

Albemarle County First Tier Transportation Priorities FY 2018

2018 RANK*	PROJECT NAME	PROJECT TYPE/ DESCRIPTION	COMMENTS	PRIORITIZATION FACTORS					RECOMMENDATION
				SAFETY	CONGESTION	ECONOMIC DEVELOPMENT	ACCESSIBILITY	LAND USE	
1	Rt 20/US 250 Intersection improvement	Safety/ operational/ capacity improvements at Rt 20/US 250 intersection	Previously ranked at #6 for Primary and Interstate Projects, this had included improvements on Rt 20 to Elks Drive but many of those improvements were made through other developments. This was part of the Free Bridge project denied funding in 2017.	Medium - PSI of the road segments on US 250 from intersection eastward is ranked #65 and from intersection south on Riverbend Rd is #66. Intersection improvements would likely correct many of the mainline issues.	High - Existing and future LOS at Rt 20 are E and E, at west leg of US250 is F and F, Riverbend Drive is D and D, and the east leg of US 250 is C and F	High - Economic re/development potential is high in this area with continued development of Riverside Village, businesses along US 250 throughout Pantops including Lidl, future redevelopment of Malloy Ford, light industrial within the City along High and Riverside, future Gazebo Plaza, and ongoing development at the Martha Jefferson. US 250 is a freight route.	High - Job density in this area is very high sitting between downtown Charlottesville and Martha Jefferson Hospital/State Farm with numerous other small and mid-size employers throughout the Pantops area. The need for improved pedestrian connections across US 250 in the area has been recognized	High - Location of this intersection near to downtown Charlottesville and along the Rivanna River with numerous properties currently underutilized or in the process of redeveloping makes this a project that could spur walkable/bikable infill development.	2018 SS - High 1st Tier project that should consider land use planning in the development of a preferred alternative. Recommend working with the TJPDC on the Free Bridge project which was previously rejected for funding under SS to identify phasing approaches to the project. Phased projects should be considered for 2018 SS application.
2	Northtown Trail - From downtown C'ville to UVA Research Park	Construct unbuilt sections of multi-use trail between new Berkmar Drive extended and Belvedere development. Provides important "arterial" network route for commuter bike and ped.	Previously ranked at #4 for Bicycle and Pedestrian projects, many sections of this trail have been completed through other projects.	Medium/High - This is a regional project with unspecified locations which make it difficult to determine the true safety benefit but regional improvements to bike/ped facilities can undeniably be considered a safety benefit to bicyclists, pedestrians, and vehicular travel.	Medium - region-wide bicycle and pedestrian improvements can make some improvement to general congestion but more importantly provide travelers with options to get to where they need in alternate ways and creation of walkable/bikable places can generally increase multi-modalism.	Medium/High - Relationship between creating walkable/pedestrian friendly environment and placemaking to economic improvement has been demonstrated. The Northtown trail would provide connections to the Rio/29 Area which is a focus of redevelopment that this project could help spur.	High - Job density throughout the Places 29 area is generally very high. A regional project that specifically improves multi-modal travel would greatly benefit accessibility.	High - Location of this potential trail through the Places 29 area currently being planned for major redevelopment through the Rio/29 Small Area Plan makes this a project that could spur walkable/bikable infill development.	Planning Funds - This is a high 1st Tier project but is still unspecified in the location and manner of potential improvements. Recommend working through the ongoing Rio/29 Small Area Plan combined with funding a potential Northtown Trail Plant through CIP or NIFI or other available sources to identify alignment and phasing , recommendations which can then be used to secure funding through future SS and TA grants.
3	Transit-Focused US 29 and US 29 BRT/Express - between Downtown C'ville and Hollymead/Piney Mtn.	Reshape US 29 to focus on BRT service, land use types, and infrastructure. Implement improved transit service in the corridor.	Previously ranked at #6 for Transit projects a 29 Express Commuter route is running and the proposed Regional Transit Partnership is currently being formed and the update to the Transit Development Plan is beginning.	Medium - Project would provide multi-modal options for commuters that currently pass through numerous segments and intersections ranked on VDOT PSI list.	Medium - Project would provide multi-modal options for commuters that currently pass through numerous congested areas. If BRT were established this could go much further in actually reducing future congestion along US 29.	Medium/High - Ongoing development throughout the Places 29 Development Area to UVA and possibly downtown make this a service that could bring benefits in economic development for the region.	High - High job density and density of underserved communities throughout areas served by this route. Multi-modal improvements increase accessibility.	High - Ongoing development throughout the US 29 North Corridor and to UVA will continue and this project could dramatically change the manner in which this development takes place.	Planning Funds - 1st Tier project that should be included for evaluation through the TDP as well as a through the Hydraulic and Rio Small Area Plans currently being developed. Recommend that upon completion of the TDP and Small Area Plans this project be advanced to determine an overall approach to instituting BRT in the Corridor.

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4	Pedestrian Improvements on US 250 East - between Free Bridge and State Farm Blvd	Crosswalks, pedestrian signals, associated sidewalks/ramps/safety islands. Evaluate grade separation options	Previously ranked at #1 For Bicycle and Pedestrian projects one crossing of US 250, at State Farm Blvd, has been constructed.	Medium - Road segments in this area are ranked in the VDOT PSI at #28, #12, and #67. Pedestrian improvements would improve safety in general and specifically improve safety of pedestrians	Low/Medium - Existing and Future LOS on US 250 East is F and F/C and F. Ped improvements would provide options to travelers and improve transit accessibility.	Medium - Economic re/development potential is high in this area with continued development of Riverside Village, businesses along US 250 throughout Pantops including Lidl, future redevelopment of Malloy Ford, light industrial within the City along High and Riverside, future Gazebo Plaza, and ongoing development at the Martha Jefferson. US 250 is a freight route. Ped improvements would increase the ability of this area to redevelop.	Medium/High - Job density in this area is very high sitting between downtown Charlottesville and Martha Jefferson Hospital/State Farm with numerous other small and mid-size employers throughout the Pantops area. The need for improved pedestrian connections across 250 in the area has been recognized	High - Location of this intersection near to downtown Charlottesville and along the Rivanna River with numerous properties currently underutilized or in the process of redeveloping makes this a project that could spur walkable/bikable infill development.	Planning Funds - This is a high 1st Tier project but unspecific. Recommend discussions with CA-MPO regarding the potential reworking of the previously submitted Free Bridge Improvement Project to SS in 2018 identifying bike/ped improvements. The update to the Pantops Master Plan should be used to further define priorities. Recommend working through those planning processes to determine specific improvements and potential funding sources.
5	Pedestrian Crossings of US 29 North - between City limits and Timberwood Blvd.	Grade separated and at grade bike/ped options; associated pedestrian signals, sidewalks/ramps/safety islands.	Previously ranked at #2 for Bike and Pedestrian improvements two crossings have recently been completed at Hollymead and Rio.	Medium - Undefined locations make it difficult to determine the true safety benefit but generally improving pedestrian crossings would improve safety.	Low/Medium - minor pedestrian improvements do little to relieve congestion but creation of walkable places can generally increase multi-modalism thereby decreasing congestion.	Medium - Relationship between creating walkable/pedestrian friendly environment and placemaking to economic improvement has been demonstrated.	Medium/High - Job density along 29 north of Charlottesville is generally very high. The need for improved pedestrian connections across US 29 in the DA has been recognized.	High - Location of these potential improvements along US 29 near areas currently being planned for major redevelopment through the Rio/29 and Hydraulic/29 Small Area Plans makes this a project that could spur walkable/bikable infill development.	Planning Funds - This is a high 1st Tier project but is still unspecified in the location and manner of potential improvements. With the ongoing Rio/29 and Hydraulic/29 Small Area Plans as well as a potential Northtown Trail Plan, recommend using those processes to define projects and potential funding sources and once complete reevaluate the specific projects.
6	Berkmar to Lewis & Clark Connector - From Hollymead Town Center to Airport Road and from Innovation Dr. to Lewis & Clark Dr.	New Roadway to continue Berkmar Dr. to Airport Rd and connect Innovation Dr. to Lewis and Clark Drive in UVA Research Park	Previously ranked at #14 for Secondary Roads but subsequently raised in priority prompting Smart Scale and Revenue Sharing applications submitted for these projects, which were denied. Funding identified to begin PE and fund some construction through the Secondary Six-Year Plan.	Low/Medium - Project would relive additional traffic from US 29 including segments listed on the VDOT PSI list at #10, #155, and #93. These segments may already have seen improvements from previous 29 Solutions projects.	Low/Medium - Project would relieve traffic from US 29 including segments with existing and future LOS of F. Completed 29 Solutions projects will likely improve this but additional network connections will improve further on this.	High - The future development of Northpointe and ongoing development of Hollymead TC and UVA Research Park make this a highly ranked area for economic development.	Medium/High - Job density is relatively high in the area surrounding the project and existing congestion levels on US 29 are high as well. The project includes multi-modal features.	Medium/High - This would improve connections between employment areas and high density residential including multi-modal connections. This area is in an important development area for the county.	2018 SS - 1st Tier project that is currently being worked on through design phase to improve likelihood of selection in a 2018 SS grant. Recommend CIP funding as necessary to use in a Revenue Sharing manner to insure project scores well in SS.

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7	Sunset Road Improvements - From Country Green/Sunset Ave intersection to Yellowstone Dr.	Improve alignment, install C & G, bike/ped facilities	Previously ranked at #3 for Secondary Roads this project had multiple components which have been broken out to separate projects some of which are being completed by developers. Project was denied funding through SS in 2016. Eventual connection from Sunset Ave to Fontaine Ave should be explored as second phase. New alignment to Southwood and across Biscuit Run and Country Green portion of this project have been removed to a future projects list.	Low/Medium - The 5th St/Old Lynchburg intersection is ranked at #37 on the PSI list and the Old Lynchburg/Sunset intersection is ranked at #92. This project would not directly improve safety and operations at these intersections but would enable future projects to improve safety and would improve bike/ped alternatives to use of those intersections.	Low/Medium - VDOT SPS data currently shows Sunset Ave with an existing LOS of C and future of D. However, increased development in this area has resulted in a dramatic increase of traffic on many of these previously low-volume roads. Current network is poorly developed. This project would improve bike/ped connections relieving some of those vehicular trips.	Medium - Ongoing development at Fifth St Station and future development at Fontaine Research Park and Southwood raise the economic development profile of this area.	High - Job density in this area is generally high with Region 10, the County office building, Fifth St Station, Fontaine Research Park, and many other smaller businesses on Fifth St north of I-64. The need for improved pedestrian connections to access the city is high which would be accomplished through this project. Likely high density of disadvantaged populations in this area as well.	High - Location of this project near to Charlottesville, UVA and other high intensity development areas as well as access to greenways make this type of project one that can improve land use and promote infill development and walkable/bikable development. This is an important development area for the County growing rapidly with poor existing connections and network.	2017 RS or CIP for design - 1st Tier project that could spur improved connections through other projects. This project could use CIP funds to perform design and engineering to jumpstart future Revenue Sharing or private developments or be a standalone 2017 RS.
8	Rt. 20 South Improvements - From City limits to Mill Creek Drive	Intersection improvements/ Bike and Pedestrian facilities/ Roadway Alignment Improvements/C & G	Previously ranked at #7 for Primary and Interstate projects this is also a bicycle and pedestrian improvement project with identified needs	High - Two intersections and two road segments are listed in the PSI list: the Rt 53/20 intersection is at #27, the next intersection south where the merge lane ends is at #115, the road segment between the end of the median south of Rt 53 and Lyman Hills Drive is at # 115, and the road segment between Hart Road and College Dr on NB Rt 20 is at #143.	High - Existing and Future LOS on 53 is E and E, on the north leg of 20 is D and D, and the south leg of 20 is C and C. Observation and reports show that Peak Hour congestion is causing long delays through this segment.	Low/Medium - with potential future development sites adjacent to this project and future development at PVCC, along Mill Creek Drive and Avon Extended, and ongoing development of Fifth Street Station this project has some economic benefits.	Medium - Job density is relatively high based on PVCC, businesses and institutional uses on Avon St Extended, Fifth St Station, and Downtown Charlottesville. Project would include needed bicycle and pedestrian improvements to connect to PVCC and the trails around Monticello.	Low/Medium - Project has some potential to promote walkable and bikeable infill development through improving connections between the growing southern development area, downtown Charlottesville, PVCC, and the recreational trails of Monticello.	2017-18 HSIP, 2020 SS, or 2019 TA - Should be 1st Tier project for potential 2020 SS. Discuss with VDOT potential for breakout HSIP projects. Bike/ped projects could be broken out for potential 2019 TA grants.
9	Berkmar Drive Bicycle and Pedestrian Improvements - From US 29 to Hilton Heights Rd	Sidewalk, bike lanes or shared use path	Previously ranked at #10 for bike and ped projects this should also be part of the evaluation for the Northtown Trail.	Medium - Rio/29 is ranked at #6 on the PSI intersections and numerous nearby segments that this project could benefit are ranked in PSI. Project would provide a safer environment for pedestrians in an area that already has a high level of pedestrian activity.	Low/Medium - minor pedestrian improvements do little to relieve congestion but creation of walkable places can generally increase multi-modalism. There is an average level of origins and destinations for pedestrians in this area meaning this project may increase the likelihood that people would choose e to walk instead of drive.	Medium - Relationship between creating a walkable/pedestrian friendly environment and placemaking to economic improvement has been demonstrated. The level of ongoing economic development in the area is high.	Medium/High - Job density in this area of the Places 29 DA is high and level of disadvantaged populations is high average. There is a need for improved pedestrian connections throughout this area.	Medium/High - Location of these potential improvements in an area that has underutilized lands and older residential developments nearby as well as being within the Rio/29 Small Area Plan makes this a project that could spur walkable/bikable infill development.	Planning Funds, 2017 RS - 1st Tier project that improves connections provided by other projects. This project could be a CIP project for design

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10	Commonwealth Dr/Dominion Dr Pedestrian Improvements - Commonwealth Cir to Dominion Dr/Commonwealth Dr to Rt 29	Pedestrian Improvements	Previously ranked at #10 for Bicycle and Pedestrian Projects this project focuses on improvements in an older urban neighborhood.	Low/Medium - No PSI intersections or segments that would benefit from this improvement but would provide a safer environment for pedestrians in an area that already has a high level of pedestrian activity	Low/Medium - minor pedestrian improvements do little to relieve congestion but creation of walkable places can generally increase multi-modalism. There is an average level of origins and destinations for pedestrians in this area meaning this project may increase the likelihood that people would choose to walk instead of drive.	Low/Medium - Relationship between creating walkable/pedestrian friendly environment and placemaking to economic improvement has been demonstrated. The level of ongoing economic development in the area is average.	High - Job density in this area of the Places 29 DA is high and level of disadvantaged populations is also high. There is a need for improved pedestrian connections throughout this region as it is recognized as one of the older urban neighborhoods in need of investment.	High - Location of these potential improvements in an area that has underutilized lands and older residential developments with major redevelopment nearby through the Rio/29 and Hydraulic/29 Small Area Plans makes this a project that could spur walkable/bikable infill development.	2017/2019 RS, 2019 TA, CIP - 1st Tier project that meets a key County Strategic Objective. Recommend RS application this year, SS application next year, or TA or RS in 2019.
11	Library Avenue - Current stub out to Eastern Avenue.	New road construction with future developments; bike lanes and sidewalks.	Previously ranked at #10 for Secondary Roads	Medium - Two intersections that would see relief from this connection are ranked in the PSI list: Crozet Ave/Three Notch'd intersection is ranked at #61 and Crozet Ave/US 250 is ranked at #93. Albemarle Fire & Rescue have expressed concerns about poor access to neighborhoods in the vicinity of Crozet Park that would be improved with this project.	Medium - This roadway connection would relieve trips from three surrounding roads measured by VDOT SPS data. Three-Notch'd Rd and Crozet Ave are both listed as LOS C currently and D Future. US 250 is listed as currently and future D. Peak hour intersection movements along Crozet Ave which this project would relieve also demonstrate poor operations in the peak hours.	Medium/High - Ongoing development in the downtown Crozet area and Old Trail in addition to future redevelopment of the Barnes Lumber Site and the ACME site make this a relatively important economic development area.	Low/Medium - Job density is relatively low in the area and likely low density of disadvantaged populations. Would improve the Bike/Ped network in a small way and could improve transit service once a Crozet service is established.	Medium - Development of this road connection could spur infill development through the Barnes Lumber Property redevelopment and would improve the bike/ped network overall serving existing development in the Crozet DA.	Developer Funded - 1st Tier project. This road has been proposed to be constructed by the redevelopment of the Barnes Lumber site. It is recommended that the County work with the developer to construct this roadway in the manner that works best for both parties.
12	Eastern Ave. - From US 250 across Lickinghole Crk to existing stub out	New road segment to improve local road network capacity and accessibility; bike lanes and sidewalks.	Previous rank of #4 under Secondary Roads, conceptual design was done and segments completed by developers but this segment will need to be county led.	Medium - Two intersections that would see relief from this connection being built are ranked in the PSI list: Crozet Ave/Three Notch'd intersection is ranked at #61 and Crozet Ave/US 250 is ranked at #93. Additionally Albemarle Fire & Rescue have expressed concerns about poor access to neighborhoods in the vicinity of Crozet Park that would be improved with this project.	Medium - This roadway connection would relieve trips from three surrounding roads measured by VDOT SPS data. Three-Notch'd Rd and Crozet Ave are both listed as LOS C currently and D Future. US 250 is listed current and future D. Peak hour intersection movements along Crozet Ave, which this project would relieve, also demonstrate poor operations in the AM and PM peaks.	Medium/High - Ongoing development in the downtown Crozet area and Old Trail in addition to future redevelopment of the Barnes Lumber Site and the ACME site make this a relatively important economic development area.	Low/Medium - Job density is relatively low in the area and likely low density of disadvantaged populations. Would improve the Bike/Ped network in a small way and could improve transit service once a Crozet service is established.	Low/Medium - Development in the area is not generally considered infill and would only have minor improvements to the bike/ped network but it is in the DA and serves existing development.	Direct Funds for Design and Engineering, 2019 RS, 2020 SS - 1st Tier project but would not score well under Smart Scale and no chance of HSIP. CIP funds could provide design for a future Revenue Sharing Grant or possible future SS or could try to get full cost covered through Revenue Sharing.

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13	Greer/Jouett Bike/Ped Improvements - From Hydraulic Rd on Lambs Rd to AHS and Greer/Jouett schools	Sidewalks, bike lanes and/or shared use paths	Previously ranked #10 for Bike/Ped Improvements this was the recommendation from the SRTS Travel Plan	Medium - No PSI intersections or segments that would benefit from this improvement but would provide a safer environment for pedestrians, including schoolchildren, in an area that has a high demand for pedestrian activity.	Low/Medium - minor pedestrian improvements do little to relieve congestion but creation of walkable places can generally increase multi-modalism thereby decreasing congestion. There is an average level of origins and destinations for pedestrians in this area meaning this project may increase the likelihood that people would choose to walk instead of drive.	Low/Medium - Relationship between creating walkable/pedestrian friendly environment and placemaking to economic improvement has been demonstrated. The level of ongoing economic development in the area is average.	Medium - Job density in this area is average and level of disadvantaged populations is average. There is a need for improved pedestrian connections throughout this area.	Medium/High - Location of these potential improvements in an area that has underutilized lands and older residential developments nearby as well as being adjacent to the Places 29 DA, and serving the schools for that area makes this a project that could spur walkable/bikable infill development.	2017 TA - 1st Tier project proposed for submission as an SRTS Grant in 2017.
14	Cale ES Pedestrian Improvements - Avon St Ext and Cale ES	Pedestrian Crossing of Avon St Extended and internal sidewalks	Previously was proposed to be funded as part of other RS sidewalk improvements on Avon but VDOT denied proposal	Low/Medium - No existing PSI ranked segments or intersections but provides a safe crossing for elementary school students and the community in general.	Low/Medium - Current LOS is D and Future is E. Observed and reported AM and PM peak delays related to school. Project could offer options to getting to school and relieve some peak congestion	Low/Medium - Some potential economic development in light-industrial zoning surrounding the school.	Medium/High - Job density is average in the area but the project would offer multi-modal options to many including school children, in the area.	Medium/High - Residential development continues to increase in the area, some of which could be infill. High density development is increasing and the project improves multi-modal nature of this development.	2017 TA - 1st Tier project recommended as an SRTS grant application in 2017.
15	Rio Road East Improvements - JW Parkway to City line	Improve alignment, install C & G, bike lanes and sidewalks.	Previously ranked at #15 for Secondary Roads sidewalk improvements are currently underway and VDOT has been evaluating the potential for roundabouts at the intersections in this segment of Rio to improve safety and operations including to facilitate pedestrian crossings	Medium/High - Two segments of Roadway on this section of Rio are ranked in the PSI list at #43 and #153.	Low/Medium - VDOT SPS data suggests this segment is operating at LOS B currently and will continue at the same rating. Continued residential development in the area is likely worsening the conditions and the signal at Rio/Pen Park Dr has peak hour delays.	Low/Medium - Location of this project near the Rio/29 Planning Area raises the economic development profile a small amount but until the Land Use Plan is complete for this area how much is not entirely known.	Medium - Job density is average in this area with nearby employment center of CATEC and location between downtown C'ville, and the Rio/29 area. This is a multimodal improvement which will benefit many residential areas by providing connections to employment areas.	Medium - This area continues to see a relatively high number of residential developments although most of it is not necessarily infill development it still provides easy access to employment and entertainment centers and improves multi-modal options to a good number of citizens.	2018 SS - 1st Tier project that VDOT has evaluated for some potential improvements for. This could be broken out into separate projects for 2018 SS or 2019 TA or RS projects .

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16	Route 10 Transit Improvements - Downtown C'ville to Pantops	Increase transit headways on existing CAT Route 10 to 15 minutes during the peak hour and 30 minute off-peak.	Previously Ranked at #5 for Transit projects. Transit only link portion of this project was evaluated through the Free Bridge Project Process and not recommended for advancement and removed from this project. Discussions underway to create the Regional Transit Partnership and Transit Development Plan which could evaluate this.	Low/Medium - Project would provide multi-modal options for commuters that currently pass through numerous segments and intersections ranked on VDOT PSI list.	Low/Medium - Project would provide multi-modal options for commuters that currently pass through numerous congested areas.	Low/Medium - Ongoing development in Pantops and connection to downtown make this a service that could benefit economic development for the region.	High - relatively high job density throughout areas served by this route. Multi-modal improvements increase accessibility.	Medium - Ongoing development in Pantops will continue and this project could increase the multi-modal aspect of it. This connects an area with a high level of residential and employment areas.	Budget Request - 1st Tier project that should be included in the evaluation through the TDP. Recommend this be funded directly through the standard funding requests from outside agencies as early as possible and future improvements to the service be evaluated through the TDP.
17	Crozet Transit Service - Along Rt. 250 connecting Crozet to downtown C'ville	New transit service connecting Crozet and Downtown C'ville. Service would only occur during peak hrs (7am to 10 am) and (4pm to 7pm). Service would run on 30-minute headways.	Previously ranked at #4 for Transit projects JAUNT has been evaluating the addition of this service. Could be enhanced in the future working with the Regional Transit Partnership or through recommendations of the Transit Development Plan	Low/Medium - Project would provide multi-modal options for commuters that currently pass through numerous segments and intersections ranked on VDOT PSI list.	Low/Medium - Project would provide multi-modal options for commuters that currently pass through numerous congested areas.	Low/Medium - Ongoing development in Crozet and connection to UVA/downtown make this a service that could benefit economic development for the region.	Medium/High - relatively high job density throughout areas served by this route. Multi-modal improvements increase accessibility.	Medium - Ongoing development in Crozet will continue and this project could increase the multi-modal aspect of it. This connects an area with a high level of residential development with a high employment area.	Budget Request - low 1st Tier project that should be included in the evaluation through the TDP. If warranted recommend this be funded directly through the standard funding requests from outside agencies.
18	Avon St./Mill Crk. Transit Service	New Transit service to developing Urban Neighborhood, regional public facilities and service areas	Previously ranked at #2 for Transit projects the Board received a report on this at the July 2017 meeting and directed to continue exploring options. CAT director suggested providing the potential expansion to the consultant for the Transit Development Plan and evaluating through that process. Could also be part of the Regional Transit Partnership process.	Low/Medium - Project could relieve traffic from the Rt 20 South segment where two intersections and two road segments are listed in the Culpeper PSI list: the Rt 53/20 intersection is listed at #27, the next intersection south where the merge lane end is listed at #115, the road segment between the end of the median south of Rt 53 and Lyman Hills Drive is listed at # 115, and the road segment between the Hart Road and College Dr on NB Rt 20 is ranked at #143	Low/Medium - LOS is shown as D currently and E future on Avon St. Existing and Future LOS on Rt 53 is E and E, on the north leg of Rt 20 is D and D, and the south leg of Rt 20 is C and C. Observation and reports show that peak hour congestion is causing long delays through this segment. Project doesn't directly relieve that congestion but provides options for travelers.	Low/Medium - Ongoing development of Fifth St Station and other potential commercial developments along Avon St make this an area that could have economic development benefits.	Medium/High - relatively high job density throughout areas served by this route. Multi-modal improvements increase accessibility.	Medium - Ongoing infill development along Avon will continue and this project could increase the multi-modal aspect of this development. There is a high level of residential development in this area with employment, and retail uses all within generally easy access that could increase with this project.	Planning Funds, Budget Request - low 1st Tier project that should be included in the evaluation through the TDP. If warranted recommend this be funded directly through the standard funding requests from outside agencies.

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19	US 250 West/Crozet Ave Intersection Improvements	Safety/operation/ capacity improvements, roundabout, lengthen turn lanes, etc.	Formally grouped together with other 250 West Intersection improvements and ranked at #5 for Primary or Interstate projects. This was broken out as it was the only one of those intersection projects with an existing signal and in the development area.	Medium/High - Crozet Ave intersection has a PSI ranking at #93.	Medium - Current conditions at the Crozet Ave intersection show LOS D on 250 and C on Crozet Ave (B on Miller School Road) Future LOS degrades to F on the western leg of 250 and to a D on Crozet Ave. Operations are severely degraded in this area during times when the beginning and end of the school days for area schools.	Medium - Development in downtown Crozet includes some economic development proposals and opportunities including the potential future redevelopment of the industrial ACME site. Additional development along 250 near the I-64 interchange is also possible. 250 is a freight corridor.	Low - Job density is low surrounding the intersection. Improved pedestrian crossing could help accessibility because of the connections to schools.	Medium - Project has some potential to promote walkable and bikeable infill development as a gateway to the Crozet DA.	2017 HSIP, 2020 SS - With this project broken out the Crozet Ave intersection should be a high 2nd Tier or possibly first Tier project Staff should engage with VDOT on potential solutions with a goal of a near-term HSIP application or 2018 SS application.
20	Rio Road East Pedestrian Crossings - Between Fashion Sq. Mall western entrance and Old Brook Rd	Pursue crosswalk(s) in multiple locations including at Putt Putt Place or Rio East Ct. safety improvement	Previously ranked at #3 for Pedestrian Bike projects one crossing is now in development and Putt Putt Lane is being evaluated for a signal. Additional signal warrant studies may allow other crossings.	Medium - Undefined locations make it difficult to determine the true safety benefit of any crossings but generally improving pedestrian crossings would be a safety benefit	Low/Medium - minor pedestrian improvements do little to relieve congestion but creation of walkable places can generally increase multi-modalism.	Low/Medium - Relationship between creating walkable/pedestrian friendly environment and placemaking to economic improvement has been demonstrated.	Medium - Job density is high between US 29 and downtown. The need for improved pedestrian connections in this area of the DA has been recognized primarily to provide connections to transit and improve regional bike/ped connections.	Medium - Location of these potential improvements near areas currently being planned for major redevelopment through the Rio/29 Small Area Plan make this a project that could spur some walkable/bikable infill development but it remains outside of the center of that potential redevelopment.	Planning Funds - This is a high 1st Tier project but is still unspecified in the location and manner of potential improvements. With the ongoing Rio/29 Small Area Plan as well as a potential Northtown Trail Plan, recommend using those processes to define projects and potential funding sources and once complete reevaluate the specific projects.

*Rankings are generally based on a point system that awarded the most points for a High rating and the least for a Low rating

SS = Smart Scale Grant

TA = Transportation Alternatives Grant

RS = Revenue Sharing Grant

HSIP = Highway Safety Improvement Program Grant

SRTS = Safe Routes to School