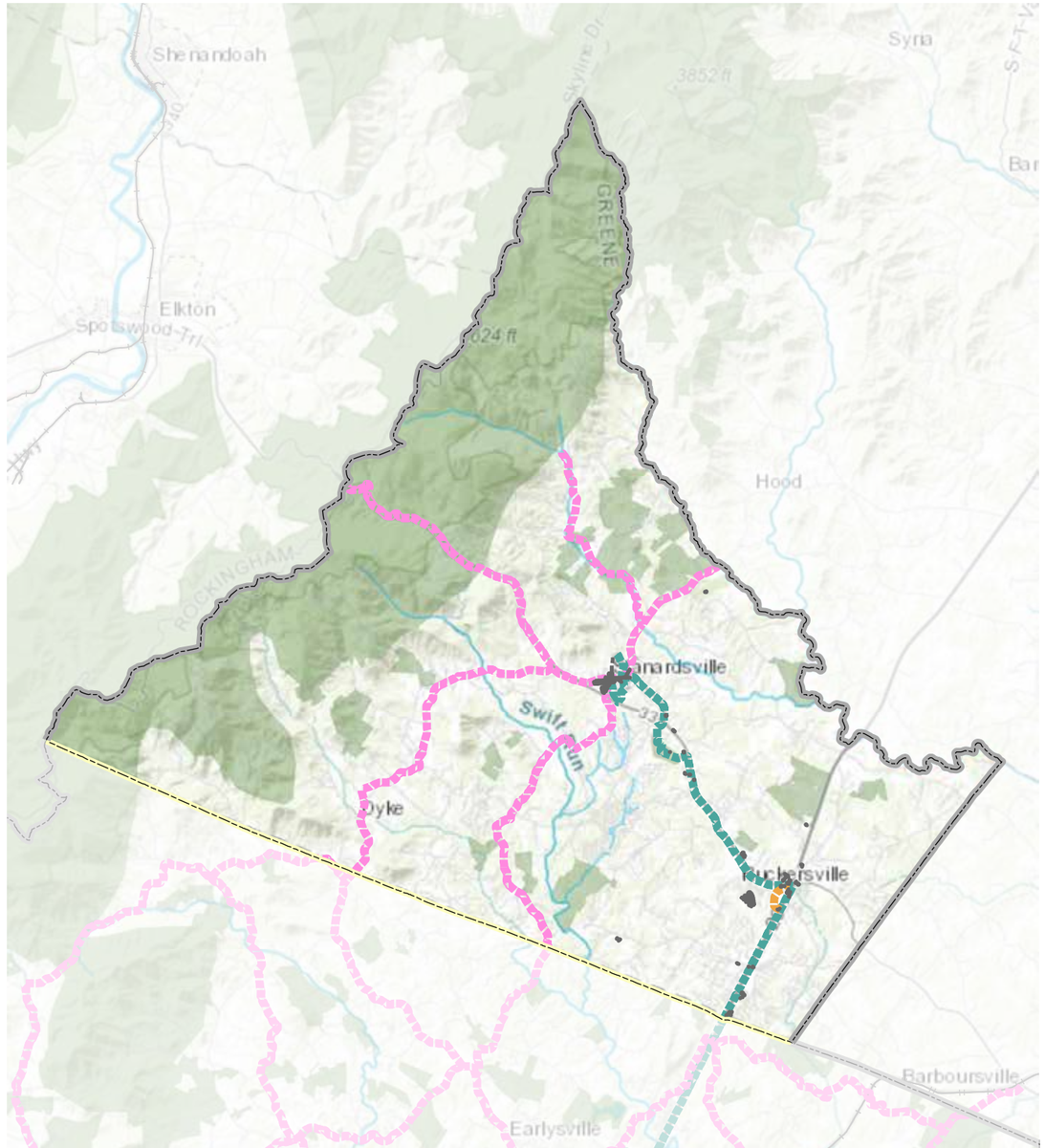
23 | Town of Stanardsville Comprehensive Plan

Source: Town of Stanardsville Comprehensive Plan

Infrastructure Recommendations

This Plan has identified many roads that could be improved to increase safety and comfort for bicyclists in the region. This Plan uses "rural shared road" as the primary recommendation for rural roads, which is meant to indicate that bicyclists will continue to ride on the road, either within the travel lane or on the shoulder, but conditions for these cyclists can be improved. These improvements could include widening and paving shoulders, adding signs to ensure that drivers are aware of the presence of cyclists, and improving intersections and other aspects of road design to accommodate bicyclists. This Plan has not identified detailed improvements for each road, so exact improvements will need to be determined by VDOT and Greene County. Additional recommendations include shared use paths that accommodate bicyclists and pedestrians. The purpose of proposed improvements is to increase safety, provide transportation options, connect facilities and act as a community improvement tool. The recommendations include the following table and maps on pages 108-111.

Roadway/ Corridor	Segment	Improvement	Explanation
US 29 (Seminole Trail)	Albemarle County line to US 29 and US 33 intersection	Shared Use Path	This path would extend the proposed path in Albemarle County to allow for bicycling or walking along the US 29 corridor from Charlottesville and urban Albemarle County to Ruckersville.
US 33 (Spotswood Trail)	Stanardsville to US 29 and US 33 intersection	Shared Use Path	This path would connect residents of Standardsville and Ruckersville to the Greene County Community Park, as well as connecting to the proposed path along the US 29 corridor. While the map shows this path following US 33, the preferred location for the path along this corridor would need to be identified and may not closely follow US 33.
US 33 (Spotswood Trail)	Stanardsville to the Rockingham County line	Paved Shoulders	Shoulder and spot safety improvements
Route 230 (Madison Road)	Madison County line to Stanardsville	Paved Shoulders, Improved Signage, or both	Shoulder and spot safety improvements. and part of a corridor that Greene County is seeking to identify as a Scenic Byway.
Route 621 (South River Road)	Route 230 to the Rapidan Wildlife Management Area	Paved Shoulders, Improved Signage, or both	Shoulder and spot safety improvements
Route 810 (Dyke Road)	US 33 to Albemarle County line	Paved Shoulders, Improved Signage, or both	Shoulder and spot safety improvements and part of a corridor that Greene County is seeking to identify as a Scenic Byway.
Route 604/ 622 (Celt Road)	Stanardsville to Albemarle County line	Paved Shoulders and/or Improved Signage	Shoulder and spot safety improvements



Map 10.3.1
Infrastructure Recommendations

2 Miles

N

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network in Greene County.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Proposed Bike Lane
- Proposed Shared Use Path
- Proposed Rural Shared Road
- Proposed Sidewalk
- Existing Sidewalk

Towns and Development Areas

Given that Stanardsville and Ruckersville have a relatively higher density of residents and destinations than the rest of Greene County, bicycle and pedestrian infrastructure provides transportation options and a recreational amenity for residents and tourists in these areas. The following are recommendations for these areas, and correspond to maps on pages 110-111.

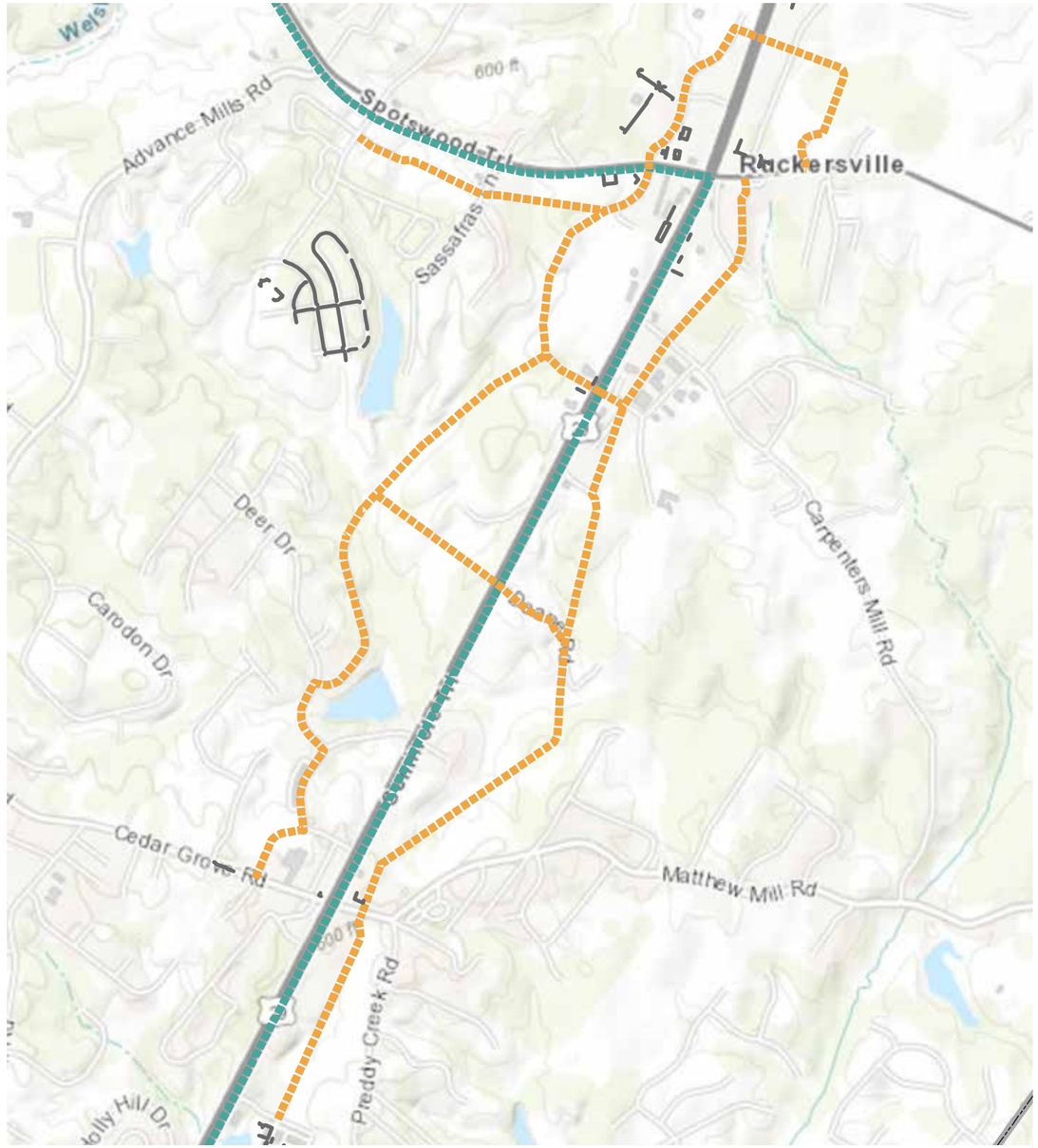
Ruckersville

- Build bike lanes on a proposed road connecting US 29 to US 33
- Ensure that bicycle and pedestrian infrastructure is included as part of the construction of new roadway connections

In 2018, Greene County adopted the *Ruckersville Area Plan*, which provides a conceptual road network for the Ruckersville area. The proposed conceptual road network was created with bicycle and pedestrian facilities at the forefront of the transportation network. Within the Ruckersville Area Plan, diagrams of the proposed conceptual road network can be found in Chapter 5, *Appendix*, on pages 53-55.

Stanardsville

- Shared use path (bicycle and pedestrian) along Mitchell Creek from Krystal Court and Ford Ave in the north, across Main Street and to the south boundary of the Town (potential connection to William Mills Drive or Tripple S Ranch Lane)
- Shared use path (bicycle and pedestrian) along the creek from Main Street (at Monroe Drive), across Celt Rd to the southern boundary of the town
- Shared use path along Krystal Ct, Ford Ave (between Krystal Ct and Judges Rd), Judges Rd (between Ford Ave and Bray Rd), and Bray Rd, connecting to the path at Main St and Monroe Dr
- Complete Phase II of the Streetscape project on Main Street
- Crosswalk and potential sidewalk improvements on Celt Rd south of Stanard Street
- Continue the sidewalk on Ford Ave from where it currently ends to the driveway of the apartment complex north of Judges Rd (or further north to Krystal Court)
- Shared road signs or pavement markings along Main Street and Madison Rd, to accommodate people bicycling within Stanardsville and those riding longer distances around Greene County



Map 10.3.2
Infrastructure Recommendations

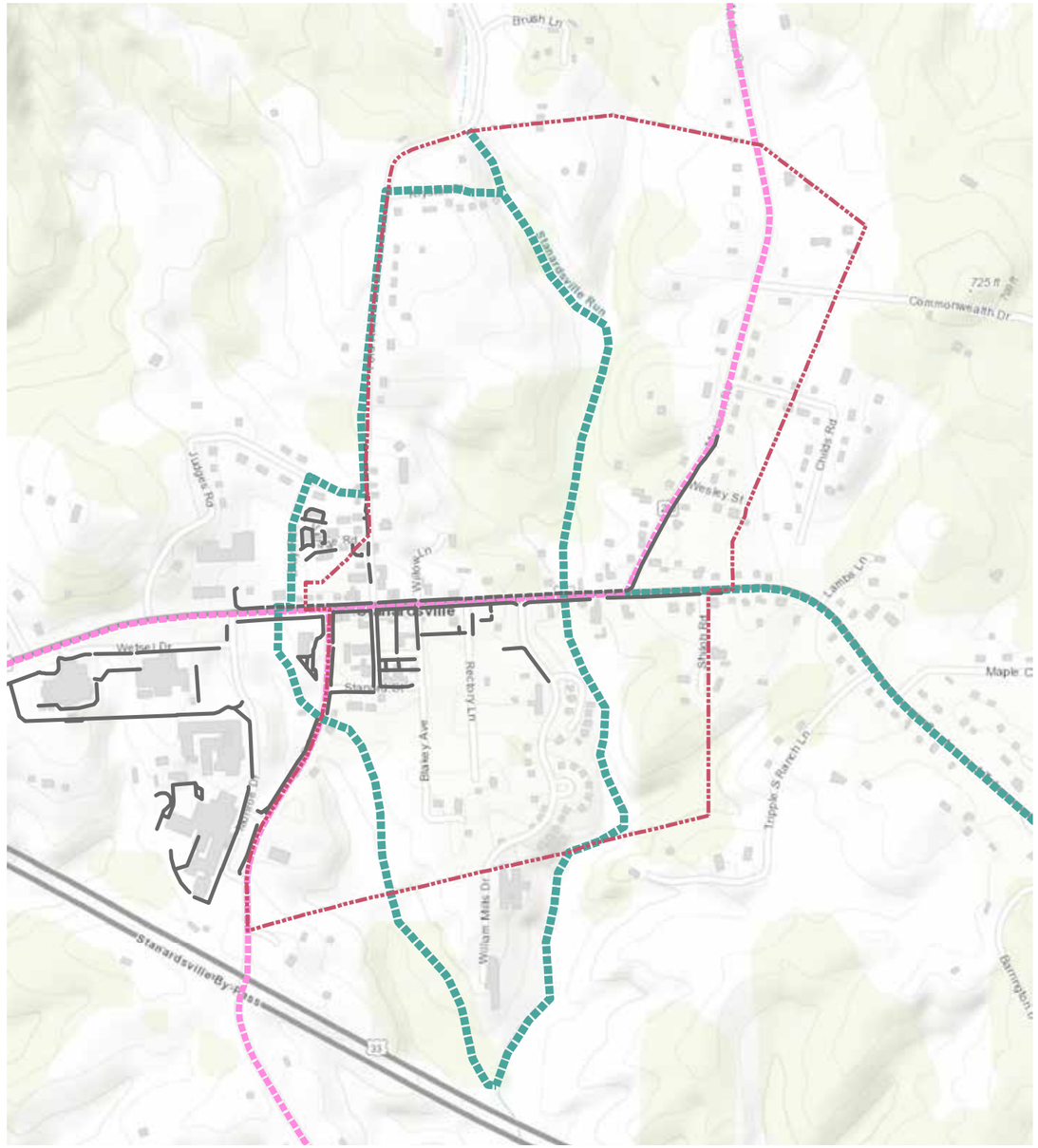
.25 Mile

N

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Proposed Bike Lane
- Proposed Shared Use Path
- Existing Sidewalk

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network in Ruckersville.



Map 10.3.3
Infrastructure Recommendations

500 Feet

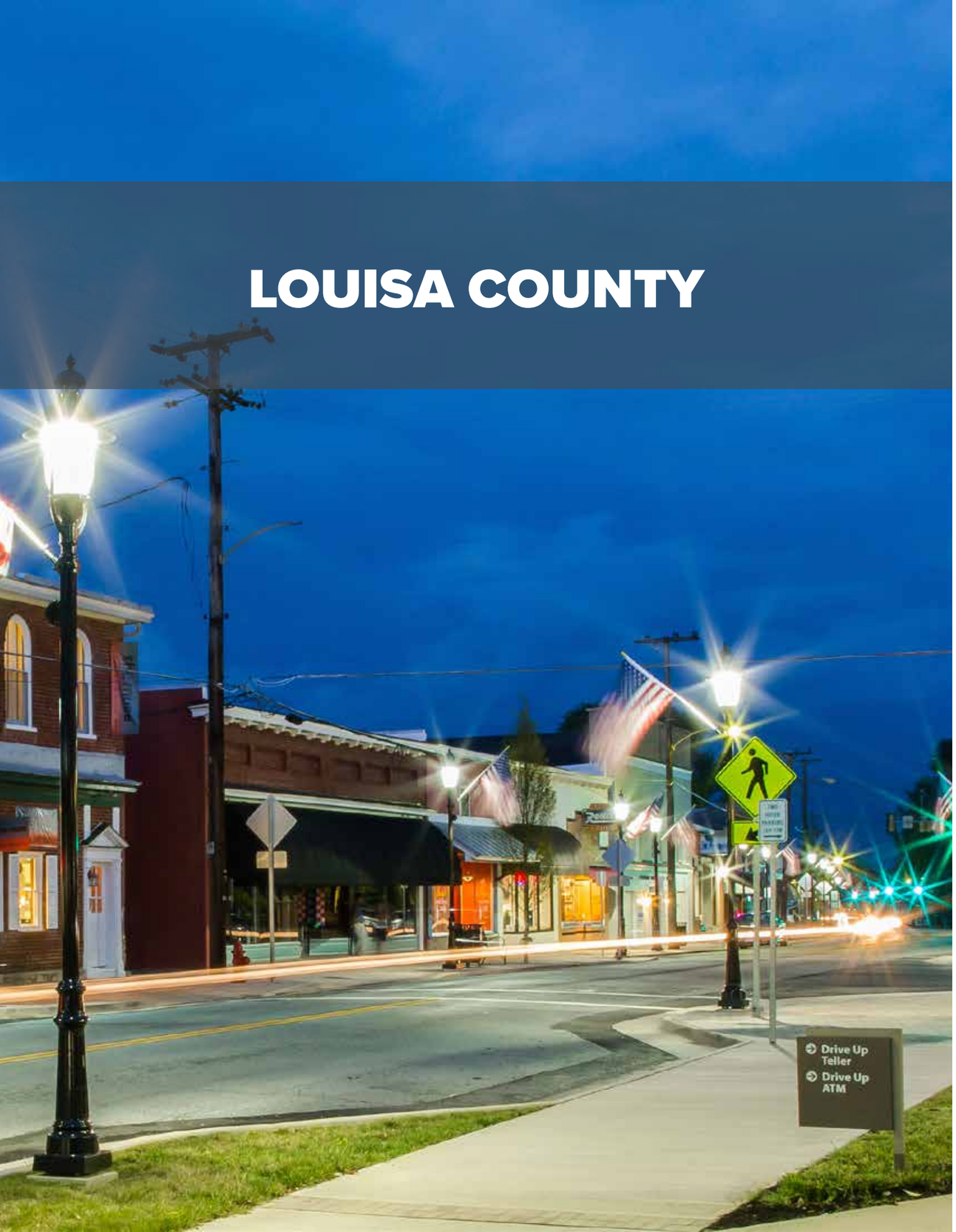
N

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Stanardsville Boundary
- Proposed Shared Use Path
- Proposed Rural Shared Road
- Proposed Sidewalk
- Existing Sidewalk

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network in Stanardsville.

LOUISA COUNTY



Existing Conditions

Louisa County contains roads that allow for recreational bicyclists to view beautiful scenery and varied topography. As such, recreational bicycling on roads in the County is common. Bicycling for transportation is less common, given the low residential, employment, and destination density in most of the County. U.S. Bicycle Route 76 traverses Louisa County and travels along existing rural roads. Some steps have been taken along the Route 76 to provide additional bicycle infrastructure. This includes route signage and a section of bike lanes along Route 618. Pedestrian infrastructure, and walking for transportation, are also limited in the county. While not extensive, the towns of Mineral and Louisa each have a somewhat connected sidewalk network. Sidewalks also exist in the Zion Crossroads growth area. Most of the sidewalk network is disconnected and provides limited access to existing businesses and apartment complexes. As described in the next section, local documents call for continuing to build bicycle and pedestrian infrastructure to increase transportation choice as development occurs in the county.

Local Documents

The *Louisa County Comprehensive Plan*, adopted in 2012 indicates a desire for ensuring residents have an efficient and safe transportation network. The Comprehensive Plan recognizes the value that Bike Route 76 brings to the county and identifies opportunities for recreational cycling on secondary and back roads as a tourism opportunity. The plan identifies the need for improved facilities along Route 76 and for improved pedestrian facilities in growth areas and where appropriate. The Comprehensive Plan includes several objectives related to bicycle and pedestrian infrastructure. This includes a rural transportation strategy that states, "bicycle routes should be designated in the plan to allow VDOT participation in the future." The Comprehensive Plan also includes recommendations from the *2004 Jefferson Area Bicycle, Pedestrian, and Greenways Plan*. The Greenways plan recommendations include both primary and secondary bicycle routes. Many of these existing recommendations have been incorporated into this plan.

The 2018 *Town of Louisa Comprehensive Plan* includes several recommendations related to bicycle and pedestrian facilities. One item is to develop and encourage bicycle repair and parking stations along Courthouse Square area parking and pedestrian sections. Other recommendations include building new sidewalks in the town and replacing existing non-compliant sidewalks. The town received a TEA 21 grant for streetscape improvements. These improvements were completed in 2015 and have added features to increase pedestrian safety, including crosswalks, sidewalks, lighting and traffic calming measures in the downtown area.

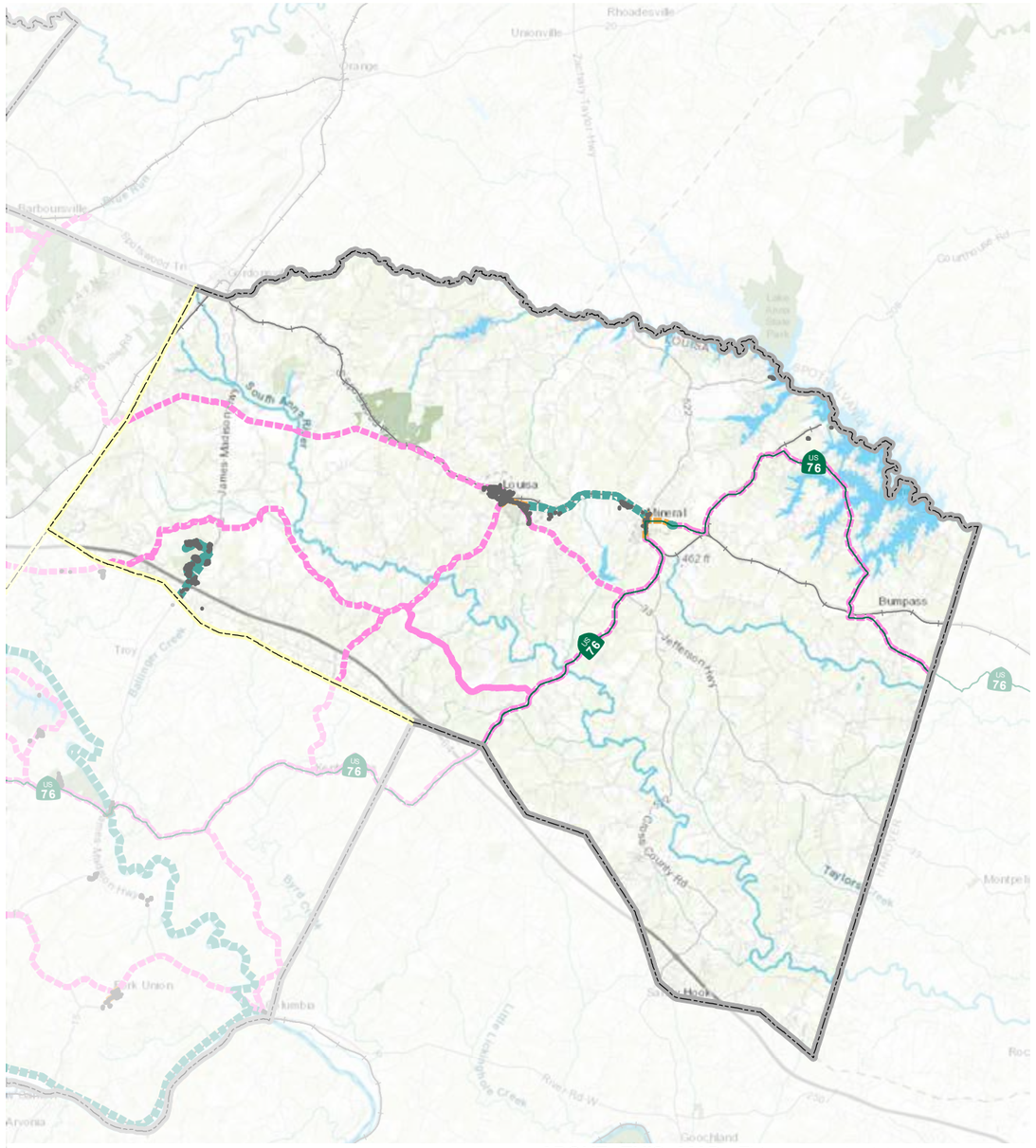
The 2018 Town of Mineral Comprehensive Plan includes a recommendation for including bike lanes along Mineral and Louisa Avenue(s). The Comprehensive Plan also identifies bicycle and pedestrian infrastructure as an important component of its "Town to Be" vision. The "Town to Be" vision focuses on revitalizing Mineral Avenue and the downtown Mineral core through streetscaping and other placemaking treatments.

Infrastructure Recommendations

This Plan has identified many roads that could be improved to increase safety and comfort for bicyclists in the region. This Plan uses "rural shared road" as the primary recommendation for rural roads, which is meant to indicate that bicyclists will continue to ride on the road, either within the travel lane or on the shoulder, but conditions for these cyclists can be improved. These improvements could include widening and paving shoulders, adding signs to ensure that drivers are aware of the presence of cyclists,

and improving intersections and other aspects of road design to accommodate bicyclists. This Plan has not identified detailed improvements for each road, so exact improvements will need to be determined by VDOT and Louisa County. Additional recommendations include shared use paths that accommodate bicyclists and pedestrians. The purpose of proposed improvements is to increase safety, provide transportation options, connect facilities and act as a community improvement tool. The recommendations include the following table and maps on pages 115-119.

Roadway/ Corridor	Segment	Improvement	Explanation
Bike Route 76	Entire route in Louisa County	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements detailed within the Bike Route 76 Corridor Study
Route 208 (Davis Highway)	Between the towns of Louisa and Mineral	Shared Use Path	Connect the towns of Louisa and Mineral with a Shared Use Path via the Betty Queen Center and the public schools
US 33 (Jefferson Highway)	Route 208 to Route 605	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements; particularly within the 2-lane segment
US 33/ Route 22 (Louisa Road)	Town of Louisa to Albemarle County line	Paved Shoulders and/or Improved Signage	Shoulder and spot safety improvements
Route 208 (Courthouse Road)	US 250 to Town of Louisa line	Paved Shoulders and/or Improved Signage	Shoulder and spot safety improvements
Route 640 (West Old Mountain Road)	Route 240 to Route 208	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements
Route 640 (East Jack Jouett Road)	Route 208 to Route 638	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements
Route 617 (East Green Springs Road)	Route 638 to Route 15	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements
Route 617 (West Green Springs Road)	Route 15 to Route 615	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements
Route 615 (Columbia Road)	Route 617 to Route 627	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements
Route 627 (Zion Road)	Route 617 to Fluvanna County line	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements



Map 10.4.1
Infrastructure Recommendations

2 Miles

N

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network in Louisa County.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Proposed Bike Lane
- Existing Bike Lane
- Proposed Shared Use Path
- Proposed Rural Shared Road
- Existing Sidewalk

Towns and Development Areas

Given that Louisa, Mineral, and Zion Crossroads have a relatively higher density of residents and destinations than the rest of Louisa County, bicycle and pedestrian infrastructure provides transportation options and a recreational amenity for residents and tourists in these areas. The following are recommendations for these areas:

Town of Mineral

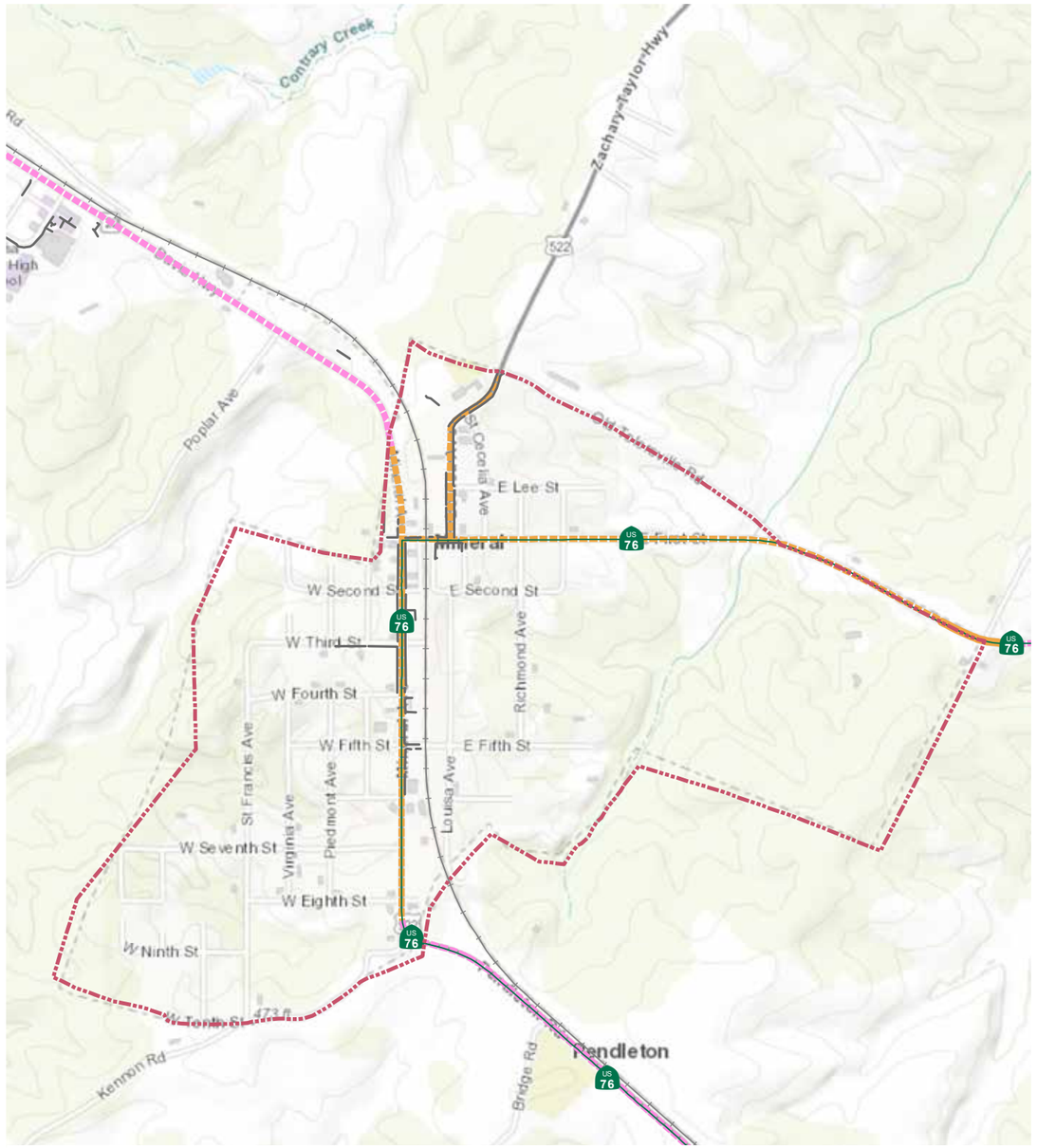
- Construct new sidewalks that connect gaps in the sidewalk network
- Add bike lanes along Mineral Ave and East 1st Street and Louisa Ave to better accommodate Route 76
- Add sidewalks to fill in gaps
- Add pedestrian crossing at East 1st Street and Mineral Ave

Town of Louisa

- Construct new sidewalks that connect gaps in the sidewalk network
- Install bicycle repair and bicycle parking stations in various locations
- Add bike lanes along Route 33 and Courthouse Road
- Pedestrian crosswalk at the intersection of Courthouse Road and Route 15

Zion Crossroads

- The Zion Crossroads area is a fast-growing development area with close proximity to I-64. Growth along the Route 15 corridor includes new residential developments and commercial shopping centers. Where possible, bicycle and pedestrian improvements should be included that would allow for connectivity between residential developments and the commercial development along Route 15. Specific recommendations include:
- Constructing a shared use path parallel to Route 15 from US 25 to Smithfield drive
-
- Shared used path connections from Route 15 to Spring Creek and Stonegate at The Crossings
- Sidewalk and shared use path connectivity along Spring Creek Parkway and Camp Creek Parkway
- Sidewalk connectivity along Market Street/ Freedom Trail



Map 10.4.2
Infrastructure Recommendations

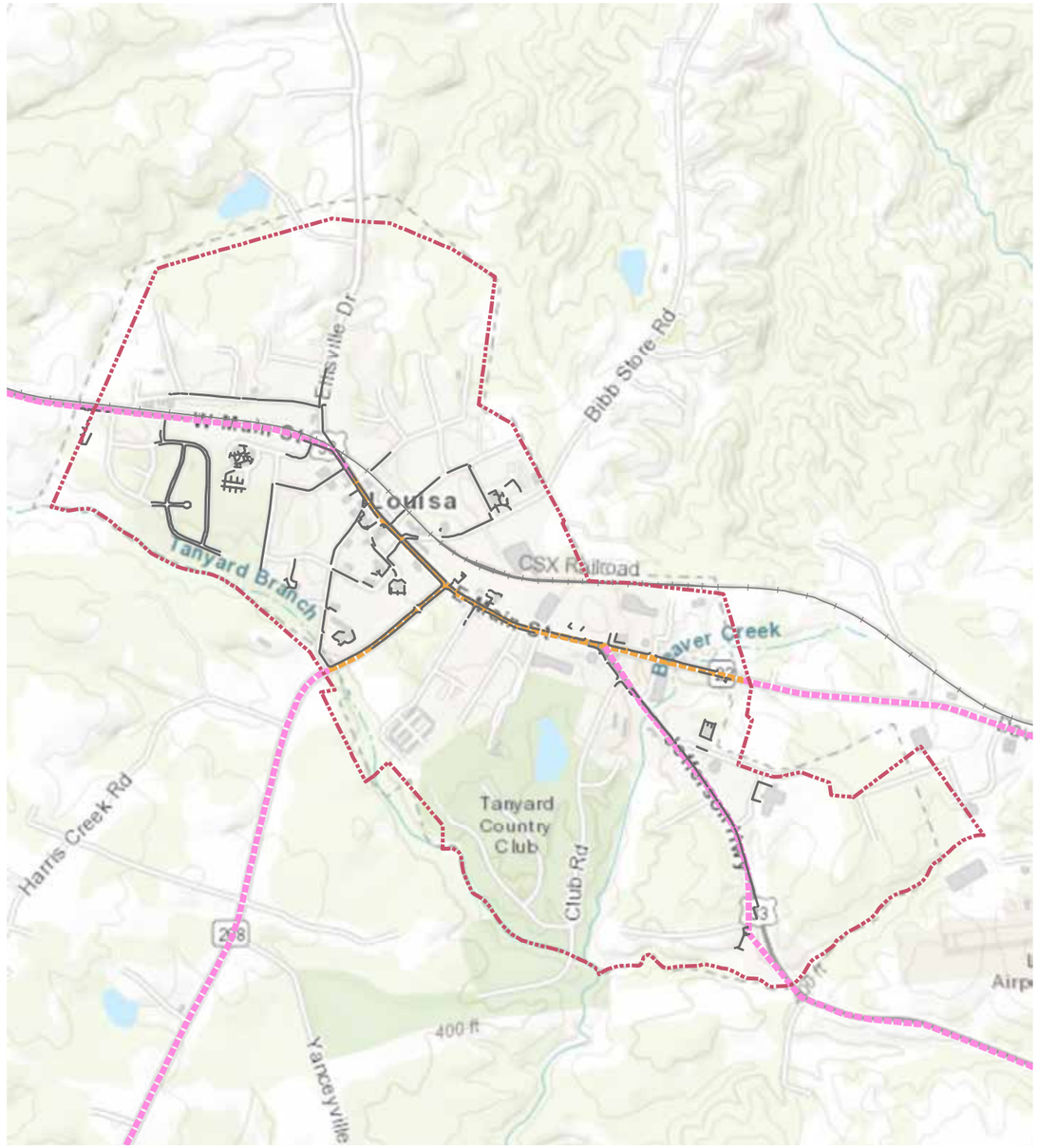
1,000 Feet

N

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network in the Town of Mineral.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Town of Mineral Boundary
- Proposed Bike Lane
- Existing Bike Lane
- Proposed Rural Shared Road
- Existing Sidewalk



Map 10.4.3
Infrastructure Recommendations

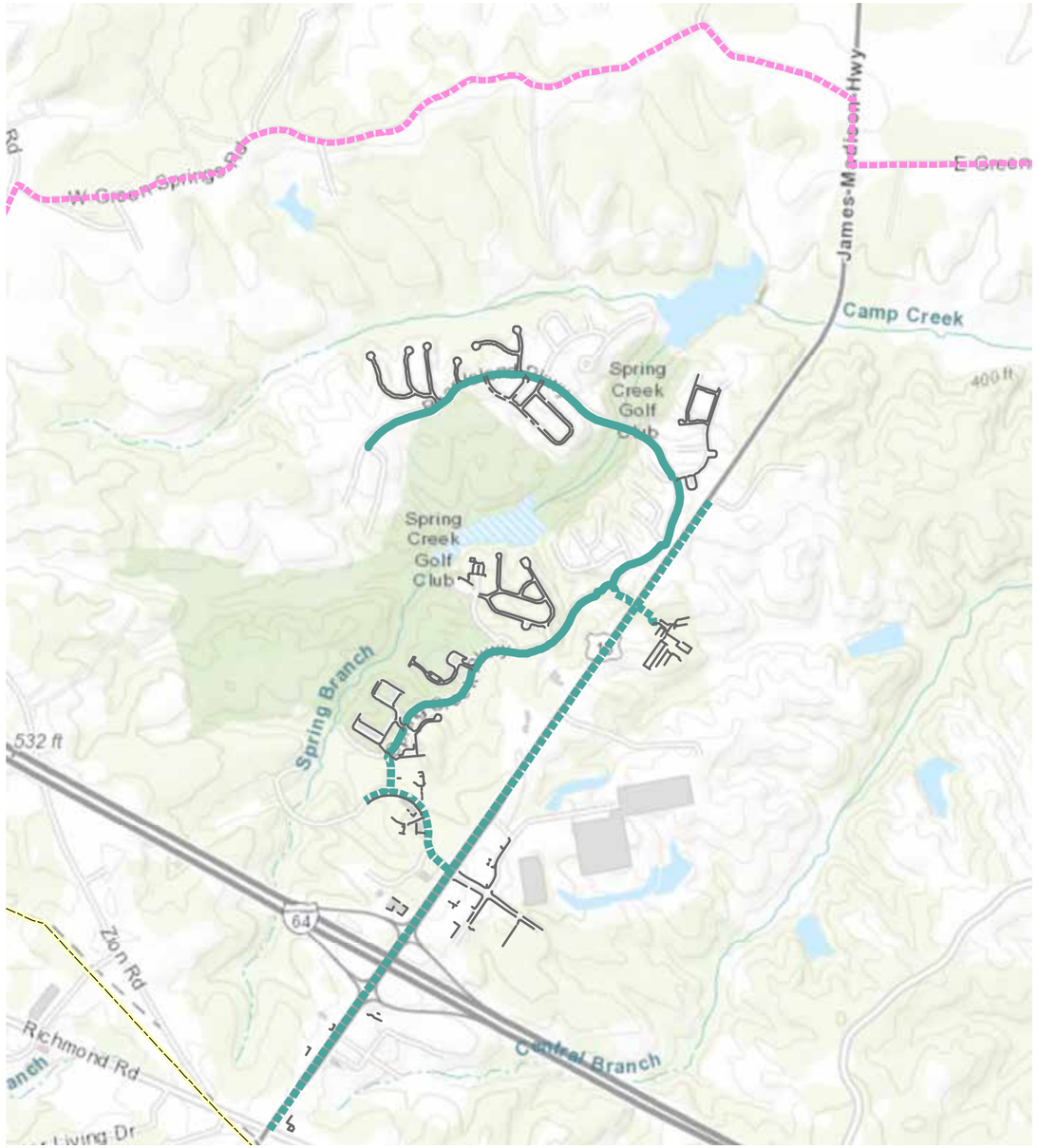
1,500 Feet

N

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network in the Town of Louisa.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Town of Louisa Boundary
- Proposed Bike Lane
- Proposed Rural Shared Road
- Existing Sidewalk



Map 10.4.4
Infrastructure Recommendations

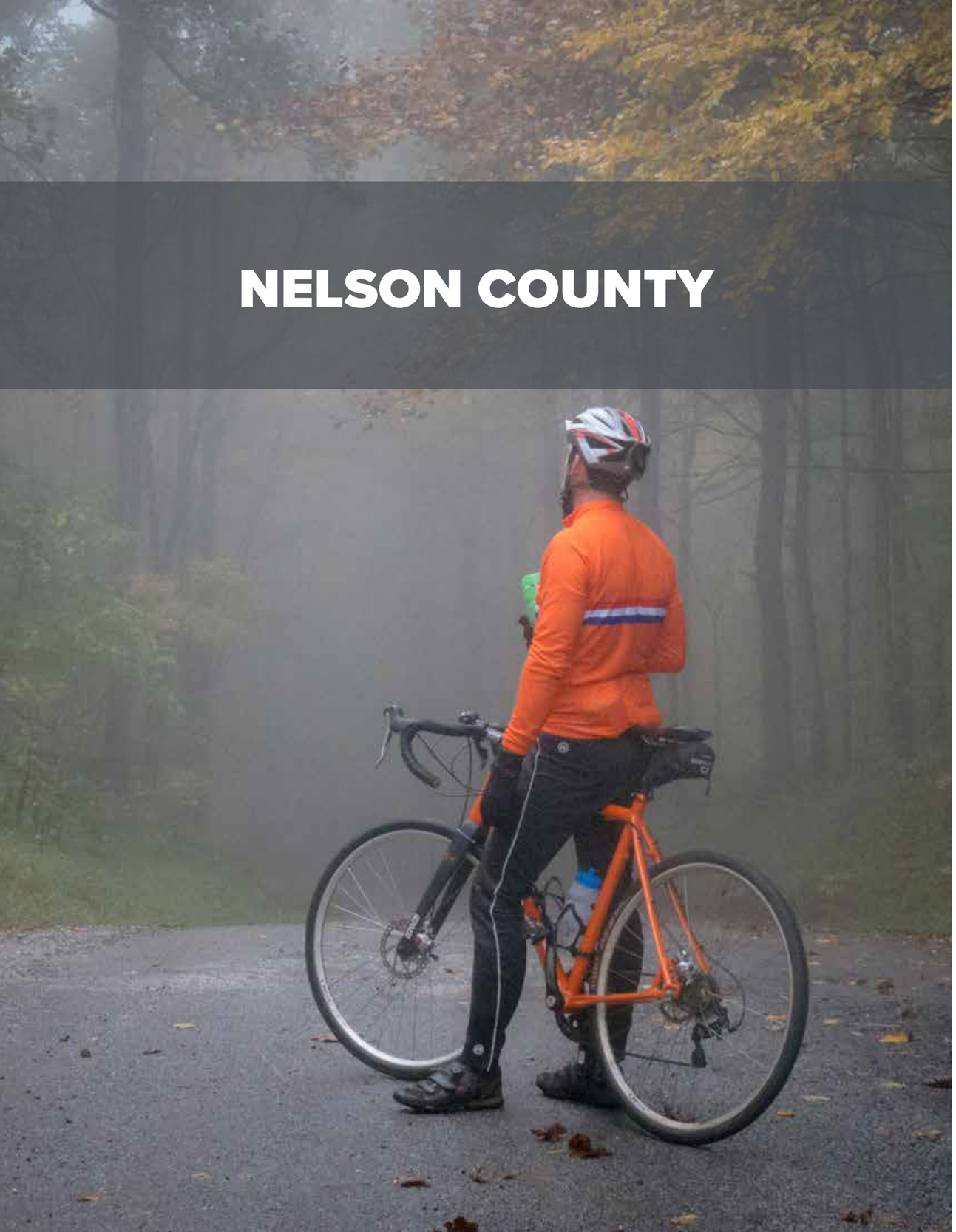
1,000 Feet

N

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network in Zion Crossroads.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Proposed Shared Use Path
- Existing Shared Use Path
- Proposed Rural Shared Road
- Existing Sidewalk



NELSON COUNTY

Existing Conditions

The topography of Nelson County is attractive to recreational bicyclists and the County's tourism website claims, "with gentle rolling hills near the James River and challenging terrain in the Blue Ridge Mountains, Nelson County has something for all skill levels"[6]. This physical terrain also makes bicycle transportation more difficult in the county, since the road network is more limited than other counties in the region. As such, there are few alternate routes bicyclists can use that avoid primary roads, such as US 29, which are generally not safe or desirable for bicycle transportation.

Most bicycling in Nelson County currently is for recreation, with many people bicycling on the Blue Ridge Parkway and roads in the nearby Rockfish Valley Area. The Blue Ridge Parkway along the western edge of Nelson County is part of US Bicycle Route 76. Route 76 also runs through Nelson County on US 250 from Rockfish Gap to Rte 6, on Rte 6 to Afton, and then on Rte 750 (Old Turnpike Road) to the Albemarle County line. The Blue Ridge Railway Trail, a nearly 7-mile long path along the Piney and Tye Rivers, offers a flat off-road location for recreational bicycle riding.

Local Documents

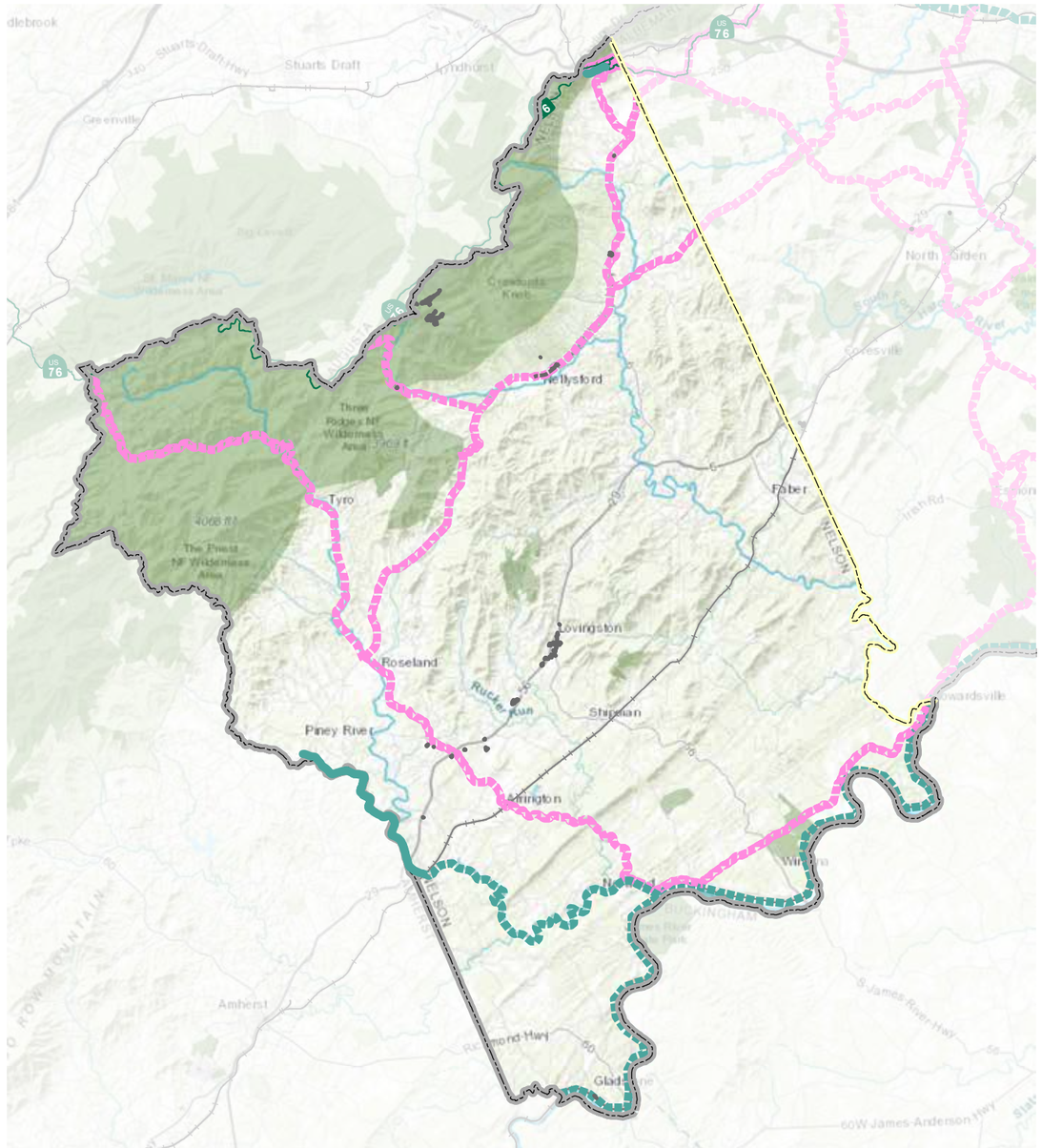
The *Nelson County Comprehensive Plan*, adopted in 2002, contains recommendations for bicycle and pedestrian infrastructure improvements and regional greenways. The Plan indicates the need for improvements on roads throughout the County and within Lovingston and Nellysford. It suggests that improvements along major corridors such as US 29 are necessary to allow for bicycle transportation. It then identifies many roads that are routes for recreational bicyclists and could also be improved to provide increased safety and comfort for these cyclists. The Plan proposes greenway corridors along waterways in the County, including the James, Tye, Rockfish Rivers and Dillard Creek. These greenways could include bicycle and pedestrian paths to provide both transportation and recreation opportunities in the County.

Other relevant plans include a *Route 151 Corridor Study* completed by VDOT in 2013, and a *Rockfish Valley Area Plan* completed by TJPDC and Nelson County in 2017. The Route 151 Corridor Study identified the need for wide (6-foot) paved shoulders to accommodate bicycles and pedestrians on much of Route 151. The Rockfish Valley Area Plan also included multiple recommendations that are incorporated into this Plan. These include general suggestions to improve roadway connectivity with roads that include bicycle and pedestrian infrastructure, and specific suggestions including to create a shared use path that connects Wintergreen, Stoney Creek, Nellysford and Beech Grove.

Infrastructure Recommendations

This Plan has identified many roads that could be improved to increase safety and comfort for bicyclists in the region. This Plan uses "rural shared road" as the primary recommendation for rural roads, which is meant to indicate that bicyclists will continue to ride on the road, either within the travel lane or on the shoulder, but conditions for these cyclists can be improved. These improvements could include widening and paving shoulders, adding signs to ensure that drivers are aware of the presence of cyclists, and improving intersections and other aspects of road design to accommodate bicyclists. This Plan has not identified detailed improvements for each road, so exact improvements will need to be determined by VDOT and Nelson County. Additional recommendations include shared use paths that accommodate bicyclists and pedestrians. The purpose of proposed improvements is to increase safety, provide transportation options, connect facilities and act as a community improvement tool. The recommendations include the following table and maps on pages 122-126.

Roadway/ Corridor	Segment	Improvement	Explanation
Route 151 (Rockfish Valley Highway)	Albemarle County line to Route 634	Paved 6-foot shoulders marked as bike lanes	Shoulder and spot safety improvements detailed within the Route 151 Corridor Study
Route 151 (Rockfish Valley Highway)	Route 634 to Route 56	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements
Route 6 9Afton Mountain Road)	US 250 to Route 151	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements detailed in the Bike Route 76 Corridor Study
US 250 (Rockfish Gap Turnpike)	Route 6 to Skyline Drive/Blue Ridge Parkway	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements detailed in the Bike Route 76 Corridor Study
Route 750 (Old Turnpike Road)	Albemarle County line to Route 6	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements detailed in the Bike Route 76 Corridor Study
Route 635 (Craigs Store Road)	Albemarle County line to Route 151	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements
Route 664 (Beech Grove Road)	Route 151 to Blue Ridge Parkway	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements
Route 56 (Crabtree Falls Highway)	Route 151 to Blue Ridge Parkway	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements
Route 655 (Roseland/ Colleen/ Arrington/ Variety Mills Road)	Route 151 to Route 626	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements
Route 626 Norwood Road/Union Hill Drive)	Route 655 to Albemarle County line	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements
James River	Albemarle County line to Amherst County line	Shared Use Path	Part of the James River Heritage Trail
Tye River	Existing Blue Ridge Railway Trail to James River Trail	Shared Use Path	Shared use path along the Tye River



Map 10.5.1
Infrastructure Recommendations

4 Miles

N

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Proposed Shared Use Path
- Existing Shared Use Path
- Proposed Rural Shared Road
- Existing Sidewalk

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network in Nelson County.

Towns and Development Areas

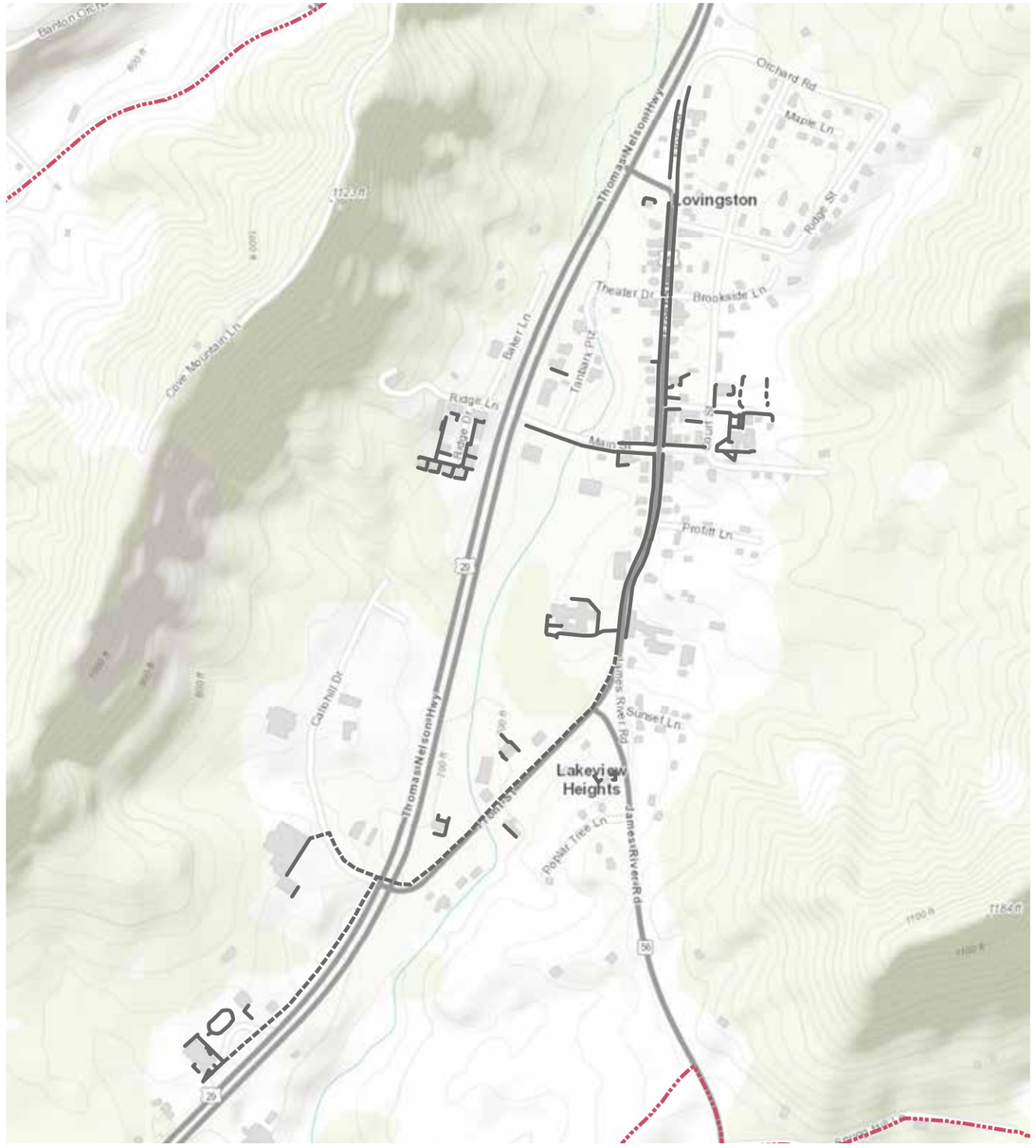
Given that Lovingston and Nellysford have a relatively higher density of residents and destinations than the rest of Nelson County, bicycle and pedestrian infrastructure provides transportation options and a recreational amenity for residents and tourists in these areas. The following are recommendations for these areas:

Lovingston

- Construct a crosswalk at the intersection of US 29 and Main Street
- Build a sidewalk along Front Street from the existing sidewalk to US 29
- Construct a crosswalk and install a pedestrian signal at the intersection of US 29 and Front Street
- Build a sidewalk to Callohill Drive from US 29 to the shopping center
- Build a sidewalk or shared use path from intersection of US 29 and Front Street to the library, with potential to extend to the Middle School and High School

Nellysford

- Construct a sidewalk, or shared use path, along Route 151 from Monocan Drive to Wintergreen True Value Hardware
- "Encourage addition of sidewalks, bike lanes, or similar multi-use path in Nellysford, especially during new development and redevelopment activities." Recommendation from Rockfish Valley Area Plan
- "Create a safe, user-friendly recreational connection between Wintergreen, Stoney Creek, Nellysford and Beech Grove." Recommendation from Rockfish Valley Area Plan



Map 10.5.2
Infrastructure Recommendations

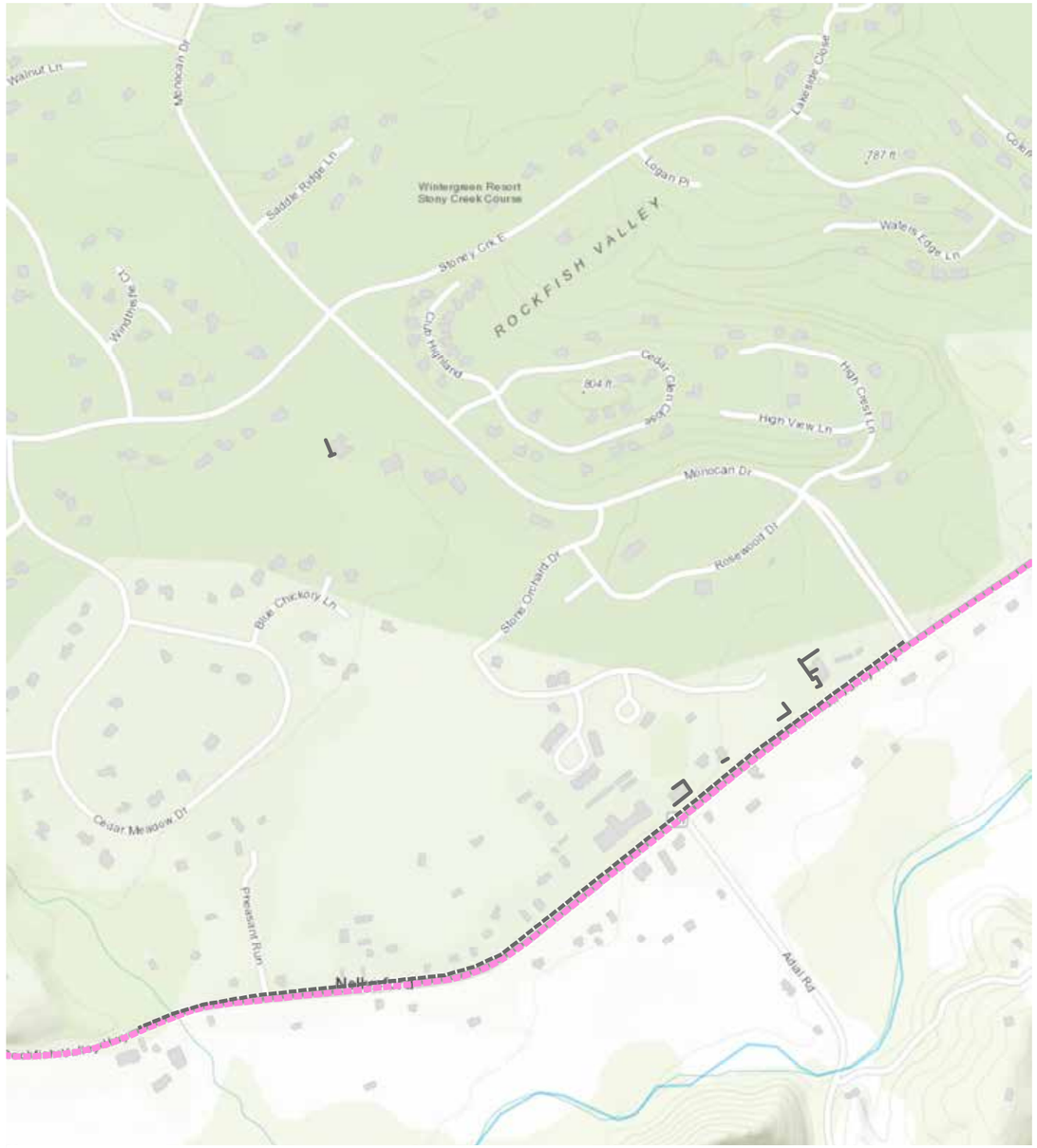
1,000 Feet

N

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Town of Lovingston Boundary
- Proposed Sidewalk
- Existing Sidewalk

ABOUT THIS MAP: This map depicts the sidewalks identified as part of the pedestrian network in the Town of Lovingston.



Map 10.5.3
Infrastructure Recommendations

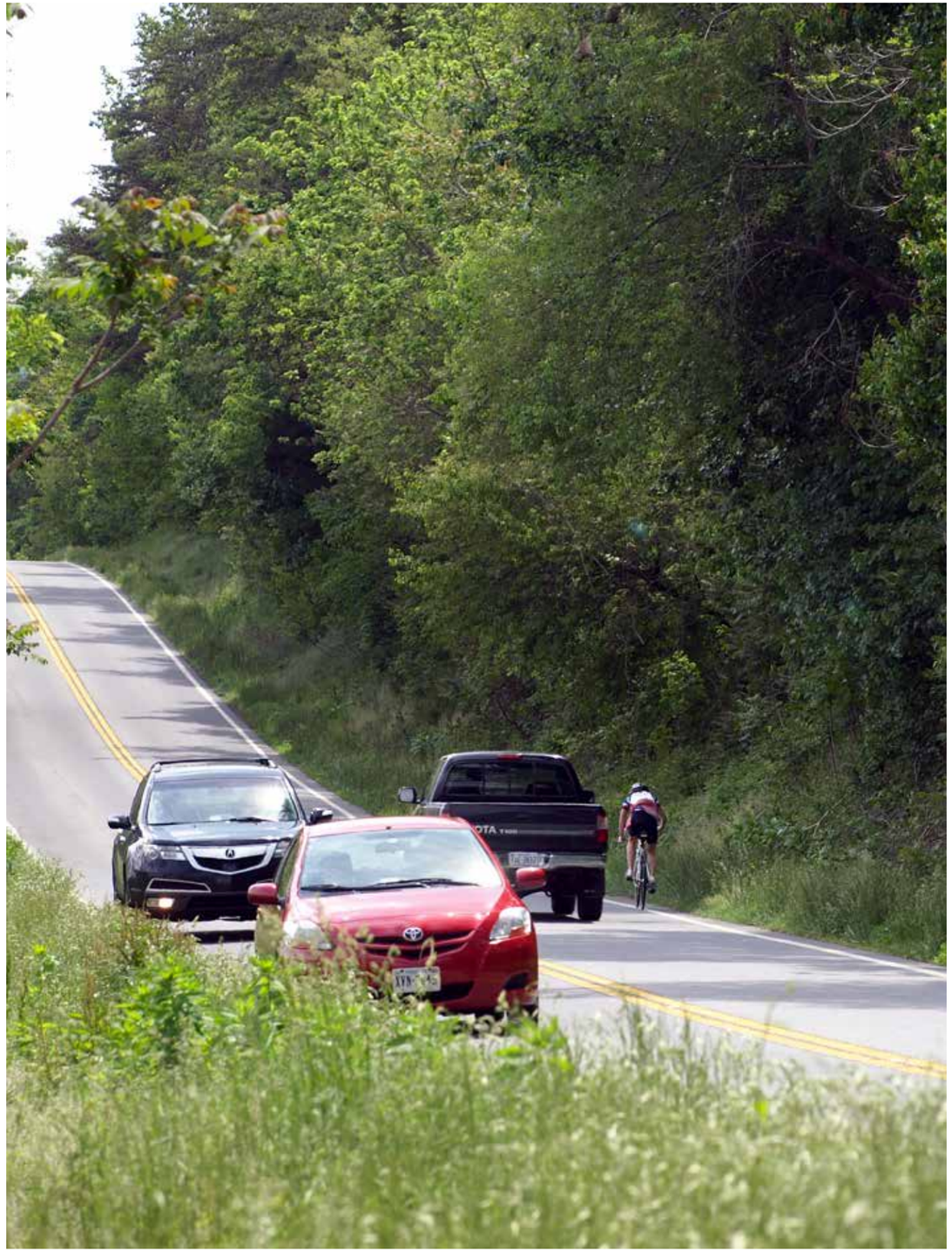
1,000 Feet

N

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Proposed Sidewalk
- Existing Sidewalk

ABOUT THIS MAP: This map depicts the sidewalks identified as part of the pedestrian network in Nellysford.



SECTION IV

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SECTION V

APPENDICES

APPENDIX

A

CORRIDOR INFORMATION

The table on pages 138-142 in Appendix A provides information about the corridor segments (projects) that were created and evaluated in this Plan. Specifically, it includes information for the following fields:

BPID: ID number for each project, which allows for identification of the project on the maps provided in this appendix and online.

Location/Name: Information about the general location of the project, such as the name of the road, river or stream that the project follows.

Type: Type of infrastructure being recommended, where SUP is shared use path, BL indicates bike lanes with sidewalk, and SR indicates shared road with sidewalk.

Status: Indicates whether there is any existing infrastructure, where BL is bike lane, SR is shared road, and TR is trail.

APT Tier: Prioritization tier calculated using the ActiveTrans Priority Tool (APT), where Tier 1 is highest priority.

Final Tier: The final prioritization tier, reflecting the result of the APT evaluation and additional adjustments, where Tier 1 is highest priority.

Prioritization Reason: If the final prioritization is different from the APT prioritization, the reason for this adjustment is provided.

Length (miles): Length of the project in miles.

Cost (Low): Low estimate for the cost (in million $) of the project, excluding cost for bridges, tunnels or overcoming other barriers. Estimated primarily using costs from a VDOT planning level cost estimation tool. Low cost estimates used were $510,000 per mile for bike lanes, $30,000 per mile for shared roadway, $350,000 per mile for sidewalk, and $1,280,000 for shared use path.

Cost (High): High estimate for the cost (in million $) of the project, excluding cost for bridges, tunnels or overcoming other barriers. Estimated primarily using costs from a VDOT planning level cost estimation tool. High cost estimates used were $770,000 per mile for bike lanes, $50,000 per mile for shared roadway, $1,160,000 per mile for sidewalk, and $2,090,000 for shared use path.

Barrier Cost: Estimate of cost necessary to build bridges, tunnels, or other infrastructure that crosses major barriers.

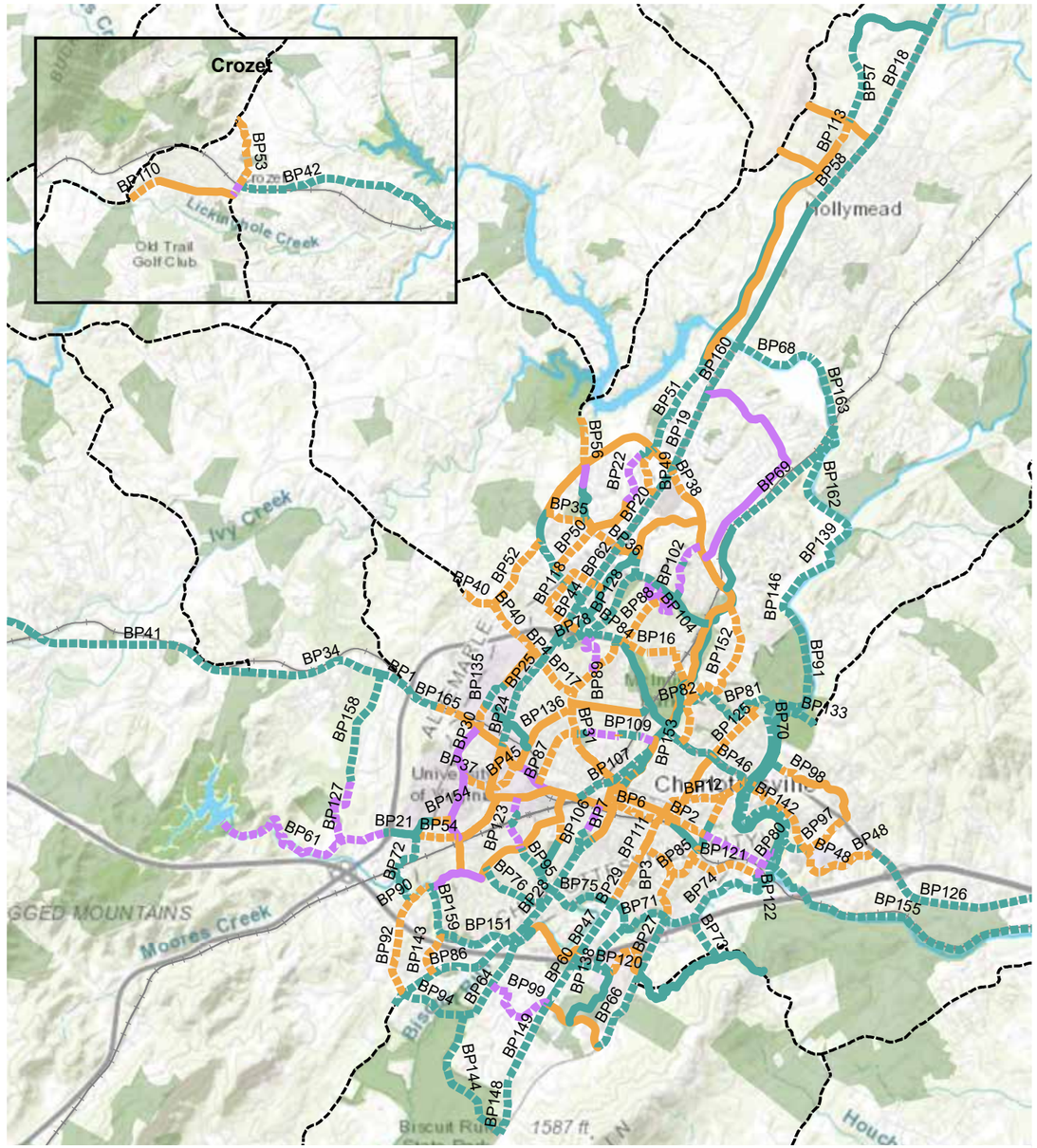
BPID	Location/Name	Type	Status	APT Tier	Final Tier	Prioritization Reason	Length (miles)	Cost (Low)	Cost (High)	Barrier Cost
BP1	Ivy Rd - Bypass	SUP	EX SR	Tier 2	Tier 2		0.89	1.60	3.35	0.88
BP2	E Market St - West	BL		Tier 2	Tier 2		0.61	0.43	0.84	
BP3	Monticello Rd	BL		Tier 1	Funded		1.19			
BP4	Barracks Rd - City West	BL		Tier 3	Tier 2	Consistency	0.52	0.37	0.71	
BP5	Avon St - Monticello Rd	BL		Tier 2	Tier 1	Consistency	0.31	0.22	0.43	
BP6	Water St	BL	EX SR	Tier 1	Tier 1		0.82	0.58	1.13	
BP7	Ridge McIntire Rd - Downtown	BL		Tier 1	Tier 1		0.28	0.20	0.39	
BP9	Dairy Rd	BL		Tier 3	Tier 3		0.52	0.37	0.72	
BP10	9th St NE	BL		Tier 1	Funded		0.35			
BP12	High St - West	BL		Tier 2	Tier 2		0.56	0.40	0.78	
BP13	US250 - East of Park St	SUP		Tier 2	Tier 1	Public Input	0.48	0.86	1.80	
BP14	US250 - West of Park St	SUP		Tier 2	Tier 1	Public Input	0.06	0.10	0.22	
BP15	High St - East	BL		Tier 2	Tier 2		0.37	0.26	0.51	
BP16	Grove Rd	BL		Tier 3	Tier 3		0.80	0.57	1.10	
BP17	Barracks Rd - City East	BL		Tier 2	Funded		0.79			
BP18	US29 - County boarder	SUP		Tier 3	Tier 3		5.91	10.60	22.25	1.40
BP19	US29 - Rio Rd	SUP		Tier 1	Tier 1		1.15	2.06	4.32	
BP20	US29 - Fashion Square	SUP		Tier 1	Tier 1		1.26	2.26	4.73	
BP21	Fontaine Ave - Interchange	SUP		Tier 2	Tier 2		0.78	1.40	2.95	
BP22	Commonwealth Dr - North	SR		Tier 2	Tier 2		0.75	0.37	1.56	
BP22	Commonwealth Dr - North	SUP		Tier 2	Tier 2		0.16	0.29	0.60	
BP23	Emmet St - South of US250	SUP		Tier 1	Tier 1		0.33	0.59	1.25	
BP24	Emmet St - Massie Rd	SUP		Tier 1	Funded		0.43			
BP25	Emmet St - Barracks Shopping	SUP		Tier 1	Tier 1		0.55	0.98	2.05	
BP26	Pantops Bridge	SUP		Tier 1	Tier 1		0.12	0.21	0.45	2.10
BP27	Rte 20 - US64 Intersection	SUP		Tier 1	Tier 2	Alternate Route	0.81	1.45	3.05	
BP28	5th St	SUP	EX BL	Tier 1	Tier 1		1.80	3.23	6.79	
BP29	Avon St - City Boundary	BL		Tier 1	Tier 1		0.40	0.29	0.56	0.88
BP30	Copeley Rd	BL		Tier 1	Tier 1		0.37	0.27	0.52	
BP31	Preston Ave	BL		Tier 2	Tier 2		0.66	0.47	0.92	
BP33	Meade Ave	BL		Tier 3	Tier 3		0.41	0.29	0.57	
BP34	Ivy Rd - Ednam	SUP		Tier 3	Tier 3		1.85	3.31	6.95	
BP35	Whitewood Rd	BL		Tier 3	Tier 1	Repaving	0.58	0.55	1.40	
BP36	Greenbrier Dr - East	BL	EX SR	Tier 1	Tier 1		0.43	0.30	0.59	
BP37	McCormick Rd - West	BL	EX SR	Tier 1	Tier 1		0.39	0.28	0.55	

BPID	Location/Name	Type	Status	APT Tier	Final Tier	Prioritization Reason	Length (miles)	Cost (Low)	Cost (High)	Barrier Cost
BP38	Rio Rd - US29	BL		Tier 2	Tier 1	Connects Existing	0.40	0.38	0.96	
BP39	Hydraulic Rd - East of Georgetown Rd	SUP		Tier 1	Tier 1		0.67	1.21	2.54	
BP40	Barracks Rd - County	BL		Tier 2	Tier 2		0.94	0.90	2.29	
BP41	Ivy Rd - East of Ivy	SUP		Tier 3	Tier 3		3.04	5.45	11.43	
BP42	Three Notched Rd	SUP		Tier 3	Tier 3		3.90	6.99	14.68	
BP43	Hydraulic Rd - West of US29	SUP		Tier 1	Tier 1		0.31	0.56	1.18	
BP44	US29 - Bypass	SUP		Tier 1	Tier 3	Alternate Route	0.41	0.73	1.53	
BP45	McCormick Rd - East	BL	EX SR	Tier 1	Tier 1		0.51	0.36	0.71	
BP46	Long St	SUP		Tier 1	Tier 1		0.54	0.96	2.01	
BP47	Avon St Ext - County Boundary	SUP		Tier 1	Tier 1		0.74	1.33	2.79	
BP48	Peter Jefferson Pkwy	BL		Tier 2	Tier 2		1.22	1.47	4.23	
BP49	Berkmar Dr - South	BL		Tier 1	Tier 2	Alternate Route	0.66	0.80	2.31	
BP50	Commonwealth Dr - South	BL		Tier 2	Tier 2		0.76	0.54	1.06	
BP51	Berkmar Dr - Rio Hill	SUP	EX BL	Tier 2	Funded		1.41			
BP52	Georgetown Rd	BL		Tier 3	Tier 3		1.09	0.78	1.51	
BP53	Crozet Dr - North	BL		Tier 3	Tier 3		1.20	1.15	2.91	
BP54	Fontaine Ave - City Boundary	BL		Tier 2	Funded		0.55			
BP55	Ivy Rd - West of Ivy	SUP		Tier 3	Tier 3		3.58	6.42	13.47	1.40
BP56	Earlysville Rd	BL		Tier 3	Tier 3		0.67	0.80	2.32	
BP57	Lewis and Clark Dr Ext	SUP		Tier 3	Funded		1.10			
BP58	US29 - Airport	SUP		Tier 3	Tier 3		1.27	2.28	4.80	
BP59	McIntire Rd	SUP		Tier 1	Tier 1		0.43	0.78	1.63	
BP60	Avon St Ext - US64 Crossing	SUP		Tier 2	Tier 1	Public Input	0.84	1.50	3.15	2.80
BP61	Reservoir Rd	SR		Tier 3	Tier 3		2.82	1.38	5.88	
BP62	US29 - Hydraulic	SUP		Tier 1	Tier 3	Alternate Route	0.89	1.59	3.33	
BP64	Biscuit Run - Connector	SUP		Tier 1	Tier 1		0.98	1.76	3.69	
BP66	Rte 20 - South of US64	SUP		Tier 2	Tier 2		1.17	2.09	4.38	
BP68	Rivanna River - US29 Connection	SUP		Tier 3	Tier 1	County Effort	1.10	1.98	4.16	
BP69	Southern Railway	SUP		Tier 3	Tier 2	County Effort	1.96	3.52	7.38	
BP70	Rivanna River - South of Pen Park	SUP		Tier 3	Tier 2	City Effort	0.53	0.95	1.98	
BP71	Moores Creek - Quarry Park	SUP		Tier 2	Tier 2		0.67	1.20	2.52	
BP72	Stribling Ave Ext	SUP	EX TR	Tier 2	Tier 2		1.17	2.10	4.41	0.52
BP73	Carters Mountain Connector	SUP		Tier 2	Tier 2		0.64	1.15	2.41	2.00

BPID	Location/Name	Type	Status	APT Tier	Final Tier	Prioritization Reason	Length (miles)	Cost (Low)	Cost (High)	Barrier Cost
BP74	Moores Creek - East of Monticello Rd	SUP		Tier 2	Tier 2		1.75	3.14	6.60	0.88
BP75	Moores Creek - Pollocks Branch	SUP		Tier 2	Tier 2		0.96	1.73	3.63	
BP76	Highland Ave Ext	SUP		Tier 2	Tier 3	Alternate Route	1.03	1.85	3.88	
BP77	John Warner Pkway - Connector	SUP		Tier 2	Tier 1	City Effort	0.06	0.12	0.24	2.00
BP78	US250 - Hydraulic crossing	SUP		Tier 1	Tier 1		0.74	1.32	2.77	
BP79	Moores Creek - Azalea Park	SUP	EX TR	Tier 2	Tier 2		0.47	0.84	1.75	
BP80	Riverview Park - Crossing	SUP		Tier 1	Tier 1		0.61	1.09	2.29	2.45
BP81	Meadow Creek - Locust Grove	SUP	EX TR	Tier 2	Funded		0.80			
BP82	Meadow Creek - Rio Rd	SUP	EX TR	Tier 2	Funded		0.72			
BP83	Melbourne Rd	BL		Tier 2	Tier 2		0.69	0.49	0.96	
BP84	US250 Parallel - Hydraulic	SUP		Tier 1	Funded		0.58			
BP85	Carlton Rd	BL		Tier 3	Tier 2	Consistency	0.57	0.41	0.79	
BP86	5th St Ext - Old Lynchburg Rd	SUP		Tier 1	Tier 1		1.84	3.29	6.90	
BP87	14th St NW	BL		Tier 2	Tier 2		0.59	0.42	0.81	
BP88	Meadowbrook Heights Rd	BL		Tier 3	Tier 3		0.80	0.77	1.95	
BP89	Rugby Rd - US250	SR		Tier 3	Tier 3		0.70	0.34	1.46	
BP90	Sunset Ave Ext - North	BL	EX SR	Tier 2	Tier 2		0.32	0.39	1.11	
BP91	Rivanna River - Pen Park	SUP		Tier 3	Tier 3		1.65	2.95	6.19	
BP92	Sunset Ave Ext - South	BL		Tier 2	Tier 2		1.34	1.61	4.66	
BP93	Rugby Rd - Dairy Rd	BL		Tier 3	Tier 3		0.42	0.30	0.58	
BP94	Biscuit Run - 5th St Connector	SUP		Tier 2	Tier 2		0.90	1.62	3.39	0.68
BP95	Rockcreek Rd - Parallel	SUP		Tier 1	Tier 1		0.74	1.33	2.79	
BP97	State Farm Blvd	BL		Tier 2	Tier 2		0.86	1.04	2.99	
BP98	Town and Country Ln Ext - Stony Point	BL		Tier 3	Tier 3		0.29	0.34	0.99	
BP99	Mill Creek Dr	SR		Tier 3	Tier 3		1.17	0.57	2.45	
BP100	Riverview Park	SUP		Tier 2	Tier 2		0.41	0.73	1.54	
BP101	Town and Country Ln Ext - Rivanna	SUP		Tier 3	Tier 3		0.15	0.27	0.56	
BP102	Wakefield Rd	SR		Tier 3	Tier 3		0.39	0.00	0.00	
BP102	Wakefield Rd	SR		Tier 3	Tier 3		0.32	0.00	0.00	
BP102	Wakefield Rd	SUP		Tier 3	Tier 3		0.05	0.09	0.19	
BP103	Meadow Creek - Hillsdale Dr Connect	SUP		Tier 1	Tier 1		0.26	0.46	0.97	

BPID	Location/Name	Type	Status	APT Tier	Final Tier	Prioritization Reason	Length (miles)	Cost (Low)	Cost (High)	Barrier Cost
BP104	Bunker Hill Dr	SR		Tier 3	Tier 3		0.41	0.20	0.85	
BP106	Tonsler Park	SR		Tier 1	Tier 2	Alternate Route	0.40	0.00	0.00	
BP106	Tonsler Park	SUP		Tier 1	Tier 2	Alternate Route	0.36	0.64	1.34	
BP107	Norfolk Southern Railroad	SUP		Tier 1	Tier 2	Alternate Route	1.17	2.10	4.41	
BP108	Madison Ave	BL		Tier 2	Tier 2		0.35	0.25	0.48	
BP109	Allied St Ext	SUP		Tier 1	Tier 2	Alternate Route	0.30	0.54	1.13	2.00
BP109	Allied St Ext	SUP		Tier 1	Tier 2	Alternate Route	0.15	0.27	0.57	
BP109	Allied St Ext	SR		Tier 1	Tier 2	Alternate Route	0.42	0.00	0.00	
BP109	Allied St Ext	BL		Tier 1	Tier 2	Alternate Route	0.03	0.02	0.04	
BP109	Allied St Ext	SR		Tier 1	Tier 2	Alternate Route	0.17	0.00	0.00	
BP110	Jarman Gap Rd	BL		Tier 3	Tier 3		0.67	0.81	2.33	
BP111	9th St SE	BL	EX SR	Tier 1	Funded		0.39			
BP112	Brandywine Dr	SR		Tier 3	Tier 3		0.21	0.00	0.00	
BP113	Berkmar Rd - Airport	BL		Tier 3	Tier 1	County Effort	0.41	0.50	1.43	
BP114	Rugby Ave - US250 Crossing	SUP		Tier 2	Funded		0.18			
BP115	Hydraulic Rd - East of US29	SUP		Tier 1	Tier 1		0.22	0.39	0.82	
BP116	Hydraulic Rd - East of Hillsdale Dr	SUP	EX SR	Tier 1	Tier 1		0.19	0.33	0.70	
BP117	Holiday Dr	SUP		Tier 1	Tier 2	Expensive	0.52	0.93	1.96	0.88
BP118	Angus Rd	BL		Tier 1	Tier 2	Expensive	0.93	0.89	2.26	
BP119	College Dr	BL		Tier 3	Tier 3		0.83	1.00	2.89	
BP120	College Dr Ext	SUP		Tier 3	Tier 2	PVCC	0.53	0.96	2.01	
BP121	Broadway St	BL		Tier 2	Tier 1	City County Connect	0.96	0.92	2.32	
BP122	Broadway St Ext	SUP		Tier 3	Tier 1	Consistency	0.24	0.42	0.89	
BP123	Brandon Ave	SR		Tier 2	Tier 2		0.57	0.14	0.60	
BP123	Brandon Ave	SUP		Tier 2	Tier 2		0.22	0.39	0.83	
BP124	10th St NE	BL		Tier 2	Tier 2		0.34	0.24	0.47	
BP125	Locust Ave	BL		Tier 3	Tier 3		1.01	0.96	2.44	
BP126	Richmond Rd	SUP		Tier 3	Tier 3		4.36	7.82	16.41	
BP127	Foxhaven Farm	SR		Tier 3	Tier 3		1.04	0.51	2.18	
BP128	Meadow Creek - Hydraulic	SUP		Tier 1	Tier 1		0.90	1.61	3.37	
BP129	Greenbrier Dr - West	BL	EX SR	Tier 1	Tier 1		0.13	0.12	0.31	
BP130	Sunset Ave - Crossing	SUP		Tier 2	Tier 1	City Effort	0.06	0.10	0.21	0.42
BP131	Moores Creek - East of Avon St	SUP		Tier 2	Tier 2		0.41	0.73	1.54	
BP132	Emmet St - University Ave	SUP		Tier 1	Funded		0.31			
BP133	Darden Towe Park	SUP		Tier 2	Tier 2		0.52	0.93	1.95	

BPID	Location/Name	Type	Status	APT Tier	Final Tier	Prioritization Reason	Length (miles)	Cost (Low)	Cost (High)	Barrier Cost
BP134	Zan Rd	BL		Tier 1	Tier 2	Expensive	0.62	0.75	2.15	
BP135	Massie Rd - Copeley Rd	SUP		Tier 1	Tier 1		0.74	1.32	2.78	
BP136	Rugby Rd - Preston Ave	BL		Tier 3	Tier 3		0.30	0.21	0.41	
BP138	College Dr - US64 Crossing	SUP		Tier 2	Tier 3	Alternate Route	0.80	1.44	3.03	2.00
BP139	Rivanna River - South Fork	SUP		Tier 3	Tier 3		1.05	1.89	3.96	
BP140	South Pantops Dr	BL		Tier 2	Tier 2		0.90	0.87	2.20	
BP141	New House Dr	BL		Tier 1	Tier 1		0.34	0.41	1.20	
BP142	Rivanna River - Pantops	SUP		Tier 2	Tier 2		1.49	2.68	5.62	
BP143	Old Lynchburg Rd	BL		Tier 1	Tier 1		0.63	0.76	2.19	
BP144	Biscuit Run - Park	SUP		Tier 3	Tier 3		1.96	3.51	7.37	
BP145	Rivanna Rive - Darden Towe Crossing	SUP		Tier 3	Tier 2	Consistency	0.08	0.14	0.30	1.75
BP146	Rivanna River - County Boundary	SUP		Tier 3	Tier 3		0.75	1.34	2.80	
BP147	Meadow Creek - Greenbriar Park	SUP		Tier 1	Tier 1		0.40	0.72	1.51	
BP148	Avon St Ext - Rte 20	SUP		Tier 3	Tier 3		0.77	1.38	2.89	
BP149	Avon St Ext - South of Mill Creek	SUP		Tier 3	Tier 2	Public Input	1.13	2.02	4.24	
BP150	Crozet Dr - South	SR		Tier 3	Tier 2	Inexpensive	0.22	0.00	0.00	
BP151	Moores Creek - 5th St Crossing	SUP	EX TR	Tier 2	Tier 2		0.62	1.10	2.32	0.88
BP152	Rio Rd - Park St	BL		Tier 2	Tier 2		1.73	2.09	6.02	
BP153	Park St	BL		Tier 3	Tier 2	Consistency	0.65	0.46	0.90	
BP154	Stadium Rd	SUP	EX	Tier 1	Tier 1		0.35	0.00	0.00	
BP154	Stadium Rd	BL		Tier 1	Tier 1		0.25	0.18	0.34	
BP155	Old Mills Trail	SUP		Tier 3	Tier 2	County Effort	7.94	14.24	29.89	
BP156	E Market St - East	SR		Tier 3	Tier 3		0.88	0.43	1.84	
BP156	Riverside Ave Ext	SR		Tier 3	Tier 3		0.43	0.11	0.45	
BP157	9th St SW	BL		Tier 1	Tier 1		0.32	0.23	0.44	
BP158	Foxhaven Farm - Ivy Connector	SUP		Tier 3	Tier 3		1.54	2.76	5.79	
BP159	Moores Creek - Azalea Park Ext	SUP	EX TR	Tier 2	Tier 2		0.65	1.16	2.43	0.88
BP160	US29 - Rivanna Crossing	SUP		Tier 1	Tier 1		0.92	1.65	3.47	1.40
BP161	5th St Hub	SUP		Tier 1	Tier 1		0.54	0.96	2.02	
BP162	Rivanna River - East of Rail Road	SUP		Tier 3	Funded		1.70			
BP163	Rivanna River - West of Railroad	SUP		Tier 3	Funded	County Effort	1.08			
BP165	Ivy Rd - County Boundary	BL	EX SR	Tier 2	Funded		0.40			



Map A.1
Regional Corridors

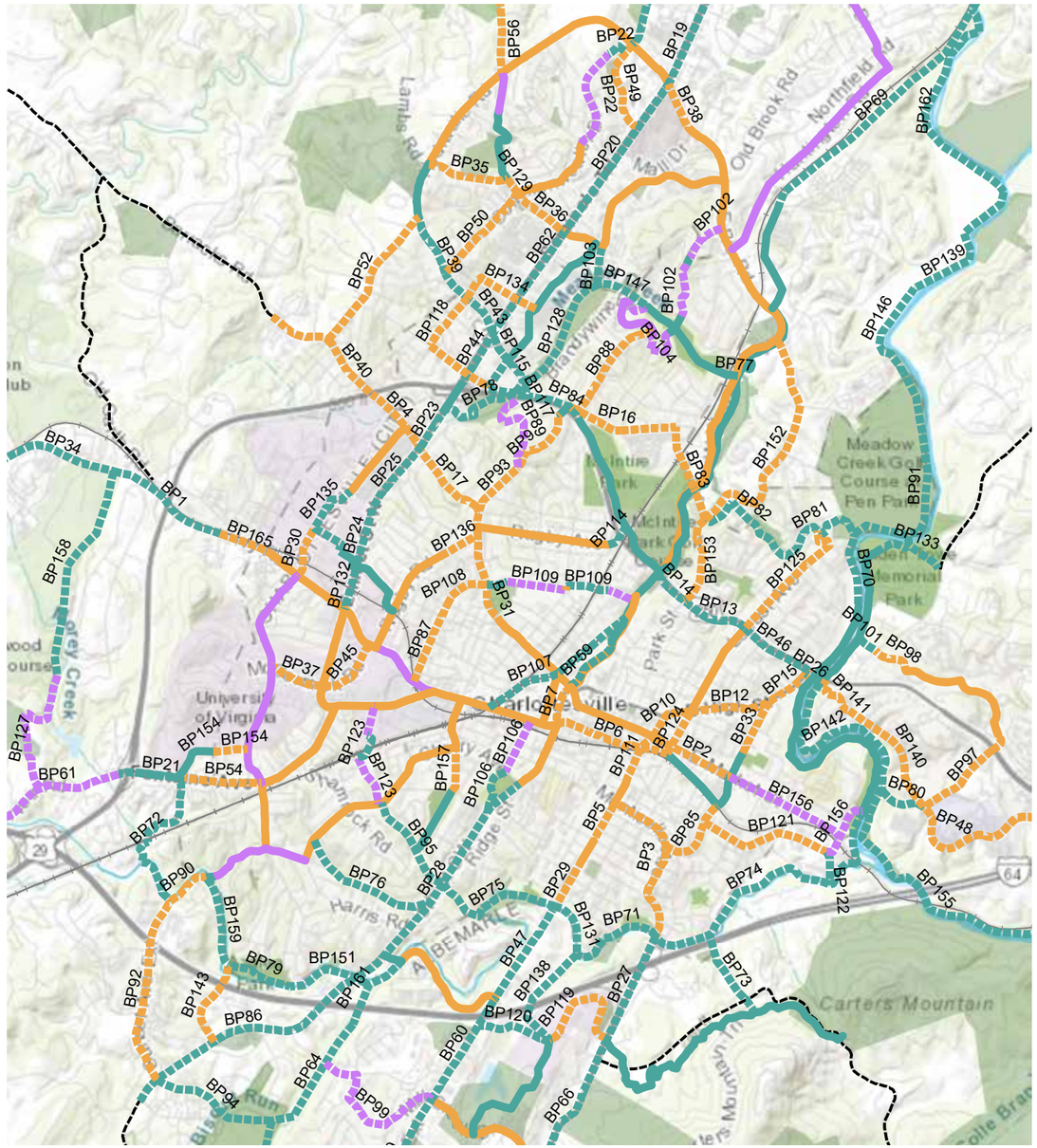
ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network.

2 Miles

N

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Proposed Bike Lane and Sidewalk
- Existing Bike Lane and Sidewalk
- Proposed Shared Road and Sidewalk
- Existing Shared Road and Sidewalk
- Proposed Shared Use Path
- Existing Shared Use Path
- Rural Corridors
- BP ID Number



Map A.2
Regional Corridors

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network.

2 Miles

N

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Proposed Bike Lane and Sidewalk
- Existing Bike Lane and Sidewalk
- Proposed Shared Road and Sidewalk
- Existing Shared Road and Sidewalk
- Proposed Shared Use Path
- Existing Shared Use Path
- Rural Corridors
- BP ID Number

APPENDIX B

PRIORITIZATION METHODS

Prioritization Methodology

As described in Chapter 7, the ActiveTrans Priority Tool was used to prioritize projects for the Plan. The following describes the methodology for each step of the prioritization process.

1. Measure and Input Data

   The first step was to collect data and calculate scores for each of the variables for every corridor segment (project). The reason for inclusion, source and calculation methodology for each variable is outlined below:

   • Destinations

   The number of destinations is the sum of the number of schools (both public and private schools for Kindergarten through Grade 12), regional libraries, city and county parks, all major grocery stores, and designated polling places within a half mile of each project.

   Values for population density and employment density were calculated with projected 2045 Population and Employment data by transportation analysis zone (TAZ). Density calculations were done with ModelBuilder in ArcGIS to determine half mile buffers around each project, determine the area in square miles, as well as both the projected 2045 population and projected 2045 employment numbers within each buffer. Next, the population and employment numbers were divided by the buffer area. The final outputs were in people per square mile for population density and jobs per square mile for employment density.

   This variable was used to encourage implementation of projects that would benefit more people and provide access to more places, thus increasing the viability of using the bicycle and pedestrian network for transportation.

   • Equity

   Proportions of residents in poverty, minority residents, and households with zero vehicles were calculated using 2016 American Community Survey (ACS) 5-year estimates data. Details of the data used can be found in the table on the next page. This information was included in the analysis to ensure that. This information was included in the analysis to ensure that implementation of the bicycle and pedestrian corridors benefits residents and communities that may need the infrastructure the most, but have often been left behind or harmed by transportation projects.

   • Poverty

   Minority residents and households with no access to vehicles within each buffer. Next, the population numbers determined for each variable were divided by the total population within buffer area. The final output was a proportion for each variable.

Name	Codes	Description
Total Population	B17021e1	Total: Population for whom poverty status is determined
Total Poverty	B17021e2	Income in the past 12 months below poverty level: Population for whom poverty status is determined
Total Population	B2001e1	Total: Total Population
Total Minority	B02001e3 B02001e4 B02001e5 B02001e6 B02001e7 B02001e8 B03002e13	Black or African American alone American Indian and Alaska Native alone Asian alone Native Hawaiian and Other Pacific Islander alone Some Other Race alone Two or more races Hispanic or Latino: White alone
Total Units	B25044e1	Total: Occupied housing units
Total Units without access to a vehicle	B25044e3 B25044e10	Owner occupied: No vehicle available Renter occupied: No vehicle available

• Improvement over existing conditions

Scores were based on existing bike and pedestrian infrastructure and were determined using ArcGIS if there was any existing bike or pedestrian infrastructure along each proposed corridor segment. This variable was included to account for the difference between corridors where there is no bike or pedestrian infrastructure and corridors where such infrastructure exists but could be improved.

• Demand

Scores were calculated to represent the relative number of short trips (less than 5 miles in length) that are being made along the corridor. This was done to estimate the relative number of people who may bike or walk along the corridor segment if new infrastructure is provided. The data came from the StreetLight Insight platform, which uses anonymized location data from cell phone applications to identify trips and travel patterns. The tool does not currently identify the mode of travel but does allow for calculating the relative number of all trips on each roadway that are relatively short. For most corridor segments, the score was calculated as the relative number of trips less than 5 miles on the adjacent road. For projects that are not along roadways, or are parallel to roadways with larger traffic volumes, multiple adjacent corridors that provide similar connectivity were given the same demand score.

• Connectivity

Scores were determined using ArcGIS and based on if projects were at the City of Charlottesville and Albemarle County boundary, addressed major barriers, or connected to other infrastructure at an identified key junction or hub. Major barriers were identified by the TJPDC and included input about major barriers from the public. This variable was used due to the importance of having connected infrastructure that crosses physical and political boundaries to allow for bicycle and pedestrian travel throughout the region.

2. Scaling

The next step was scaling to ensure variables are comparable, due to each variable being measured in different units. A common scale of 0-10 was decided on and proportionate scaling was used to adjust the raw values for each variable to fit the common scale. The following formula was used to proportionately scale values:

$$Y = \frac{(X - Min)}{(Max - Min)} * Scale$$

$Y = scaled\ value$
$X = raw\ value$
$Min = Minimum\ raw\ value$
$Max = Maximum\ raw\ value$
$Scale = 10$

The sum of scaled values for variables within each category were calculated and categories were then scaled using the same method as above to determine project's un-weighted score for each category.

3. Weighing

Weights were then determined for each category and can be found in the following table. Due to the difference in method of measurement between categories, weights were adjusted to balance out some of the factors in addition to the weights representing community values.

Factor	Factor Weight
Destination	10
Equity	8
Improvements	4
Demand	8
Connectivity	6

4. Scoring and Ranking

To determine prioritization scores for each project, the weighted values for each variable were summed. The projects were then ranked based on the prioritization score and the project list was divided into three tiers to determine the final ATP prioritization. As shown in Appendix A, some adjustments were made to the ATP prioritization ranking for the final prioritization Tiers.

APPENDIX

C

PUBLIC ENGAGEMENT

TJPDC/PEC Hosted Events				
Date	**Event**	**Organizer**	**Location**	**Attendees**
7/20/17	Webinar Viewing: Getting to Yes	PEC / TJPDC	Online	50
11/8/17	Project Kickoff	PEC / TJPDC	Jefferson School	180
11/15/17	Webinar Viewing	PEC	PEC	6
11/17/17	Cypherways	PEC / CACF	Live Arts	80
1/11/18	Webinar Viewing	TJPDC/PEC	TJPDC	6
2/16/18	Joint Greenways Social with Safe Routes to School	PEC/Safe Routes	3-Notch'd Brewery	200
3/6/18	Joint Greenways Social with Charlottesville Trail Runners	PEC	Timberwood Draft House	30
3/15/18	Fifth Street Trail Hub Public Meeting	TJPDC	TJPDC	60
3/25/18	Tell Your Fifeville Stories	TJPDC	Buford Cafeteria	30
5/27/18	HipHop Vibe Ride with the Mayor	BPAC/PEC	Starting at Friendship Court	20
6/21/18	Twilight Bike Ride	PEC/BPAC/The Bridge PAI	The Bridge PAI	30
7/25/18	Summer Social Bike Ride	PEC/BPAC	Washington Park	7
7/26/18	Webinar Viewing: Engaging Elected Officials (American Trails)	PEC/TJPDC	TJPDC	10
9/5/18	September Social Bike Ride	PEC/BPAC	Blue Ridge Cyclery	25
10/17/18	Transportation Open House	TJPDC	TJPDC	50
10/20/18	PEC Annual Meeting	PEC	Castle Hill Farm	150
11/15/18	Sustainability Social Ride	PEC/BPAC/UVA Sustainability	Peloton Station	15
11/28/18	Walking and Biking Toward Equity: an Evening with Charles Brown	PEC/ Charlottesville/ UVA Architecture/ TJPDC/CACF	Jefferson School	150+
11/29/18	Q &A with Charles Brown sponsored by Move2Health	PEC/Move2Health	Boys and Girls Club	25

Presentations and Participation in Other Organizations' Gatherings				
Date	**Event**	**Organizer/Host**	**Location**	**Attendees**
10/16/17	City Council Testimony		City Council Meeting	50 + TV
11/20/17	City Council Testimony		City Council Meeting	50 + TV
12/4/17	City Council Testimony		City Council Meeting	50 + TV
12/5/17	Tabling	PEC / TJPDC	Downtown Mall/ Mudhouse	25
12/16/17	Tabling	PEC	Downtown Mall/ Mudhouse	60
1/10/18	Tabling (Running Club)	PEC	Champion Brewing Company	100
1/16/18	City Council Testimony		City Council Meeting	50 + TV
1/17/18	Fifth/Ridge/McIntire Master Plan Open House	City of Charlottesville	City Space	100
2/15/18	Piedmont Landscape Association Annual Conference	Virginia Landscape Association	Paramount	250
2/22/18	Rotary Club Luncheon	PEC/City/County	Boar's Head	40
4/9/18	Tabling @ Tom Tom Community Potluck	Tom Tom Founders Festival	Ix	200
4/14/18	Tabling @ Ivy Creek Farm Day	Ivy Creek Foundation	Ivy Creek Natural Area	150
4/17/18	Tabling @ UVA Sustainability Fair	UVA Office of Sustainability	Newcomb Hall	200
5/11/18	Tabling @ Fridays After 5	City of Charlottesville	Down Mall	1500
5/17/18	CCRi Lunch and Learn	CCRi	Their Office	20
6/2/18	Tabling @ Land Trust Day	Great Outdoors Provision Company	Barracks Road	100
6/4/18	City Council Testimony	City of Charlottesville	City Hall	50
7/5/18	Albemarle Board of Supervisors Testimony	Albemarle County	Lane Auditorium	30 + TV
7/8/18	BCBA Basketball Tournament 3	BCBA/PEC	Tonsler Park	200
7/10/18	Sustainability Fellows Visit	PEC	PEC	15
8/4/18	Westhaven Community Day	PHAR	Westhaven	500+
8/18/18	Back to School Bash	African American Pastor's Council	Sprint Pavilion	1500
9/6/18	Charlottesville City Council Coordinated Testimony	City of Charlottesville	City Space	30+TV
9/8/18	UVA Planning Graduate Student Career Day	UVA School of Architecture	TJPDC	20
9/22/18	Heritage Harvest Festival	Thomas Jefferson Foundation	Monticello	500+

Presentations and Participation in Other Organizations' Gatherings				
Date	**Event**	**Organizer/Host**	**Location**	**Attendees**
9/29/18	Rivanna FLOW Festival / Bike Your Park Day	Albemarle County / Chroma Gallery / City of Charlottesville	Darden Towe and Riverview Parks	300+
10/1/18	UVA Transportation Class Presentation	UVA (Andrew Mondschein)	TJPDC	15
10/1/18	Charlottesville City Council Testimony	City of Charlottesville	Council Chambers	50 + TV
10/3/18	Albemarle Board of Supervisors Testimony	Albemarle County	County Office Building	30+TV
10/15/18	Charlottesville City Council Testimony	City of Charlottesville	Council Chambers	50 + TV
11/29/18	Meeting with Foxcroft & Mill Creek HOAs re Biscuit Run Trail	Albemarle County/ HOAs/PEC	County Office Building (5th Street)	50
12/3/18	City Council Testimony	City of Charlottesville	Council Chambers	50 + TV
12/5/18	Albemarle Board of Supervisors Testimony	Albemarle County	Lane Auditorium	30+TV
12/12/18	Albemarle Board of Supervisors Testimony	Albemarle County	Lane Auditorium	50 + TV
12/18/18	Charlottesville Planning Commission	City of Charlottesville	City Hall	20

Meetings with Small Groups of Stakeholders		
Date	**Interviewee**	**Affiliation**
6/7/17	Bike / Pedestrian Advocates	Bicycle Pedestrian Advisory Committee
9/11/17	Justin Shimp	Shimp Engineering (Nassau Street Property)
9/12/17	Chris Gensic	Charlottesville Parks and Rec
9/13/17	Crozet Trail Enthusiasts	3-Notch'd Advisory Group
9/18/17	Chris Gensic, Brian Daly	Cville Parks
9/20/17	Diana Foster	Southwood YMCA
9/22/17	Beth Weisbrod	Virginia Capital Trail
9/26/17	Amanda Poncy	City of Charlottesville
9/28/17	Jon Ciambotti	Sentara/CAMBC
9/28/17	Eugene Ryang	Water Street Studio
10/4/17	Andrew Mondschein	UVA Architecture (Transportation Planning)
10/5/17	Bike / Pedestrian Advocates	Bicycle Pedestrian Advisory Committee
10/9/17	Greenways Advisory Group	Various
10/9/17	Tara Boyd	Boyd & Sipe (Land Use Attorneys)
10/11/17	Jon Ciambatti	Sentara/Martha Jefferson
10/13/17	Barbara Brown-Wilson	UVA Planning
10/14/17	Various	William & Mary Alumni
10/17/17	Rip Verkerke	RTF
10/18/17	Dave Stackhouse	CAMBC
10/20/17	Emily Kilroy	Albemarle County
10/25/17	Allie Hill	RTF/3-Notch'd
10/25/17	James Pierce, Shannon Tevendale	Boys & Girls Club
11/1/17	Carolyn Zelikow	Tom Tom Festival
11/7/17	Trail Enthusiasts	RTF
11/8/17	Amanda Harding; Sunshine Mathon	Willowtree Applications; Piedmont Housing Alliance
11/9/17	Antonio Rice	Salvation Army
11/13/17	3 Notch'd trail crew	3 Notch'd Advisory Group
11/14/17	CACF Next Gen Board	Various
11/14/17	Rebecca Schmidt; Putnam Ivey; Cindy Rosales	Thomas Jefferson Health District
11/15/17	Board	Downtown Businesses Association of Charlottesville
11/26/17	Jenny Roe	UVA School of Architecture

Meetings with Small Groups of Stakeholders		
Event	**Location**	**Subject**
Monthly meeting	City Hall	June Cycling Event
	BCNA Meeting (Clark)	Easement for Rivanna Trail
	Phone	Brief on Shimp Meeting
	County Office Building	Brain Dump/Action Plan
	Parks & Rec	Intros
Southwood Trails Work Day	Southwood	Intros
Field Trip w 3 notch'd trail group	Richmond	Capital Trail Lessons Learned
	LaTaza	Advice re advisory group
	Telephone	Introductions
	Java Java	Intro to project; Preston Greenway
	Bluegrass Grill	Advice and mentorship
Monthly meeting	City Hall	Project Intro
Regular Meeting	TJPDC	Project Intro, Covenant
	Her office	Bringing HOA's Prop Management Firms, Developers in as stakeholders
	Shenandoah Joe	Intro
	Millie Joe	Project Intro, Community engagement strategy, Collaborative opportunities
Highland Trail Work Day	James Monroe's Highland	Project Into, Ideas
	PEC	Project Intro
	PEC	Advocacy Umbrella Organization for Cyclists
	PEC	Project Intro
	Cville Coffee	Project intro, Future of advocacy community. Reach out to Susan Stimart (County Econ Dev)
	Call	Project Intro, Outreach ideas, Collaboration Opportunities
	Call	Home Town Summit; Tabling at their Events
	The Nook	Breakfast w Chuck Flink. Project Intro
	Bashir's	Project Intro; Event possibilities; Possible board member
	County Office Bldg	3NT Feasibility Study
	PEC	Cypherways Event
	PEC	Project Intro; Working together
Monthly Meeting	TJPDC	Project intro
	Beer Run	

Meetings with Small Groups of Stakeholders		
Date	**Interviewee**	**Affiliation**
11/27/17	Zach Herrman; Amanda Poncy	TJPDC; City of Charlottesville
12/10/17	Pete O'Shea	Siteworks Studio
12/11/17	Ridge Schuyler	PVCC
12/12/17	Kyle Rodland	Safe Routes to School
12/13/17	Health & Wellness Community	Move2Health Coalition
12/14/17	Rush Otis	Habitat for Humanity
12/18/17	Charlene Green	Charlottesville Office of Human Rights
12/18/17	Allan Goffinski	The Bridge PAI
12/19/17	Kari Miller, Liza Fields	International Neighbors
1/3/18	Dan Mahon; Chris Gensic	Albemarle; Charlottesville
1/3/18	Colleen Laney	3-Notch'd Brewing Company
1/5/18	Devin Floyd	Center for Urban Habitats
1/10/18	Health & Wellness Community	Move2Health Coalition
1/10/18	Ben Wilson	Nest Property Management
1/12/18	Jackie Martin	Sentara Martha Jefferson Health Systems
1/15/18	Bill Wuensch, Vlad Gavrilovic	EPR-PC
1/16/18	Neal Halvorson-Taylor, Stewart Gamage Rip Verkerke, Jon Canon	Morven UVA Law School
1/19/18	Greenways Advisory Group	Various
1/22/18	Dan Heuchert, Chris Leblanc, Tim Cognata, Leigh Wion, David Golladay, Rob Finley Stephanie Blanch Rick Randolf, Dan Mahon	Foxcroft HOA Mill Creek HOA Oak Hill Albemarle County
1/24/18	Dan Tucker	SJ Collins Enterprise (5th Street Station)
1/24/18	Residents	Tenth and Page Neighborhood Association
1/25/18	Chris Gensic, Dan Mahon	Charlottesville, Albemarle
1/25/18	Residents, Habitat redevelopment team	Southwood Community
1/26/18	Kyle Rodland	Safe Routes to School
1/27/18	Racial / Community Understanding Group	Citizen Needs (Convened by Clarence Green)

Meetings with Small Groups of Stakeholders		
Event	**Location**	**Subject**
	PEC	Community engagement; relationship between Greenways plan and Charlottesville Bike/Ped plan
	Siteworks	
	PEC	Connectivity w PVCC and surrounding community
	PEC	Program opportunities
	YMCA	Learning about organization. Possibility of joining.
	Southwood	Partnership opportunities, connecting w Southwood Residents
	Brazos	Network strategy, Equity Planning, collaboration opportunities
	Java Java	
Cville 10-miler Registration Party	Random Row Brewing Co	Partnership opportunities, connecting w excluded communities
	PEC	Rotary Club Presentation; 5th Street Station; Reid's Rail Trail
	3-Notch'd	Feb 9 Push-in event
	PEC	Urban Wilds; Place-specific interactive programming on greenways
	YMCA	Project updates
	PEC	Engagement with HOA's
	Mudhouse	Collaboration; Public Health Basis for Project; Assistance from Move2Health
	901 E Jefferson St	5th Street Corridor Study - -Community Outreach
	UVA Law School	Morven Trail Next Steps
Regular Meeting	TJPDC	
	Foxcroft Club house	5th Street Trail Hub Stakeholders Meeting. Possible trail easement
	County Office, 5th	5th Street Trail Hub Stakeholders Meeting.
Monthly Meeting	City of Promise	Project Intro, Updates. Input
Periodic Planning Session	PEC	Greenways Presentation
Redevelopment Meeting	Southwood	Getting to know the group and their processes
	PEC	Joint Event at 3-Notch'd
Community Resolve Meeting	Jefferson School	Community bridge building study circle

Meetings with Small Groups of Stakeholders		
Date	**Interviewee**	**Affiliation**
1/29/18	Trail/Mobility Advocates Focus Group	Various stakeholder leaders
1/30/18	Neighboring Businesses Focus Group	Various stakeholder leaders
1/30/18	Quinton Harrell	Heritage United Builders / Community Activist
1/31/18	Neighboring Businesses Focus Group	Various stakeholder leaders
1/31/18	Refugees and refugee advocates	International Neighbors
2/3/18	Social Justice Advocates	Various
2/5/18	Adam Moore	VDOT
2/8/18	Residents, Habitat redevelopment team	Southwood Community
2/13/18	Erika Viccellio	United Way
2/13/18	Chris Gensic, Dan Mahon	Charlottesville, Albemarle
2/14/18	Health & Wellness Community	Move2Health Coaltion
2/14/18	Barbara Brown Wilson	UVA School of Architecture
2/14/18	Chris Schooley, Elise Cruz	UVA Foundation
2/21/18	Barbara Hirshorn	Geronworks (Gerontologist)
2/22/18	John Ferguson	UVA Hospital
2/23/18	Larry Garrettson	Willoughby HOA
2/25/18	Julie Roller	Thomas Jefferson Foundation
2/26/18	Environmental Activists	PEC Board
2/27/18	Robert Brickhouse	Retiree
2/28/18	Downtown Businesses	Various
3/1/18	Amy Laufer	Charlottesville School Board
3/1/18	Fifth Street Station Merchants	Timberwood, Wegmans, Dick's Sporting Goods, Planet Fitness
3/1/18	Dan Mahon, David Golladay, Leigh Wion, Chris Leblanc, Kevin Grunden	Albemarle County, Mill Creek HOA, Foxcroft HOA
3/2/18	Ned Michie; Kathy Galvin	Greenbriar Neighborhood Association/ RTF; Charlottesville City Council
3/6/18	Trail Activists	Rivanna Trail Foundation
3/7/18	Matthew Ware (Fox)	Community Bikes
3/8/18	Mobility Advocates	Various (esp VDOT)
3/12/18	Heather Hill	Charlottesville City Council
3/12/18	Todd Niemeier	Charlottesville Office of Human Rights
3/14/18	Move2Health Coaltion	Various
3/14/18	Austin Shaffer	Piedmont YMCA

Meetings with Small Groups of Stakeholders		
Event	**Location**	**Subject**
	TJPDC	5th Street Trail Hub Stakeholders Meeting.
	County Office, 5th	5th Street Trail Hub Stakeholders Meeting.
	Mel's Cafe	Intros / Ladder of Opportunity
	County Office, 5th	5th Street Trail Hub Stakeholders Meeting.
Great Neighbors Bike Giveaway	Michie Drive	Understanding mobility issues for those w/o cars
Theater of the Oppressed Workshop	PVCC	
	5th St. Station	Methods to safely cross 5th St Station Parkway
Redevelopment Meeting	Southwood	Connectivity / Trails
	Shenandoah Joes	Intros, collaboration opportunities
Periodic Planning Session	PEC	Greenways Presentation
	YMCA	
	Shenandoah Joes	
	Boar's Head	Project Intro
	Mud House	Project Into; Accessibility
	PEC	
	PEC	
	Moose's by the Creek	Project update
PEC Donor Lunch	PEC	Project intro, listening
	Java Java	Project intro, listening
Downtown Business Alliance Annual Meeting	Paramount	
	LaTaza	Project intro, listening
	Fifth Street Station	Project intro, listening
	Foxcroft Club House	Project intro, listening
	Mudhouse	Greenbriar Trails; Socio-economic factors of trails
Monthly Board Meeting	Beer Run	Updates, 5th Hub, Greenbriar Tunnel
	PEC	
29/Hydraulic Public Meeting	CHS	29/Hydraulic Area Plan
	The Nook	Project intro, updates, Greenbriar Tunnel
	PEC	Reaching low-wealth communities
Monthly Meeting	YMCA	Social media, inventory of resources, Open Streets event
	YMCA	Project Intro
Tim Keller's Cultural Landscapes Class	A-School	Presentation, Survey, Discussion

Meetings with Small Groups of Stakeholders		
Date	**Interviewee**	**Affiliation**
3/15/18	UVA Students (~20)	UVA School of Architecture
3/17/18	Housing Justice Advocates	Public Housing Association of Residents
3/22/18	Michael Barnes	Rivanna Trail Foundation
3/26/18	Clarence Green	Charlottesville Resolve
3/26/18	Pantops Stakeholders	Pantops Community Advisory Committee
3/27/18	Chris Schooley, Elise Cruz, Paula Figgatt; Bill Palmer; Chris Gensic; Dan Mahon	UVA Foundation; UVA Office of the Architect; Charlottesville, Albemarle
4/11/18	Health & Wellness Community	Move2Health Coaltion
4/12/18	Mike Stoneking	Architect
4/19/18	Greenways Advisory Group	Various
4/23/18	Liz Belcher	Roanoke Valley Greenways Commission
4/25/18	Steve Bray, Jenny Miles	Norfolk Southern Railroad (Real Estate Office)
4/30/18	Coy Barefoot	Albemarle Historical Society
5/1/18	Trail Advocates	Rivanna Trails Foundation
5/2/18	Equity Activists	Various
5/6/18	Jennifer Roe	UVA School of Architecture / School of Public Health
5/8/18	Jim Murray	UVA Board of Visitors, Presidential Precinct
5/9/18	Barbara Yager	City of Promise
5/9/18	Daisy Ortega	Virginia Foundation for Healthy Youth
5/10/18	Andy Wilson	Rivanna Conservation Alliance (ex officio)
5/10/18	Heritage Conservationists	Piedmont Area Preservation Alliance
5/11/18	Liz Russell	Monticello
5/14/18	Public Housing Residents	Public Housing Association of Residents
5/18/18	Barbara Brown Wilson	UVA School of Architecture
5/25/18	GIS Specialists: Dave Fox, Mark Simpson, Amy Ferguson, Chris Gist	Albemarle County, City of Charlottesville, Rivanna Trails Foundation, UVA Scholars lab
5/29/18	Westhaven Day Stakeholders	Various. PHAR Hosting
5/31/18	Allan Goffinski	The Bridge Progressive Arts Initiative
6/5/18	Trail Activists	Rivanna Trail Foundation
6/6/18	Kathy Galvin	Charlottesville City Council
6/6/18	Various	Various
6/7/18	Laura Ellis	Charlottesville Dept of Risk Management
6/13/18	Health & Wellness Community	Move2Health Coalition
6/13/18	Leah Wion, Wayne Snyder	Mill Creek, Foxcroft HOAs
6/14/18	Alan Goffinski, Niko Test	The Bridge PAI; City of Charlottesville

Meetings with Small Groups of Stakeholders		
Event	**Location**	**Subject**
UVA, Gentrification, and Housing Justice Conference	CitySpace	
	PEC	Pantops Master Plan recommendations
	Pie Chest	Project Intro, equity
Pantops Master Planning Transportation Forum	Martha Jefferson	Walk/Bike Connectivity
	Boar's Head	Working relationship, Some routes
Monthly Meeting	YMCA	Social Media, Health Data, Open Streets Event
	PEC	Comprehensive Plan
Regular Meeting	TJPDC	
VAULT Conference	Roanoke	Bike Tour of Roanoke Greenways
	N.S. Roanoke HQ	Land/easement acquisition for rail trail project
	Cville Coffee	Intros, Working together
Monthly Board Meeting	Beer Run	
UVA Community Engagement Forum	Jefferson School	Research topics for community collaboration. My focus: transportation
	Belmont	Impacts of stress / stress reduction strategies
	His office	Intros, Connectivity, working relationships
Move2Health Meetings	YMCA	Westhaven Walks and Community Day
Community Engagement Workshop	YMCA	Engaging and Empowering Priority Communities
	Trail Hub	Trail Hub, Biscuit Run Trail tour
PAPA/Preservation Annual Event	Morven	Heritage area connectivity
	LaTaza	Heritage area connectivity
Monthly Meeting	Legal Aid Justice Center	Getting to know them
	Shenandoah Joes	Community Engagement Strategies
One-Map Task force meeting	TJPDC	Working group convened to centralize trail and bike infrastructure data
Westhaven Day Planning Session	Westhaven Community Room	Westhaven Walks and Community Day
	The Bridge PAI	6/21 community bike ride
Monthly board meeting	Beer Run	
	Marie Bette	Governance
CACF Annual Luncheon	Boar's Head	CACF Year in review, digging deeper
	NDS Conference Room	Safety and liability at events
Monthly meeting	YMCA	Photo voice, CATCH Program, Survey placement
	Foxcroft Clubhouse	Strategy for Biscuit Run Trail easement
	The Bridge PAI	6/21 Bike ride event

Meetings with Small Groups of Stakeholders		
Date	**Interviewee**	**Affiliation**
6/14/18	Transportation Advocates	Various. MPO Hosting
6/15/18	Rip Verkerke	Rivanna Trail Foundation
6/18/18	Lynn Childers	Charlottesville City Police
6/19/18	Park Advocates	Various
6/22/18	Greenways Advisory Group	Various
6/25/18	Pantops Residents	Pantops CAC
6/26/18	Westhaven Day Stakeholders	Various. PHAR Hosting
6/26/18	Rebecca Schmidt	Thomas Jefferson Health District
7/3/18	Erika Goode	UVA Recreational Sports
7/5/18	Kathy Galvin	Charlottesville City Council
7/10/18	Leah Wion; Chris Leblanc, Wayne Snyder; Dan Mahon	Mill Creek; Foxcroft HOAs; Albemarle County
7/12/18	Mobility Advocates	Various
7/12/18	Bike / Pedestrian Advocates	Bicycle Pedestrian Advisory Committee
7/16/18	Giles Morris	Charlottesville Tomorrow
7/16/18	Jenny Miles	Norfolk Southern Railroad
7/19/18	Gwen Cook, Katie Lloyd, Joyce Figueroa	Mecklenberg Count Parks (Greenways Team)
7/24/18	Westhaven Day Stakeholders	Various. PHAR Hosting
7/31/18	Westhaven Day Stakeholders	Various. PHAR Hosting
8/1/18	Richmond Cyclists	Walk/Bike RVA
8/5/18	Runners	Charlottesville Area Trail Runners
8/7/18	Trail Advocates	Rivanna Trail Foundation
8/8/18	Health & Wellness Community	Various
8/8/18	Brooke Rae	International Rescue Committee
8/8/18	Richmond Cyclists	Walk/Bike RVA
8/9/18	Urbanists	PLACE Design Task Force
8/9/18	Biscuit Run Enthusiasts	Various
8/15/18	Richmond Cyclists	Walk/Bike RVA
8/21/18	Community Leaders	Various
8/22/18	Biscuit Run enthusiasts	Various

Meetings with Small Groups of Stakeholders		
Event	**Location**	**Subject**
LRTP Open House	TJPDC	
	PEC	Sustained advocacy
	PEC	Program opportunities, liaisons w CPD
Biscuit Run Park public meetings	County Office Building	Biscuit Run Park planning
Regular Meeting	TJPDC	
Pantops Master Plan Meeting	Martha Jefferson	
Westhaven Day Planning Session	Westhaven Community Room	Westhaven Walks and Community Day
	Health Department	CDC Grant
	PEC	Connecting with / hearing from UVA Students
	Cville Coffee	Advocacy, walkability
	Wegmans Cafe	Autumn HOA education event
Fifth Street Corridor Public Meeting	City Space	
Monthly meeting	City Space	
	Millie Joe	Intros / collaborator
	Bodo's	Rail to trail project
	Mecklenberg County Parks Dept	Background, lessons from Charlotte
Westhaven Day Planning Session	Westhaven Community Room	
Westhaven Day Planning Session	Westhaven Community Room	
Advocacy Academy	Richmond	
Sunday Group Run	Boar's Head	
Monthly Board Meeting	Beer Run	
Move2Health Coalition Meeting	Martha Jefferson Cancer Center	
	PEC	
Advocacy Academy	Richmond	
Monthly Meeting	City Hall Basement	Alleyways
Biscuit Run Planning Event	County Office Building	2nd Biscuit Run Public Meeting
Advocacy Academy	Richmond	
City Planning Commission Work Session	Key Rec Center	Community Engagement Strategy for City Comp Plan
Biscuit Run Planning Event	County Office Building	Conceptual Designs

Meetings with Small Groups of Stakeholders		
Date	**Interviewee**	**Affiliation**
8/23/18	Kevin McDermott, Dan Mahon, Dan Butch, Rachel Falkenstein, Andrew Knuppel	Albemarle County Staff
8/29/18	Giles Morris	Cville Tomorrow
8/29/18	Richmond Cyclists	Walk/Bike RVA
8/30/18	Dan Monahan	BAMAworks Foundation
8/30/18	Sustainability Advocates	Various
9/4/18	Trail Advocates	Rivanna Trail Foundation
9/5/18	Greenways Advisory Group	Various
9/6/18	UVA Transportation Stakeholders	Various (mostly UVA staff)
9/6/18	UVA Transportation Stakeholders	Various (mostly UVA staff)
9/6/18	Bike/Ped Advocates	Bicycle Pedestrian Advisory Committee
9/7/18	UVA Transportation Stakeholders	Various (mostly UVA staff)
9/11/18	Racial Justice Activists	SURJ
9/12/18	Fry's Spring Residents	Various
N/A	Michael Barnes	RTF
9/17/18	Erica Goode, Sarah Littlefield	UVA Rec Sports; UVA Transportation
9/17/18	UVA, City Transportation Stakeholders	Mostly UVA students
9/20/18	Planning and Coordination Council	Albemarle, Charlottesville, UVA leadership
9/21/18	Environmental Advocates	Various
9/21/18	Dan Mahon	Albemarle County
9/25/18	Susan Kruse	Appalachian Voices
9/27/18	Tree Stewards	Charlottesville Tree Commission
9/28/18	Developers, Planners	Various
9/28/18	River advocates	Various
9/28/18	River advocates	Various
10/2/18	Trail Advocates	Rivanna Trail Foundation
10/4/18	Board of Supervisors and City Council	Albemarle County / City of Charlottesville
10/4/18	Bike/Ped Advocates	Bicycle Pedestrian Advisory Committee

Meetings with Small Groups of Stakeholders		
Event	**Location**	**Subject**
	County Office Building	Community Engagement Through CACs
	PEC	Long-form story on Biscuit Run / Southern Urban connections
Advocacy Academy	Richmond	
	PEC	Grant for Bike Cville program
Better Business Challenge event	Kardinal Hall	
Monthly Board Meeting	Beer Run	
Regular Meeting	TJPDC	
Transportation Summit Kickoff	Rotunda	
Transportation Focus Group: Bike/Ped	Newcomb Hall	
Monthly meeting	NDS Conference Room	
Transportation Focus Group: Alt Trans Programs	Newcomb Hall	
Social Happy Hour	FireFly	Getting to know them
Neighborhood Association Meeting	Cherry Avenue Church	Connectivity along Moore's Creek
	TJPDC	Corridor map
	AFC	Joint Bike Ride
Emmett Streetscape Public Meeting	Lambeth Commons (UVA)	
Quarterly Meeting	County Office Building	Birdwood Redevelopment, Sunset Ave Bridge
Environmental Roundtable	PEC	
	Mud House	Biscuit Run
	Java Java	
Joint meeting with BPAC	NDS Conference Room	High Street StreetScape project
ULI Rivanna River Renaissance Presentation	County Office Building	Successful River Plans (Roanoke and Greenville, SC)
Rivanna River conference	County Office Building	
TJPDC Rivanna River Planning Session	County Office Building	Public input for Rivanna River Corridor Plan
Monthly Board Meeting	Beer Run	
Joint City/County Leadership Summit	County Office Building (5th St)	Joint cooperation, incl trails and transportation
Monthly meeting	NDS Conference Room	

Meetings with Small Groups of Stakeholders		
Date	**Interviewee**	**Affiliation**
10/5/18	Manager	Peloton Station
10/6/18	Racial Justice Activists	Charlottesville Clergy Collective
10/10/18	Elementary kids and families	Clark Elementary
10/10/18	Public Health Advocates	Move2Health Coalition
10/11/18	Greenways Technical Committee	Albemarle County, City of Charlottesville, TJPDC
10/11/18	Rick Randolph	Albemarle County
10/12/18	Trail Advocates (Esmont)	Friends of Esmont
10/17/18	Bike / Pedestrian Advocates	Various
10/22/18	Emily Hayes, Elliot Robinson	Charlottesville Tomorrow
10/24/18	Trail Advocates	Albemarle County Trail Ambassadors
10/24/18	Bike / Pedestrian Advocates	Various
10/25/18	Master Gardeners	Garden Club of Virginia
10/25/18	Albemarle County Residents	Places-Rio-29 Community Advisory Council
10/27/18	Jim Ryan; UVA Parents	University of Virginia
10/31/18	Olivia Patton	Jefferson School African American Heritage Center
11/1/18	Bike/Ped Advocates	Bicycle Pedestrian Advisory Committee
11/1/18	Bike / Pedestrian Advocates	Advocacy Social
11/2/18	Shenandoah Valley Bike / Ped Enthusiasts	Various
11/7/18	Carlton Neighborhood Residents	Various
11/8/18	Dan Mahon	Albemarle County
11/12/18	Low wealth residents	Public Housing Association of Residents
11/14/18	Public Health Advocates	Move2Health Coalition
11/15/18	Greenways Technical Committee	Albemarle, Charlottesville, UVA staff
11/15/18	Ellen Bassett	UVA School of Architecture
11/15/18	Emily Kilroy	Albemarle County
11/16/18	Howard Evergreen; Dan Mahon	River Bluff HOA; Albemarle County
11/19/18	Olivia Patton	Jefferson School
11/20/18	Runners	Charlottesville Area Trail Runners
11/26/18	Dan Mahon, Rick Randolph, Emily Kilroy	Albemarle County
11/28/18	Diantha McKeel; Amanda Poncy; Eboni Bugg	Albemarle County; Charlottesville; CACF

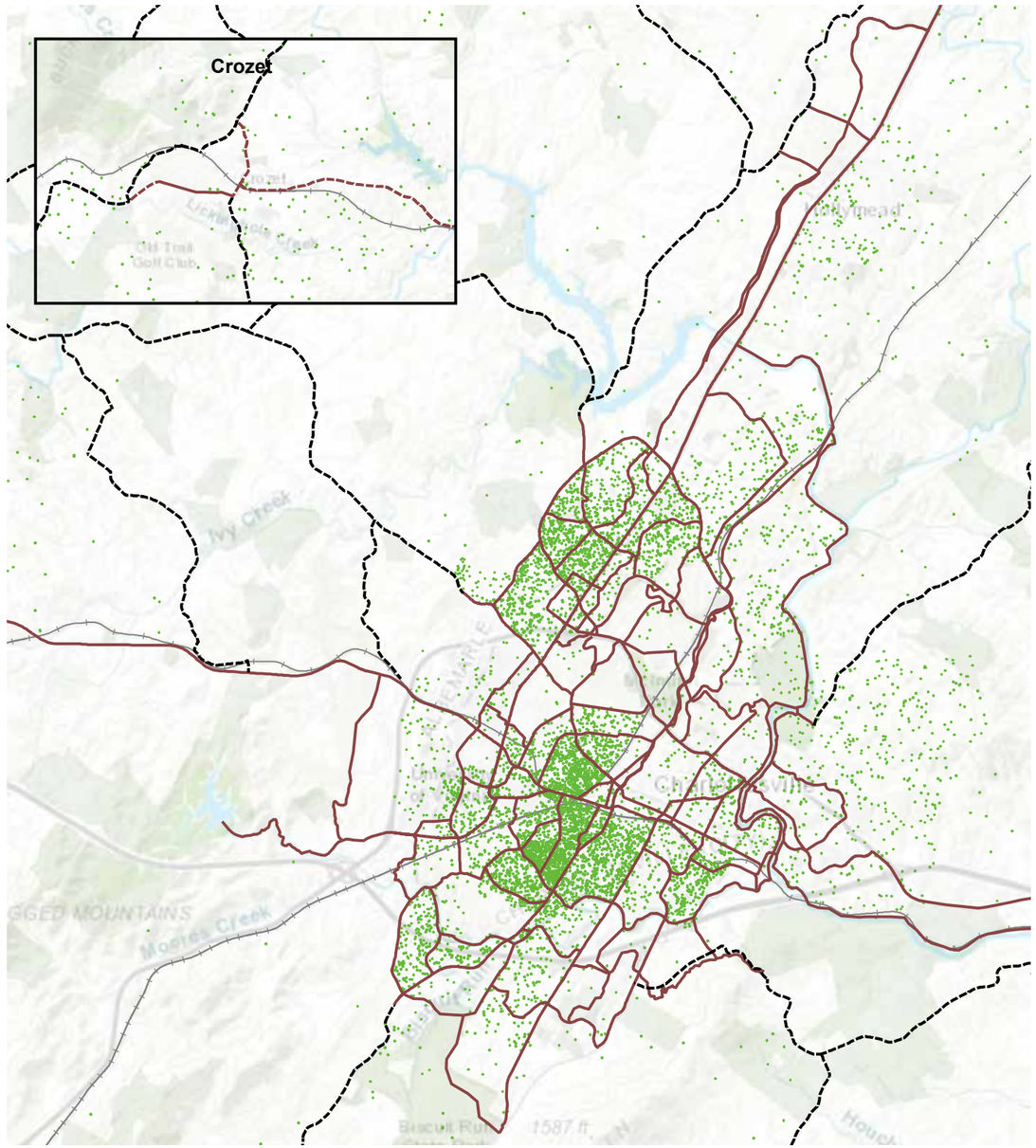
Meetings with Small Groups of Stakeholders		
Event	**Location**	**Subject**
	Peloton Station	Hosting next bike ride
Pilgrimage to Monticello	Jefferson School to Monticello	Walking through history and neighborhoods from the Jefferson School to Monticello
Walk to School Day	Clark Elementary School	Distributed treats who walked to school
	YMCA	Collective Impact; Photo Voice
Monthly working group meeting	TJPDC	One map schema; Corridors; Prioritization
	Telephone	Biscuit Run connector acquisition process
	Anna Boeshenstein's house (Esmont)	Possibilities for a trail or open space opportunities
PEC Advocacy Social	3 Notch'd	What ingredients are needed for change
	PEC	Connectivity esp along souther edge (2 hour interview)
Initial Meeting	County Office Building	
PEC Advocacy Social	Court Square Tavern	What ingredients are needed for change
Annual Sustainability Forum	Paramount	General
Monthly meeting	County Office Building	Rio-29 Master Plan
UVA Parents Weekend Group Run	UVA Grounds	Project intro
	Jefferson School	Charles Brown event
Monthly meeting	NDS Conference Room	Budget, Dockless Mobility
PEC Advocacy Social	Court Square Tavern	Coordinating legislative advocacy among stakeholder groups
Harrisonburg / Rockingham Bike Summit	Harrisonburg	
CDBG Task Force Meeting	Sunrise Community Center	
	PEC	Biscuit Run Community Outreach
Monthly Board Meeting	Legal Aid Justice Center	Charles Brown
	YMCA	Collective Impact; Photo Voice
Regular Meeting	TJPDC	Charles Brown, TJ Bike Ped Plan map and prioritization
	Downtown Mall	
	Call	Strategies for engaging w HOAs
	The Nook	Strategies for engaging w HOAs
	Jefferson School	Charles Brown Visit
Weekly Tuesday Run	5th Street Station	Local funding
	County Office Building	Strategy for HOA Meeting
Luncheon with Charles Brown	The Shebeen	

Meetings with Small Groups of Stakeholders		
Date	**Interviewee**	**Affiliation**
11/28/18	Andrea Douglas; Jordy Yeager	Jefferson School; C-ville Weekly
11/28/18	Interested in dockless mobility	Various
11/29/18	Toni Barskile, Charles Brown	Albemarle County Resident, UVA Employee
12/4/18	Public Health Advocates	Various
12/4/18	Trail Advocates	Rivanna Trail Foundation
12/6/18	Bike/Ped Advocates	Bicycle Pedestrian Advisory Committee
12/7/18	Emily Hays	Charlottesville Tomorrow
12/7/18	Environmental Advocates	Various
12/13/18	One-Map Working Group	Charlottesville; Albemarle County; UVA
12/14/18	Alex Bryant	Tom Tom Festival
12/14/18	Interested in dockless mobility	Various

Meetings with Small Groups of Stakeholders		
Event	**Location**	**Subject**
Walking tour with Charles Brown	Downtown Mall	Hidden story of Charlottesville
Lime-Bike Presentation	City Hall	
Windshield Tour of Commonwealth	Car	Hydraulic/29 Neighborhood Tour, Follow up to Diantha McKeel meeting
MAPP2Health Council Meeting 1	Health Department	
Monthly Board Meeting	Beer Run	
Monthly meeting	NDS Conference Room	Charles Brown Recap; Brandon Ave Bike/Ped Tunnel (UVA)
	PEC	Biscuit Run Story; Survey Results
Conservation Roundtable	PEC	Top issues, Biscuit Run connector process
	TJPDC	One Map Project
	PEC	Group Bike Rides
Bird Bike Presentation	City Hall	Bird Scooter Presentation

APPENDIX D

RACIAL DOT MAPS



Map 7.2
Regional Demographics

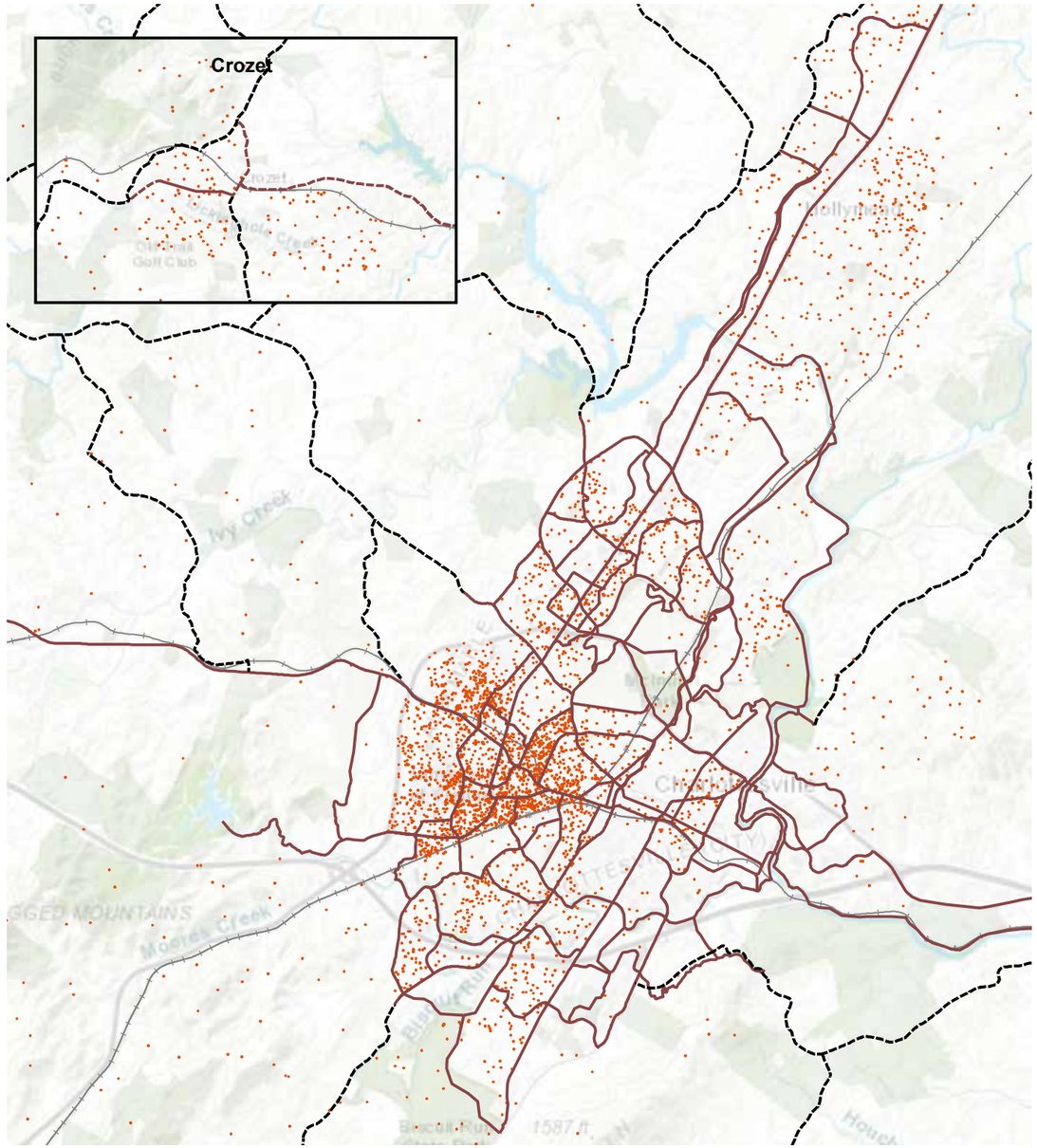
2 Miles

N

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Urban Corridors
- Rural Corridors
- 1 Dot= 2 Persons
- Black

ABOUT THIS MAP: This map shows the regional bicycle and pedestrian corridors overlayed with race and population density. Data is taken from the American Community Survey. The map is inspired by The Racial Dot Map created by The University of Virginia.



Map 7.2
Regional Demographics

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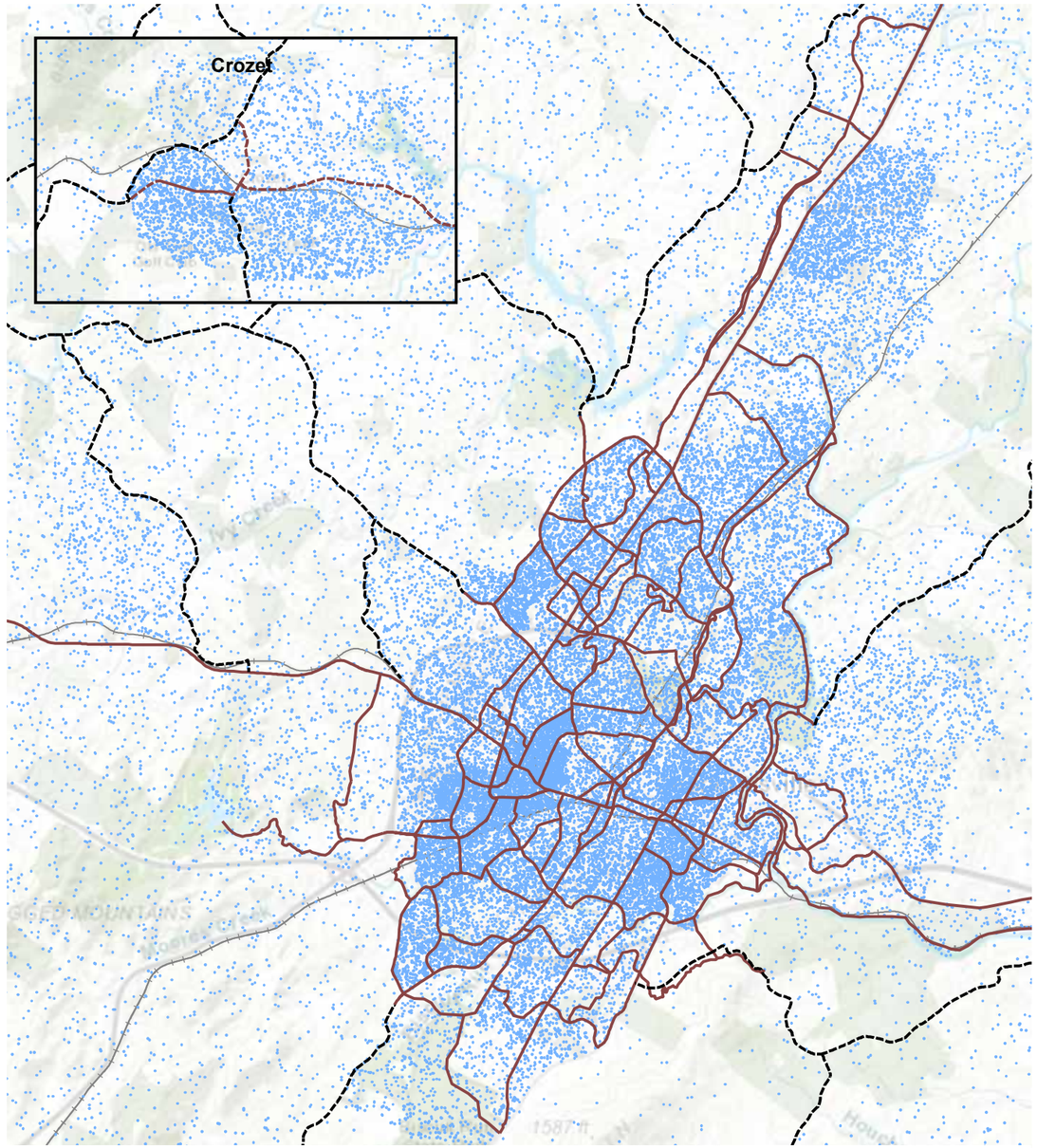
2 Miles

N

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Urban Corridors
- Rural Corridors
- 1 Dot= 2 Persons
- Asian



Map 7.2
Regional Demographics

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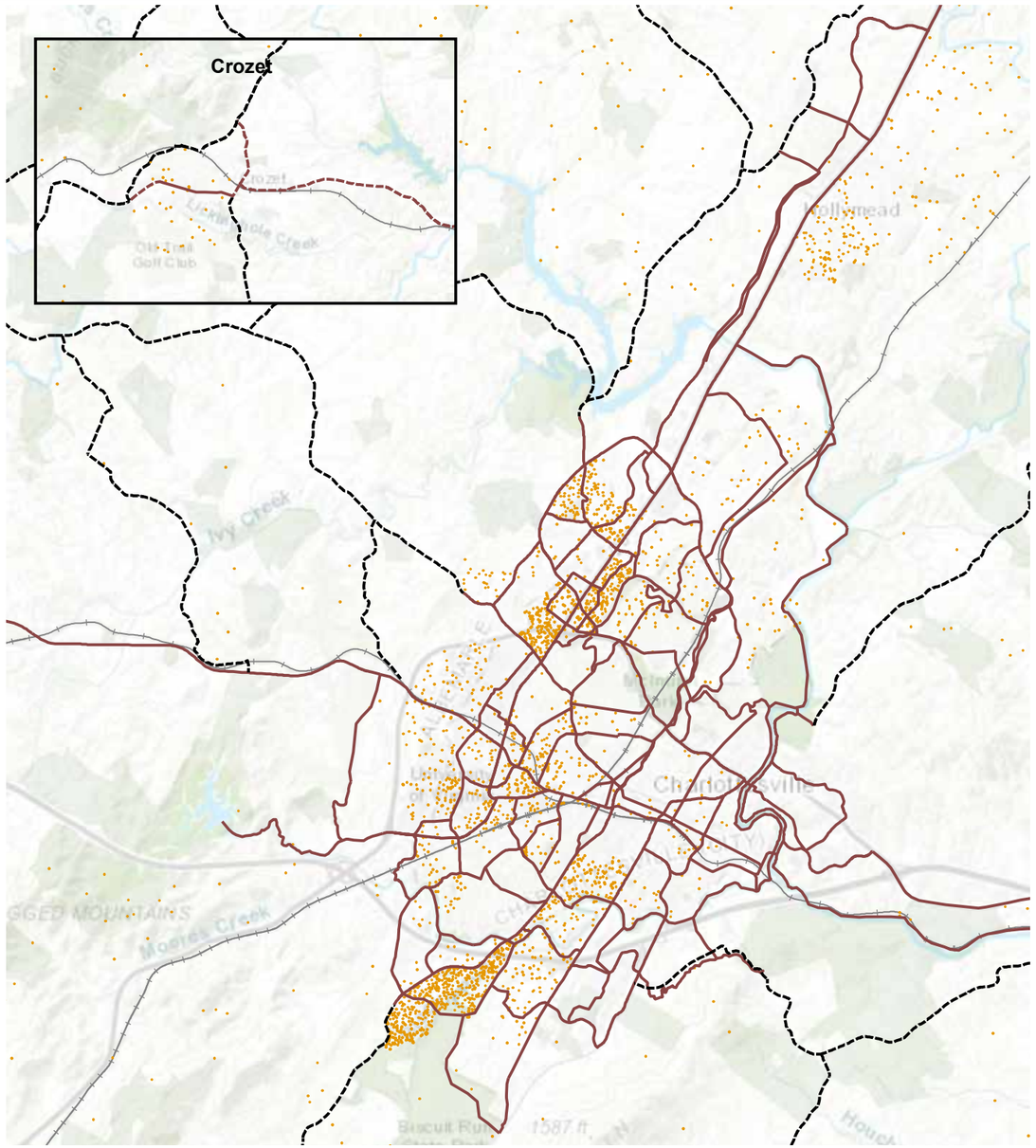
2 Miles

N

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Urban Corridors
- Rural Corridors
- 1 Dot= 2 Persons
- White



Map 7.2
Regional Demographics

2 Miles

N

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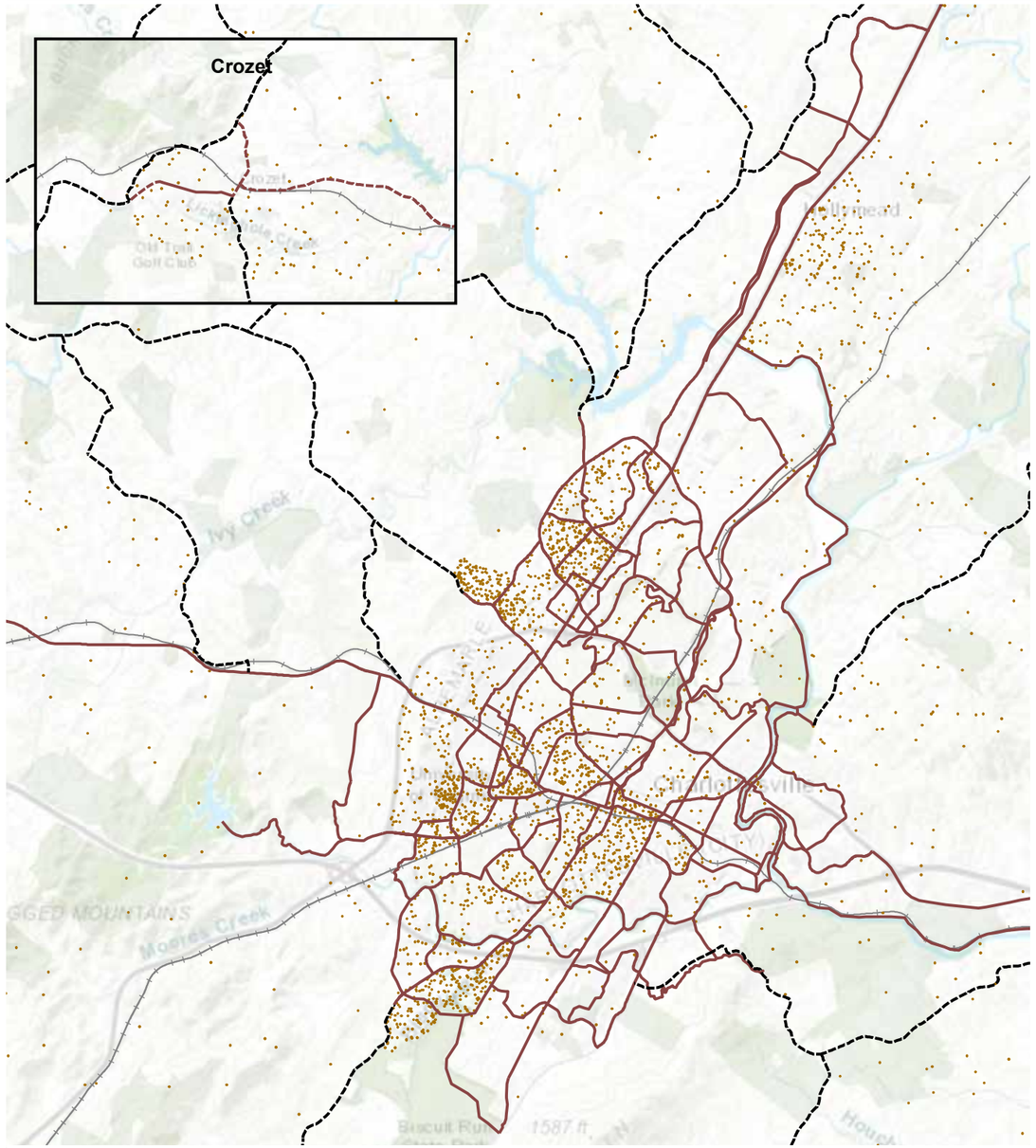
FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Urban Corridors
- Rural Corridors
- 1 Dot= 2 Persons
- Hispanic



Map 7.2
Regional Demographics

2 Miles

N

ABOUT THIS MAP: This map shows the regional bicycle and pedestrian corridors overlayed with race and population density. Data is taken from the American Community Survey. The map is inspired by The Racial Dot Map created by The University of Virginia.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Urban Corridors
- Rural Corridors
- 1 Dot= 2 Persons
- Other/ Native American/ Multi-Racial