Albemarle County Transportation Priorities

2019 Update

Background

The Albemarle County Transportation Priorities is a list of all major transportation projects recommended through planning process that the county has participated in. These planning processes include the Comprehensive Plan, Master Plans, Small Area Plans, Corridor Studies, or Transportation Plans (including bicycle and pedestrian or greenway plans). These planning documents have been developed by the County, or a consultant on behalf of the County, by the Thomas Jefferson Planning District Commission, the Charlottesville-Albemarle Metropolitan Planning Organization (C-A MPO), or by state agencies such as the Virginia Department of Transportation (VDOT) or the Department of Rail and Public Transit among others.

Purpose

The Albemarle County Transportation Priorities List is intended to help focus staffing resources and funding to the projects that would provide the highest benefits to the County. Prioritizing all County projects by specific and consistent factors allows staff, officials, and the public, the opportunity to understand the process and needs of the county in a wholistic manner. The State and Federal Grant Programs follow two-year cycles and the prioritized list helps identify projects that can and should be applied for under each of the grant programs based on the benefits and types of projects. This process especially helps identify which projects might score well under the State SMART Scale program because the assessments are similar. Furthermore, the County Capital Improvement Program may be utilized to help provide matches for grants or to fund projects outright. Because this funding is extremely limited focusing those funds on the highest benefit projects insures good stewardship of County resources.

Following is a brief description of the various funding mechanisms that the projects listed in the Albemarle County Transportation Priorities may be eligible for and could be utilized to construct.

SMART Scale

Smart Scale is the primary funding mechanism for transportation projects in the Commonwealth with approximately $750 million available in the most recent round of awards. The applications for projects are submitted by localities and regional entities on a bi-annual schedule. Projects are then scored based on six identified factors. Funding available is split between High Priority Projects, which is a statewide pool, and the District Grant Program where projects only compete against other projects within each VDOT District. The highest scoring projects are awarded funding and the program tends to be highly competitive. The next application cycle will be Fall 2020.

Revenue Sharing

In the Revenue Sharing Program the County and State share revenues to fund projects the locality applies for. This requires a 50-50 match between local and state funds with $5 million available in state funding per locality each year. Revenue Sharing is on a two-year application cycle with the next round of applications due Fall of 2019. The program is less competitive as long as projects are eligible under the defined Priority 2 level which includes those projects found within the localities CIP.

Transportation Alternatives

The Transportation Alternatives Program funds projects that expand non-motorized travel choices and enhance the transportation experience. This program is on bi-annual application cycle with the next application deadline in Fall of 2019. The program is highly competitive with approximately $1 million available per VDOT District annually which is generally split among several projects. A 20% local match is required, however, matches over 20% improve the project scores.

Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) awards funding for highway or bicycle and pedestrian improvements related to specific safety issues. Projects are awarded funding through a data driven approach focusing on strategies with expected performance outcomes. No match is required for submission and the application cycle is open in the Fall of each year. The program is generally highly competitive.

Recreation Access Fund

The Recreational Access Program assists localities in providing access to public recreational or historic areas owned by the Commonwealth of Virginia or a local government. Funding is based on availability with an open application cycle year-round. Funding limits for local sites is $300,000 available for local and an additional $100,000 available if matched dollar for dollar. $400,000 unmatched is available for State sites. Additional funds are available for bicycle and pedestrian facilities that are included.

Capital Improvement Program

Through the Albemarle County Capital Improvement Program (CIP) the County may fully fund capital projects or use county funds to provide the local match to projects as needed for grant applications, through the CIP. The County currently includes a Transportation Leveraging fund line item in the CIP and has been contributing $1 to $2 million per year that has been used to leverage local funds for state and federal grants to complete recommended transportation projects. Capital needs applications have been submitted to fund specific projects through the CIP as well.

Methodology

Staff has developed a process based on the Commonwealth of Virginia's methodology for scoring, prioritizing, and funding transportation projects through the SMART Scale Program. The Commonwealth of Virginia process, developed through extensive evaluation and research, identifies six comprehensive factors by which varied types of transportation projects can be evaluated based on shared goals for a well-functioning transportation system. Each of these six factors is scored based on multiple criteria that is relatively easily collected and measurable.

The Albemarle County prioritization methodology uses five of these six factors (the environmental factor is not used because no projects recommended by the county involve extensive environmental impacts). The criteria by which each of these factors is evaluated is similar to those found in the SMART Scale process. However, they are adapted slightly to more closely align with the goals and objectives of the County, to match with data available to the county, and streamlined to allow for a more qualitative scoring process that is less time and resource intensive. Following is a description of the five factors and criteria by which every transportation project was evaluated.

Land Use

The land use score for each project is developed by reviewing the recent and upcoming residential development that the project would provide benefits to. The number of recent and upcoming residential units served is the primary factor, along with the type of project and if it helps achieve goals enumerated in the County's planning documents and strategic priorities. These goals include enhancing multimodal connectivity and serving aging urban neighborhoods or other identified development centers such as the Rio29 Area. Additionally, projects that are

located within the County's Development Area or serve community resources such as libraries, parks, and community centers are rated higher.

Economic Development

The economic development score for each project is developed primarily by reviewing the recent and upcoming commercial development (using non-residential square footage as the data point) that the project would provide benefits to. Additionally, projects are scored on the type of improvement and how it would serve the type of development occurring in the area. Further, projects that support identified Economic Development Zones or sites identified through the Site Development Readiness Assessment receive additional points.

Safety

The safety score for each project was developed by reviewing crash data from the Virginia Department of Transportation. A heatmap was developed that shows all reported crashes and assigns varying points to each based on the seriousness of the crash. Second, all VDOT identified locations for Highway Safety Improvements and their ranking in the VDOT Top 100 List for Safety Improvements are mapped. Additionally, locations of bicycle and pedestrian crashes are identified. Each project is scored based on its ability to address the highest safety concerns.

Congestion

The congestion score for each project was developed using the results of the most recent traffic modeling outputs performed by the C-A MPO for the Long-Range Transportation Plan. The current network Level of Service was mapped, and each project scored on its ability to address existing congestion issues. Further, consideration was given to intersections which have been identified with poor Levels of Service through other studies including those associated with Traffic Impact Analyses performed for new developments.

Accessibility

The accessibility score for each project is derived primary by evaluating a projects ability to improve access to jobs. Longitudinal Employer-Household Data (LEHD) from the US Census showing the number of jobs in an area is reviewed and the ability of a transportation project to improve access to those jobs is assessed. Additionally, a projects ability to improve access through multi-modal opportunities including bicycle and pedestrian improvements and improvements on or near a transit route are considered. Further consideration is given to those projects which serve areas identified in the US Census American Community Service as underserved communities such as those with twice the average County rate of limited English proficiency, residents over 65, poverty, racial minorities, and low-income populations.

A score of 0-7 is assigned to each project for each of the five factors assessed. The scores for each project are totaled for a maximum score of 35 and the projects are ranked based on that score. The projects are then placed into First, Second, and Third Tier groupings based on those ranks. First Tier projects are those that will be actively pursued for funding and advancement through grant applications, CIP fund requests, or planning studies to better define the project or develop conceptual designs and costs. Second Tier projects will be pursued by the County as opportunities are presented, through private development, and/or if and when unscheduled public funding is made available. Third Tier projects will not be actively pursued by the County at this time but will be reevaluated in future prioritization activities. These may also be opportunistically advanced through private development or by outside agencies.

Staff set the number of projects in the first two Tiers at twenty simply as an average number of projects that it may be possible to consider over the two-year grant and CIP period. In the previous two-year period staff was able to do some level of work, either through submission of grants, planning work, or a CIP request, on nineteen of the twenty First Tier projects and additionally did some work on four to six of the Second-Tier projects.

Results

The attached table provides information on the projects that were assessed and placed into one of the three Tiers. The table lists the projects in the proposed priority order along with its rank in the previous evaluation, some general information about each project, followed by its scores in each of the factor categories.

These projects and are displayed on the *Transportation Priority Projects 2019* map and the five maps following which display the Factors described in the methodology section to provide information on how each project was scored.

Also displayed on the *Transportation Priority Projects 2019* map are corridors that have been identified for increased or improved transit service. These transit improvements are not ranked against the capital projects because of the funding required is primarily annual operating budget and because the scale and benefits of improved transit service would place them all at or near the top of the list. It should be noted that because of these reasons transit improvements should be recognized as some of the highest priorities for future funding.

Key Findings

- The Hydraulic/29 Improvement project stands out as the highest-ranking project by nearly all measures and an overall high priority for the County. A series of improvements have been recommended and some funding has been identified by VDOT to make some of these improvements. However, the current funding is not nearly enough to address the problems and the C-A MPO is currently working with VDOT and the Hydraulic Planning Advisory Panel to make recommendations on how to move forward with improvements. Some level of local funding will likely be required to match state funds and the County should begin to look for sources for these funds.
- High levels of growth in the Pantops area coupled with current poor performance of the current transportation system make any improvements in this area, primarily those that address issues surrounding US 250, a high priority for the County. The Commonwealth Transportation Board appears ready to fund improvements at US 250 and Route 20 based on the 2018 SMART Scale grant, but additional improvements are needed.
- Although no particular project is identified that ranks noticeably high to address this, the high numbers of fatal vehicular crashes on the primary routes in Southern Albemarle is concerning. Routes 6 (Irish Road), 20 (Scottsville Road), and 29 (Monacan Trail) all have high instances of fatal crashes. Staff will work with VDOT to assess segments that appear problematic and identify potential projects to address it.

Albemarle County Priorities List

PROPOSED 2019 RANK	2018 RANK	PROJECT NAME	PROJECT TYPE/ DESCRIPTION	NOTES/UPDATES	SOURCE OF PROJECT	FACTOR SCORES					
						LAND USE	SAFETY	CONGESTION	ECONOMIC DEVELOPMENT	ACCESSIBILITY	TOTAL
First Tier											
1	N/A	**Hydraulic/29 Improvements**	Implementation of transportation recommendations from the Hydraulic/29 Small Area Plan	Recommended in Hydraulic Small Area Plan and C-A MPO 2040 LRTP	Places 29 MP; Hydraulic Area SAP CA-MPO 2040 LRTP	5	7	7	6	7	**32**
2	42	**Rt 250 East Widening (Pantops)** - From I-64 interchange to City Limits	Widen remainder of segment to 6 lanes, with sidewalk, crosswalks, landscaping improvements	Project was broken up and reprioritized according to recommendations in the Pantops Master Plan update	Pantops MP; US 250 East STARS Study; Free Bridge Area Congestion Relief Study	4	6	6	7	5	**28**
3	1	**Rt 20/US 250 Intersection improvement**	Safety/ operational/ capacity improvements at Rt 20/US 250 intersection	Submitted for Smart Scale funding in 2018 but not selected for funding.	Pantops MP; CA-MPO 2040 LRTP; Free Bridge Area Congestion Relief Study	4	6	6	6	5	**27**
4	N/A	**Hillsdale Dr Extension and Realignment** - Mall Dr to Rio Rd	Rebuild private road at back of Fashion Square Mall to public road standards and construct a roundabout at Rio Rd	Recommended in Rio29 Small Area Plan and C-A MPO 2040 LRTP	Rio29 SAP; CA-MPO 2040 LRTP	5	6	5	5	5	**26**
5	6	**Berkmar to Lewis & Clark Connector** - From Hollymead Town Center to Airport Road, Airport Rd Roundabout.	New roadway to continue Berkmar Dr to roundabout at Airport Rd connecting to Innovation Dr/Lewis and Clark Drive. Includes bicycle and pedestrian accommodations.	Segment north of Airport Rd funded by the University Foundation. Segment south of Airport Road including roundabout submitted for Smart Scale in 2018 but not funded.	Places 29 MP	5	5	5	6	4	**25**
6	22	**Fontaine Ave/29 Bypass Diverging Diamond**	Original proposal to completely rebuild the I-64/US 29 interchange, this project was broken up to address the 3 major safety and operational issues with that interchange. All portions are complete except removing left turn from NB 29 to WB I-64. This project will allow that to occur with additional benefits to safety and operations throughout these corridors.	Removal of the southwest quadrant cloverleaf and replacement with left turn for SB 29 to EB 64 movement funded in FY17. Addition of second exit lane for NB 29 to Fontaine funded in FY17.Addition of a diverging diamond at Fontaine to remove left turn for NB 29 to WB 64 submitted for Smart Scale funding in 2018 but was not funded	Southern & Western Areas MP; CA-MPO 2040 LRTP	4	5	6	4	6	**25**
7	N/A	**Old Lynchburg Rd/5th St Extended Intersection Improvement**	Old Lynchburg Rd/5th St Extended Intersection Improvement		C-A MPO LRTP	5	5	4	4	6	**24**
8	12	**Eastern Ave South** - 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.	Segment from Park Ridge Rd to Westhall Dr by private developers complete. Requested funding for remaining segments through CIP not approved.	Crozet MP; CA-MPO 2040 LRTP	7	4	5	3	4	**23**

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						LAND USE	SAFETY	CONGESTION	ECONOMIC DEVELOPMENT	ACCESSIBILITY	TOTAL
9	4	**Pedestrian Improvements on US 250 East** - between Free Bridge and State Farm Blvd	Implements a study evaluating potential crosswalk locations, including off-grade options, for US 250 in Pantops at the Pantops Center and the Rivanna Ridge Center to identify the best location(s) and develop conceptual design and cost estimates for those potential crossings.	State Farm at-grade pedestrian crossing complete. Improved pedestrian underpass at Free Bridge is under-construction through NIFI. Pantops Master Plan recommends a study to evaluate pedestrian crossing of US 250 at the Pantops Center and Rivanna Ridge Center.	Pantops MP	5	5	3	5	5	**23**
10	25	**Avon St. Improvements -** From City Limits to Rt 20	Curb and gutter, bicycle and pedestrian, and vehicular operational improvements throughout corridor.	Sidewalks under construction on east side between Swan Lake Dr and Cale ES and on west side between Stoney Creek Dr and Arden Dr. Crosswalk at Cale ES funded in 2018. NIFI Planning study underway to identify, prioritize, and develop concepts for specific improvements. Recommendations will be reprioritized once study is complete.	Southern & Western Areas MP; CA-MPO 2040 LRTP	5	4	5	3	5	**22**
11	N/A	**Sunset/Fontaine Connector Road**	Construct a new road from approximately Yellowstone Dr through the Fontaine Research Park property to connect with Fontaine Ave.	Project should include a Shared-Use Path adjacent to Moore's Creek and requires an improved underpass at the RR crossing.	Southern & Western Area MP; Southern Urban Area B Report; C-A MPO 2040 LRTP	3	3	5	5	6	**22**
12	26	**Tabor/High/ Hilltop Streets Pedestrian Improvements -** Tabor St from Crozet Ave to High St, High St from Library Ave to Park Rd, Hilltop St from High St to Indigo Rd	Construction of sidewalks or pedestrian paths and associated crosswalks	Funding identified through the Quality of Life Improvements Funds and conceptual design and cost estimates underway.	Crozet MP	6	3	4	5	4	**22**
13	N/A	**Hillsdale Dr Extension and Realignment Phase 2 -** From JABA to Mall Dr	Rebuild and realign Hillsdale to connect from JABA to private road at back of Fashion Square Mall, rebuild Fashion Square Mall private road as public road standards to Mall Dr	Recommended in the Rio/29 Small Area Plan Beyond 2024	Rio 29 SAP	4	5	5	4	4	**22**
14	N/A	**Rio Road/John Warner Parkway Intersection Improvements**	Intersection Improvements at the Rio Rd/John Warner Parkway/CATEC Entrance to address capacity and safety issues		Private Development TIA and VDOT recommendation	4	5	6	2	4	**21**
15	8	**Rt 20/Rt 53 Intersection improvements -**	Recommended to reconstruct intersection into a roundabout with additional Bike/Ped improvements	Requested CIP funding not approved, Intersection improvements (Rt 20/Rt 53) (roundabout) submitted for Smart Scale funding in 2018 not funded	Southern & Western Area MP; CA-MPO 2040 LRTP	4	6	5	3	3	**21**
16	N/A	**US 250 West/US 29 Bypass Interchange**	Implement recommendations from the US 250 West STARS Study		US 250 West Corridor STARS Study	2	5	5	4	5	**21**
17	N/A	**Belvedere/Rio Road Intersection Improvements**	Intersection Improvements at the Belvedere Blvd/Rio Rd/Church Entrance to address capacity and safety issues	VDOT currently evaluating options for improvement	Private Development TIA and VDOT recommendation	5	4	4	3	4	**20**

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18	53	**Moore's Creek Greenway Trail Segment 2 –** From Azalea Park to Biscuit Run	Construct Shared-Use Path Greenway Trail from the existing path at Azalea Park to Biscuit Run including upgrading the underpass at 5th St.		Southern & Western Areas MP, Jefferson Area Bicycle and Pedestrian Plan	5	4	3	4	4	**20**
19	24	**Fifth St. Extended Improvements -** From City Limits to Old Lynchburg Rd	Curb and gutter, bicycle and pedestrian, and vehicular operational improvements throughout corridor.	Planning study about to begin funded by VDOT through the STARS program to identify, prioritize, and develop concepts for specific improvements. Recommendations will be reprioritized once study is complete.	Southern & Western Areas MP; CA-MPO 2040 LRTP	5	4	2	4	5	**20**
20	2	**NT5 - Rio/29 Greenway (Crossing of US 29) -** Bicycle and Pedestrian crossing of US 29 just North of Rio Rd.	Construct Shared-use path between Arden Creek and Berkmar Drive with a grade separated connection over/under US 29.	Recommended in the Rio/29 Small Area Plan Beyond 2024	Rio 29 SAP	5	3	4	4	4	**20**
Second Tier											
21	19	**US 250 West/Crozet Ave Intersection Improvements**	Safety/operation/ capacity improvements, roundabout, lengthen turn lanes, etc.	No major work completed on this project but VDOT has been working on signal timing between this signal and the Old Trail Dr signal to improve operations.	Crozet MP	3	4	4	4	5	**20**
22	2	**NT4 - Rio Road West -** Shared-use path on Rio Rd from Huntington Road to Putt-Putt Place	Construct Shared-use path on north side of Rio Rd from Huntington Road to Putt-Putt Place with Bike Lanes on the south side if possible.	Recommended in the Rio/29 Small Area Plan Beyond 2024	Rio 29 SAP	5	4	4	4	3	**20**
23	29	**Rt. 29/Woodrook Dr Intersection Improvements**	Intersection Improvements - Extend northbound left turn and right turn storage & possible channelizing of lanes Improve Pedestrian and Bicycle infrastructure approaching intersection on Woodbrook	No major work completed on this project.	Recommended in the Places 29 MP beyond 2023	4	4	4	4	4	**20**
24	N/A	**Berkmar Dr/Rio Rd intersection Roundabout**	Reconstrct Rio Rd/ Berkmar Dr intersection into a roundabout	Recommended in the Rio/29 Small Area Plan Beyond 2024	Rio 29 SAP	5	4	3	5	3	**20**
25	12	**Eastern Ave North** - From Park Ridge to US 240 across Lickinghole Creek to existing stub out	New road segment to improve local road network capacity and accessibility; bike lanes and sidewalks.	Segment from Park Ridge Rd to Westhall Dr by private developers complete. Requested funding for remaining segments through CIP not approved.	Crozet MP; CA-MPO 2040 LRTP	6	3	3	4	4	**20**
26	53	**Moore's Creek Greenway Trail Segment 1 –** From Sunset Ave to Old Lynchburg Rd	Construct Shared-use Path Greenway Trail from Sunset Ave to Old Lynchburg Rd including a rebuilt bridge over Moore's Creek at Sunset Ave and a Pedestrian Crossing at Old Lynchburg Rd to connect to Azalea Park Path. Also include sidewalk and bike facilities south to Doncaster Lane.		Southern & Western Areas MP, Jefferson Area Bicycle and Pedestrian Plan	5	4	2	4	4	**19**

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27	2	**NT18 - US 29 Shared-Use Path Rivanna Crossing -** Bike and pedestrian bridge over Rivanna River adjacent to US 29	Construct a Bicycle and pedestrian bridge over the Rivanna River adjacent to US 29 to connect Polo Grounds Road and Seminole Lane North		Northtown Trail Project; Places-29 MP; Jefferson Area Bicycle and Pedestrian Plan	5	3	3	5	3	**19**
28	N/A	**Crozet Ave Improvements -** Three Notch'd Trail to Tabor St	Operational/Safety Improvements			5	3	4	4	3	**19**
29	34	**Crozet Avenue Shared Use Path –**Tabor St to US 250	Shared Use Path	No major work completed on this project.	Crozet MP	5	4	3	3	4	**19**
30	2	**NT22 - US 29 Shared-Use Path Hollymead Segment -** from Hollymead Drive to Proffit Road	Construct a Shared-Use Path on the west side of US 29 from Hollymead Drive to Proffit Road		Northtown Trail Project; Places-29 MP; Jefferson Area Bicycle and Pedestrian Plan	4	4	3	4	4	**19**
31	37	**Old Ivy Road/Ivy Road (US 250) Intersection Improvements**	Realign and improve intersection between US 250 and RR tracks to provide for bicycle and pedestrian facilities and other improvements.	No major work completed on this project however UVA construction on Old Ivy Road may include bicycle and pedestrian improvements.	Southern & Western Areas MP	3	4	4	4	4	**19**
32	2	**NT20 - US 29 Shared-Use Path Woodbrook Segment -** from Carrsbrook Drive to Arden Creek	Construct a Shared-Use Path on the east side of US 29 from Carrsbrook Drive to Arden Creek	Recommended in the Rio/29 Small Area Plan Beyond 2024	Rio 29 SAP	4	4	3	4	4	**19**
33	N/A	**Hillsdale Dr Extension and Realignment Phase 3 -** From Rio Rd to US 29	Rebuild and realign Hillsdale to connect from Rio Roandabout, through Albemarle Square to Gardens Blvd and connect to US 29 as public road standards	Recommended in the Rio/29 Small Area Plan Beyond 2024	Rio 29 SAP	3	4	4	4	4	**19**
34	N/A	**Avon St/Rt 20/Biscuit Run Park Entrance**	Realign Avon Street Extended at the Rt 20 intersection into a T-intersection to accommodate the entrance to Biscuit Run Park		Biscuit Run Park MP	6	4	2	2	4	**18**
35	2	**NT19 - US 29 Shared-Use Path Seminole Segment -** from Seminole Lane North to Carrsbrook Drive	Construct a Shared-Use Path on the east side of US 29 from Seminole Lane North to Carrsbrook Drive	This segment was submitted for Smart Scale funding in 2018	Northtown Trail Project; Places-29 MP; Jefferson Area Bicycle and Pedestrian Plan	4	4	4	3	3	**18**
36	2	**NT12 - Belvedere Boulevard South -** Shared-use path on Belevedere Blvd between Rio Rd and the New Senior Center	Construct Shared-use path on the east side of Belevedere Blvd between Rio Rd and the New Senior Center		Northtown Trail Project; Places-29 MP; Jefferson Area Bicycle and Pedestrian Plan	5	2	3	4	4	**18**
37	54	**US 250 West (Ivy Road) Improvements –** Old Garth Rd to Kenridge/Boar's Head Dr	Operational/Safety and Three Notch'd Trail Bike/Ped Improvements	No major work completed on this project however VDOT completed a STARS Study for this corridor which recommended some roadway improvements.	Southern & Western Areas MP, Jefferson Area Bicycle and Pedestrian Plan	3	5	3	3	4	**18**

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38	N/A	**Moore's Creek Greenway Trail Segment 4 -** From Avon St to Rt 20 Monticello Ave	Greenway Trail		Jefferson Area Bicycle and Pedestrian Plan	5	3	4	3	3	**18**
39	41	**Rt 250 East Widening (Rural)** - From Sleepy Hollow Ln to Rt 22	Reconstruct US 250 to include a reversible 3 lane section from sleepy Hollow Ln to Rt 22	No major work completed on this project.	Village of Rivanna MP; US 250 East STARS Study	1	5	6	2	4	**18**
40	N/A	**Moore's Creek Greenway Trail Segment 3 -** From 5th St Station to Avon St	Greenway Trail		Jefferson Area Bicycle and Pedestrian Plan	5	3	4	3	3	**18**
Third Tier											
41	2	**NT25 - Timberwood Connector -** Bicycle and Pedestrian facilities on Timberwood from Berkmar Drive to Worth Crossing	Construct Bike Lanes and sidewalks along Timberwood Blvd from Berkmar Drive to Worth Crossing. Include improved crossing facilities of US 29.	Also addresses the desire for a Bike/Pedestrian Crossing of US 29 at this location	Northtown Trail Project; Places-29 MP; Jefferson Area Bicycle and Pedestrian Plan	3	4	3	4	4	**18**
42	30	**Rt 240 (Three Notch'd) Bicycle and Pedestrian Improvements –** From Crozet Ave to Parkview Dr	Parkview Dr to Crozet Ave urban section with sidewalks/bike lanes	Segment in front of Starr Hill/Music Today is funded and designed with HSIP funds. Proposed sidewalks and pedestrian crossings.	Crozet MP; Jefferson Area Bicycle and Pedestrian Plan	4	4	2	4	3	**17**
43	50	**Hickory Street Improvements** - From Bitternut Ln to Oak Hill Dr	Bring private road to public road Standards and include parking, bicycle and pedestrian facilities.	Update to the C-A MPO Long Range Transportation Plan no longer recommends this project. However, the western portions of this were along the Hickory St alignment and would require upgrades. This segment is still recommended in the Southern and Western Areas MP and is also a necessary improvement to address needs of Biscuit Run MP and Southwood redevelopment. It will be redefined to include only this portion	Southern & Western Areas MP	6	2	2	3	4	**17**
44	8	**Rt. 20 South Improvements -** From City limits to Rt 53	Intersection improvements/ Bike and Pedestrian facilities/ Roadway Alignment Improvements/C & G	Requested funding through CIP not approved	Southern & Western Area MP	3	4	4	2	4	**17**

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45	N/A	**I-64 Afton Mountain Climbing Lanes**	Construct an WB I-64 climbing lane from approximately MM 105 to Exit 99		I-64 Corridor Study	0	6	4	3	4	**17**
46	2	**NT23 - Berkmar-29 Connector -** Greenway Trail connecting US 29 and Berkmar Drive	Construct a Greenway Trail from the northwest corner of US 29/Hollymead Drive intersection adjacent to the stormwater facility connecting US 29 to Berkmar Drive		Northtown Trail Project; Places-29 MP; Jefferson Area Bicycle and Pedestrian Plan	4	3	3	4	2	**16**
47	2	**NT3 - Rio Road East -** Shared-use path on Rio Rd from Belvedere Blvd to Huntington Rd	Construct Shared-use path on north side of Rio Rd from Belvedere Blvd to Huntington Rd with Bike Lanes on the south side if possible.		Northtown Trail Project; Places-29 MP; Jefferson Area Bicycle and Pedestrian Plan	4	3	3	3	3	**16**
48	2	**NT27 - Hilton Heights Road Connector-** Bike and Pedestrian facilities on Hilton Heights Rd from US 29 to Berkmar Dr	Construct Bicycle and Pedestrian facilities on Hilton Heights Rd from US 29 to Berkmar Dr including improved crossing of US 29.		Northtown Trail Project; Places-29 MP; Jefferson Area Bicycle and Pedestrian Plan	2	6	2	3	3	**16**
49	15	**Rio Road East/Pen Park Road Roundabout**	Reconstruct Rio Rd East and Pen Park Road intersection to a roundabout with pedestrian and bike accommodations	Intersection improvements at Rio Rd/Pen Park Drive (roundabout) submitted for Smart Scale funding in 2018 but not funded.	Places 29 MP; CA-MPO 2040 LRTP	4	3	4	0	5	**16**
50	N/A	**Ivy Creek Natural Area Entrance Improvements**	Implement recommendations from the safety study		ICNA Entrance Safety Analysis	4	5	4	2	1	**16**
51	52	**Biscuit Run Trail -** From Southern Parkway to Moore's Creek	Construct Paved Greenway Trail	Funding awarded in 2016 through Transportation Alternatives and design is nearly complete. Additional funding will be needed to extend to Southern Parkway and complete construction. Biscuit Run Park Master Plan recommends extension of this trail.	Southern & Western Areas MP; Biscuit Run Park MP	4	3	2	4	3	**16**
52	30	**Rt 240 (Three Notch'd) Shared-use Path –** From Highland Dr to Parkview Dr	Construct Shared-Use Path from Highland Dr to Parkview Dr;	Segment in front of Starr Hill/Music Today is funded and designed with HSIP funds. Proposed sidewalks and pedestrian crossings.	Crozet MP; Jefferson Area Bicycle and Pedestrian Plan	4	4	2	3	3	**16**
53	8	**Rt 20 South Improvements -** From Rt 53 to Mill Creek Drive	Bike and Pedestrian facilities/ Roadway Alignment Improvements	Requested funding through CIP not approved	Southern & Western Area MP	3	5	4	1	3	**16**

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						LAND USE	SAFETY	CONGESTION	ECONOMIC DEVELOPMENT	ACCESSIBILITY	TOTAL
54	N/A	**US 250 West Improvements** - Boar's Head Dr to Ednam Dr	Operational/Safety and Three Notch'd Trail Bike/Ped Improvements			2	2	5	3	4	**16**
55	37	**Old Ivy Road Improvements** - From RR underpass to 29/250 Bypass western ramp	Add sidewalk and bike lanes or multi-use path along length of Old Ivy Road	No major work completed on this project however UVA construction continues on Old Ivy Road which may include bicycle and pedestrian improvements.	Southern & Western Areas MP	3	2	3	3	5	**16**
56	27	**Hillsdale Drive Sidewalk -** From Mall Dr to Rio Rd	sidewalk	Complete except segment on west side of Hillsdale Dr between Mall Dr and Rio Rd.	Places 29 MP	4	4	2	2	4	**16**
57	31	**Riverbend Dr Sidewalk –** US 250 to end	sidewalk	Pantops Master Plan update recommends Riverbend Dr for Boulevard treatment between US 250 and Riverbend Dr and a Roundabout at S Pantops Dr and Riverbend Dr.	Recommended in the Pantops MP beyond 2026	3	4	2	3	4	**16**
58	2	**NT17 - South Fork Rivanna Greenway West** - Greenway trail along the Rivanna River from the Monticello United Soccer Club to Brookhill River Launch Park.	Construct a Greenway trail along the Rivanna River from the Monticello United Soccer Club to Brookhill River Launch Park.		Northtown Trail Project; Places-29 MP; Jefferson Area Bicycle and Pedestrian Plan	5	1	2	5	2	**15**
59	N/A	**Moore's Creek Greenway Trail Segment 5-** from Woolen Mills to Rt 20 (Monticello Ave)	Greenway Trail			5	3	2	3	2	**15**
60	N/A	**Solomon Rd/Inglewood Dr Bike/Ped Improvements**	Construct sidewalks on one side and shared lane markings of Solomon Rd from Hydraulic Rd to Inglewood Dr and then on Inglewood from Solomon to Georgetown Rd			4	4	3	2	2	**15**
61	40	**Rt 250 West/Tilman Rd Intersection Improvements**	Install porkchop islands, raised median delineator and flex bollards to channel right turn lanes separate from left turn/through movements as a safety/operation/capacity improvement at intersection	US 250 West Corridor STARS completed which evaluated these intersections and made conceptual recommendations for improvements at each.	US 250 West Corridor STARS Study	3	4	4	1	3	**15**
62	N/A	**Berkmar Drive Bicycle and Pedestrian Improvements -** From US 29 to Rio Rd	Sidewalk, bike lanes or shared use path	Recommended in the Rio/29 Small Area Plan Beyond 2024	Places 29 MP; Rio29 SAP	4	3	0	4	4	**15**

PROPOSED 2019 RANK	2018 RANK	PROJECT NAME	PROJECT TYPE/ DESCRIPTION	NOTES/UPDATES	SOURCE OF PROJECT	FACTOR SCORES					
						LAND USE	SAFETY	CONGESTION	ECONOMIC DEVELOPMENT	ACCESSIBILITY	TOTAL
63	21	**Proffit Road Improvements** - From Leake Ln./Worth Crossing to Baker Butler ES	Alignment, curb and gutter, bike and pedestrian facilities	No major work completed on this project, but County continues to work with private developers to address some needs.	Recommended in the Places 29 MP beyond 2023	4	4	2	1	4	**15**
64	2	**NT14 - Belvedere Shared-Use Path -** Greenway trail from Free State Road to Rivanna River	Construct greenway trail from Free State Road to the Rivanna River adjacent to the Norfolk Southern RR		Northtown Trail Project; Places-29 MP; Jefferson Area Bicycle and Pedestrian Plan	5	1	2	4	2	**14**
65	7	**Sunset Road Improvements** - From Country Green/Sunset Ave intersection to Yellowstone Dr.	Improve alignment, install C & G, bike/ped facilities	Segment from just north of Old Lynchburg Rd to just north of Country Green Rd is under construction by private developers. Segment from just north of Country Green Rd to Yellowstone was not funded through a CIP request in FY19	Southern & Western Area MP	3	2	2	3	4	**14**
66	N/A	**I-64 Ragged Mountain Climbing Lanes**	Construct an EB I-64 climbing lane from approximately Exit 114 to MM 116		I-64 Corridor Study	0	5	4	1	4	**14**
67	32	**Free Bridge Lane Conversion**	Reconstruct Free Bridge Lane as a one-way green street to include Bicycle and Pedestrian Facilities		Pantops MP	5	1	1	4	3	**14**
68	2	**NT16 - South Fork Rivanna Greenway Crossing -** Greenway connection over the South Fork of the Rivanna River from the Still Meadow Property Line to the Monticello United Soccer Club	Construct a Greenway connection with a bridge over the South Fork of the Rivanna River from the Still Meadow Property Line to the Monticello United Soccer Club.		Northtown Trail Project; Places-29 MP; Jefferson Area Bicycle and Pedestrian Plan	5	1	1	4	2	**13**
69	46	**US 29/Rt 692 (Plank Rd) Intersection Improvements**	Lengthen west bound left turn lane	Update to the Rural Long-Range Transportation Plan and VDOT safety assessments continue to recommend this project.	TJPDC Rural Long-Range Transportation Plan	1	7	0	2	3	**13**
70	15	**Rio Road East Pen Park Lane Roundabout**	Reconstruct Rio Rd East and Pen Park Lane intersection to a roundabout with pedestrian and bike accommodations		Places 29 MP	3	2	3	0	5	**13**
71	N/A	**Barracks Rd/250 Bypass Ramp Right-turn lane**	Add a right-turn lane on east-bound Barracks Road onto the SB 29/WB 250 Bypass on-ramp			0	5	4	0	4	**13**

PROPOSED 2019 RANK	2018 RANK	PROJECT NAME	PROJECT TYPE/ DESCRIPTION	NOTES/UPDATES	SOURCE OF PROJECT	FACTOR SCORES					
						LAND USE	SAFETY	CONGESTION	ECONOMIC DEVELOPMENT	ACCESSIBILITY	TOTAL
72	15	**Rio Road East Improvements** - Stonehenge to City line	Bicycle, pedestrian, drainage, and alignment improvements on Rio Rd East between Stonehenge and Melbourne Rd.		Places 29 MP	4	2	2	0	5	**13**
73	39	**Ashwood Blvd Extension**	New road segment to improve accessibility and capacity (of Rt. 29). Would include intersection improvements at Rt. 29: bike lanes and sidewalks.	No major work completed on this project however construction on the connection between Berkmar Dr and Rio Mills will be underway funded in 2016 through Smart Scale. Also Addresses the desire for a bike/ped crossing of US 29 in this area	Recommended in the Places 29 MP beyond 2023	1	3	4	2	3	**13**
74	N/A	**Frays Mill Rd/Burnley Station Rd/US 29 Intersection Improvement**	Reconstruct the Frays Mill Rd/Burnley Station Rd/US 29 Intersection to an R-Cut intersection			0	7	3	0	2	**12**
75	2	**NT15 - South Fork Rivanna Greenway East -** Greenway trail along the Rivanna River from the Norfolk Southern RR to Still Meadow Property Line.	Construct a Greenway trail along the Rivanna River from the Norfolk Southern RR to Still Meadow Property Line.		Northtown Trail Project; Places-29 MP; Jefferson Area Bicycle and Pedestrian Plan	5	1	1	3	2	**12**
76	2	**NT24 - Northpointe Shared-Use Path -** from US 29/Lewis & Clark Dr intersection through Northpoint to Proffit Rd/Worth Crossing intersection	Construct a Shared-Use Path from US 29/Lewis & Clark Dr intersection through Northpoint to Proffit Rd/Worth Crossing intersection	Should be coordinated with any development of Northpoint	Northtown Trail Project; Places-29 MP; Jefferson Area Bicycle and Pedestrian Plan	3	1	2	3	3	**12**
77	51	**Country Green Road Improvements -** From Sunset Ave to Old Lynchburg	Improve alignment, install C & G, bike/ped facilities		Southern & Western Areas MP	2	3	1	3	3	**12**
78	N/A	**US 250 West Ivy Improvements**	Access Management, sight distance and intersection improvements on US 250 between the RR underpass and Little Ivy Creek		STARS US 250 West Corridor Study, C-A MPO LRTP	2	2	4	0	3	**11**
79	40	**Rt 250 West/ Owensville Rd Intersection Improvements**	Construct an eastbound left-turn lane to reduce conflict between through and left-turn vehicles as a safety/operation/capacity improvement at intersection	US 250 West Corridor STARS completed which evaluated these intersections and made conceptual recommendations for improvements at each.	US 250 West Corridor STARS Study	1	3	3	1	3	**11**
80	45	**Rt 20 and Rt 712 (Plank Rd) Intersection Improvements**	Reconstruct west bound lane to address safety issue	Update to the Rural Long-Range Transportation Plan and VDOT safety assessments continue to recommend this project.	TJPDC Rural Long-Range Transportation Plan	0	6	0	2	3	**11**
81	2	**NT26 - Worth Crossing Shared-Use Path** - from Proffit Road to Timberwood Boulevard	Construct a Shared-Use Path on Worth Crossing from Proffit Road to Timberwood Boulevard		Northtown Trail Project; Places-29 MP; Jefferson Area Bicycle and Pedestrian Plan	2	3	2	2	2	**11**

PROPOSED 2019 RANK	2018 RANK	PROJECT NAME	PROJECT TYPE/ DESCRIPTION	NOTES/UPDATES	SOURCE OF PROJECT	FACTOR SCORES					
						LAND USE	SAFETY	CONGESTION	ECONOMIC DEVELOPMENT	ACCESSIBILITY	TOTAL
82	N/A	**I-64 Exit 107 Park and Ride Lot**	Park and Ride Lot			3	1	3	1	2	**10**
83	48	**James River Rd (Rt 726)/Rt 20 Intersection Improvements**	safety improvements	Update to the Rural Long-Range Transportation Plan and VDOT safety assessments now recommends only intersection improvements at Rt 20.	TJPDC Rural Long-Range Transportation Plan	2	4	0	2	2	**10**
84	36	**Fontana Community Sidewalks –** portions of Fontana Dr and Verona Dr	Sidewalk	No major work completed on this project however the Pantops Master Plan Update continues to recommend these improvements	Pantops MP	2	2	2	1	3	**10**
85	44	**Rt 22 Safety Improvements –** From Black Cat Road to Rt 231 Gordonsville Rd	Full lane width, intersection, shoulder and other spot safety improvements	Update to the Rural Long-Range Transportation Plan and VDOT safety assessments now recommends a shorter segment for improvements.	TJPDC Rural Long-Range Transportation Plan	0	3	3	2	1	**9**
86	2	**NT28 - Carrsbrook Bike Route-** Bike lanes on Carrsbrook Drive	Implement a lane diet on Carrsbrook Drive between US 29 and Huntington Road to fit Bike Lanes.		Northtown Trail Project; Places-29 MP; Jefferson Area Bicycle and Pedestrian Plan	2	3	1	0	3	**9**
87	2	**NT29 - Old Brook Road Bike Route -** Bike lanes on Old Brook and Westmoreland Roads	Implement a lane diet on Westmoreland and Old Brook Roads between Carrsbrook Drive and Rio Road to fit Bike Lanes.		Northtown Trail Project; Places-29 MP; Jefferson Area Bicycle and Pedestrian Plan	2	3	1	0	3	**9**
88	N/A	**Rt 53/Milton Rd Intersection Improvements**	Rt 53/Milton Rd Intersection Improvements		C-A MPO LRTP	0	2	1	0	2	**5**
89	N/A	**US 250 West /Gillums Ridge Rd Intersection Improvements**	US 250 West /Gillums Ridge Rd Intersection Improvements		STARS US 250 West Corridor Study	0	3	1	0	3	**7**

TRANSPORTATION PRIORITY PROJECTS 2019

Albemarle County
Community Development

0 0.5 1 1.5 2 2.5 3 Miles

- Bike-Pedestrian
- Road
- Intersection
- Future Transit Corridors
- Development Area
- Rural Area
- Parks/Schools

N

Crozet - 250 Inset

0 0.75 1.5 2.25 3 Miles

Southern Albemarle Inset

0 1 2 3 Miles

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TRANSPORTATION PRIORITY PROJECTS 2019
Land Use Analysis

Albemarle County
Community Development

0 0.5 1 1.5 2 2.5 3 Miles

5 Bike-Pedestrian
5 Road
5 Intersection

Development Area
Rural Area
Rio29 Small Area

Proposed Residential Developments by Units
< 50
51 - 200
201 - 500
> 500

N

Crozet - 250 Inset

0 0.75 1.5 2.25 3 Miles

Southern Albemarle Inset

0 1 2 3 Miles

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TRANSPORTATION PRIORITY PROJECTS 2019
Economic Development Analysis

Albemarle County
Community Development

0 0.5 1 1.5 2 2.5 3 Miles

5 Bike-Pedestrian
5 Road
5 Intersection
Development Area
Rural Area
Site Readiness Properties
Economic Development Zones
Rio29 Small Area

Commercial/Industrial Development Sq Ft
- < 5,000 sq. ft
- 5,000 - 20,000 sq. ft
- 20,000 - 75,000 sq. ft
- > 75,000 sq. ft

N

Crozet - 250 Inset

0 0.75 1.5 2.25 3 Miles

Southern Albemarle Inset

0 1 2 3 Miles

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TRANSPORTATION PRIORITY PROJECTS 2019
Safety Analysis

Albemarle County
Community Development

0 0.25 0.5 1 1.5 2 2.5 3 Miles

Bike-Pedestrian
Road
Intersection
Development Area
Rural Area
Bicycle Crash
Pedestrian Crash
Fatality
Top Crash Intersections
Top Crash Segments

N

Crozet - 250 Inset

Southern Albemarle Inset

CITY OF CHARLOTTESVILLE

University of Virginia

Augusta

Nelson

Fluvanna

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TRANSPORTATION PRIORITY PROJECTS 2019
Congestion Analysis

Albemarle County
Community Development

0 0.5 1 1.5 2 2.5 3 Miles

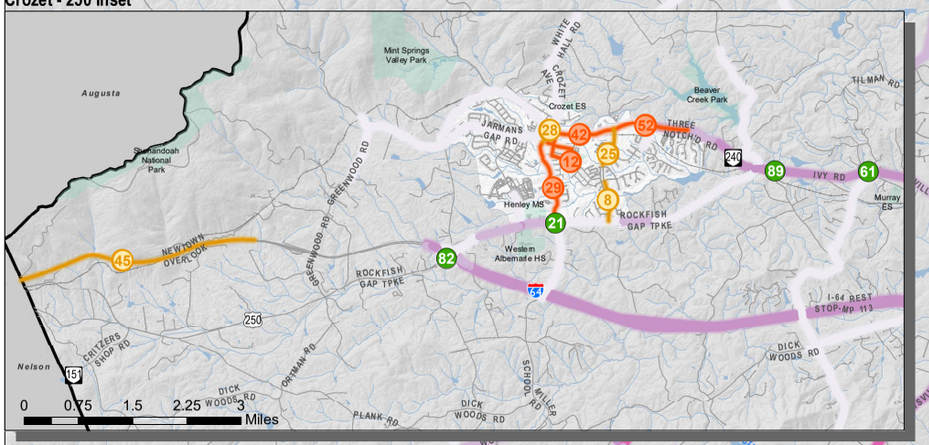
5 Bike-Pedestrian
5 Road
5 Intersection

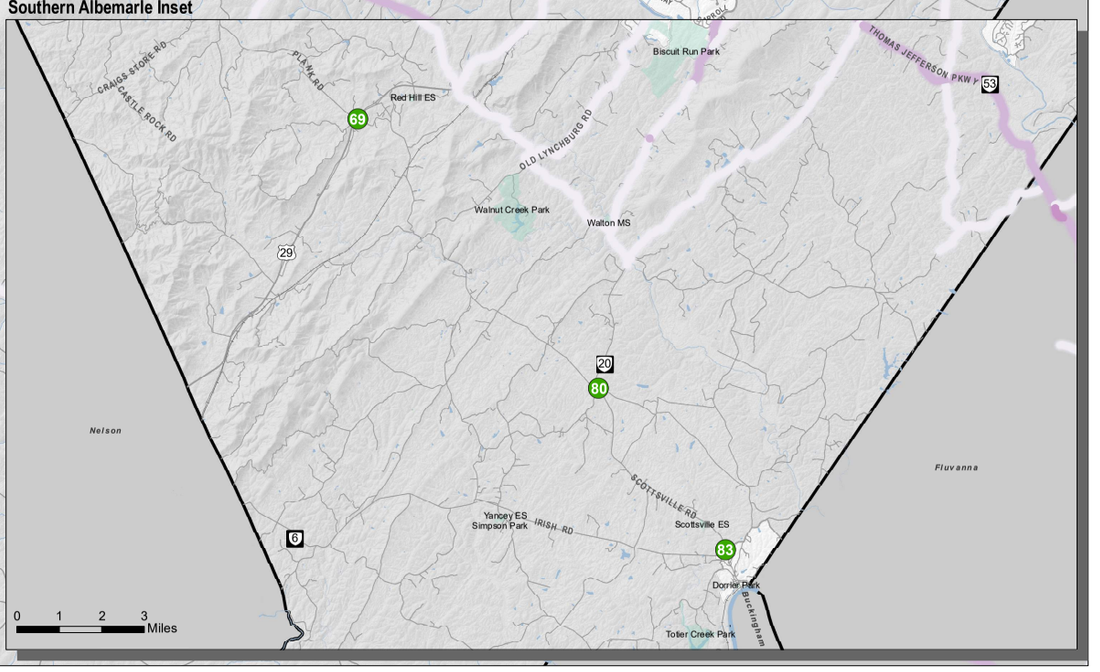
Development Area
Rural Area

Current Road Congestion- Level of Service
A
B
C
D
E
F

N

Crozet - 250 Inset





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TRANSPORTATION PRIORITY PROJECTS 2019
Accessibility Analysis

Albemarle County
Community Development

0 0.5 1 1.5 2 2.5 3 Miles

N

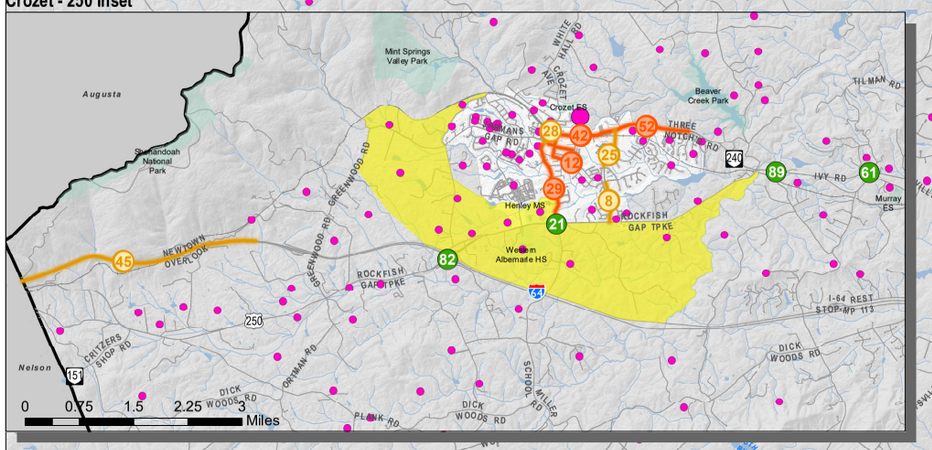
5 Bike-Pedestrian
5 Road
5 Intersection

Development Area
Rural Area
CAT Transit Bus Route

Minority
Limited English Speaking
Over 65
Poverty

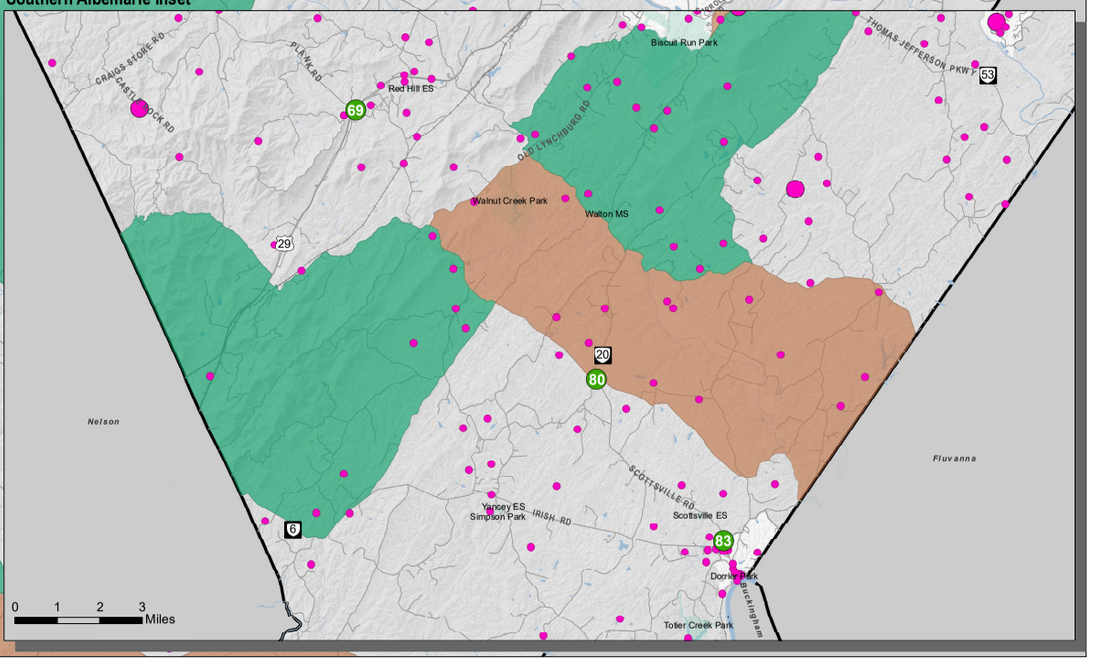
Approximate Jobs
< 200
201 - 1500
1501 - 3000
3000 >

Crozet - 250 Inset



Legend

Southern Albemarle Inset



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