

Descriptions of Smart Scale Applications in Albemarle County

Albemarle County:

1. Avon Street Bicycle and Pedestrian Improvements: Mill Creek Drive to Peregory Lane

This project would construct a bi-directional shared-use path adjacent to Avon Street on the west side of the road from Mill Creek Drive to Peregory Lane. It would include a pedestrian crossing of Avon Street near the Lakeside Apartments. This project may include the construction of up to two transit shelters near the pedestrian crossing.

2. Belvedere Boulevard/Rio Road Intersection Improvements

This project would install a continuous green-T intersection treatment. With the continuous green-T, vehicles traveling along Rio Road would continue through the intersection without stopping. Vehicles turning left onto Rio Road from Belvedere Boulevard would use a channelized receiving lane on Rio Road to merge onto Rio Road eastbound. It is still to be determined whether this intersection treatment will be signalized. This project may include an at-grade pedestrian crossing of Belvedere.

3. Fifth Street Extended Bicycle and Pedestrian Improvements: Afton Pond Court to Ambrose Commons Drive

This project would extend the shared-use path proposed by the Albemarle Business Campus development to the north and south to create a continuous facility on the west side of 5th Street/Old Lynchburg Road from Ambrose Commons to Afton Pond Court (Stagecoach Rd). A two-stage pedestrian crossing near Hickory Street would be included. The project would include a road diet (single lane for each travel direction and a center turn lane) from the previously funded roundabout at the Old Lynchburg/5th Street/County Office Building intersection to Ambrose commons.

4. Old Trail Drive/US 250 West Intersection Improvements

This project would construct a roundabout at the Old Trail Drive/250 intersection with pedestrian accommodations, particularly for the pedestrian movement across 250.

Thomas Jefferson Planning District Commission:

5. US 250/Rolkin Road Pedestrian Improvements

The project would be composed of two main project elements: 1) An at-grade pedestrian crossing for all legs of the 250/Rolkin Road intersection; and, 2) Continuation of the sidewalk on the southern side of 250 (that currently ends at Rolkin Road) to State Farm Boulevard.

6. US 250/Peter Jefferson Parkway Intersection Improvements, Park and Ride, and Access Management

The project would have four main elements: 1) Add a right-turn only for eastbound traffic on 250 (turning right onto Peter Jefferson Parkway) to reduce rear-end crashes at this intersection; the existing shared right-turn/thru-lane should be converted to thru-only; and, 2) Implement a “Thru-cut” at the 250/Peter Jefferson Parkway intersection such that thru-movements on the minor approaches are eliminated to maximize signal efficiencies and reduce delay; and, 3) Construct a new park and ride lot on the northwest corner of the 250/Peter Jefferson Parkway intersection; and, 4) Complete the median between Pantops Mountain Road and Peter Jefferson Parkway – this access management treatment is intended to improve safety and reduce delay. This application may include at-grade pedestrian crossings of 250 at Pantops Mountain Road and/or Peter Jefferson Parkway.

7. US 250/Louisa Road (Route 22) Intersection Improvements

The project would result in a displaced left-turn for traffic traveling east on 250 and turning north onto Louisa Road.

8. US 250/Milton Road Intersection Improvements

The project would construct a roundabout at this intersection.

Charlottesville-Albemarle Metropolitan Planning District Commission

9. Hydraulic Road/District Avenue Roundabout

This is a proposed roundabout at the intersection of Hydraulic Road and District Avenue near Stonefield shopping center. This project was part of a previous and more comprehensive Smart Scale application for the U.S. 29 and Hydraulic Road intersection. This was recommended as part of the Hydraulic/29 Small Area Plan and is identified as a priority project in CAMPO’s Long-Range Transportation Plan.

10. Rivanna River Bike and Pedestrian Bridge: South Pantops Drive to Woolen Mills

This project would construct a bicycle and pedestrian bridge across the Rivanna River from East Market Street to the Pantops area. A shared use path would be constructed from the eastern bridge terminus up to the intersection of Peter Jefferson Parkway and State Farm Boulevard, where bicyclists and pedestrians can join the existing transportation network.

11. Avon Street Corridor Bicycle and Pedestrian Improvements: Druid Avenue to Avon Court

The project will develop a package of multimodal transportation improvements along Avon Street between Druid Ave and Avon Court. Improvements include bicycle and pedestrian facilities, road widening on the west side of Avon Street, undergrounding a drain and improvement to stormwater retention.

12. 5th Street Extended Multimodal Improvements: Harris Road to 5th Street Landing

This project would:

- add a left turn lane for southbound 5th Street traffic to turn onto 5th Street Station Parkway, and
- add a mid-block left turn lane for northbound 5th Street traffic to access the Food Lion Shopping Center, and
- restrict the left turn into Food Lion Shopping Center from northbound 5th Street, and
- restrict the left turn out of Food Lion Shopping Center onto 5th Street (northbound), and
- add an eight-foot shared use path to both the east and west sides of 5th Street from Harris Road to 5th Street Landing.