

INFRASTRUCTURE PRIORITY PROJECTS

A. Airport Road and 29 Intersection Improvements: 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.

B. Berkmar Drive Shared Use Path between Rio Road and Hilton Heights Road: The intersection of Rio Road and Berkmar 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.

C. Rio Road Peanut-Shaped Roundabout and Shared Use Path: 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.

D. Rio Road Corridor Improvements between Huntington Road and Greenbrier Terrace: 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.

E. Hillsdale South Extension, including 250 Interchange and Multi-Modal Improvements: 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, so travelers wishing to make those movements would be directed through the local road network. The project would also include multi-modal improvements.

F. Barracks Road Corridor Improvements between Georgetown Road and Emmet Street: 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.

G. Ivy Road Corridor Improvements, including Multi-modal Improvements on Old Ivy Road: 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.

H. Preston Avenue Multi-Modal Improvements from 10th Street NW to Ridge/McIntire: In addition to being a high/medium need indicated throughout 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 were specifically expressed concerns. 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.

I. Ridge/McIntire/W. Main/South/Water Street Intersection Improvement: 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.

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J. Rivanna River Bicycle and Pedestrian Bridge between Pantops and Woolen Mills: 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 around 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.

K. Peter Jefferson Parkway & Rolkin Road Access Management/Pedestrian Improvements: 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.

L. 5th Street Multimodal Improvements from Harris Road to City/County Line, including Moores Creek Crossing: 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.

M. I-64 and 5th Street Interchange Improvement: 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.

N. Old Lynchburg Road Shared Use Path between Ambrose Commons and 5th Street: 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.

O. Avon Street Extended and Mill Creek Drive Intersection Improvement: Section improvements (including a potential roundabout) at Avon Street Extended and Mill Creek Drive 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.

P. Eastern Avenue Connection between Westhall and US 250: 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.

Q. US 250 Corridor Improvements from Crozet Ave to Old Trail Drive: 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 an 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.