

The County's [Urban neighborhoods](#) have the majority of the locality's pedestrian facilities, which include sidewalks along Route 29 North, Rio Road, and Hydraulic Road, as well as some along neighborhood streets and trails. Asphalt sidewalk facilities, separate from but adjacent to roadways, exist along Georgetown Road, Fontaine Avenue, Avon Street, 5th Street Extended, and Old Lynchburg Road. Sidewalks also exist in the Town of Scottsville and in the Community of Crozet.

Strategy 4a: Continue to include bicycle lanes, bikeways, sidewalks, and crosswalks within new developments in the Development Areas. Provide amenities such as bike racks in employment and shopping areas.

Walking and biking connections are important parts of to a multimodal transportation network. Such connections are supported by Development Areas Master Plans and other regional long-range planning documents, including the MPO Long Range Transportation Plan, the Jefferson Area Bicycle, Pedestrian, and Greenways Plan, and the TJPDC Rural Long Range Transportation Plan. Master Plans often identify centers in Development Areas that serve as destinations for residents. The Master Plans show how bicycle and pedestrian accommodations can connect centers and other destination points.

Bicycle and pedestrian facilities benefit the County in multiple ways. They can remove barriers to mobility, broaden travel options for non-drivers, reduce conflicts between motorists and other road users, reduce automobile traffic, increase recreational activity and exercise, encourage non-motorized tourism, accommodate people with disabilities more effectively, and help create more livable communities. Improved pedestrian and cycling conditions can benefit everyone in the community regardless of how much they use non-motorized travel modes. It is important to provide amenities to encourage bicycle and pedestrian travel. Methods for securing bicycles at destinations should be provided in developments. If possible, shower and locker facilities should be provided at destinations to facilitate bike travel for commuting purposes.

Bicycling provides an alternative mode of transportation to vehicular travel. Bicycle travel is accommodated by on-road bicycle lanes that share lanes with vehicular traffic, and off-road paths and trails. Bicycles and pedestrians can share multipurpose paths; however, bicyclists should not travel on sidewalks for the safety of pedestrians and bicyclists. In addition to bicycle lanes and paths maintained by the State, a segment of the U.S. Bicycle Route System that extends from Virginia to Oregon is located in Albemarle County. Route 76 is one of two original U.S. Bicycle Routes.

Strategy 4b: Improve funding for an ongoing walkway, bicycle, and greenway construction fund in the Capital Improvements Program (CIP). Use all possible funding sources for the construction of walkways and bicycle facilities.

Public sidewalks are maintained by VDOT and are located within public rights of way parallel to a roadway. Sidewalks are intended for Development Areas only and are required on new streets in the Development Areas. Urban streets with curb, gutter, and a tree lawn located between the back of the curb and the sidewalk are expected. Sidewalks are most typically constructed by the private sector as a part of development projects, but they are also built by the County or State in conjunction with public projects. VDOT maintains sidewalks on State routes that have been built to VDOT's subdivision street standards. On State routes not built to VDOT standards, VDOT determines maintenance eligibility after study by the County and local VDOT Resident Engineer.

Funding for public sidewalks typically comes from state and federal programs. Private sidewalks are expected within the developments of non-residential, multi-family, and mixed use developments in the

Development Areas. Some privately owned and maintained sidewalks are located adjacent to the right-of-way in single-family developments; however, this is the exception rather than the rule. All privately owned sidewalks are built by the private sector and are maintained by the development owner or an owners association.

Improved local funding is needed to continue buildout of the planned infrastructure for the Development Areas. It is important to complete planned infrastructure improvements such as sidewalks, bikeways, and greenways in order to improve the quality of life in these areas. Improving the quality of life can, in turn, attract the desired density to the area.

Strategy 4c: Continue to implement recommendations for future bicycle and pedestrian projects as identified in adopted local and regional transportation plans and studies and Development Areas Master Plans.

In 2004, the TJPDC created the Jefferson Area Bicycle, Pedestrian, and Greenways Plan which contains recommendations for sidewalks, bicycle improvements, and proposed greenways for the City of Charlottesville, UVA, and Albemarle County. These improvements can also be found in Development Area Master Plans, the LRTP, and the RL RTP. As updates to the regional bicycle, pedestrian, and greenways plan are adopted, they will help guide future CIP projects, volunteer activities, and proffers from developers. When built, these facilities will help to improve mobility in the community and the region.

Strategy 4d: Study and evaluate methods to ensure long-term maintenance of street trees within the tree lawn areas of road right-of-ways.

The appearance of Albemarle County's roads and streets is often enhanced with landscape features such as trees and shrubs. Street trees are expected in the Development Areas to help enhance the streetscape and create a more inviting environment for walkers and bicyclists. Street trees have been planted in many of Albemarle County's newer developments in the Development Areas. VDOT does not maintain street trees within public road right-of-ways and most often a development's owner's association is responsible for maintaining street trees. Most of the trees have not reached maturity where they offer shade and canopy. As they mature, maintenance and replacement of street trees will be needed. A plan for ensuring maintenance and replacement of street trees is needed to ensure that the streetscape is both attractive and safe for the long-term.

Strategy 4e: Continue to use VDOT and railroad excess and/or abandoned right-of-way for multi-use trails.

Trails and paths provide off-road pedestrian access in both private and public developments. Multipurpose paths can accommodate cyclists, as well as pedestrians. Trails and paths are sometimes located within greenways and provide a recreational and transportation function. It can be difficult and costly to acquire new right-of-way for trails and greenways. Existing road right-of-ways that are not needed for their original purpose can and should be used for multi-use trails where they can create connections within the larger network. Railroad right-of-way may be available for other transportation uses; however, this type of use is not guaranteed and consent from owners or compensation may be needed.

More information on off-road trails and paths can be found in the [Parks and Recreation, Greenways, Blueways and Green Systems Chapter](#).

Appendix 10: Transportation

This information is intended to provide greater detail on items described in the Transportation Chapter of the Comprehensive Plan. Items in this Appendix are part of the Comprehensive Plan, provide policy direction as if they were a strategy within the individual chapter, and carry the same weight of the Comprehensive Plan.

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<u>Page Number</u>	<u>Title and Description</u>
A.10.3	<u>Albemarle County Roadway Design Standards</u> Provides general design standards for all road improvements and construction in the County. General standards are provided for all roads and specific standards are provided for roads in the Development Areas and roads in the Rural Area.
A.10.7	<u>Albemarle County Policy on Paving Public Roads with Private Funds</u> Provides County policy guidance for when private citizens desire to pave public roads that may not be highly (or at all) prioritized on the County's secondary road construction program.
A.10.9	<u>Albemarle County 2040 Long Range Transportation Plan.</u> Provides link to Plan the most recent edition of the Charlottesville-Albemarle Long Range Transportation Plan, which was approved by the MPO Policy Board in May 2014.
A.10.11	<u>Albemarle County Transportation Projects identified in VTRANS, SYIP, LRTP, RLRP, Development Area Master Plans (MP) and allied documents, or otherwise identified by VDOT, County staff, other public agencies.</u> Provides information on all road improvements proposed in adopted plans in Albemarle County.
A.10.19	<u>Albemarle County 2035 TJPDC Rural Long Range Transportation Plan Projects</u> Provides a listing of the transportation projects in Albemarle County that have been approved by the TJPDC in the most recent edition of the Rural Long Range Transportation Plan. This covers transportation projects outside of the MPO area in the County.
A.10.21	<u>Albemarle County 2035 Virginia Surface Transportation Plan Recommendations (VSTP)</u> Provides a description of the State's 2035 surface transportation plan recommendations for the Blue Ridge region (3) which includes Albemarle County.
A.10.23	<u>Places29 Appendix 4 Access management Report for US29, dated May 25, 2007</u> Provides information on access management strategies for US29 North, developed in conjunction with the Places29 Master Plan.