

DRAFT

<b>INFRASTRUCTURE PRIORITIES</b>		
5 <sup>th</sup> Street/I-64 Interchange	SMART SCALE Round 6	Albemarle County
Rio Road peanut, convert sidewalk to SUP within project area	SMART SCALE Round 6	Albemarle County
Airport Rd and 29 Intersection Improvements (considering everything up to grade-separated intersection, but most likely a bow-tie)		Albemarle County
Ivy Road (Pipeline)		Albemarle County
Corridor improvements on 250 between Crozet Ave and Old Trail (3 roundabouts and a SUP)	SMART SCALE Round 6 (Old Trail)	Albemarle County
Mill Creek/Avon intersection improvements (roundabout)		Albemarle County
Old Lynchburg SUP – Ambrose Commons to 5 <sup>th</sup> Street		Albemarle County
Berkmar SUP – Rio to Hilton Heights		Albemarle County
Old Ivy Road Improvements (bike/ped)		Albemarle County
Eastern Avenue extension (Westhall to 250)		Albemarle County
Barracks Road (Pipeline)	SMART SCALE Round 6	Albemarle County
Rio Road (Gasoline Alley) Huntington to Greenbriar Terrace		Albemarle County
Ridge/McIntire/W. Main/South/Water Street Intersection Improvement		Charlottesville
5th Street Multimodal Improvements - from Harris Road to City/County line including across Moore's Creek		Both
Preston from 10th Street to Ridge McIntire - Multimodal Improvements		Charlottesville
Hillsdale South Extension		Charlottesville
Peter Jefferson Parkway and Rolkin Road Project Pipeline Bundle (Pantops Improvements Package)	SMART SCALE Round 6	Albemarle County
Rivanna River Bicycle and Pedestrian Bridge (Between Woolen Mills and Pantops)		Both

DRAFT

**TRANSIT SERVICE PRIORITIES**

Microtransit in Pantops	Demonstration Grant - Secure ongoing funding
Microtransit along northern 29 corridor	Demonstration Grant - Secure ongoing funding
Free Trolley Service Improvements	Increase weekday and weekend frequency, add Sunday service, and improve service span.
Route 7 Service Improvements	Extend service north on 29 to serve Walmart and North Fork Park, add Sunday service, and improve service span.
Route 8 Service Improvements	Modify route to end at Willoughby Shopping Center, add Sunday service, increase frequency, and improve service span.

DRAFT

**PLANNING PRIORITIES**

Three Notched Trail Shared Use Path	RAISE Grant	Albemarle
10th and Page Multimodal Improvements, including improvements along 10th Street between Preston and Cherry Avenue	10th and Page Small Area Plan	Charlottesville
Travel Demand Management Solutions	MPO Work Program	Both
US 29 between 250 and Hilton Heights (including Greenbrier Drive)	Reconnecting Communities Grant Application	Both
North side of JPA from W. Main to McCormick	Will require coordination with UVA - they own the road network	Charlottesville
29 North/West Main/UVA Bus Rapid Transit Alternatives Analysis	TBD	Both
Expanded Microtransit Service in Charlottesville and Albemarle Growth Areas	MicroTransit Expansion Study	Both
Implement improvements identified through the development of the Comprehensive Safety Action Plan	Safe Streets and Roads for All	Multi-Jurisdictional
Multi-modal Connectivity Studies	MPO Work Program	Multi-Jurisdictional
US 29 between Exit 118 and Ivy	VDOT STARS Study	Both
E. High Street from 250 to Locust Avenue	TBD	Charlottesville
Greenbrier Railroad Trail Tunnel	TBD	Charlottesville
Shared Use Path connection between 10th & Page neighborhood and Schenk's Greenway (Rail to Trail Project)	TBD	Charlottesville

**COMMITTED/SCREENED OUT PROJECTS**

<b>Need Score</b>	<b>Project</b>	<b>Status</b>
High	Hydraulic Road at Route 29	Committed
High	Angus Road at Route 29	Issue related to private business entrances
Medium	Emmett Street at Barracks Road	Committed
High	Ridge/5th Street from Oak Street to Berring Street	Committed
Medium	Commonwealth and Hydraulic	Significantly completed
Low	Route 20/53 Intersection Improvement	Committed
Low	Emmett Street Multi-Modal Improvements (Arrington to Barracks Road)	Committed
Low	US 29 and Fontaine Avenue Interchange Improvements	Committed
Low	Route 29 Shared Use Path (Carrbrook to Seminole Lane)	Committed
	Multi-Use Path along McIntire Road	Committed
Low	Route 250/240/680 Roundabout	Committed
Medium	Route 250 and Route 20 Intersection and Corridor Improvements	Committed
Low	Rio Road and Belvedere - Continuous Green T	Committed
Medium/Low	5th Street Hub and Trails	Committed
Low	Rio Road and John Warner Parkway Roundabout	Committed
Low	Old Lynchburg Road and 5th Street Extended Intersection Improvements	Committed
High	Hydraulic Road and District Avenue Roundabout	Committed
Low	Connector Road from Berkmar Drive Ext to Airport Road	Committed
Medium	Commonwealth Drive and Dominion Drive Sidewalks	Committed
Medium/High	Ridge Street Safety Improvements	Committed
Low	East High Streetscape Improvements (Locust Avenue to Downtown)	Committed
Low	Washington Park/Madison Avenue Connector Trail	Committed
Medium	Barracks Road at Emmet Street Intersection	Committed
Medium	10th and Grady Avenue Bike Ped	Committed
Medium	Pedestrian Improvements at Preston Avenue/Harris Street	Committed
Low	Avon Street Multimodal Improvements (Druid Avenue to Avon Court)	Committed
Medium	Emmet St. Streetscape and Intersection Improvements (Ivy Road to Arlington Blvd)	Committed

**STATE OF GOOD REPAIR**

<b>Project</b>	
Replace superstructure at Old Ivy Road and US 250	Committed
Frays Mill Road Structure over Marsh Run	Committed
Route 708 Red Hill Road Structure Over North Fork Hardware River	Committed
Dairy Road over Route 250 Bypass	Committed

DRAFT

**UNADDRESSED NEEDS**

Need Prioritization	2050 LOS	Safety	Transportation Need	Notes
High	D/E	PSAP - District 1%	5th Street and 5th Street Station	Round 5 SMART SCALE project not competitive
High	D	/5%	Emmet Street and Jefferson Park Avenue	
Medium	D at intersections with Grady and W. Main	PSAP - District 5%	14th Street NW from Grady to W. Main	
Medium	C/D	PSI Intersections	Rio Road West	
Medium	F	PSAP - District 1%	Emmett Street near John Paul Jones Arena	Potentially addressed by BRT - Analysis is planning priority
Medium	C	PSAP - District 5%	Intersection of Commonwealth Drive and Greenbrier Drive	
Medium	D/F	PSI	Earlysville Road	
High/Medium	D/F	PSAP - District 5%	West Main between 10th Street and Ridge/McIntire	Funded SMART SCALE project was cancelled; Not eligible for resubmission in near future
High	C/D	PSAP - District 1%	Emmet Street between Barracks Rd and 250 Bypass	

**Project Description: I-64 and 5th Street Interchange Improvement**

**Prioritization Process Overall Need:** Low

**Prioritization Process Identified Needs:**

- Roadway Safety
- Disadvantage Population PAI
- Bike/Ped Safety
- Travel Time Index
- Bike/Ped PAI
- Planning Time Index
- Transit PAI
- Walk Access - General
- Vehicle PAI
- Walk Access - Disadvantage Population

**2050 Level of Service:** D/E

**Additional Information:**

This project is being developed for a Round 6 SMART SCALE application submission. It will include bike/ped accommodations through the interchange. The project will improve operational efficiency and address safety concerns at the interchange, as well as improve multi-modal connectivity at the existing bridge over I-64.

PAI – Potential for Accessibility Improvement

**Project Description:** Rio Road Peanut-shaped Roundabout and Shared Use Path

**Prioritization Process Overall Need:** High/Medium

**Prioritization Process Identified Needs:**

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
- Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
- Travel Time Index
- Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

**2050 Level of Service:** D/E

**Additional Information:**

This project would construct a peanut-shaped roundabout at the intersections between Rio Road and Northfield Road, Old Brook Road, and Hillsdale Drive. This project would improve safety at these intersections and provide more comfortable bicycle and pedestrian accommodations through this section of the Rio Road corridor.

PAI – Potential for Accessibility Improvement

**Project Description: Airport Road and 29 Intersection Improvements**

**Prioritization Process Overall Need:** Low

**Prioritization Process Identified Needs:**

- Roadway Safety
- Disadvantage Population PAI
- Bike/Ped Safety
- Travel Time Index
- Bike/Ped PAI
- Planning Time Index
- Transit PAI
- Walk Access - General
- Vehicle PAI
- Walk Access - Disadvantage Population

**2050 Level of Service:** E/F

**Additional Information:**

Intersection improvements at the intersection of Airport Road and 29 to address operational and safety concerns. Several alternatives were identified in the US 29 Corridor Study completed in 2023 that would be further evaluated.

PAI – Potential for Accessibility Improvement



**Project Description:** Ivy Road Corridor Improvements, including multi-modal improvements on Old Ivy Road

**Prioritization Process Overall Need:** Low

**Prioritization Process Identified Needs:**

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
- Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
- Travel Time Index
- Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

**2050 Level of Service:** E

**Additional Information:**

This is a project pipeline study conducted by VDOT with project recommendations expected to be developed in spring of 2024. The purpose of the study is to identify project recommendations for the U.S. 250 (Ivy Road) corridor, including the interchange with U.S. 29. The study focuses on improving safety, reducing traffic congestion, improving access, and enhancing multi-modal accessibility and connectivity for pedestrians, bicyclists, and transit users, including how these needs might be satisfied by facilities within the Old Ivy Road corridor.

PAI – Potential for Accessibility Improvement

**Project Description:**

**Corridor improvements on 250 between Crozet Ave and Old Trail**

**Prioritization Process Overall Need:** Low

**Prioritization Process Identified Needs:**

- Roadway Safety
- Disadvantage Population PAI
- Bike/Ped Safety
- Travel Time Index
- Bike/Ped PAI
- Planning Time Index
- Transit PAI
- Walk Access - General
- Vehicle PAI
- Walk Access - Disadvantage Population

**2050 Level of Service:** E

**Additional Information:**

PSI needs are indicated at the intersection between US 250 and Crozet Avenue/ Miller School Road and along the segment of US 250 west of and up to Old Trail Drive. Public feedback also indicated concern for the intersection between Crozet Avenue and Old Trail Drive related school traffic. This project includes three roundabouts along US 250 at the intersection with Old Trail Drive, at the entrance into Henley Middle School, and at the intersection with Crozet Avenue/Miller School Road as well as a shared use path along this segment.

PAI – Potential for Accessibility Improvement

**Project Description: Avon Street Extended and Mill Creek Road Intersection Improvement**

**Prioritization Process Overall Need:** Low

**Prioritization Process Identified Needs:**

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
- Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
- Travel Time Index
- Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

**2050 Level of Service:** E/F

**Additional Information:**

Intersection improvements, potentially a roundabout, at Avon Street Extended and Mill Creek Road would improve operations and safety and potentially provide some traffic calming measures, addressing concerns about traffic speeds along Avon Street received through the MPO's public engagement process.

PAI – Potential for Accessibility Improvement

**Project Description:** Old Lynchburg Road Shared Use Path between Ambrose Commons and 5th Street

**Prioritization Process Overall Need:** Low

**Prioritization Process Identified Needs:**

- Roadway Safety            Disadvantage Population PAI
- Bike/Ped Safety           Travel Time Index
- Bike/Ped PAI              Planning Time Index
- Transit PAI                Walk Access - General
- Vehicle PAI                Walk Access - Disadvantage Population

**2050 Level of Service:** A/B

**Additional Information:**

The intersection between Old Lynchburg Road and 5th Street is a PSI location and a hot spot for public comment. Public feedback indicated concerns about safety at the intersection, as well as a desire for improved multi-modal accessibility along this segment of Old Lynchburg Road. Connectivity for desired multi-modal connections along 5th Street should be coordinated.

PAI – Potential for Accessibility Improvement

**Project Description:** Berkmar Drive Shared Use Path between Rio Road and Hilton Heights Road

**Prioritization Process Overall Need:** Low

**Prioritization Process Identified Needs:**

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
- Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
- Travel Time Index
- Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

**2050 Level of Service:** C/D

**Additional Information:**

The intersection of Rio Road and Bermark Drive is a PSI location. Public feedback indicated a desire for additional bicycle and pedestrian infrastructure along Berkmar, which would provide an alternative multi-modal connection to travel through the local area. The parallel segment of US 29 from Rio Road to Hilton Heights Road shows future LOS of D/E/F indicating significant future congestion concerns. This SUP would support multi-modal travel options increasing overall mobility through this segment of US 29.

PAI – Potential for Accessibility Improvement

**Project Description: Eastern Avenue Connection between Westhall and 250**

**Prioritization Process Overall Need:** N/A

**Prioritization Process Identified Needs:**

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
- Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
- Travel Time Index
- Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

**2050 Level of Service:** N/A

**Additional Information:**

This project would extend Eastern Avenue to connect to 250, providing an alternative access into and out of Crozet on the eastern side of the development area. There was significant public support for this project expressed through the public engagement process. While Eastern Avenue itself wasn't indicated as a need through the MPO's prioritization process, Crozet Avenue was indicated as a low need with future LOS projected as F along the parallel segment of Crozet Avenue. This connection would reduce demand on Crozet Avenue, and provide a direct access from the Westhall area to 250, which would also reduce through-traffic that is currently directed through local neighborhood streets and support improvements in pedestrian safety.

PAI – Potential for Accessibility Improvement

**Project Description: Barracks Road Corridor Improvements between Georgetown Road and Emmett Street**

**Prioritization Process Overall Need:** Low

**Prioritization Process Identified Needs:**

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
- Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
- Travel Time Index
- Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

**2050 Level of Service:** D/E/F

**Additional Information:**

There are operational concerns at the intersection between Barracks Road and Georgetown Road, as well as at the interchange between Barracks Road and 250. The interchange is also indicated as a PSI need. This corridor is currently being studied as a VDOT project pipeline study. The focus of the study is to improve roadway safety and enhance multi-modal accessibility and connectivity for pedestrians, bicyclists, and transit users. Project recommendations are anticipated to be identified by Spring 2024 in time to be submitted as application(s) for SMART SCALE Round 6.

PAI – Potential for Accessibility Improvement

**Project Description:** Ridge/McIntire/W. Main/South/Water Street Intersection Improvement

**Prioritization Process Overall Need:** Medium

**Prioritization Process Identified Needs:**

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
- Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
- Travel Time Index
- Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

**2050 Level of Service:** E/F

**Additional Information:**

Five roads intersect at this intersection. It is identified as a medium priority need in the MPO's need prioritization process and was a hot spot for public feedback. Public comments received primarily indicated a desire to improve the safety of multi-modal travel through the intersection. Specific improvements have not been identified.

PAI – Potential for Accessibility Improvement



**Project Description: 5th Street Multimodal Improvements from Harris Road to City/County Line, including Moores Creek Crossing**

**Prioritization Process Overall Need:** High/Medium/Low

**Prioritization Process Identified Needs:**

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
- Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
- Travel Time Index
- Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

**2050 Level of Service:** E

**Additional Information:**

This project would provide a continuous multi-modal connection along 5th Street from the intersection of Harris Road south to 5th Street Landing, facilitating access across Moores Creek. Future operations along 5th Street show segments operating at LOS E. This project would improve the safety of multi-modal travel along the corridor and support multi-modal travel as an alternative in response to increased future congestion.

PAI – Potential for Accessibility Improvement

**Project Description: Preston Avenue Multi-Modal Improvements from 10th Street NW to Ridge/McIntire**

**Prioritization Process Overall Need:** High/Medium

**Prioritization Process Identified Needs:**

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
- Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
- Travel Time Index
- Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

**2050 Level of Service:** E/F

**Additional Information:**

In addition to being a high/medium need indicated through the MPO's prioritization process, this segment was a hot spot for public feedback. Public feedback indicated a desire for additional transit access and improved bicycle and pedestrian access. Bicycle and pedestrian safety was specifically an expressed concern. Congestion is expected to worsen in the future horizon year, and improved multi-modal infrastructure can provide an alternative travel mode to reduce roadway demand. Specific improvements have not been identified.

PAI – Potential for Accessibility Improvement

**Project Description: Hillsdale South Extension, including 250 Interchange and Multi-Modal Improvements**

**Prioritization Process Overall Need:** High

**Prioritization Process Identified Needs:**

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
- Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
- Travel Time Index
- Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

**2050 Level of Service:** F

**Additional Information:**

The parallel segment of US 29 is indicated as a high need through the MPO's prioritization process and was a hot spot for public comment. The Travel Demand Model shows the interchange operating at LOS F in the future year scenario. This project would extend Hillsdale Drive south to provide a complete connection from Hydraulic Road to the 250 bypass. The interchanges between 29 and 250 would be removed wishing to make those movements would be directed through the local road network. The project would also include multi-modal improvements.

PAI – Potential for Accessibility Improvement

**Project Description: Rio Road Corridor Improvements between Huntington Road and Greenbrier Terrace (Access Management)**

**Prioritization Process Overall Need:** Medium

**Prioritization Process Identified Needs:**

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
- Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
- Travel Time Index
- Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

**2050 Level of Service:** D/E

**Additional Information:**

There is a PSI need indicated along this segment and future LOS is indicated as D/E demonstrating both safety and operational concerns. Specific improvements are not currently identified for this segment, including at the intersection with Greenbrier Drive, but improving this segment is a priority for Albemarle County. There are a number of service stations located in close proximity along this segment, so improvements may include access management strategies.

PAI – Potential for Accessibility Improvement

**Project Description: Peter Jefferson Parkway and Rolkin Road Access Management/Pedestrian Improvements**

**Prioritization Process Overall Need:** Medium

**Prioritization Process Identified Needs:**

- Roadway Safety
- Disadvantage Population PAI
- Bike/Ped Safety
- Travel Time Index
- Bike/Ped PAI
- Planning Time Index
- Transit PAI
- Walk Access - General
- Vehicle PAI
- Walk Access - Disadvantage Population

**2050 Level of Service:** D/E/F

**Additional Information:**

This bundle of projects was identified through a project pipeline study in preparation for SMART SCALE Round 5. The project includes access management measures along US 250 between Peter Jefferson Parkway and Pantops Mountain Road, a park and ride lot that will accommodate 50 vehicles, and pedestrian improvements at the intersection of US 250 and Rolkin Road supporting pedestrian movement across US 250 and extending the sidewalk on the southern side of US 250 from the intersection with Rolkin Road to State Farm Boulevard.

PAI – Potential for Accessibility Improvement

**Project Description: Rivanna River Bicycle and Pedestrian Bridge between Pantops and Woolen Mills**

**Prioritization Process Overall Need:** Medium (at Free Bridge)

**Prioritization Process Identified Needs:**

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
- Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
- Travel Time Index
- Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

**2050 Level of Service:** F (at Free Bridge)

**Additional Information:**

This project would construct a bicycle and pedestrian bridge to aid multi-modal access across the Rivanna River and provide an alternative multi-modal crossing from Free Bridge. The TJPDC is submitting a RAISE application for the project to complete the preliminary engineering phase to better estimate right-of-way and construction costs. There was a large concentration of public feedback in the area of Free Bridge, with respondents commenting on the desire for another bridge across the Rivanna River and frustration with congestion along US 250 coming into Charlottesville. The proposed bike/ped bridge would provide that alternative multi-modal connection and support stronger efforts to promote mode shift as a way of addressing increased congestion.

PAI – Potential for Accessibility Improvement