AC44
ALBEMARLE COUNTY 2044

TRANSPORTATION

DRAFTED: 4.10.25

DEVELOPMENT AREAS TRANSPORTATION GOAL STATEMENT + OBJECTIVES

DEVELOPMENT AREAS GOAL:
Albemarle County's transportation network will meet the mobility needs of all roadway users by increasing safe, comfortable, and accessible options for walking, biking, transit, and driving. The transportation network will provide multimodal travel to vital destinations and use placemaking to encourage mode shift and enhance quality of life.



Objective 1: Develop transportation plans to create safe, comfortable, and accessible multimodal connections between key locations within the Development Areas.

Objective 2: Improve pedestrian and bicycle infrastructure and connectivity to support future land use policies and support safe, comfortable, and convenient travel for people of all ages and abilities.

Objective 3: Increase the reliability and frequency of public transit service.

Objective 4: Increase the efficiency and connectivity of vehicular and other modal transportation networks.

Objective 5: Strengthen regional and intercity transportation.

Objective 6: Improve safety by reducing traffic fatalities and serious injuries.

Objective 7: Promote sustainable and equitable transportation solutions, including reducing greenhouse gas emissions partially through a reduction in vehicle miles traveled (VMT).

RURAL AREA TRANSPORTATION GOAL STATEMENT + OBJECTIVES

RURAL AREA GOAL: *Albemarle County's transportation network in the Rural Area will balance the mobility needs of Rural Area residents and the movement of goods. The transportation network will connect Rural Area residents to vital destinations and provide recreational opportunities where feasible while maintaining a rural character.*



Objective 1: Prioritize investment in Rural Area transportation projects that improve safety, and maintain rural character.

Objective 2: Improve the regional transit system to serve commuters and residents in the Rural Areas and surrounding counties requiring connections to the Development Areas for basic needs.

Objective 3: Improve safety by reducing traffic fatalities and serious injuries.

Objective 4: Improve Rural Area community members' equitable access to walking and bicycling opportunities for transportation and recreation where feasible and appropriate to support healthy, active lifestyles, and create opportunities for social interaction.

INTRODUCTION

Multimodal transportation planning in Albemarle County aims to create safe, accessible, and efficient travel options to support the movement of people and goods. Historically, U.S. transportation projects have focused on moving cars quickly, often at the expense of pedestrian and cyclist safety. Additionally, land use and development patterns have incentivized housing farther from urban centers, leading to dependence on personally-owned vehicles and under-investment in transit systems. However, to promote equity and reduce environmental impacts, expanding transportation choice is increasingly critical.

Achieving a high-quality multimodal transportation network will take decades, with investments from both the public and private sectors. The recommendations in AC44 provide a long-term vision that will be implemented incrementally as funding becomes available and opportunities arise. Future transportation planning will build on AC44 and provide more detailed guidance, especially in the Development Areas.

A successful transportation implementation strategy will:

- Support the land use strategies outlined in the Rural Area and Development Areas Land Use chapters of this plan.
- Focus resource investment on locations where it has the highest impact on the greatest number of community members.
- Prioritize local funding and relevant VDOT grants for multimodal improvements, while using VDOT Smart Scale grants to focus on vehicular operations and safety improvements that also enhance multimodal options.
- Build the County's capacity to fund, construct, and administer more projects ourselves.

Albemarle's Growth Management Policy works in tandem with AC44 transportation policies. The Growth Management Policy's central tenet directs future growth and increasing density into the Development Areas and makes it more efficient and cost effective to provide transit services and multimodal infrastructure. A second tenet of the policy to mix employment, housing, and residential uses shortens the average travel distance, making it easier to use alternative travel modes and reduce vehicle miles traveled. As a result, ***Albemarle's transportation policies place more emphasis on developing a robust multimodal transportation system within the Development Areas while still striving to maintain safe and efficient travel within the Rural Area.***



MAJOR FINDINGS AND TRENDS

Transportation is a key aspect of quality of life and affordability in our community. Reducing greenhouse gas emissions in the transportation sector is also an important part of implementing the County's Climate Action Plan and meeting our target of zero net emissions by 2050. The following data informs the recommendations in this chapter and should be monitored over time to track progress and identify where changes in strategies are needed.





QUALITY OF LIFE/AFFORDABILITY

Housing and transportation costs are strongly tied together. While housing is typically more expensive in urban and walkable areas, transportation costs are lower. As housing costs rise, more low and moderate-income households may be forced to move away from Albemarle County, resulting in longer commute times for those employed within the County or the City of Charlottesville. While some in-commuters prefer to live in other localities, others may want to live closer but are unable to afford the higher housing costs in Albemarle County or the City of Charlottesville.

- The national Housing and Transportation Affordability Index (H+T Index) considers the average combined cost of housing and transportation for each locality. In Albemarle County in 2024, combined housing and transportation costs accounted for 45% of a household's annual income, on average. Transportation alone accounted for 18% of household income, or $15,860 on average annually. Since 2021, the annual household transportation costs have increased by about $2,000.
- According to the same H+T Index, the average Albemarle County household vehicle miles traveled (VMT) in 2024 were 19,514. VMT are a major driver of greenhouse gas emissions in the transportation sector. Since 2021, the annual VMT has decreased by about 3,000 miles in Albemarle County.
- The ability to live closer to work, shopping, and school also reduces how far people need to drive. Albemarle County's average commute is 22 minutes, while several adjacent counties are 30-40 minutes. Many residents of these adjacent counties are commuting to Charlottesville and Albemarle for work. Given that many vehicles are fossil-fuel powered, air quality all along those commuting routes is negatively affected. [Source: U.S. Census, 2019-2023 ACS 5-year: Table S0801.]

Multimodal transportation planning is critical for addressing climate change. The following numbers illustrate the significant room for improvement in transportation infrastructure and trip choice:

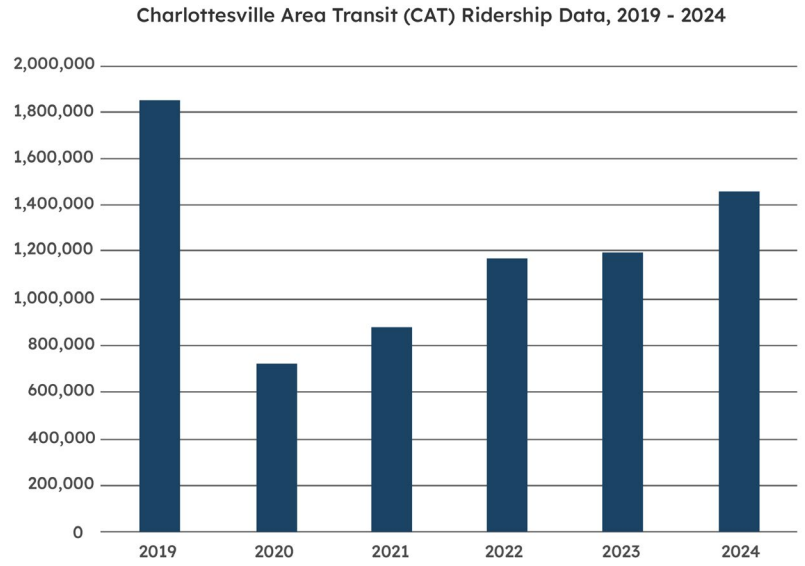
- In 2022 based on the County's most recent emissions report, greenhouse gas emissions from transportation accounted for approximately 44.7% of Albemarle County's calculated emissions total. This was the highest share out of all emissions sectors, which includes buildings, waste, and agriculture/ landscape .
- Between 2019 and 2023, about two thirds of County residents commuted to work by driving alone, while less than 5% walked, bicycled, or used public transit. The work from home rate has more than doubled since 2015-2019 data collection time-frame, reducing solo driving and traffic congestion. [Source: U.S. Census, 2019-2023 ACS 5-year: Table S0801.]

By integrating land use and transportation planning, the County aims to facilitate the development of diverse housing and employment, especially in the Activity Centers, enabling residents to live closer to work, retail, and shopping destinations. This approach reduces household spending on housing and transportation while reducing vehicle miles traveled. The mixed-use development planned for in the Activity Centers encourages walking and cycling enhancing safety and accessibility. Additionally, expanding transportation options supports the County's goal of reducing greenhouse gas emissions.

Jaunt provides demand response paratransit service for the Charlottesville Area Transit (CAT) service area which is a ¾ mile buffer of CAT fixed routes. Additionally, Jaunt provides this service for other rural counties and Albemarle's Rural Area, linking them to Charlottesville and Albemarle County's Activity Centers for access to medical and social services, employment, shopping, social and educational trip purposes.

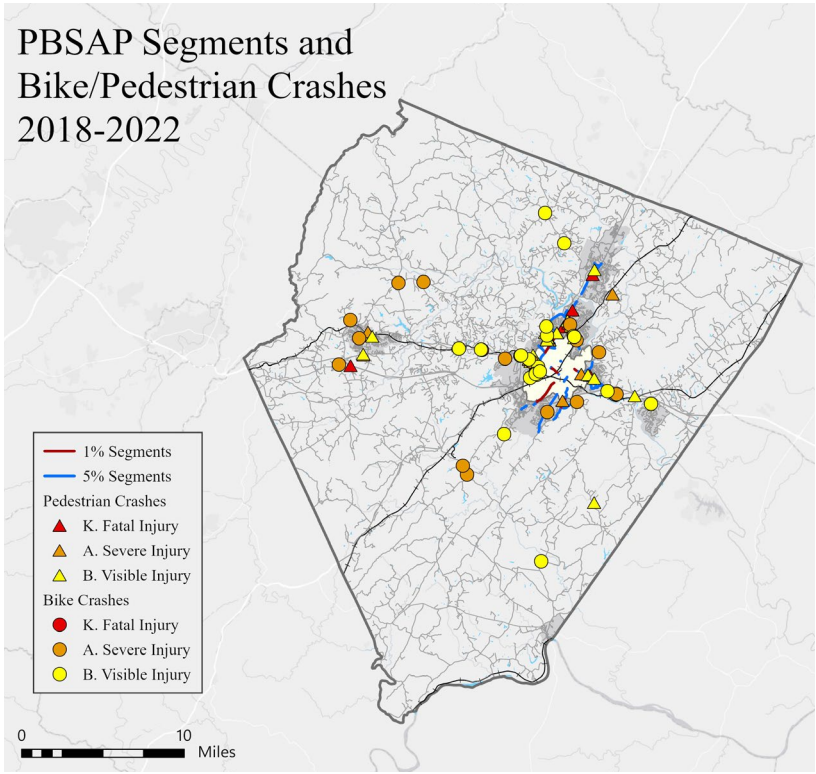
- From July 2023 to June 2024 Jaunt's ADA and Rural Demand Response served 56,970 passenger trips, traveled 337,429 miles, and provided 23,889 service hours in Albemarle County [source: DRPT Transit Performance Data Dashboard].
- Jaunt operates four CONNECT commuter fixed routes, serving Buckingham, and Nelson Counties, and two in Albemarle County serving Crozet, and 29 North. From July 2023 to June 2024, the two Albemarle County CONNECT routes served 23,948 passenger trips, traveled 105,325 miles, and provided 5,132 service hours.

For fixed route bus service, County residents can use Charlottesville Area Transit (CAT), which serves the City of Charlottesville and urban areas in the County (portions of Places29, Southern and Western, and Pantops). As of February 2025, CAT continues to be fare-free. In 2023, Albemarle County and CAT launched MicroCAT, which is a new on-demand transit rideshare service. MicroCAT provides a transit option that matches multiple passengers traveling in the same direction into one shared minivan to solve "transit deserts," or areas where fixed-routes cannot efficiently reach.



COMMUTER MODE-SHARE, 2019-2023





- From July 2023 to June 2024 there were 1,374,671 CAT bus passengers. However, ridership has still not recovered from the decline that started before the COVID-19 pandemic. [Source: DRPT Transit Performance Data Dashboard].
- MicroCAT operates in two areas – Pantops and Route 29 North – both identified as areas of high need for increased mobility access in a 2022 transit study. In 2024, there were 51,643 rides using MicroCAT.

SAFETY

Safety is a priority in Albemarle County's multimodal transportation planning, balancing equity and climate goals. Between 2011 to 2022, U.S. pedestrian deaths increased 68% with 7,522 fatalities in 2022 and cyclist deaths increased 13% totaling 1,105 fatalities. In Albemarle County from 2018 to 2022, there were 72 fatal crashes with 77 total fatalities and 708 serious crashes resulting in 798 serious injuries (source: Move Safely Blue Ridge Safety Action Plan). VDOT calculated comprehensive fatal crash costs to be $15,446,715 and serious injury $903,948. While road projects aimed at improving vehicular safety and travel efficiency are important, designing infrastructure with safety in mind for all road users is the priority for Albemarle County.

Albemarle County relies on VDOT data, including pedestrian and bicycle crashes, and the Potential for Safety Improvements (PSI) database, to identify and prioritize hazardous road sections. PSI provides a snapshot of high-risk areas but does not predict future safety issues. The Pedestrian and Bicycle Safety Action Plan (PBSAP) also provides valuable direction for multimodal corridor safety improvements.

The V-Trans Mid-Term Needs is a policy guide created by the Commonwealth Transportation Board which identifies and prioritizes transportation needs for the next 10 years. This document includes priority locations for pedestrian and bicyclist safety improvements and guides localities on best strategies to prioritize improvements in conjunction with Safe Streets for All, and Virginia Highway Safety Improvement Program. Some identified projects will need further study so Revenue Sharing and Smart Scale grant applications for funding can be submitted.

TRANSPORTATION CHALLENGES

DEVELOPMENT AREA CHALLENGES

Albemarle County aims to create a transportation network that meets the needs of all users. However, we face common challenges found in most localities such as high peak-hour demand, a fragmented multimodal network, and limited funding. With 66% of working residents commuting alone and rising housing costs pushing workers into long commutes, congestion is expected to grow as the population increases by 31,000 between 2020 and 2044.

Expanding road capacity is costly and often leads to induced demand making multimodal solutions—transit, biking, and walking—essential. Induced demand is when drivers change their transportation mode choice or relocate their place of residence or employment, to take advantage of increased roadway capacity. A well-planned multimodal system supports dense, mixed-use development, improving efficiency and cost-effectiveness while reducing greenhouse gas emissions and improving local air quality. However, the County's infrastructure remains car-centric, with limited pedestrian, bike, and transit accommodations.

VDOT owns and maintains nearly all public roads within Albemarle County, controlling design standards for new and existing infrastructure. Current VDOT standards tend to prioritize efficient vehicular movement, over other modes, with wide travel lanes and minimal traffic-calming measures that can lead to higher travel speeds, which ultimately result in a higher rate of severe and fatal crashes, especially for pedestrians and cyclists. This becomes particularly problematic when constructing roads for peak-hour demand which results in open roadways that encourage speeding and disobedience of traffic safety regulations.

VDOT administers many transportation infrastructure funding programs. More broadly, limited funding at all levels – local, state, and federal – amid rising project costs challenges multimodal planning efforts. Costs within every transportation project phase – preliminary engineering, right-of-way acquisition, and construction – have risen sharply over the previous decade. And yet, funding for transportation projects is difficult to obtain and highly competitive, with long delays between allocation and availability of funds.

Limited local funds make small-scale projects difficult to implement outside larger state-funded initiatives. Additionally, inter-jurisdictional coordination is essential but complex, requiring collaboration with state and regional partners.

To address these challenges, the County plans to develop a Multimodal Transportation Plan to gain greater control over road design and to prioritize projects amid funding limitations. Increasing investment in small to mid-sized bike, pedestrian, and transit projects is critical to building a connected, multimodal network.



RURAL AREA CHALLENGES

Many challenges faced in the Development Areas also exist in the Rural Area. Since VDOT owns and maintains all public roads in Albemarle County, collaboration with VDOT is essential to managing the rural roadway network in a way that serves rural communities effectively.

While roadway safety is a challenge in the Development Areas, the rural roadways in Albemarle County present a different set of safety issues. These challenges include narrow, windy roads with little clear zone adjacent to the roadways. Another challenge that may occur more often in the Rural Area than in more urban parts of the County is vehicular collisions with wildlife. Roadways can have a barrier effect on wildlife movement. Over the past 20 years studies have shown that wildlife crossings (overpasses and underpasses) are an effective way to provide connectivity for wildlife, reduce costly collisions, and reduce threats to wildlife biodiversity.

Rural Area multimodal transportation needs differ from those in the Development Areas. An aging rural population requires some level of transit service to access their basic needs. Biking and walking on rural roads does occur, often for recreation or exercise rather than to access jobs and other resources, but these are valid uses of roadways and planning for transportation still needs to consider these issues.



PRIORITIES

DEVELOPMENT AREA PRIORITIES

In the Development Areas, transportation planning focuses on meeting the mobility needs of all community members by increasing safe, comfortable, and accessible transportation options. The transportation network will include multimodal connections to daily destinations and incorporate placemaking strategies to encourage mode shifts (switching transportation methods) and enhance quality of life.

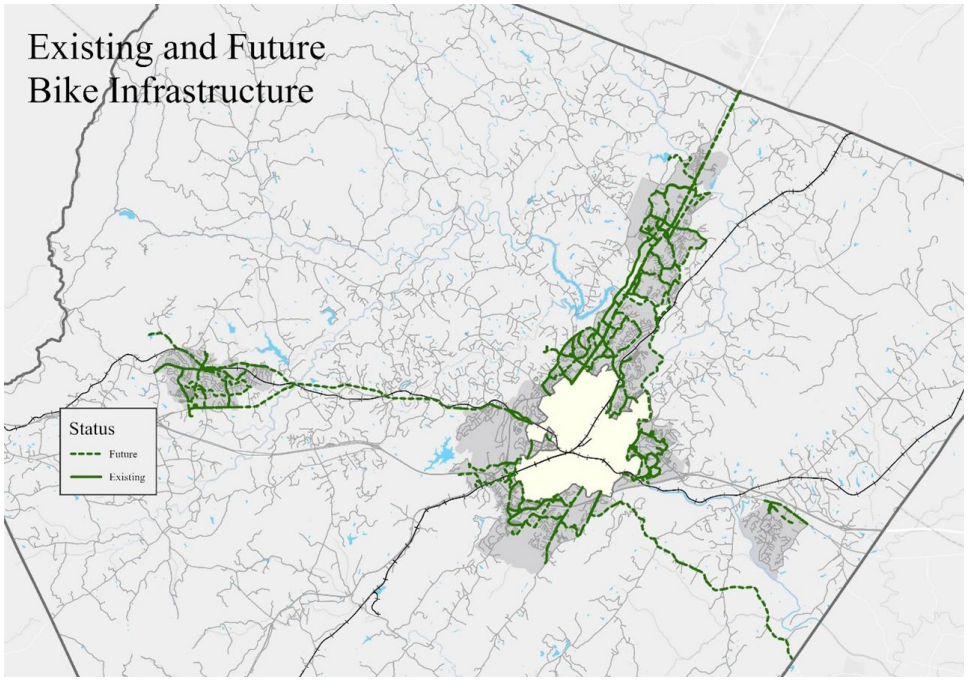
Coordinated land use and transportation planning is an important aspect of creating walkable, vibrant, and mixed-use Development Areas. Land use recommendations guide how and where Albemarle County will grow, including accommodating demand for housing, businesses, and recreational spaces. Multimodal transportation planning connects neighborhoods, Activity Centers, schools, parks, and other key destinations. Additionally, land use recommendations impact the human experience and the feasibility of transportation options, such as ensuring sufficient density for transit to be viable and walking or biking to destinations feasible. When streets are designed as public spaces with sidewalks, street trees, and seating for restaurants they are more active and adjacent storefronts are more successful.

Activity Centers, as outlined in the Development Areas Land Use chapter, are a key implementation tool for coordinated land use and transportation planning. The purpose of Activity Centers is to encourage a variety of businesses, services, and housing options that are connected by multimodal transportation options with access to high quality open and recreational space. Centers envision communities where people can walk, bike, or take transit between a wide array of housing choices and the daily destinations where they shop, work, or recreate. Implementation requires investments in public infrastructure, amenities, and services to support higher intensity land uses that are also attractive places to live and visit.

BICYCLE & PEDESTRIAN INFRASTRUCTURE

To encourage more people to walk and bike in Albemarle County (including accessing transit stops), improvements and additional connections are needed to ensure that these modes are safe and comfortable. Investment in pedestrian improvements should support the creation of highly walkable nodes within the Development Areas linking pedestrians to where they want to go. This means prioritizing filling in the gaps in the existing sidewalk network and making roads safer for pedestrians to cross. Second, pedestrian projects should seek to connect Activity Centers to neighborhoods, schools, and parks that may be within or adjacent to the Activity Center. Finally, pedestrian travel should be a major consideration with all infrastructure projects, both privately and publicly funded.

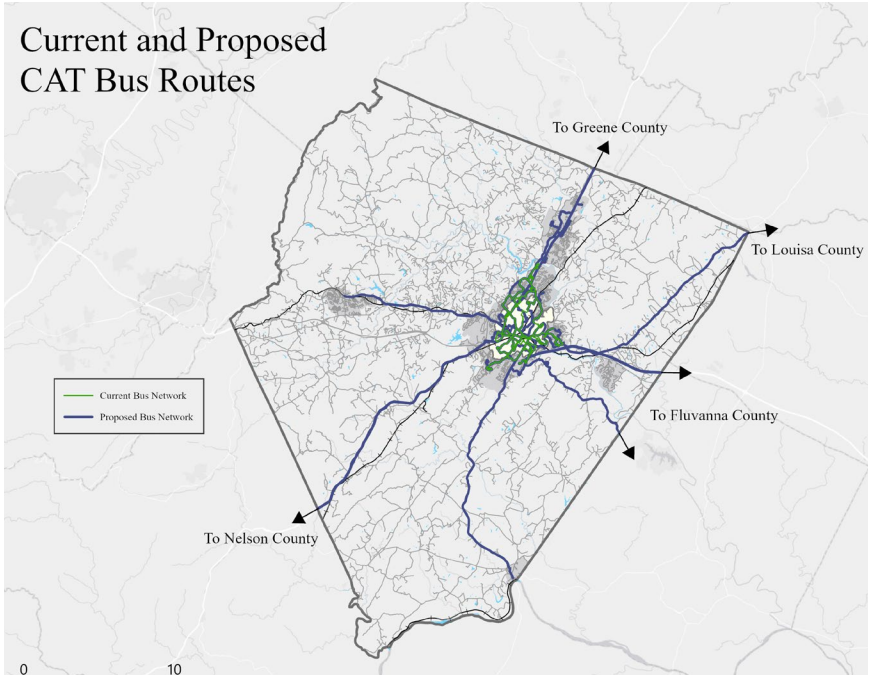
Investment in bicycle infrastructure should focus on creating safe bike facilities that connect Activity Centers. Initially the focus should be developing an arterial network of bike lanes or shared use paths located along roads or as greenways within open space. Feedback heard during the Comprehensive Plan update emphasized the need for walking and biking infrastructure that is separated from vehicular traffic. Sidewalks and pathways also need to be accessible to all users, including those with strollers or wheelchairs.

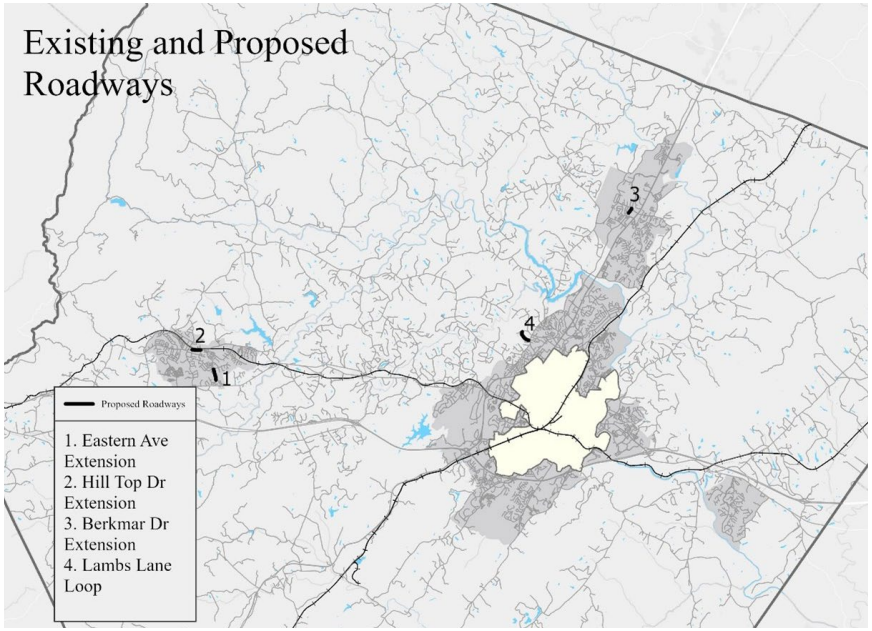




TRANSIT

Frequent, reliable future transit service should increase connectivity between the Activity Centers and occur frequently. Where favorable, microtransit service (like MicroCat) could be used to solve the “first/last mile” problem to help users get to their destination. Microtransit could serve as a compliment to decreasing transit route times to increase frequency, throughput, and efficiency.





VEHICLE (AUTO/FREIGHT)

While expansion of existing roads (adding additional lanes) does not reduce congestion in the long-term, it is recognized that well designed new roads and/or bridges can expand the network and better distribute traffic. Therefore, the County should continue to identify and construct new facilities where necessary. Additionally, the County should continue to work with VDOT and its regional partners to identify where maintenance is needed and perform needed repairs to existing infrastructure. The Existing and Future Roadways Map shows roads that the County is actively pursuing for implementation. Consult the Area Plans for other proposed roadway improvements.

AIR & RAIL

Air and rail travel in Albemarle County is largely administered by private or quasi-public agencies outside of the County government with oversight by State and Federal agencies. The County participates in the administration of air travel as a member of the Charlottesville-Albemarle Airport Authority. Air service is provided through the Charlottesville Albemarle Airport, a commercial airport located in northern Albemarle County directly west of the Hollymead Town Center. The County's priority related to air service is to continue to support the Charlottesville-Albemarle Airport Authority and their master plan for future development.

Amtrak currently provides passenger rail service from Charlottesville to Washington D.C, Roanoke, and Norfolk among other connections. Albemarle County supports an increased frequency of existing north-south Amtrak trains as a viable alternative to increasing regional traffic on Route 29 and other roads leading toward Charlottesville. The County also supports The Commonwealth Corridor project to increase east-west passenger train service from the tidewater region to western parts of Virginia such as Bristol and Clifton Forge. The local freight service provided by Buckingham Branch will continue to be supported by the County.

These priorities by mode will be further detailed as part of the Multimodal Transportation Plan effort outlined later in this chapter.

AREA PLANS

Each of the County's five Area Plans and one Small Area Plan (Rio29) includes more detailed recommendations for transportation. Area planning allows for a more focused study of individual Development Areas or neighborhoods within a Development Area, as compared to the broader Comprehensive Plan. These Area Plans include implementation recommendations specific to each study area, such as intersection improvements, sidewalks, bike facilities, shared-use paths, park and rides, and transit stops. They also outline future transportation and street networks, including how they connect to the County's parks and trails network. **New development and redevelopment projects are expected to provide the transportation infrastructure and improvements recommended in these Area Plans.** The County and VDOT will also continue to prioritize, fund, and build projects, which may also be part of public-private partnerships.



Additionally, the recommendations in the Area Plans align with complementary regional planning efforts, including the Thomas Jefferson Planning District Commission's (TJPDC) Jefferson Area Bicycle and Pedestrian Plan and the Charlottesville Albemarle Metropolitan Planning Organization Long Range Transportation Plan, and other regional transit, transportation demand management, and planning initiatives.



RURAL AREA PRIORITIES

In the Rural Area, transportation planning focuses on safety, protecting rural character, and the movement of goods. The rural transportation network will connect residents to key destinations and provide recreational opportunities where possible. Due to limited funding and to support the Growth Management Policy, residents in the Rural Area should expect a lower level of transportation service.





SAFETY

The County can address traffic safety in rural areas by using crash data to identify high-risk areas and prioritize implementation of safety improvements in these locations. Improvements might include widening shoulders, enhancing pavement markings, enforcing speed limits, installing traffic calming measures, providing or upgrading intersection lighting, and ensuring regular road maintenance.

Currently the County works with VDOT to identify where improvements are most needed, identify and design the most appropriate solutions, and apply for state funding.

VDOT's Rural Rustic Program provides funding to pave the County's unpaved roadways. Some roads should remain unpaved to preserve the rural character of the area and to continue to provide recreational opportunities. Other rural roads serve a more vehicular oriented purpose and should be paved for safety and ease of maintenance. In 2024 the use of the Rural Rustic Program funding was expanded to include maintenance of unpaved roads. The County recognizes the importance of the rural roadway network and will continue to use Rural Rustic funds to improve safety for all roadway users.

The objectives and actions in this chapter aim to meet the unique needs of the Rural Area and address many of the comments and concerns voiced by rural residents during the Comprehensive Plan update and in everyday communications with transportation planning staff.

REGIONAL CONNECTIVITY

In Albemarle County, paratransit in the Rural Area provides an essential service for residents who can't drive or prefer not to as a way to get to work, appointments, and social activities. Commuter transit services also reduce traffic congestion, improve local air quality, and reduce greenhouse gas emissions by transporting multiple people in a single vehicle. Currently, most rural transit services in Albemarle County and the surrounding counties consist of limited, peak-only services to and from Charlottesville and on-demand services that require day-ahead reservations with limited hours of service.

Current transit service in the County's Rural Area includes:

- **Jaunt:** Curb-to-curb on-demand service from anywhere in rural Albemarle to anywhere in Albemarle County and Charlottesville. Paratransit service is provided in the City of Charlottesville and urban Albemarle County. The CONNECT service is a commuter service designed to bring people from fixed stops and rural park and rides to fixed stops in Charlottesville in the morning and back again in the evening. There are four routes that stop within Albemarle County: Lovingston CONNECT, Buckingham CONNECT, 29 North CONNECT, and Crozet CONNECT.
- **Brite Bus Afton Express:** Provides a commuter service to UVA, UVA Medical Center, 5th Street Station, and downtown Charlottesville from Staunton, Fishersville, and Waynesboro with a few stops in the County. A planned park and ride for this service at I-64 Exit 107 near Crozet, is expected to be completed in fall 2026.

Future transit improvements in the Rural Area should focus on increasing residents' access to existing transit services and augmenting existing services as needed. Commuter service and connections to vital destinations (e.g. health facilities, community centers, etc.) should continue to be prioritized. Regional collaboration should be continued, especially as many surrounding localities also continue to grow and could have an increasing number of passengers that need to get to the urban areas of Albemarle County and Charlottesville.

RECREATION OPPORTUNITIES

While the Rural Area will see limited walking and biking investment compared to the Development Areas, recreational opportunities remain. Road paving that would fragment core habitats, reduce walkability, or encourage additional residential development is discouraged. When necessary, paving projects should prioritize safety and rural character, adding wider shoulders where it is feasible, without altering character or increasing speeds, to provide space for recreational walking and biking. Albemarle County transportation planning and Parks and Recreation staff will need to coordinate with VDOT and community members to investigate a rural roads program that would support active recreational use of rural roads with low vehicle volumes.

Major greenways, such as the future Three Notched Trail, are exceptions, providing key connections between rural and urban areas and even to other localities. This is a future shared-use path that would connect the Blue Ridge Tunnel to western Albemarle County/Crozet to the City of Charlottesville. These types of projects provide significant recreational and transportation benefits for both residents and visitors and are encouraged in both the Rural Area and Development Areas.



TOOLS FOR MULTIMODAL TRANSPORTATION PLANNING

Beyond the Comprehensive Plan, County transportation planners will rely on the development of the Multimodal Transportation Plan to delineate modal networks and articulate a long-term strategy for transportation planning given limited resources and other constraints.

WHAT IS A MULTIMODAL TRANSPORTATION PLAN?

The Multimodal Transportation Plan will integrate land use and multimodal transportation planning. It is a strategic document that takes a comprehensive look at a community's transportation system and recommends short- and long-term plans for infrastructure improvements. The plan will build upon the vision and goals established in the comprehensive plan, assess current conditions, identify transportation needs based on existing data, develop and evaluate alternatives, and prioritize projects based on existing policy, as well as input from community members and stakeholders. It serves as a blueprint for addressing the transportation needs of the community.

Specifically, the Plan comprehensively maps existing and future modal transportation networks – including vehicular, transit, bicycle, and pedestrian – along with the key land use destinations they connect and identifies the modal emphasis for the identified corridors. Typical cross sections will be included to describe the amount of space dedicated to the multimodal infrastructure elements along the roadway and within the right-of-way.

Due to the high cost of infrastructure projects and the long timeline of grant funding, not all transportation needs can be immediately addressed. Staff must develop a systematic approach to prioritize potential transportation projects based on criteria that align with County Goals, such as safety, access to key destinations, economic impact, congestion reduction. The prioritized projects are included in a phased implementation plan. This plan identifies, timeline, likely funding source, and phasing for each project. The County will continue to use its Transportation Leveraging Fund to provide the funding match that is required by some state grants.

After adoption staff will periodically evaluate the Multimodal Transportation Plan to determine if the transportation needs are being met across the County. Staff will then adjust their work program, as needed.

Transportation plans are frequently used by localities and there are common elements among the various plans. When Albemarle County creates its Multimodal Transportation Plan, staff will look to examples from around Virginia and the country to ensure that best practices are followed.









HOW THE MULTIMODAL TRANSPORTATION PLAN WILL BE IMPLEMENTED

The Multimodal Transportation Plan is a long-term foundational policy plan for the County. It will need to be implemented incrementally over time as funding is available and opportunities arise that align with the project prioritization process and accomplished through:

- **Prioritization of infrastructure investments:** The Transportation Plan directs transportation planning staff to seek local, state, and/or federal funding to complete infrastructure projects based on project priority and its categorization in the phased implementation plan. Publicly funded projects will use the adopted plan to guide decisions on which modes are prioritized in constrained scenarios and construction standards for each infrastructure element on various roadway types.
- **Feasibility studies and conceptual design efforts:** Before infrastructure investments can be made or requested through grant funding applications, potential improvement projects are often refined through additional study and design. The priority list and phased implementation plan guide planning staff's use of limited local funds to facilitate studies and design efforts.
- **Street designs standards:** VDOT has adopted the Multimodal System Design Guidelines into its roadway design manual and has a process for incorporating adopted plans from localities. Ultimately, this gives the County more control over and certainty in infrastructure design decisions.
- **Area Plan updates:** Identified current and future transportation needs and potential improvements to address those needs will be included in updates to individual Area Plans and new Small Area Plans. These processes are the appropriate tool for making detailed design decisions within each Activity Center.
- **Development review:** Albemarle County transportation staff will coordinate with development application review staff on transportation-related site design. Project applications must meet relevant requirements and standards for new roads, sidewalks, shared-use paths, bike lanes, street trees, and parking. The Multimodal Transportation Plan provides a clear framework for planners, policymakers, and developers, by identifying current and future multimodal transportation needs and improvement projects.

In summary, the Multimodal Transportation Plan will:

- **Serve as a guiding document with a clear vision and goals that are built upon the Comprehensive Plan**
- **Align the County's land use and transportation goals**
- **Describe clearly the County's plans to develop cohesive, connected circulation networks for all travel modes**
- **Provide a thorough assessment of current and anticipated transportation needs**
- **Describe clearly which mode(s) will be prioritized in constrained scenarios**
- **Facilitate effective communication with a variety of stakeholders, including elected officials, residents, and development professionals using established strategies, terminology, and graphics.**
- **Establish a prioritized list of projects and clear implementation plan to effectively address transportation needs despite the County's limited fiscal and other resources.**

IMPLEMENTATION: DEVELOPMENT AREAS TRANSPORTATION

OBJECTIVE	DA Transportation 1. *Develop transportation plans to create safe, comfortable, and accessible multimodal connections between key locations within the Development Areas.*
ACTION	
1.1	Develop a Multimodal Transportation Plan.
1.2	Develop a Modal Emphasis Map that identifies bicycle facilities that link between key destinations such as the Activity Centers, schools, and parks in the County and the City.
1.3	Seek approval from DRPT and VDOT of the Multimodal Systems Plan and urban street standards based on the Multimodal Transportation Plan.
OBJECTIVE	DA Transportation 2. *Improve pedestrian and bicycle infrastructure and connectivity to support future land use policies and support safe, comfortable, and convenient walking travel for people of all ages and abilities.*
ACTION	
2.1	Identify gaps within the pedestrian network, prioritizing locations within Activity Centers, connections to Centers, and connections to schools, parks, and other community facilities, and areas with safety issues for pedestrians.
2.2	Identify projects suitable to construct as low plan/ no plan projects and develop an agreement with VDOT to fund and implement these projects.
2.3	As part of the annual County budget process, establish a steady funding stream for pedestrian and bicycle projects in the County CIP.
2.4	Ensure bike facilities are separated from vehicular traffic where feasible.
2.5	Investigate the benefits and costs of a County-funded program to supply local businesses with bike parking infrastructure, siting and installation upon request.
2.6	Develop a policy to clarify the County's role in debris removal from, and ongoing maintenance of, shared use paths to ensure that paths are safe and adequately maintained; this policy will likely need to be developed collaboratively with other departments and VDOT.
2.7	Improve pedestrian and bike crossings of significant mobility barriers, including built barriers (e.g. I-64, US 29, US 250, railroad tracks) and natural barriers (e.g. Rivanna River).

2.8	Improve bike and pedestrian network connectivity between the County, the City of Charlottesville and the University of Virginia, especially along major road corridors, greenways, and higher-volume trails/shared-use paths and connect adjacent mixed-use areas between the City and County.
2.9	Plan for pedestrian and bike travel in all roadway, intersection, bridge, and right-of-way improvements.
2.10	Provide and require amenities that enhance the bicycling experience, such as safe and secure bicycle parking, street trees and other shade structures along the bicycle modal emphasis network and in all Activity Centers and Employment Districts.
2.11	Support the expansion of micromobility devices within select portions of the Development Area to improve mobility and access for diverse users.
2.12	Through strategic investments in urban design, infrastructure, developer incentives, and education, increase the percentage of walking and cycling trips as a percentage of all trips in urban areas.
OBJECTIVE	**DA Transportation 3.** ***Increase the reliability and frequency of public transit service.***
ACTION	
3.1	Actively participate in ongoing regional efforts to increase transit access and efficiency and to develop a regional transit authority.
3.2	Evaluate the benefits and costs of continued, refined, and/or expanded microtransit within the Development Area.
3.3	Improve transit stops to enhance safety, comfort, and accessibility for all users; prioritize stop improvements in low-income and underserved areas.
3.4	Provide high-quality and ADA/PROWAG-compliant transit stops that are tied into the pedestrian and bicycle networks.
3.5	Require enhanced transit stops along transit routes in Activity Centers and Employment Districts.
3.6	Through strategic investments in transit infrastructure, facilities, and services, increase the percentage of transit trips as a percentage of all trips in the rural and urban areas.
OBJECTIVE	**DA Transportation 4.** ***Increase the efficiency and connectivity of vehicular and other modal transportation networks.***
ACTION	
4.1	Collaborate with VDOT and City of Charlottesville to expand the implementation of “Intelligent Transportation Systems” (ITS), which aims to improve traffic flow, safety, and efficiency, especially as it relates to improving the efficiency of the transit system.
4.2	Support ongoing Travel Demand Management (TDM) programming currently managed by the CA-MPO, including developing a regional system of Park & Ride lots, ride-sharing services, vanpooling, etc.

4.3	Investigate additional TDM programming that could be managed by either the CA-MPO or Albemarle County, including greater support for remote work.
4.4	Collaborate with VDOT and FHWA regarding safety and operations improvements for major corridors, such as Route 29, US 250, and I-64.
4.5	Require development that minimally uses cul-de-sacs and disconnected streets and encourage "daylighted" cul-de-sacs. Daylighting refers to the modification of a no-outlet street to allow for pedestrian and bicycle through access. Where cul-de-sacs are necessary, they should include pedestrian and bicycle connections to nearby streets.
OBJECTIVE	**DA Transportation 5.** ***Strengthen regional and intercity transportation.***
ACTION	
5.1	Investigate and support local, regional, and state policy and legislative efforts to expand and improve accessibility and frequency of intercity rail and bus transportation options.
5.2	Provide support for the Charlottesville Amtrak passenger train station to meet future demand.
5.3	Support current DRPT efforts to provide passenger rail service along the east-west CSX/Buckingham Branch rail line and increased passenger service along the north-south Norfolk Southern rail line.
5.4	Continue to participate in the Charlottesville-Albemarle Airport Authority and in updates to the airport's Master Plan.
5.5	Plan for, invest in, and support infrastructure projects that provide regionally significant transportation improvements for goods movement by collaborating with Economic Development Department to identify priority routes and locations for transportation improvements.
OBJECTIVE	**DA Transportation 6.** ***Improve safety by reducing traffic fatalities and serious injuries.***
ACTION	
6.1	Design Placemaking Streets within Activity Centers with appropriate design speed to increase pedestrian and bicycle safety.
6.2	Implement priority recommendations from the Safe Streets for All Safety Action Plan.
6.3	Analyze the costs and benefits of the following policies as potential complements to the Safe Streets for All Safety Action Plan: Vision Zero, Complete Streets, and the Safe System Approach.

6.4	Use safety data (such as crashes and crash severity) to identify and prioritize locations for potential infrastructure improvements. Recognize that data that identifies safety concerns for the most vulnerable road users differs from the data available for vehicle users in quantity, quality, and availability; investigate alternative data sources to assess safety concerns for pedestrians, bicyclists, and transit users.
6.5	Prioritize the safety of students traveling to/from school by expanding Safe Routes to Schools efforts and identifying additional opportunities to fund infrastructure projects near schools.
6.6	Investigate educational programming intended to improve road user safety, such as a ticket diversion program, and road user safety.
6.7	Collaborate with Albemarle County Police Department and VDOT to refine the County's process to respond to speeding complaints and proactively reduce speeds to improve safety, where appropriate.
6.8	Collaborate with VDOT to explore more funding mechanisms and opportunities to implement traffic-calming programs and infrastructure along a variety of road types in the Development Areas.
OBJECTIVE	**DA Transportation 7.** ***Promote sustainable and equitable transportation solutions, including reducing greenhouse gas emissions partially through a reduction in vehicle miles traveled (VMT).***
ACTION	
7.1	Establish a policy that encourages the construction of green streets, to enhance the streetscape and manage stormwater.
7.2	Develop a long-term maintenance plan for street trees in right-of-way.
7.3	Enhance the public realm around bus stops with amenities such as art installations and bike parking.
7.4	Apply an equity lens to transportation projects, considering the unique needs of individuals with disabilities and younger and older road users to ensure the safety and comfort for all road users.
7.5	Support land use policies, like planned Activity Centers, aimed at shortening the distance between housing, jobs, and services that reduce the need to travel long distances on a daily basis.
7.6	Increase the availability of affordable housing options with proximity to vital destinations, as well as transit stops, pedestrian infrastructure, and bicycle infrastructure.
7.7	Through investments in local electric vehicle charging infrastructure and incentives for property owners to do the same, continuously increase the percentage of electric vehicles on County roads.

IMPLEMENTATION: RURAL AREA TRANSPORTATION

OBJECTIVE	RA Transportation 1. *Prioritize investment in Rural Area transportation projects that reduce vehicle congestion, improve safety, and maintain rural character.*
ACTION	
1.1	Prioritize and invest in transportation projects that reduce vehicle congestion on regional routes and improve safety on all routes, prioritizing routes with the highest traffic volumes and highest safety needs. Plan for greatest investment on Corridors of Statewide Significance, such as I-64, Rt 250, and Rt 29.
1.2	Include access management strategies when planning improvements to rural roads.
1.3	Discourage new roads or road paving that would fragment core habitats, impair roads used by pedestrians, or encourage additional residential development. When paving is deemed necessary, prioritize spot improvements. New roads should be for agricultural and forestry purposes.
1.4	Utilize the Rural Rustic Roads program to determine appropriate road paving in the Rural Area, prioritizing safety and rural character and discouraging road widening. Wider shoulders may be implemented to provide space for recreational walking/biking.
1.5	Plan for, invest in, and support infrastructure projects that provide regionally significant transportation improvements for goods movement. Collaborate with Albemarle County Economic Development to identify priority routes and locations for transportation improvements.
1.6	Support Rural Area communities seeking through-truck restrictions, as appropriate, recognizing that the design, character, or adjacent land uses of some roadways are not compatible with frequent heavy vehicle traffic.
1.7	Develop an equity lens to review transportation infrastructure projects through the design phase, considering the unique needs of individuals with disabilities and younger and older road users. Ensure that infrastructure improvement projects equitably foster safety and comfort for all road users.
OBJECTIVE	RA Transportation 2. *Improve the regional transit system to serve commuters and residents in the Rural Areas and surrounding counties requiring connections to the Development Areas for basic needs.*
ACTION	
2.1	Evaluate the benefits and costs of continued, refined, and/or expanded microtransit within the Rural Area.
2.2	Actively participate in ongoing regional efforts to increase transit access and efficiency and to develop a regional transit authority.

OBJECTIVE	RA Transportation 3. *Reduce traffic fatalities and serious injuries.*
ACTION	
3.1	Implement priority recommendations from the Safe Streets for All Safety Action Plan and investigate the costs and benefits of the following policies as potential complements: Vision Zero, Complete Streets, and the Safe System approach.
3.2	Develop strong collaborative processes with ACPD, ACFR, and other partners to gather and analyze safety-related data.
3.3	Collaborate with Albemarle County Police Department and VDOT to refine the County's process to respond to speeding complaints and proactively reduce speeds to improve safety, where appropriate.
3.4	Prioritize the safety of students traveling to/from school by expanding Safe Routes to Schools efforts and identifying additional opportunities to fund infrastructure projects near schools and educational programming.
3.5	Create safe wildlife crossing locations in areas with a relatively high-volume of crashes involving wildlife and to connect habitat blocks.
3.6	Investigate educational programming intended to improve road user safety, such as a ticket diversion program and road sharing best practices.
OBJECTIVE	RA Transportation 4. *Improve Rural Area community members' equitable access to walking and bicycling opportunities for transportation and recreation where feasible and appropriate to support healthy, active lifestyles and create opportunities for social interaction.*
ACTION	
4.1	Prioritize the federally-supported Three Notched Trail Shared Use Path between Charlottesville and the Blue Ridge Tunnel.
4.2	Identify and support prominently used bike routes, including U.S. Bike Route 76, coordinating with VDOT to improve bike safety through improvements such as wider shoulders and enhanced line-of-sight.
4.3	In collaboration with VDOT, investigate potential funding mechanisms for spot improvements to roadways that would improve multimodal safety, such as shoulder widening. Identify and prioritize locations for spot improvements.
4.4	In collaboration with Parks & Recreation and residents, investigate a recreational rural roads program that would support active recreational use of rural roadways with low vehicle volumes. Identify potential roads, some of which may already be utilized for walking, running, and biking.