

INTRODUCTION

Project Background

WHAT IS MOVING TOWARD 2050?

- **Moving Toward 2050** is the federally-required long-range transportation plan (LRTP) for the city of Charlottesville and urbanized portions of Albemarle County (Charlottesville-Albemarle Metropolitan Planning Organization). The LRTP covers a planning horizon of at least 20 years and is updated every five years to reflect changes in demographics, land use, travel patterns, and growth projects. The final outcome of this plan will be a list of prioritized needs requiring further evaluation.
- **What does the LRTP do?**
 - Identifies long-range transportation needs
 - Considers possible infrastructure improvements
 - Establishes priorities to implement projects based on anticipated funding
 - Considers needs across all modes of transportation
 - Identifies priorities for how transportation funding opportunities should be leveraged
 - **Considers factors important to the community such as:**
 - Safety
 - Accessibility
 - Resiliency and climate change impacts
 - Land use planning and economic development
 - System efficiency and reliability
 - Estimated project costs
 - **Works to address questions such as:**
 - Does the existing transportation system get you where you need and want to go safely and efficiently?
 - Is there a need for better connected sidewalks or bike infrastructure?
 - Where are the biggest safety needs?
 - How can we best improve access to places where people need or want to go?
 - How can we reduce the climate change impacts of the transportation system?



WHY IT'S IMPORTANT

Project Background

WHY IS MOVING TOWARD 2050 IMPORTANT?

- **Federal funding for transportation systems is needed.**
 - Projects must be included in the plan to be eligible for federal funding. This funding is a critical resource for implementing important transportation solutions in the region.
- **Funding for transportation system improvements is limited.**
 - Since we don't have funding to pursue every transportation project, we must select the projects that are most critical to our region. This planning process is an opportunity for the region to define what is important when considering transportation infrastructure investments.
- **Funding for transportation system improvements is competitive.**
 - Funding allocations for transportation projects are based on competitive application processes. In order to successfully implement projects that will improve the transportation system for our region, we need to identify not just the projects that will meet the highest priority needs, but which projects have the best overall opportunity to meet critical system needs compared to their costs. The long-range transportation plan facilitates a conversation about the best opportunities to leverage existing or potential funding sources to implement projects that have the most value for the region.
- **Transportation planning is an ongoing process.**
 - The process of identifying transportation system projects for consideration occurs in two steps. The first step is to identify where there is an existing system need. The second step is to determine what solutions are most appropriate to address that system need. Not every need that is identified in Moving Toward 2050 will have an identified solution. Those needs will indicate where additional planning studies are needed to develop those solutions, establishing an ongoing pipeline for developing implementable projects.



PLAN DEVELOPMENT PROCESS

Project Objectives

PROCESS

1. Establish goals and objectives for the regional transportation system

- Goals were established by reviewing the goals in the 2045 Long Range plan, benchmarking against goals identified in other regions' plans, and getting feedback on draft goals and objectives through stakeholder discussion groups.

2. Assess system performance using data and public feedback

- Public feedback will be received through surveys, open houses, and community outreach.

3. Identify areas of high priority system needs

- Identify highest priority locations where system improvements are needed based on factors such as safety, congestion, or lack of access.

4. Develop a comprehensive list of previously identified projects

- These are the candidate projects that will be considered in identifying the highest priority projects for implementation. Candidate projects that resolve high-priority system needs will be evaluated and prioritized.

5. Prioritize projects based on:

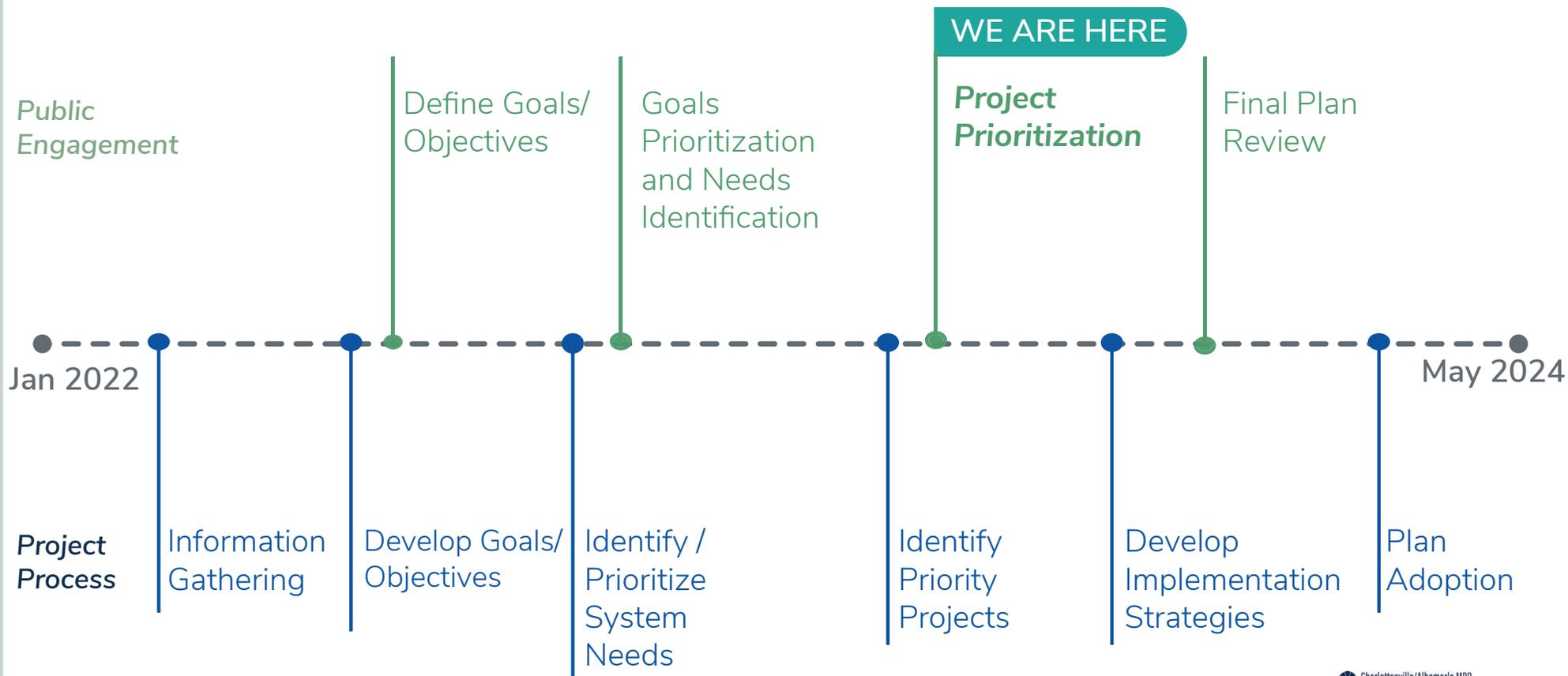
- Ability to resolve high priority system needs
- Project costs
- Additional public feedback

6. Identify gaps between high priority needs and previously identified projects



PROJECT AND ENGAGEMENT TIMELINE

Project Timeline



LENSES

Lenses, Goals, and Objectives

LENSES

Lenses are values that have more broadly been expressed by the community that are intrinsic to informing system needs. You won't necessarily see these values represented in specific goals and objectives language in the plan, but these lenses will be reflected in metrics that are used to evaluate system performance.

Equity



Quality of Life



Climate Action



GOALS AND OBJECTIVES

Lenses, Goals, and Objectives

GOALS

Goals direct the process of evaluating the transportation system and developing infrastructure priorities. While the lenses indicate overarching community values that need to be considered, the goals address the transportation system directly. The goals define the values that are important for the region to consider when determining how to improve the transportation system, while incorporating and considering nationally established goals, performance targets, and state funding programs.

OBJECTIVES

Objectives are specific and measurable in nature. They describe observable outcomes. The objectives can be used to determine whether the region is successfully moving towards the achievement of its established goals.



LENSES, GOALS, AND OBJECTIVES

Lenses, Goals, and Objectives

LENS



GOAL

- Safety:** Improve the safety of the transportation system for all users.
- Multi-Modal Accessibility:** Improve access through greater availability of mode choices that are affordable and efficient.
- Land Use Coordination:** Connect community destinations in a manner that aligns with local growth management priorities.
- Environment:** Reduce the negative environmental impacts of the transportation system.
- Efficiency and Economic Development:** Efficiently and reliably move people and goods through the multi-modal transportation system.

OBJECTIVE

- Reduce frequency of serious injury and fatal crashes.
- Improve comfort and safety for users of the multi-modal transportation system.
- Increase mode choice for all users.
- Provide multi-modal infrastructure in designated growth areas, mixed use areas, and near community resources.
- Fill connectivity gaps in multi-modal network.
- Minimize impacts of transportation system on natural and built environment.
- Integrate sustainable infrastructure practices into project design.
- Improve roadway and transit system efficiency through operational improvements.
- Increase system capacity at identified bottlenecks.
- Maintain the existing system in a state of good repair.

ENGAGEMENT

Public & Stakeholder Engagement

ENGAGEMENT EFFORTS

Throughout 2023, MPO staff collected stakeholder and public comments to help shape the Moving Toward 2050 planning effort's Goals and Needs Identification phase.

The objectives of this engagement process were to:

- **Set and prioritize goals;**
- **Identify travel needs;** and
- **Inform the travel need and project selection prioritization process.**

During this phase of the engagement process, MPO staff reached nearly 600 individuals, attended sixteen community events, and reviewed over 2,300 comments. Efforts included:

- **Stakeholder Meetings** (February 2023)
- **Virtual Public Meeting** (June 2023)
- **Open House Event** (June 2023)
- **MetroQuest Community Survey** (June 2023)
- **Public Intercepts** (July - August 2023)
- **Community Advisory Committee (CAC) Meetings** (July - August 2023)
- **Cville Plans Together Survey** (past effort)
- **Albemarle County 2044 Survey** (past effort)
- **Charlottesville Regional Transit Vision Plan Survey** (past effort)

Overarching themes from this phase of the Moving Toward 2050 public engagement effort include **a need for safer roadways and intersections, dedicated and protected bicycle and pedestrian infrastructure,** and **an enhanced public transit system.** The community appears eager for solutions that prioritize **pedestrian and bicyclist safety, public transit,** and **accessibility** over traditional car-centric designs.



NEEDS PRIORITIZATION PROCESS

Needs Prioritization

DATA ANALYSIS

The data analysis process and evaluation metrics were developed through a technical assistance grant the MPO received from the Office of Intermodal Planning and Investment. There were three levels of decision-making that needed to be made around the use of the data:

1 - Defining the need threshold. The threshold is used to determine what constituted a system need in an individual evaluation metric. If the value of the metric exceeded the minimum threshold for a particular segment or intersection, it was considered a need and contributed to the overall need score for the segment/intersection. If it fell below the minimum threshold, then that metric did not contribute to the overall need score.

2 - Determining the weighting for each prioritization category. The MPO first looked at the overall prioritization categories to determine how much each of the factors should influence the overall prioritization of system needs.

An *accessibility-focused weighting scenario* best reflected the public feedback received in the first phase of public engagement. This scenario placed the greatest emphasis on multi-modal system considerations and supported many of the environmental co-benefits that were discussed by the public that are not explicitly captured by the metrics used in the data evaluation – namely, a desire to reduce transportation sector-related greenhouse gas emissions.

3 - Determining the weighting for each evaluation metric. The influence of each evaluation metric within the prioritization categories had to be further defined to determine the extent to which each of the actual evaluation factors would contribute to the overall needs score.



NEEDS PRIORITIZATION METRICS & OUTPUTS

Needs Prioritization

EVALUATION METRIC WEIGHTINGS

Prioritization Category	Evaluation Metric	Threshold	Factor Weighting
Safety	Roadway Safety (PSI)	All PSI locations	15%
	Bike/Ped Safety (PSAP Corridors)	Top 5% Regional Corridors	15%
Multi-modal Accessibility	PAI - Bike/Ped	All segments PAI greater than 0	8%
	PAI - Transit	All segments PAI greater than 0	8%
	PAI - Vehicle	All segments PAI greater than 0	6%
	PAI - Disadvantaged Populations	All segments PAI greater than 0	8%
Efficiency & Economic Development	Travel Time Index	Avg weeklong TTI > 1.5 for three hours; > 1.7 for one hour	3%
	Travel Time Reliability (PTI)	Avg weeklong PTI > 1.5 for three hours; > 1.7 for one hour	3%
	Transit On-Time Performance	On-time performance less than systemwide average performance from previous year	4%
Land Use Coordination	Walk Access - General	All segments in "somewhat walkable" census tracts	10%
	Walk Access - Disadvantaged Populations	All segments in transit viable EEA that are also in "somewhat walkable" census tracts	20%
Environment	Flooding Exposure	Segments Exposed to Historical Flooding Additional Adjustment for economically distressed communities	

- 1 PSI - Potential for Safety Improvement
- 2 PSAP - Pedestrian Safety Action Plan
- 3 PAI - Potential for Accessibility Improvement
- 4 PTI - Planning Time Index
- 5 EEA - Equity Emphasis Areas

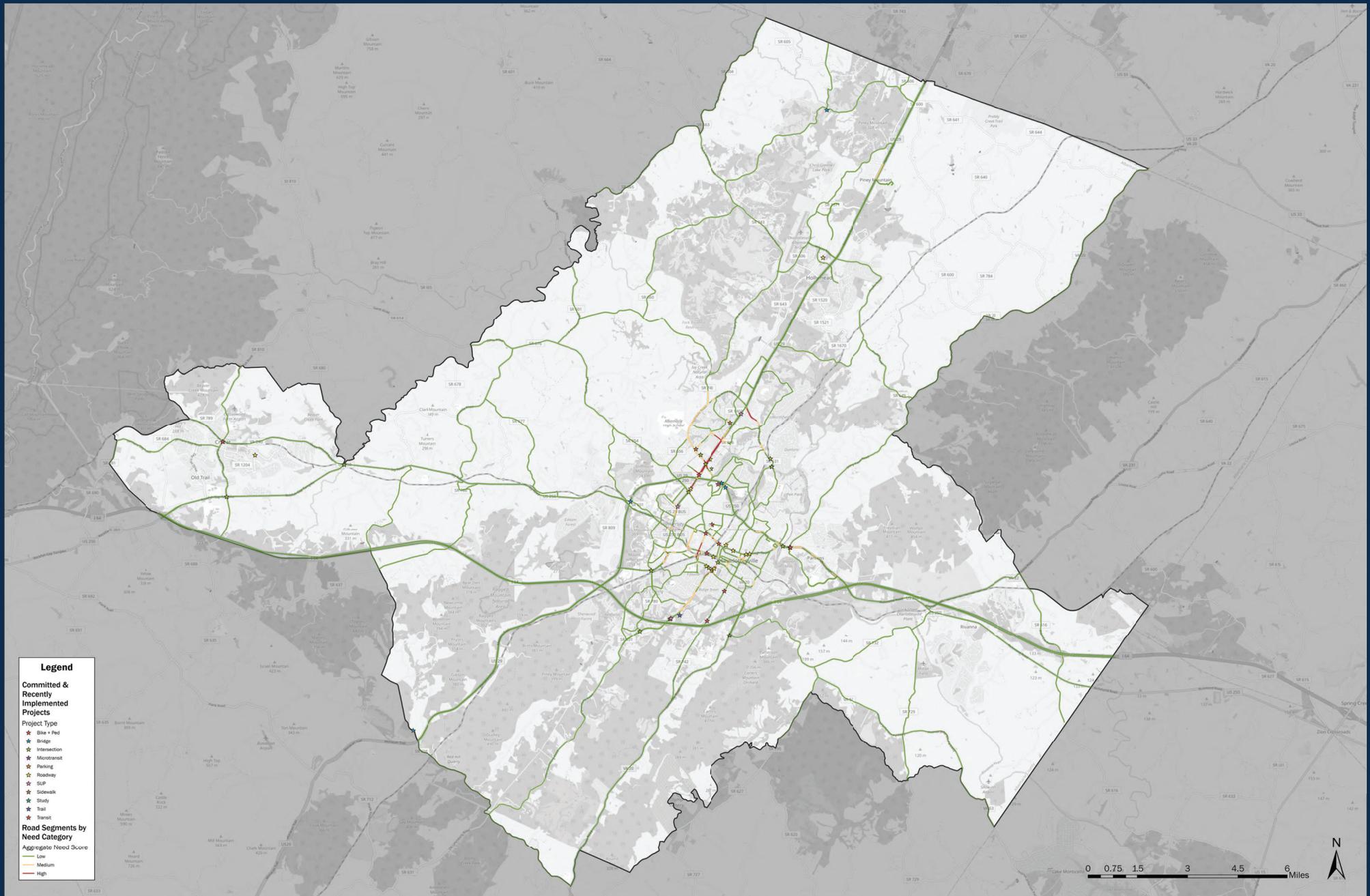


OUTPUTS

The MPO used this analysis process to determine the location of high priority transportation needs. The transportation network data was evaluated using this approach, and the system needs across all metrics was aggregated to determine the highest need priorities. The MPO then categorized the overall system need as high, medium, or low based on the overall aggregate score of all metrics combined. These needs were then used in part to inform the projects the MPO could consider prioritizing for transportation system improvement investments.



MAP 1: ROAD SEGMENTS BY NEED CATEGORY + COMMITTED & RECENTLY IMPLEMENTED PROJECTS



PRIORITY PROJECT IDENTIFICATION

Project Prioritization

IDENTIFICATION PROCESS

Candidate projects were compiled based on improvements identified through previous planning efforts or studies, including:

- *Small Area Plans*
- *Corridor Studies*
- *Transit Strategic Plans*
- *Regional Plans*
- *VDOT Project Pipeline & STARS Studies*

Priority projects were identified based on:

- *Locally identified priority improvements*
- *Candidate projects that addressed needs identified through the Moving Toward 2050 prioritization process*

Indicated needs not addressed by a committed/recently implemented project or a priority project were indicated as **planning priorities**, which will inform the efforts the region undertakes over the next several years to identify solutions to address these identified needs.



MAP 2: PUBLIC COMMENT HEAT MAP + INFRASTRUCTURE PRIORITY PROJECTS



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.

INFRASTRUCTURE PRIORITY PROJECTS

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.

VISION PROJECTS

- 5th Street Station/5th Street Intersection Improvements
- Louisa/Milton Road Pipeline Bundle
- Route 20 Shared Use Path
- Greenbrier/John Warner Parkway Multimodal Connection
- Shared Use Path connecting 10th & Page neighborhood and Schenk's Greenway (Rail to Trail Project)
- Three Notched Trail Section Improvements as identified by Albemarle County RAISE Grant
- CAT Existing Facility Expansion
- Hydraulic Road from Earlysville to Georgetown (inc. Lambs Lane Campus) Multimodal Improvements
- Earlysville Road Corridor Improvements between Ivy Creek and Hydraulic
- Emmet Street between Barracks Rd and 250 Bypass Multimodal Improvements
- Biscuit Run Bike and Pedestrian Connections
- 14th Street NW from Grady to W. Main Multimodal Improvements
- Greenbrier and Commonwealth Drive Intersection Improvements



NEXT STEPS & FEEDBACK

Next Steps

GOING FORWARD

- Finalize priority project list
- Develop implementation strategies
- Final plan review
- Plan adoption in May 2024



Thank you for your participation! Please leave comment cards in the box at this station.

