

# Introduction

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*Transportation is one of the most important services provided by government. Transportation links people to their jobs, schools, shopping, community activities, and entertainment. The County strives to create an efficient and affordable system that offers travel choices that are functional and will minimize harm to the community and natural environment.*

There is a distinct and mutually dependent relationship between transportation and land use. Land use decisions affect existing transportation networks and future transportation needs. Conversely, the existing and planned transportation network/system affect most land use decisions. There is also a regional context to transportation issues which goes beyond local interest. While land use plans and decisions are made in the context of governmental boundaries, transportation needs and networks cross those jurisdictional boundaries. Careful coordination of transportation planning with land use planning at a state, regional, and local level is essential.

Transportation facilities include state primary and secondary roads, public transportation services and facilities, intra-and inter-regional air, rail, bus, and trucking (freight) facilities and services, as well as walkways, ~~and~~ bikeways, **and greenways**.

# General Principles for Transportation

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The following principles provide guidance for transportation related decisions. The principles establish the overall focus and vision for transportation in the County. These principles: 1) reflect the need for transportation related decisions to be consistent with and support the County's growth management policy; and, 2) recognize the regional efforts in transportation planning established by the Metropolitan Planning Organization (MPO) and ~~Charlottesville Area Transportation Study (CATS)~~ *Thomas Jefferson Planning District Commission*. *In order to develop effective regional solutions, the United Jefferson Area Mobility Plan (UnJAM 2025) combines the Charlottesville-Albemarle Regional Transportation (CHART) Plan for the Metropolitan Planning Organization (MPO) area with the Rural Area Transportation Long-Range Plan, for the five-county Thomas Jefferson Planning District (Nelson, Louisa, Fluvanna, Greene, Albemarle).* ~~While the study area for CATS CHART does not cover the entire County, the overall policies established in CATS CHART are considered appropriate for county-wide transportation planning.~~

## ***General Principles:***

- 1. Plan, establish, and maintain a comprehensive County transportation system which supports the growth management policy and provides for necessary public safety.***
- 2. Establish a transportation system that supports the preservation and enhancement of land use and environmental preservation goals, and that facilities are developed and built in a manner sensitive to the environment.***
- 3. Encourage (1) the reduction of traffic congestion, pollution and energy consumption, vehicular miles traveled and (2) increased mobility of the general public, especially, handicapped and the disadvantaged, through the increased use of public transportation, car/vanpooling and park and ride lots.***
- 4. Support regional transportation planning efforts by utilizing the policies of the CHART Plan as the transportation principles for the County. They are as follows:***

***The overarching goal of the UnJam 2025 is to create a balanced, multi-modal transportation network, by A) Improving connections throughout the region; B) Improving mobility within neighborhoods, towns, and counties; and C) Making transportation choices which help foster livable communities. Several major factors are required to achieve these goals:***

- Completion of a well-connected network of roadways parallel to major highways, with better connections within and between neighborhoods***
- Re-engineered intersection and corridor design, along with added lanes and capacity improvements, to improve operational efficiency and safety***
- Fast, frequent, dependable transit service with seamless connections throughout the region***

- *A terrain-modified grid of smaller streets serving more compact development forms in the suburban and rural developments*
- *Well-executed design details for pedestrian-friendly streets, bike lanes and trails, transit stops, safer intersections and pedestrian crossings*
- *Improve connection and travel throughout the region*
- *Improve mobility within neighborhoods,*
- *Make transportation choices which help foster livable communities.*

~~3. Provide for a well-planned, safe and convenient roadway system which supports the Land use Plan and other transportation objectives, and is consistent with goals and objectives of the Comprehensive Plan.~~

*All of these elements will also help complete the transit “customer delivery system” needed for efficient, cost-effective transit operations. By building new critical facilities and re-engineering existing roadways, the Plan will improve system operations and safety. In addition, the Plan will increase mobility of the general public, especially the elderly, handicapped, and disadvantaged, through the increased use of public transportation, car/van pooling, park and ride lots, and through the integration and coordination of existing and future transit services*

~~1. Support regional transportation planning efforts by utilizing the policies of the Charlottesville Area Transportation Study (CATS) as transportation principles for the County. They are as follows:~~

~~—— (Overall) The Charlottesville Albemarle metropolitan area transportation system will provide an appropriate blend of transportation alternatives to support the movement of people, goods, services and information in the most efficient and effective manner possible, addressing regional and statewide transportation needs in a manner consistent with local goals to maintain and enhance quality of life.~~

~~—— (Environment) The transportation system will support preservation and enhancement of the natural environment through two major objectives: (a) integrate and promote alternatives to the automobile; and (b) ensure transportation plans are consistent with local land use and environmental preservation goals, and that facilities are developed and built in a manner sensitive to the environment.~~

~~—— (Economy) The Charlottesville Albemarle metropolitan area transportation system will support and enhance a vital local and regional economy.~~

~~—— (Neighborhood and Community Development) The transportation system will support local government plans to support and enhance neighborhoods and a sense of community within the region.~~

- ~~2. Encourage (1) the reduction of traffic congestion, pollution, and energy consumption, vehicular miles traveled; and.~~
- ~~3. Develop a transportation system which is employs a variety of transportation modes, including the provision of walkway, and bicycle.~~

# Transportation Planning

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Transportation planning and policy development occur at the state, regional and local levels.

## State

The Commonwealth of Virginia, through several state agencies, develops plans for a wide range of transportation facilities and services. The Virginia Department of Transportation (VDOT) develops the *Statewide Long-Range Transportation Plan* ~~long-range Statewide Highway Plan~~ and six year ~~construction~~ improvement plans for urban, interstate, primary, and secondary roads. The Virginia Department of Rail and Public Transportation develops the state rail plan and is responsible for public transportation planning. The Department of Aviation develops individual airport master plans and the Virginia Air Transportation Systems Plan. The Virginia Port Authority is responsible for developing public port and waterway plans.

## Regional

The amended Federal Highway Act of 1962 established that federal, state, and local officials create a cooperative, continuing, and comprehensive transportation planning process for urban areas. This process must conform to objectives stated by the U.S. Department of Transportation. In Charlottesville and Albemarle County the Metropolitan Planning Organization (MPO) was formed in response to this requirement. The MPO is the primary planning body responsible for regional transportation planning. Both localities, along with the University of Virginia, are represented in this process by appointees of the governing bodies. Two committees of the MPO, the Technical Committee and the Policy Board, are responsible for insuring that the planning process is carried out in a cooperative, comprehensive and on-going manner, and in conformity with federal and state guidelines. *CHART and the Rural Areas Long Range Plan make up what is known as UnJAM 2025 Plans. Albemarle County staff and elected and appointed officials are represented on both of these committees and participated with the compilation of these documents.*

### *Urban Area Transportation Planning*

The regional transportation planning document for the MPO area is the ~~‘Charlottesville Area Transportation Study, Year 2000 Transportation Plan (CATS)’~~ *CHART Plan*. This ~~It~~ is the lead document for regional transportation planning *for the City and County urbanized area (see Map N)* and is used as a general guide for planning future transportation improvements in the County, *providing* ~~It is~~ a comprehensive approach to the Urban Area’s transportation problems. It addresses all modes of travel including highways, public transportation, pedestrian and bicycle access. *The study contains* ~~By using~~ inventories, data, and analyses, of the transportation system and makes ~~the study makes~~ recommendations for providing and maintaining an adequate transportation system. The MPO is the acting policy and decision-making body for the ~~CATS~~

~~**CHART Plan.** This study was originally completed in 1981 and adopted by the MPO in 1985.~~

~~The 2015 CATS is currently being updated. The “CATS CHART 2015” Qualitative Analysis was completed in December 1994. This section is the first phase of the CATS update and establishes the region’s transportation policies and objectives. Phase two of the update is the quantitative analysis of the transportation network/system and will provide recommendations for improvements for the area. This phase is expected to be completed and adopted by the Fall of 1997. The **CATS CHART Plan** covers only the urbanized area of the County, not the entire County (see Map N).~~

### **Rural Area Transportation Long Range Planning**

*The County is also involved in a regional transportation planning effort covering areas of the County outside the MPO Study area, Fluvanna, Greene, Louisa, and Nelson Counties. The Rural Area Transportation Long Range Plan process complements MPO level planning efforts and establishes a regional transportation planning process to address broader regional and rural issues. This Plan identifies a larger transportation system/network framework within the Planning District area. The Plan is generally reflective of and consistent with County principles and goal for transportation planning for the Rural Areas.*

*The major transportation goals for Albemarle County’s rural areas are to preserve rural character while improving safety and multi-modal transportation choices. Residents suggested leaving the rural roads as they are whenever possible, focusing on road safety improvements such as shoulders and guardrails, straightening curves, and increased regular maintenance, rather than paving and widening rural roads. Road improvements should support intended growth, as indicated in the County Comprehensive Plan, and not encourage growth outside of designated development areas, as well as provide access from farms to markets along strategic routes. Rural roads have multiple purposes and benefit from design that keeps drivers alert and moving at appropriate speeds to react safely to slower moving farm equipment, bicyclists, people checking the mail, or children walking to a bus stop. The County has adopted a policy to address private citizens that wish to utilize their own resources to pave public roads. This policy is located in the Albemarle County Department of Community Development.*

*The Rural Areas Section Of the Comprehensive Plan addresses land use and transportation issues in more depth. Rural transportation is being addressed in this section to identify the regional effort undertaken with the Rural Area Transportation Long Range Plan.*

## **County**

The primary components of the County transportation planning efforts are the Comprehensive Plan, *UnJAM 2025 Plan*, the Six Year Primary and Secondary Road Plan Project Priority Lists, *the County Capital Improvement Plan (CIP)*, and cooperative planning and study efforts with the state, MPO, and TJPDC.

An important role of the County in road planning and development is to ensure that VDOT

projects and private sector development proposals adhere to the recommendations of the Comprehensive Plan, *CATS CHART Plan* and other *County and MPO adopted* transportation studies. These studies include:

- Transportation Systems Management (TSM)/Functional Classification Study
- Route 29 Crossover Study
- *Route 29 Pedestrian Study* ~~Pedestrian-Obstacle Study~~
- Ivy Road Corridor Study
- *Jefferson Area Bicycle, Pedestrian, and Greenways Plan*
- Southern Charlottesville Transportation Study and Entrance Corridor Study  
~~and the transportation recommendations from adopted neighborhood plans and “Area B” studies~~
- *Crozet Master Plan*
- ~~The TSM/Functional Classification Study also includes vital information on road characteristics and design. However, it only covers major public roads in the urbanized area. Information on road characteristics and design should be compiled for all major public roads in the County.~~

***Neighborhood Model:***

*Planning for transportation should consider and incorporate the principles and recommendations of the County’s Neighborhood Model. The Neighborhood Model describes the more "urban" form of development desired for the Development Areas. The Neighborhood Model supports convenient routes for pedestrians, bicyclists, buses and other transit including light rail that will augment the street network. Public transit stops will be located within each Development Area. Walking to them will be safe and convenient.*

*The Neighborhood Model establishes the 12 Principles for Development that should be adhered to in new development proposals.*

*These principles are:*

- *Pedestrian Orientation*
- *Neighborhood Friendly Streets and Paths*
- *Transportation Networks and Interconnected Streets*
- *Parks and Open Space*
- *Mixed Uses*
- *Neighborhood Centers*
- *Buildings and Spaces of Human Scale*
- *Relegated Parking*
- *Affordability with Dignity*
- *Redevelopment*
- *Site Planning that Respects Terrain*
- *Clear Boundaries with the Rural Areas*

*A more specific discussion of the Neighborhood Model Principles can be found on pages 9-11, Land Use Section and Appendix A1, The Neighborhood Model.*

## Recommendations

- Recognize the Charlottesville-Albemarle Metropolitan Planning Organization (MPO) as the transportation planning body for the region. The MPO, with the assistance of designated staff, should take the lead role in:
  - Planning for the coordinated delivery of transportation services by public and private providers.
  - Identifying and recommending to Charlottesville, Albemarle County, and the University of Virginia, administrative and operational activities which can be appropriately coordinated or centralized among service providers.
  - Continuing the implementation and monitoring of its “*Charlottesville-Albemarle MPO Private Sector Participation Policy Process.*” *Adopted May, 1986; Revision Approved March, 2002. This document is available at Albemarle County Department of Community Development and the Thomas Jefferson Planning District Commission. The Planning District Commission updates this document on an as needed basis.*
  - Reviewing all service proposals and developing a procedure for identifying public transportation service demand and-identifying appropriate service providers.
  
- Support the MPO’s planning function through the following efforts:
  - Take formal action on MPO recommendations.
  - Review its adopted studies and, where appropriate, consider them for adoption into the Comprehensive Plan.
  - ~~— Abide by the adopted “Private Sector Process.”~~
  - ~~Use the MPO recommendations for identifying public transportation service demands and appropriate service providers to develop criteria for increasing service frequency, additional or expanding service, and identifying service providers. Continue to participate in the MPO as an active member.~~
  
- ~~Update the Transportation Systems Management/Functional Classification Study to include major roads in the County outside the CATS study area.~~
  
- *Adhere to and implement Neighborhood Model Principles in transportation planning.*
- *Make all residential and commercial development as transit –ready and transit-worthy as possible*

# Streets and Roads

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The development and maintenance of an efficient and safe road system is critical to influencing the location of future residential development and economic activity while also accommodating existing needs. Planning for roadway improvements is a complex procedure due to fragmented and limited funding sources. In addition, the ultimate responsibility for construction and maintenance of roadways in the County lies with the State, through the Virginia Department of Transportation: there are no County maintained public roads.

All County roads are categorized either as interstate, primary or a secondary. Interstate highways are the highest level of functional road and are part of a national system of freeways and expressways, providing long distance traffic, high speed and limited access connections. Interstate 64 traverses the County and connects the Charlottesville-Albemarle County area to major north-south interstates (I-81 and I-95) and the Richmond and Norfolk metropolitan areas. The total length of Interstate 64 in the County is approximately 31 miles.

*The Primary System consists of arterial roads. From the state level planning perspective, the primary purpose of these roads is to move traffic; access to properties is considered a lower function/priority.* Primary roads are those principle arterial designed for the purpose of moving traffic, and not necessarily designed to provide access to properties. There are 115 miles of primary roads in the County, including the following:

Route 53	Route 6	Route 20
Route 231	Route 22	Route 240
Route 29	Route 250	Route 151

*All of these primary roads are designated as Entrance Corridor routes, providing provides access to the City and County's historic districts and properties. Therefore, these roads are important not only for the transportation function, but also for scenic and visual character.*

The majority of roads in Albemarle County are secondary roads. As of ~~January 1991~~, **December 31, 2000** there were ~~771~~**818.07** miles of secondary roads in the County. Of this, ~~540~~**587.53** (~~70%~~) (**72%**) were hard surfaced and 230 miles (~~30%~~) (**28%**) were gravel roads.

## Major Corridors

The County has three major corridors that present particular transportation concerns. These corridors are Route 29 North, Route 250 East, and Route 250 West.

### Route 29 North

Route 29 North is the major north-south arterial road through the County, and a major state

arterial which links Washington, D.C., Charlottesville, Lynchburg and, Danville. Route 29 north of Charlottesville is the major commercial corridor in the County. ~~It was recently widened to eight lanes from Hydraulic Road (Route 743) to the South Fork Rivanna River. Route 29 is scheduled~~ *proposed* to be ~~widened to six lanes~~ *upgraded* from the South Fork of the Rivanna River to Airport Road (Route 649). ***However, plans have not been developed or scheduled for construction by VDOT.*** VDOT has conducted a major study of the Route 29 Corridor from Albemarle County (from the South Fork Rivanna River) to Warrenton, Virginia. The purpose of the transportation analysis was to determine the future level of travel demand along the corridor and to assess whether the highway is designed adequately to accommodate projected traffic volumes. ~~Final recommendations of this study have been completed and forwarded to the Commonwealth Transportation Board (CTB). The CTB is deferring action on these recommendations until the entire Route 29 corridor through Virginia has been completed.~~

*In early 2003 a staff team from the Thomas Jefferson Planning District Commission & Charlottesville-Albemarle MPO, VDOT, City of Charlottesville, and Albemarle County conducted the 29H250 Study. The purpose of the study was to develop specific intersection design concepts that address vehicular, pedestrian, bicycle, and transit movement for improved mobility, safety, and development opportunities within the Route 29/Hydraulic/250 Bypass area, while protecting existing tax base, business, neighborhoods, and employment. This study was considered the first component of an ultimate study including the full length of Route 29 in the County. This initial study has been completed and adopted by the MPO, City and County as the guiding plan for improvements to Route 29 in the area.*

*The major traffic improvement recommendations include a grade-separated interchange at Route 29 and Hydraulic Road, constructed with roundabouts at the end of the off-ramps for optimum traffic controls. Signalized intersections could also work. A new Hydraulic Road alignment is proposed just north of existing Hydraulic Road to allow full traffic movement during construction.*

*The County is currently undertaking a Master Planning process (Places29) for the Northern Development Areas along the Route 29 corridor (Neighborhood 1 and 2, Hollymead, and Piney Mountain). The Places29 study includes a major transportation planning component which will not only complete the “29H250” study process for Route 29 north, but will establish recommendation for overall road network serving the Northern Development Areas. This unified land use and transportation study will be completed within the next 2 years (2007).*

#### *U.S. Route 29 Corridor Development Study*

*The U.S. Route 29 Corridor Development Study (Phases I Albemarle County to Fauquier County) The goals of this Study are to create a unified multi-modal transportation system of air, rail, transit, and highways, improve energy efficiency, promote economic development, and improve quality of life. The Study reviewed all relevant elements of the federal legislation including an extensive public participation process. It addressed land use planning, advanced acquisition and preservation of right of way, and overall social, economic, and environmental effects. The Albemarle County Board of Supervisors supports the use of access management techniques as the principle means of controlling traffic on this corridor of Rt. 29.*

**U.S. Route 29 Corridor Development Study (combined Phases II/III N.C. to Charlottesville)** *This study resulted in a long-range multi-modal plan for transportation in the corridor and will assist state and local governments in prioritizing transportation projects, identifying and requesting funding, and planning the location of various land uses and public facilities. The area along this section of the Corridor Study is not in the County's Development area and the County did not support any of VDOT's widening recommendations. On February 14, 2001, the Albemarle County Board of Supervisor endorsed a resolution that expanded their position, which includes:*

*Almost all of the area along the Rt. 29 South Corridor is not in the County's Development area. Data developed by the consultant and verified by the County does not project significant development in this area of the County through the study period. Therefore, the County does not believe controlled access through elimination of all individual access points and an extensive system of service roads and signalized intersections should be assumed as necessary for Albemarle County. The County does support the coordination of land use planning and transportation system planning through specifically incorporating the access management recommendations of the Phase I Corridor Study into the planning for the Route 29 South corridor in Albemarle and throughout the study area. Albemarle County believes that access management planning is a logical and viable recommendation for the Route 29 corridor south of Charlottesville. Through proper planning that balances land use and transportation priorities in the particular sections of the corridor in the County, appropriate access management measures can be identified and pursued.*

*Use the "Parkway" design cross-section in Albemarle County, without service roads and limited access should be used in Albemarle County. Under no scenario should the "Freeway" design concept be used in Albemarle County. Furthermore, it is not anticipated that signalization of intersections will be necessary in Albemarle County, but in no case is reservation for interchanges at any Albemarle County intersections necessary. The full study with recommendations is available at the Department of Community Development.*

### **Route 250 East**

~~Significant commercial development exists along Route 250 East and West, mostly within the designated Development Areas. Route 250 East was recently improved to four lanes from the city/county line to Interstate 64 (Exit 124-Shadwell). This area is already experiencing mild congestion during peak hours. There are no other improvements planned for this area in the near future. Staff and VDOT have considered the impact that new development will have on Route 250. Route 250 East, east of the Interstate 64 interchange, experiences increasingly heavy congestion during peak hours. Therefore, this area has been recommended for further study to address this issue.~~

*The County is currently conducting a Master Plan for the Pantops Development Area. This study should be completed by 2006. This study will identify land use and transportation recommendations that will guide the growth of the Pantops area. A separate study will evaluate the feasibility of an Eastern Connector. The Eastern Connector is identified in the UnJAM 20205 Plan to be studied to determine its potential impact to analyze the traffic on the Route 250 East and Route 29 north corridors.*

*In 1999, VDOT conducted the Route 250 East Corridor Study. The purpose of the study was to examine existing and future travel conditions within the corridor in order to identify transportation deficiencies. The Route 250 East Corridor Study area begins at the east corporate limits of Charlottesville and ends approximately three-tenths of a mile east of Route 15 at Zion Crossroads in Louisa County. A conceptual multi-modal transportation plan to address these deficiencies will result from the study.*

*The study recommended a series of short term and long term recommendations. The Study's recommendations will be considered in conjunction with the Pantops Master Plan process.*

~~Both residential and commercial development exists along Route 250 West. There are numerous residences, banks, restaurants, commercial establishments and business/employment centers from Emmett Street to beyond the Ednam/Farmington area. Route 250 West provides important access to the University as well as the Community of Crozet and the Ivy area. Within the Emmett Street to Route 29 Bypass area, the vehicular traffic often conflicts with pedestrian and bicycle traffic. The University of Virginia, VDOT, the City of Charlottesville, and the County completed.~~

~~“The Ivy Road Design Study” to address the vehicular, pedestrian, and bicycle needs of the community. Some of the recommendations of this study are for funding in the Capital Improvements Program. VDOT is currently coordinating a study of Route 250 East from Free Bridge to the Fluvanna County line and Route 250 West from the Route 29/250 bypass to Yancey Mills.~~

### **Route 250 West**

*In the fall of 1997, VDOT initiated the Route 250 West Corridor Study to produce a long-range planning study with conceptual engineering plans. The Route 250 West Corridor Study may be used to assist VDOT and Albemarle in preserving rights-of-way to accommodate future transportation needs in the corridor. The subject of the study was the segment of Route 250 in between I-64 (Exit 107 Yancey Mills) and the west corporate limits of Charlottesville.*

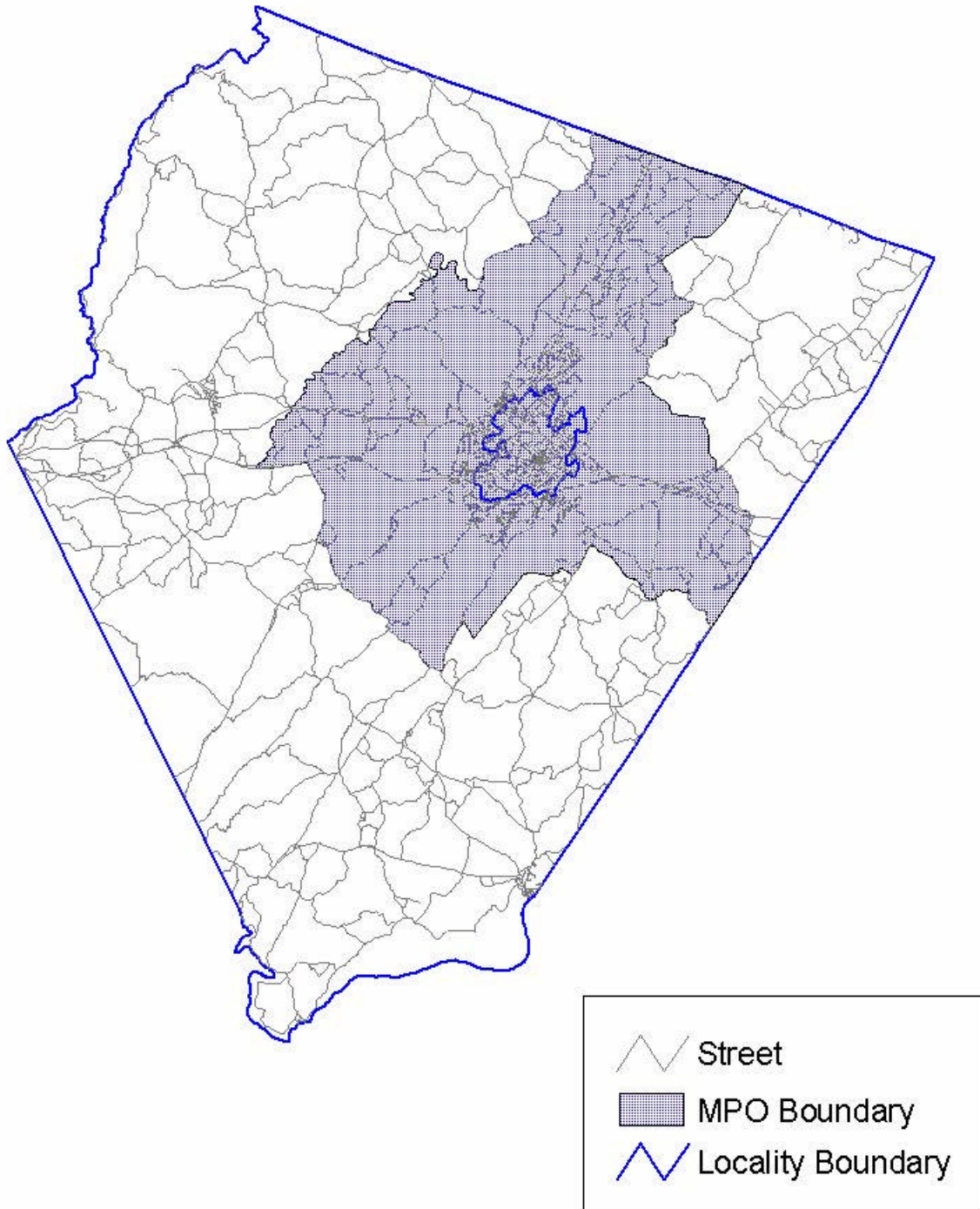
*The study recommended a series of short term and long term recommendations (the Route 250 West Corridor Study is on file in the Albemarle County Department of Community Development Department). A controversial long term recommendation was to widen Route 250 from the City limits to Mechums River. The Citizens Advisory Committee and the Board of Supervisors opposed VDOT's recommendations for Route 250 West. The Citizen Advisory Committee and the Board of Supervisors supported maintaining Route 250 West with its present roadway cross section. The Board also created the Route 250 Task Force, which is a standing committee charged to review and make recommendations to the Board of Supervisors with regard to all transportation improvements on the Route 250 West corridor (Route 250 Bypass to the Yancey Mill interchange). The Task Force will review each proposal prior to approval.*

It should be recognized that Route 29 North, Route 250 East, and Route 250 West provide both access for inter-regional travel and access for the major commercial and residential areas of the Urban Area and City. Road improvements should be designed to accommodate anticipated traffic

demands and present capacity should be utilized to the greatest extent possible.

MAP N:

## Charlottesville-Albemarle MPO Study Area



## **Meadow Creek Parkway**

The Meadow Creek Parkway, from the intersection of McIntire Road and the Route 250 Bypass in the City of Charlottesville to Rio Road at Norfolk Southern Railroad will provide new north-south route connection from the County northern urban area to downtown Charlottesville. The new road will also provide an alternative to Rio Road and Park Street. ~~Route 29 North in Hollymead will provide a north-south road connecting the Hollymead Community, Urban Area and City and will provide an essential alternative north-south road to Route 29 needed to accommodate anticipated traffic.~~

The Meadow Creek Parkway Final Report, May 2001, by Jones and Jones Consultants, establishes an alignment location and design standards for the development of Phase I of the Parkway in the County, from Melbourne Road to the railroad bridge on Rio Road. This report can be found under separate cover. In summary, the study calls for a two-lane road constructed on sufficient right-of-way to allow for its upgrade to a four-lane road, if necessary. The proposed design calls for a parkway concept, which includes pedestrian and bicycle facilities, landscaping and an adjacent linear park. The linear park will provide an open space and recreational benefit to the community and will serve to connect McIntire Park, Greenbrier Park, the City/County greenway along Meadow Creek, with additional linkages, to Pen Park, Charlottesville High School, CATEC and Charlottesville Catholic School. The proposed road alignment and design in the Meadow Creek Parkway Final Report are consistent with the alignment and design for the City portion of the road.

~~The second phase of the project, from Rio Road to Route 29 in Hollymead, should continue the parkway design concepts of phase I, including road corridor landscaping, pedestrian and bicycle facilities and linear park/open areas to the extent feasible. Phase II is intended to be designed to have three intermediate points of access; one between Rio Road and The Rivanna River and two between the River and Route 29 (at Route 643 and for undeveloped land between Route 643 and Route 29).~~

## **Northern Free State Road**

*The Northern Free State Road was formerly referred to as the Meadow Creek Parkway Phase II. The UnJAM 20205 Plan Study recommends that this road be studied in conjunction with the Eastern Connector, based on changes in development patterns and proposed projects in the northern area. It is assumed that portions of the roadway will be built by private developers, and that the character of the roadway may change within and between neighborhoods.*

*This road will be considered with the Route 29 Corridor Transportation Study (29H250) Master Planning process and with the Northern Development Areas (Places29) now underway. This road will provide access to existing neighborhoods and areas of development north of Rio Road and potentially connect Urban Area to the Hollymead Community and Route 29.*

## **Hillsdale Drive Extended**

*The Hillsdale Drive Extended will connect existing Hillsdale Drive from its terminus at Greenbrier to Hydraulic Road, creating a parallel roadway east of Route 29. This roadway will create an efficient alternate route for many residents, allowing them easier direct access to*

*work, shopping, schools, and community facilities without having to travel on the Route 29 corridor.*

### **Southern Parkway**

*The Southern Parkway will connect Avon Street to 5th Street Extended. Currently, there is no direct connection and this requires travelers to take a circuitous route to travel a very short distance. This road will provide an important east/west connection to the Southern urban area and provide important emergency (fire/rescue/police) access to in the area. This road will also improve east/west traffic now traveling through city neighborhood streets. Since some commuters use Interstate 64 to make this connection, this project could reduce local traffic on the Interstate.*

### **Route 29 (Western) Bypass**

The Western Bypass is a proposed six-mile long roadway from the interchange of Route 29 and Route 29/250 Bypass to just north of Route 643 (Polo Grounds Road). It is planned to connect with Route 29 and the proposed ~~Northern Free State Road~~ Meadow Creek Parkway.

~~The purpose of the Bypass is to alleviate traffic on Route 29 North and allow the road network to operate at a higher level of service in the State. The Route 29 (Western) Bypass is a project initiated by VDOT. The County has been working with VDOT via MPO to address the County's concerns with the Western Bypass. In this effort, the CHART Plan described the Western Bypass as noted below.~~

*The project as designed does not meet community or regional needs, and has been determined too costly for the transportation benefits to be gained (draft design plans for the Western Bypass can be found in the Albemarle County Department of Community Development and the local VDOT Residency Office). The transportation goals of the Bypass can be more effectively realized with improvements to the existing Route 29 corridor.*

*Portions of the right-of-way reserved for this project should be considered for potential use in other projects such as Berkmar Drive Extended. The remaining right-of-way should be sold, with the proceeds going toward other projects in the Route 29 corridor that better deliver cost-effective solutions to congestion along the corridor. These include adding additional lanes to Route 29 North. These actions would effectively contribute to the near-term improvements needed to maintain Route 29 as the major north-south automobile and truck route.*

### **Recommendation**

- ~~• Design the Route 29 and Route 250 Corridor to accommodate the anticipated traffic demands from existing and future development.~~
- ~~• Construct the Meadow Creek Parkway and Route 29 (Western) Bypass to provide more direct access to the Urban Area and City and alleviate traffic congestion on Route 29.~~
- ~~• Develop the Meadow Creek Parkway and Route 29 (Western) Bypass with a parkway~~

~~design. Location and design of the Meadow Creek Parkway shall be consistent with the recommendations of the Meadow Creek Parkway Final Report, May 2001.~~

- ***Implement the recommendations from UnJAM 2025 Plan.***
- ***Implement the recommendations of the 29H250 Study and implement the transportation recommendations of the Places29 Study, when adopted.***
- ***Maintain existing cross-section of Route 250 West from Route 29/250 Bypass to the I-64 interchange.***
- ***Implement improvements to Route 250 East consistent with Neighborhood Plan, when adopted.***
- ***Construct the Meadow Creek Parkway, including an interchange at the Route 250 Bypass.***
- ***Construct the Hillsdale Drive extension as recommended in the Hillsdale Drive Extension Study.***
- ***Complete construction of the Southern Parkway by extending the road to connect to 5<sup>th</sup> Street.***
- ***Implement the UnJAM 2025 Plan recommendations regarding the Route 29 Western Bypass.***
- ***Implement the recommendations from UnJAM 2025 Plan to undertake a traffic impact and location study for the Eastern Connector Study.***

# Road Development

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There are several major tools and processes that are used to plan for needed road improvements. These tools and processes are discussed below.

## **Regional Traffic Forecasting Model (MinuTP)**

~~MINUTP is an important tool used to analyze existing and future conditions and to assist the County in making land use and transportation decisions. It is a computerized transportation model system, essentially, a library of programs which enable the user to perform trip generation, distribution, and traffic assignment studies. MINUTP is used by the Virginia Department of Transportation and the County of Albemarle Planning Department. MINUTP is a gravity-based model where an employment or economic attraction draws traffic and a path(s) of least resistance is calculated.~~

~~The main component of the MINUTP model is socio-economic data which includes numbers of households, population, numbers of autos, total employment, retail employment, and school enrollment. This data is provided to VDOT which uses the model to forecast the future road needs of the County. The model divides the City and the urban part of the County into 242 traffic analysis zones (TAZ). The model does not cover the entire County, but does include the CATS Study areas (see Map A). For each zone, socio-economic data is gathered for the base year (1990) and projected for the year 2015. The projected socio-economic data is based on a detailed methodology, which was approved by the MPO. The model will need to be updated every five years to reflect changes to the Land Use Plan and CATS CHART update.~~

### **Recommendation**

- ~~Update the MINUTP traffic forecasting model to reflect the updated Land Use Plan.~~

## **Criteria Based Rating System**

~~A criteria based rating system was established in 1989 and is used generally to assist in prioritizing projects listed in the Six Year Road Plans. Road projects are divided into five categories. They are major reconstruction; new road construction; bridge replacement; spot/safety improvements, and unpaved road improvements. Once separated into categories, all projects are then prioritized together based on: (1) category ranking, (2) location relative to Development Areas, (3) average daily traffic, and (4) functional classification. This rating system establishes a systematic and equitable means to begin prioritizing road projects. The ultimate decision, however, on project priority is based on VDOT recommendations, public input, relevant information derived from the Traffic Forecasting Model and other intangibles, such as proximity~~

to schools, and severe safety issues.

## **Six Year Primary and Secondary Road Plans**

The *Primary System Construction Program Six Year Primary Road Plan* consists of a prioritized list of improvements and a financial implementation plan for all projects in each locality within the Culpeper Highway District (Culpeper, Fauquier, Madison, Orange, Albemarle, Fluvanna, Greene, Rappahannock, and Louisa Counties). The Board of Supervisors reviews and approves a priority listing of projects for the County and forwards this list to VDOT. The final list of improvements and financial plan is established by VDOT for the entire district.

The Six Year Secondary Road Plan also consists of a priority list of improvement projects and a financial implementation plan for all projects within the County. Each year the financial implementation plan must be reviewed and approved for appropriation by the Board of Supervisors. The County adopts a priority listing of projects every two years. The list is based on transportation recommendations identified in the ~~CATS~~ — (*CHART Plan, Rural Area Transportation Long Range Plan*), Rural Area Plan, the Comprehensive Plan or related planning studies. The total list of projects exceeds anticipated that which can be completed during the six year time horizon of the plan. The County has significantly more control over project priorities on the Secondary System than it does on the Primary System.

Traditionally, most County roadway improvements have been limited to funding through VDOT's six year road planning process for both primary and secondary roads. Recently, however, the County has made a more concerted effort to fund the development of proposed roads and work with the development community to encourage participation in the development of these roads. Examples of these projects include the connection of Commonwealth Drive to Greenbrier Drive, and the construction of Hillsdale Drive/Branchlands Boulevard and Berkmar Drive Extended in which the County and developers shared construction costs. In order to take advantage of these types of efforts in the future, it is necessary that the County have an effective transportation planning process which provides standardized methods to identify and prioritize new projects. Future roads which the County proposes for development, but which are ineligible for VDOT construction funds, will need to be funded through the Capital Improvements Program.

### **Recommendation**

- Maintain and regularly update a County Priority List of Secondary and Primary Road Improvements.

## **General Design Standards For Roads**

The following are general design standards for roads in the County:

1. Design new roads in a manner which is sensitive to County and regional efforts which encourage multi-modal opportunities and neighborhood and pedestrian-friendly character:

- Provide ~~walkways or pathways~~ ***sidewalks on both sides of the street*** along all arterials, collectors, and local through-roads in the Urban Area, Communities and Villages unless, other pedestrian access facilities adequately address current needs or pedestrian access in a certain location is deemed inappropriate for reasons of safety. ~~For roads of four lanes or more provide walkways on both sides of the road to more safely accommodate pedestrians.~~
- Provide ~~bike facilities (lanes, paths, paved shoulders, increased pavement width) in accordance with the “Bicycle Plan for the City of Charlottesville and~~ **Albemarle** ~~County.”~~

- Encourage, where right of way is reasonably available, paved shoulders on shoulder and ditch designed roads (rural cross-section) and wider outside lanes on curb and gutter designed road (urban cross-section) on any new or reconstructed road to more safely accommodate bicycles. Paved shoulders also improve long term road maintenance by reducing pavement deterioration along road edge of rural cross-section roads.
  - Accommodate, where appropriate, bus stop pull-outs or other improvements necessary to support bus service. ***For new major road projects consider long term need for additional room to support mass-transit facilities (rapid/express bus lanes, rail service, etc.). Major road projects can be considered a significant widening or improvement to a primary road or a secondary road.***
2. ~~Design the construction of~~ ***In the Rural Area, road improvements should be designed to be protective of environmentally sensitive areas and conform to County goals to preserve rural character. In this regard, improvements which contribute to increased vehicle speed, such as straightening alignments and additional lanes may create less safe conditions and may not be consistent with the rural character of the County. Paving shoulders for enhanced safety and bike use should be encouraged. In the Development Areas, streets should be designed with a streetscape (sidewalks and plantings) that support the Neighborhood Model. and should encourage a more aesthetically pleasing and “human-scale” design. Any anticipated road improvements or construction in fragile sensitive or significant resource areas as defined by the Open Space Plan, Natural Resource and Cultural Assets Plan, or other documents should receive extremely careful scrutiny and provide protection measures to eliminate ecological, environmental, and aesthetic concerns.***
  3. ~~Encourage~~ Landscaping ***should be provided*** along major roads in the Urban Area, Communities and Villages, particularly along designated Entrance Corridor Roadways and areas of intensive development.
  4. Use less obtrusive, more aesthetically pleasing appurtenant structures such as Mast arm traffic light poles and street light poles and signs ***are encouraged over hanging street lights.***
  5. Locate utilities underground where feasible. If utility poles are to be above ground, encourage their consolidation into one corridor ***along the road.***
  6. Minimize clearing activities associated with construction to the greatest extent feasible.

7. Require interconnection of adjacent developments/neighborhoods within Development Areas, and, where appropriate, in Rural Area development, to achieve a local road system and provide alternatives to the regional road network for local trips. This principle should apply to residential and non-residential developments. “Traffic calming” measures (lower speed limits, all directional stop intersections, speed bumps, traffic channeling measures) ~~should be incorporated to reduce the impact of non-local through traffic in neighborhoods.~~
8. Discourage direct access from individual lots to arterial and major collector roads. Utilize joint entrances, frontage roads, and side street access or other methods to reduce access points to adjacent properties on major collector or arterial roads.
9. Minimize the number of access points per parcel or development area to those necessary to provide safe and convenient access to and from the site.
10. Minimum desirable separation of street intersections is 1,000 feet for principle arterial roads and 800 feet for minor arterial ~~and collector~~ roads. Minimum desirable spacing for cross-overs (divided road) is 1,300 feet for principle arterial and 1,000 feet for minor arterial and major collectors. Entrances shall be located either directly across from a cross-over or at a minimum of 500 feet from a crossover. ***Encourage use of block configurations in the Development Areas. Block lengths should range from 200-600’.***

# Traffic Reduction

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Traffic reduction initiatives are intended to reduce dependency on the automobile, and change the pattern of single-occupant auto trips, as the dominant means of transportation. Although it is recognized that auto travel will continue to be a primary means of travel, reducing auto trips can: 1) delay the need for road improvements by better utilizing existing road capacities; and, 2) conserve fuel and reduce pollution (air, water, noise). Alternative transportation services and initiatives which can reduce single-occupant auto travel include public transit services, ride-sharing/vanpooling programs, bicycle and pedestrian access facilities, and travel demand reduction techniques such as telecommuting and flex-time work hours. Adherence to the General Principles for Transportation recommendations for the above noted services and facilities should serve to implement traffic reduction initiatives.

## Transportation Services

Public transportation includes any public mass transit services available to County residents such as the Charlottesville Transit System (CTS), the University Transit Service (UTS), and JAUNT. The County also benefits from other providers it does not fund, such as taxi services and inner-city bus services. The transit service providers to the County are described in more detail below. An important component in planning and providing public transportation services is the “Private Sector Process” adopted by MPO members. This process is designed to more equitably involve the private sector when selecting public transportation service options. The inclusion of the private sector perspective has resulted from Federal Transportation Administration (FTA) regulations requiring: (1) notification of proposed services to private providers; (2) consultation with private enterprise for public services; (3) consideration of private carriers in providing services; (4) comparison of costs between service proposals by the private and public sectors; and, (5) complaint resolution mechanisms for private operators.

## Charlottesville Transit Service (CTS)

~~CTS provides general fixed route service by contract with Albemarle County in urbanized portions of the County. The system operates as a branch of the City of Charlottesville’s Public Works Department. Currently, two urban bus routes are provided by CTS in the Route 29 North Corridor. Bus service to the Route 29 North Corridor began in 1981. Bus service to the residential areas along Georgetown Road, Hydraulic Road, and Commonwealth Drive began in 1983. Bus service was extended to the Colonnades Retirement Center in 1995. The City of Charlottesville funds bus service to Piedmont Virginia Community College.~~

~~There are several studies that staff utilizes when considering future bus service~~

expansions. These studies are the Public-Private Transit Alternatives for Urban Albemarle County, Virginia 1990 and the Transit Development Plan 1994 which state that public transportation should be accessible to the urban residents of the County. The Transit Development Plan suggests fixed-route guidelines that the County can use as a starting point when deciding where to locate bus stops. The final decision on the location of new bus service will be based on CTS and County Planning Department recommendations, public input, and cost. CTS receives annual appropriations from Albemarle County for transit service.

*Public transportation in the Charlottesville and the urban areas of Albemarle County is provided by Charlottesville Transit Service (CTS). CTS operates six days a week with ten daily, fixed routes, one demand response, and six night service routes throughout the urban area. Creating the hub of the public transportation network, bus routes circle around the downtown pedestrian mall before breaking off in the designated direction. CTS service extends south to Interstate 64, as far up Route 29 North to Wal-Mart, and east to Pantops. Buses are wheelchair accessible and CTS offers paratransit programs, in conjunction with JAUNT, for riders with disabilities who are unable to use regular route buses. CTS buses are also equipped with bike racks. The County will continue to:*

- *Implement County related recommendations of the Charlottesville Transit Development Plan, and participate in its update which occurs every five years.*
- *Continue to support Thomas Jefferson Planning District Commission (TJPDC) Rideshares services and the Commuter Information Team (CIT).*
- *Participate with TJPDC, MPO, and Rural Area Transportation Long Range Plan to develop regional plan for park and ride lots.*
- *Continue to work with area employees to reduce single occupancy commuter vehicles.*

## **JAUNT**

*JAUNT, Inc. is a regional transportation system providing fixed-route and demand-response service to the citizens of Charlottesville, Albemarle, Fluvanna, Louisa, and Nelson Counties. JAUNT receives federal and state mass transit funding as well as funds from the local governments, human service agency payments and passenger fares. The eighty-vehicle fleet carries the general public, agency clients, the elderly and people with disabilities throughout Central Virginia. Mobile Data Computers have been installed in all of JAUNT's vehicles and new, sophisticated scheduling software handles all 1,200 scheduled trips per day. Reservationists can quickly find the most effective vehicle for each trip, dispatchers know exactly where each vehicle is, and operators access their trip information directly from their on-board computer. Fixed route services primarily connect outlying communities to the urban area, but routes to less populated centers are available as well. Weekday transit routes operate on most primary roads: Route 29 North and South, Route 20 South, Route 250 East and West, and Interstate Route 64.*

*Routes in rural Albemarle County originate in various communities including Scottsville, Coveseville, North Garden, Keswick, Advance Mills, Earlysville and Slate Hill.*

~~JAUNT is a public service corporation owned by Albemarle, Nelson, Fluvanna, and Louisa Counties and the City of Charlottesville. JAUNT also receives annual appropriations from the County for transit services.~~

The following services are provided to the County by JAUNT:

- Coordinated transportation services for all human service agencies serving the County
- Rural public transportation services, including rural to urban commuter work runs
- Special services to the handicapped and elderly, including door-to-door pre-arranged personalized service
- Supporting services to the handicapped in CTS areas
- ~~Ride sharing/van pooling program;~~

## **University Transit Service (UTS)**

~~UTS provides fixed-route service on the campus of the University of Virginia and to adjacent residential properties, particularly along the Ivy Road Area of the County west of the campus. UTS and CTS have allowed transfers between the two systems since 1992 at no additional cost to the rider. The Transit Development Plan outlines a five year consolidation plan for UTS and CTS if certain bench marks are met.~~

*UTS offers transportation and charter services to students, employees, and visitors to the University of Virginia. It operates twenty fixed routes throughout the calendar year, with a focus on the academic year. UTS has three types of service: full, holiday, and commuter. Transfers can be made between CTS and UTS buses.*

Currently, UTS is wholly owned and operated by the University and is funded through mandatory student fees and parking passes. The service is oriented toward students, faculty, and employees of the University.

## **Private Taxi Services**

~~Local taxi services provide demand responsive door-to-door service to most areas of the County, and also provide some services under contract with public agencies. There are six companies which operate in the area. Taxi services are an important public~~

~~transportation resource since they provide transportation opportunities to and from almost any location and are available at night and on Sundays, when CTS and JAUNT do not provide services.~~

The County's growth management policy and land use plan create both distinct advantages and disadvantages in providing public transportation services. The effort to concentrate growth in specified Development Areas, particularly in the Urban Area around the City, permits a large portion of the population to be served with relative ease and efficiency. However, the low density and wide dispersal of population in the Rural Areas make it more difficult to provide convenient access to public transportation to those areas in a cost effective manner. While providing public transportation in the urban areas only is consistent with the County's growth management policy, it results in little or no service to low-and moderate-income individuals and families, the elderly, and the handicapped who reside in the rural regions of the County.

### ***Ride Sharing***

***RideShare is a program of the Thomas Jefferson Planning District Commission working to reduce traffic congestion and increase mobility throughout the city of Charlottesville and the counties of Albemarle, Fluvanna, Greene, Louisa, and Nelson by promoting alternatives to the single occupant vehicle. Its services includes car and vanpool matching, referrals to transit providers, inventory, marketing, development of Park and Ride lots, operating the Guaranteed Ride Home Program, and promotion of bicycle and pedestrian transportation. This program is continuing to expand and most recently has implemented a SchoolPool program, to assist schools with traffic congestion that frequently occurs in their lots. RideShare is also an active participant of the Commuter Information Team (CIT) which includes RideShare, Charlottesville Transit Service (CTS), JAUNT, University Transit Service (UTS), and Greene County Transit.***

***Park and Ride lots located in Albemarle County include:***

*Scottsville -Rt. 20 at the Scottsville Market*  
*Keene*  
*Mountainside Senior Living*  
*Avon Street Extended*  
*Pantops Shopping Center*  
*Darden Towe Park*  
*Wal-Mart*  
*Forest Lakes South Entrance*  
*Peace Lutheran Church*  
*Forest Lakes North (Health Services Center)*  
*Maple Grove Church*  
*Grace United Methodist Church*

~~Ride-sharing initiatives include development of 'park-n-ride' lots, the coordination of a carpooling referral service, and employer initiated carpooling/vanpooling programs. JAUNT is responsible for coordinating the ride-sharing program in the area.~~

~~JAUNT and the County Planning Department have undertaken a joint effort to work with area shopping centers, businesses, churches, public agencies and vacant lot owners in establishing park-n-ride lots. One lot has been established at the Charlottesville Public Works yard on Avon Street. Four other sites are in the planning stages and are located on Route 29 (Rio Hill Shopping Center), Route 250 East, Route 250 West, and in the Earlysville area.~~

~~As noted in the CATS Qualitative Assessment, 2015, ride sharing is most heavily influenced by gas prices, trip length and time. Nationally, most people who ride-share have a 25 to 40 minute commute. The average commute in the Charlottesville area is 14 minutes. These relatively short commuting times, coupled with relatively stable fuel prices, make ride sharing a challenge to market. Because suburban densities are usually too low to support significant levels of fixed route transit service, ride sharing becomes one of the best available opportunities to reduce traffic in developing areas.~~

## **Recommendations**

- Identify methods of funding transit services and develop a funding structure/program to support transit in the County.
- Expand transit service in the Urban Area, and to the Hollymead, *Cedar Hill Mobile Estates* and Piney Mountain Communities.
- Utilize the Transit Development Plan *and other studies* to assist in determining the location and timing for the provision of transit services.
- Consider expansion of service hours to include nights and weekends on appropriate routes to improve ridership and service.

- Continue to recognize and support JAUNT as the primary public transportation provider for rural Albemarle County and the County's transportation disadvantaged.
- Continue to support *MPO and* JAUNT ride-sharing services.
- Participate with MPO and JAUNT to develop a regional ~~plan for~~ *system of* park and ride lots.
- Work with area employers through MPO to encourage development of ridesharing/vanpooling programs and travel demand reduction programs. Encourage development of ridesharing and travel demand reduction programs in evaluating rezoning *and parking lot* requests for major industrial, office, and commercial projects.

## **Pedestrian, Bicycle, and *Greenway* Access**

Pedestrian and bicycle access is an important aspect of the County's overall transportation system. Walkways and bikeways provide for safe and convenient travel and improve the efficiency of the roadway system by reducing potential conflicts between motor vehicles and pedestrians/cyclists.

Pedestrian and bicycle access improvements can also complement and enhance the mass transportation system by improving access to bus stops and places of economic activity. The provision of an effective pedestrian/bicycle system can also enhance the sense of community within developed or developing areas of the County by providing pedestrian/bicycle facilities that interconnect communities and facilitate and encourage interaction within the area.

Appropriate facilities such as walkways, pathways and bike facilities create a safe and effective pedestrian/bicycle environment. These facilities alone, however, do not provide for adequate safe and efficient access, and as a result, additional facilities or improvements may be necessary such as street lights, signs, and other road intersection improvements.

*The Department of Community Development in cooperation with the Thomas Jefferson Planning District Commission has developed the Jefferson Area Bicycle, Pedestrian, and Greenways Plan. This Plan will replace the existing Pedestrian Obstacle Study, and the Bicycle Plan for the City of Charlottesville and Albemarle County.*

*The purpose of this plan is to provide information and guidance on development of facilities and other accommodations to enhance safe bicycle and pedestrian travel within the Thomas Jefferson Planning District. This plan will also satisfy the Virginia*

*Department of Transportation requirement that a roadway be identified as a bike lane or sidewalk in a locally adopted bicycle or pedestrian plan before improvements can be made. Descriptions are given as to how localities can create and maintain safe and efficient walking and biking systems, linking people to the services they need. An overall network is proposed that connects the many communities of the region, and smaller networks proposed for within those communities. The plan also identifies methods for increasing awareness among the public, especially automobile drivers, about the needs of walkers and cyclists. Implementation and funding issues are discussed, as well. This plan offers recommendations for both physical improvements and programs aimed at improving bicycle and pedestrian facilities and safety.*

*The Jefferson Area Bicycle, Pedestrian, and Greenways Plan begins with a description of existing conditions, demand and need, and possible facility types for both bicycles and pedestrians. The Plan allows for links to surrounding localities. Public input was invaluable to the development of this plan. Local biking clubs and organizations were invited to the meetings. The Jefferson Area Bicycle, Pedestrian, and Greenways Plan incorporates the recommendations of the County's Greenway Plan (Appendix\_)*

*Goals and Objectives of the Regional Plan are:*

**GOAL 1: Provide a comprehensive and coordinated regional bicycling and walking system.**

*Objective: Provide safe bicycle and pedestrian access to public facilities, employment and commercial centers, schools, residential areas, and recreation and tourism attractions.*

*Objective: Integrate bicycles and pedestrians into planning for transportation and land development.*

*Objective: Ensure consistency among local plans, designs, and facilities in the region.*

*Objective: Provide adequate support facilities for the travel networks.*

*Objective: Encourage developers to include bicycle and pedestrian access in projects.*

*Objective: Integrate bicycle and walking networks with transit systems.*

*Objective: Preserve and restore walking and bicycle access when roadways expand.*

**GOAL 2: Provide safe bicycle and walking networks, convenient for all users.**

*Objective: Provide a system that serves expert, intermediate, and novice users of all ages.*

*Objective: Provide a system that serves recreational and utilitarian user needs.*

*Objective: Create a network easily used by residents, guests, and tourists.*

*Objective: Develop a system that meets or exceeds VDOT standards.*

*Objective: Minimize potential conflicts between bicycles, motor vehicles, and pedestrians.*

*Objective: Provide signage, markings, and physical improvements to ensure safe and*

*easy usage.*

*Objective: Provide and maintain riding surfaces free of obstructions, trash, gravel, and other hazards.*

*Objective: Develop improved methods of bicycle accident data gathering, analysis, and retrieval.*

**GOAL 3: Educate the public of bicycling and walking advantages, facilities, safety and regulations.**

*Objective: Develop a comprehensive public information and education program to raise the community's awareness and enjoyment of walking and bicycle riding facilities.*

*Objective: Inform public of health and environmental benefits to further entice users.*

*Objective: Incorporate maps of facilities into standard transportation and tourist maps.*

*Objective: Inform bicyclists and pedestrians of their responsibility in relation to traffic.*

*Objective: Educate bicyclists and drivers on the rules of the road and bicycle safety.*

**GOAL 4: Establish a system to coordinate steady implementation of the plan.**

*Objective: Establish priorities for facility development consistent with funding priorities while maintaining flexibility to develop any segment of the system as opportunities permit.*

*Objective: Develop facilities which are cost efficient to construct and maintain.*

*Objective: Maintain awareness of and pursue all potential funding sources.*

*Objective: Hire staff at each locality or regionally to be in charge of grant writing, plan coordination, and other activities that will provide the necessary support to implement the plan.*

## **Pedestrian Access**

Several studies have been conducted concerning the provision of pedestrian access improvements. The most comprehensive study is the Pedestrian Obstacle Study, Phase I and II which was prepared in conjunction with, and adopted by, the MPO in 1986. Phase I examined existing pedestrian conditions, identified hazardous areas, and recommended improvements to promote pedestrian safety in the Urban Neighborhoods. The study recommended roadway improvements, construction of walkways, and the provision of street lights. Phase II examined locations where future pedestrian walkways may be necessary, and specified twenty nine locations recommended for walkway or pathway construction.

The Pedestrian Obstacle Study is used as the primary guide for pedestrian related improvements. The Study recommends walkway improvements as well as specific recommendations for improving or installing street lights, crosswalks, signals,

~~intersection channels, signs, bus stops, barriers, and other roadway improvements. Walkways in the County are provided through either County initiative, VDOT, or by private land development. Walkways provided through land development occur either voluntarily or as a result of development regulations. The current County walkway requirements for site development applications specify that a walkway may be required on at least one side of the road in all residential developments of two units per acre or greater. In areas of industrial, office, and commercial development, walkways may also be required.~~

~~While a majority of the walkways in the County have been constructed by the private sector in conjunction with land development and VDOT, several walkways have been constructed through County efforts. County constructed projects include an asphalt walkway on Georgetown Road and sections of walkway on Whitewood Road, Old Brook Road, and Greenbrier Drive. VDOT may establish walkways along new or reconstructed roads when walkways are identified in an adopted plan.~~

~~The initial Pedestrian Obstacle Study is recognized by VDOT as a valuable process for identifying existing problem areas and the improvements needed to increase the overall safety and function of the pedestrian access system in the Urban Area. This study process should continue as a systematic, on-going planning activity for identifying pedestrian access needs throughout the County and should be expanded to include other Development Areas of the County such as Hollymead, Piney Mountain, and Crozet. Existing study areas and recommendations of the document should also be reviewed and revised as necessary to accurately reflect the most up to date conditions and needs. The recommendations in the completed Neighborhood Plans for the construction and/or upgrade of pedestrian facilities should be used to augment and update the Pedestrian Obstacle Study. The MPO will be developing a Walkway Study for the City and Urban Area of the County beginning in fiscal year 1998. This project would essentially act as the update of the previous Pedestrian Obstacle Study.~~

## ~~Bicycle Access~~

~~Bicycle usage has become increasingly prominent in Albemarle County both for transportation and recreational purposes, particularly for the student population in and around the University and for weekend cyclists throughout the County. Cycling can be a viable transportation alternative for short trips and is a popular form of exercise.~~

~~In 1991, the Albemarle County Board of Supervisors adopted the Bicycle Plan for the City of Charlottesville and Albemarle County as an amendment to the Comprehensive Plan (published under separate cover). This plan recommends locations and design specifications for the development of a bicycle access system. The plan also offers goals, objectives, trip attractors, and trip generators for bicyclists.~~

~~There are several bikeways planned in the County, they include: Hydraulic Road, Greenbrier Drive, Thomas Jefferson Parkway, Rio Road, Airport Road, and the Meadow~~

~~Creek Parkway to name a few. Bikeways currently exist on Route 631 south of the City and along Fontaine Avenue.~~

~~In order to establish bikeways along state roads, they must be approved by the Virginia Department of Transportation. VDOT has broad guidelines regarding the use of secondary road improvement funds for bikeway construction. These guidelines can be found in Appendix A in the Bicycle Plan For The City of Charlottesville and Albemarle County.~~

### **Recommendations**

- ~~Develop, through the MPO, a Walkway, Plan for Charlottesville and the Urban Area of the County. In addition, the County should development a Plan for the remaining Development Areas in conjunction with the Neighborhood Studies.~~
- Utilize the existing Neighborhood *and Master* Plans for identifying potential walkway, bicycle, *greenway*, and streetlight projects.
- Implement the recommendations of the Jefferson Area Bicycle, Pedestrian and Greenway Plan.
- Evaluate existing Zoning and Subdivision Ordinance requirements and enabling legislation to ensure pedestrian facilities are being provided as called for in this Plan.
- Evaluate the need (and method) for the County to supplement VDOT's walkway maintenance, *grassy strips, and tree lawn areas*.
- ~~*Maintain*~~ ~~Establish~~ an on-going walkway, bicycle, and *greenway* construction fund in the Capital Improvements Program. Utilize all possible funding sources for the construction of walkways and bicycle facilities.
- Utilize Development Standards for Roads and Land Use Standards for Development as guidelines for pedestrian facility development.
- Implement the recommendations of the existing Bicycle Plan for the City of Charlottesville and Albemarle County. Regularly review and update Plan.
- Include bicycle and sidewalk facilities within new major developments *depending on their location*. Provide amenities such as bike racks and shower facilities.

*Consider VDOT and railroad companies' excess right-of-way for multi-use trails.*

## Other Transportation Types

### Air Travel

The purpose of the Charlottesville-Albemarle Airport Master Plan of August 18, 2004 is to provide the Charlottesville-Albemarle Airport Authority with useful, understandable information and guidance to develop and maintain a safe and efficient airport. It also provides the Federal Aviation Administration (FAA) and the Virginia Department of Aviation with information concerning the planned development at Charlottesville-Albemarle Airport. The Charlottesville-Albemarle Airport Master Plan is a comprehensive planning guide that ensures the Charlottesville-Albemarle Airport remains a safe, efficient, and environmentally sensitive air transportation facility, while serving the growing needs of air travelers throughout the region.

The Airport has maintained a master plan for facility development since 1972. Prior updates include 1982 and 1994. FAA requires an airport to maintain a master plan in order to be eligible to receive grant-in-aid funding through its airport improvement program. There are no set guidelines from FAA on how often an airport master plan should be updated. Each master plan includes forecasts of aviation activity that are applicable for 5, 10 and 20 year periods. Historically, the Charlottesville-Albemarle Airport has conducted an update every 10-12 years.

Charlottesville-Albemarle Airport (CHO) is the only commercial service airport in the region (the Louisa County Industrial Airpark is a general aviation airport). The Charlottesville-Albemarle Airport is located in northern Albemarle County west of Route 29 at Routes 649 and 606, approximately eight miles north of Charlottesville. ~~It is both a general aviation and a non-hub, commercial service airport offering 60 daily non stop flights to and from Charlotte, Philadelphia, New York/LaGuardia, Washington/Dulles, Cincinnati, and Atlanta. The airport is served by DeltaConnection, United Express, and US Airways Express.~~ Service was initiated at the Airport by Piedmont Airlines in 1955. Since then, the facility has grown to include a 60,000 square foot terminal facility with modern customer amenities offering on-site rental cars, ground transportation, and food service. General aviation facilities include an executive terminal offering a full-service fixed base operation, flight schools, and aircraft charter firms. Significant increases in the number of passengers departing from the airport on commercial flights have occurred. The Charlottesville-Albemarle Airport continues to grow, from 65,620 passengers departing on commercial flights in 1980 to 132,432 in 1990, and serving 163,416 passengers in 2003.

The County is aware of the need to address infrastructure needs which would improve airport operations, such as public utility and road improvements. Any future land acquisition and development by the Authority will also need to be coordinated with the

County to insure consistency with the Comprehensive Plan and all applicable ordinances, and to minimize negative impacts of expansions.

~~The Charlottesville-Albemarle Airport is located eight miles north of the City, near the Community of Hollymead. The airport is operated by a regional Airport Authority, created in 1982, which consists of City and County government representatives and citizens. The authority has regulatory and fiscal control of the operations of the airport facilities, within the guidelines of the Charlottesville-Albemarle Airport Master Plan and Federal Aviation Administration (FAA) regulations.~~

~~Commercial flights and commuting services are available daily from the Charlottesville-Albemarle Airport to approximately twenty-five locations including major international airports at Atlanta, New York, Pittsburgh, Charlotte, Washington D.C., Baltimore, and Philadelphia. Commercial air services are presently provided by five carriers. Aviation services are also available from private aircraft.~~

~~The Charlottesville-Albemarle Airport has experienced continued growth in flight services during recent years. In 1990 enplanements, (persons leaving the airport aboard a commercial flight), numbered 132,432, compared with 65,620 enplanements in 1980. The airport operates one grooved asphalt runway (6000 feet by 1150 feet), equipped with high-intensity lights. Navigational aids include a precision landing system, a rotating beacon, and an FAA control tower, which is in continuous operation. The Charlottesville-Albemarle Airport has been approved for installation of airport surveillance radar (ASR). The ASR will provide radar monitoring of low altitude flights in and around the Central Virginia flight sector. The receiving and transmitting facility for ASR would likely be located atop the Blue Ridge Mountains, near the Greene County line. This safety improvement may influence expansion of existing commercial services at the airport, and may trigger increased development in the vicinity.~~

## **Rail Travel**

*Passenger and freight rail service are available in north-south and east-west directions throughout the region. AMTRAK service for passengers originates at the City of Charlottesville's Union Station on West Main Street. There are no other AMTRAK stops in the planning district.*

*TransDominion Express (TDX)*

*The TransDominion Express (TDX) project is a collaborative effort between both state and local agencies. As detailed in the 1998 Bristol Report, The TDX is a proposed rail system that would connect southwest Virginia with both Washington, D.C. and Richmond. TransDominion Express will serve the region, with proposed rail corridors starting in Bristol, with destinations to Washington D.C., and Richmond. Service to Richmond will be through Lynchburg, and a stop is proposed for Charlottesville on the route to Washington. The TDX would cover approximately 400 miles and has nineteen formal and informal proposed stations. The Virginia Department of Rail and Public*

*Transportation found that “creation of TDX would decrease traffic congestion on highways and interstates, reduce air traffic pollution, increase safety, stimulate tourism and commerce and provide an efficient alternative to automobile travel. The County supports the TDX and funding.*

~~A main line of the Norfolk Southern Railroad from Washington, D.C. to Atlanta, Georgia runs north to south through Albemarle County. CSX Transportation provides an east to west connection, with Hampton Roads in the east and Chicago (among other points) to the west. Passenger service is available in Charlottesville from the National Railroad Passenger Corporation (AMTRAK). The Cardinal runs tri-weekly between Washington, D.C. and Chicago, via Charlottesville. The Crescent operates daily between New York and New Orleans, via Washington D.C., Charlottesville, and Atlanta. The James River Division of the Chesapeake and Ohio runs along the southern border of the County through Scottsville.~~

~~The Amtrak Station is located at the intersection of the Norfolk Southern Railroad and the CSX lines in the old Norfolk Southern Station, adjacent to West Main Street. The City of Charlottesville has been granted ISTEA Enhancement funds to renovate the station as part of a large redevelopment project, (rail passenger service provides an alternate mode of inter-city transportation). This renovation project would improve rail passenger service and ridership.~~

A direct physical impact of rail service is the possible conflict with pedestrians and autos at crossing points. Also, hazardous materials are transported daily along railroad lines. Safety records show that railroad shipment of such material is safer by far than along highways. The shipment of hazardous material further increase the importance of railroad crossing improvements, such as the installation of warning devices to minimize potential collisions. The responsibility of rail-road-highway at-grade crossings are considered the responsibility of the Virginia Department of Transportation and, therefore, are addressed in the Six Year Road planning process.

~~Presently no freight originates in the Charlottesville-Albemarle area. Freight trains, however, run on the rail line. Two private terminals receive freight in the Charlottesville area: the University of Virginia receives coal; Better Living receives building material and H. M. Gleason receives farm supplies.~~

A team track loading facility is presently located at the existing Norfolk-Southern Railroad Station adjacent to West Main Street. The platform, although used infrequently, provides a facility to unload industrial and farm equipment from railroad cars to other vehicles. When the proposed multi-modal station is constructed, the team track loading platform will need to be relocated.

Rail access is an important component of the County’s overall transportation system, and it is important to maintain the railway system as a complement and supplement to other transportation modes. Rail access can also be important to industrial activities.

Should usage of rail lines be abandoned, efforts should be made to maintain the lines for future rail use. Interim uses, such as trail use, may also be appropriate. These rights-of-way would be different and costly to re-establish if needed again the future. Their availability in the long term may prove beneficial to the County and to adjacent communities.

Grade-separated crossings, whether underpasses or overpasses, are generally the responsibility of the railroad involved. Several existing railroad bridges and underpasses are of substandard design or condition, create impediments to free traffic flow, and may present safety problems.

### **Recommendations**

- *The Charlottesville-Albemarle Airport Master Plan of August 18, 2004 is recognized as a guide for the development Charlottesville-Albemarle Airport. Continue to recognize the Airport Authority as responsible for the management, planning, and expansion of the Charlottesville-Albemarle Airport facilities.* The County and the Airport Authority should coordinate long-term land use and development plans for the airport area.
- Continue to implement improvements to railroad crossings and bridges through the six year road planning process or other necessary means.
- ~~*Study and feasibility of light rail service along the Route 250 West corridor to Crozet and Route 29 north corridor to Standardsville. (deleted by Planning Commission)*~~
- Maintain existing rail passenger service and pursue enhanced service for the Charlottesville/Albemarle Community. Monitor all potential railroad abandonment efforts to determine the impact on the County and region. If abandonment takes place, evaluate possible alternative uses such as a linear park with pedestrian, equestrian or bicycle trails.
- *Maintain support of the funding of the TransDominion Express and support that it be seriously considered as a multi-modal means to address congestion on Route 29.*