Tier 1 Recommendations October 30, 2017

Office of INTERMODAL Planning and Investment

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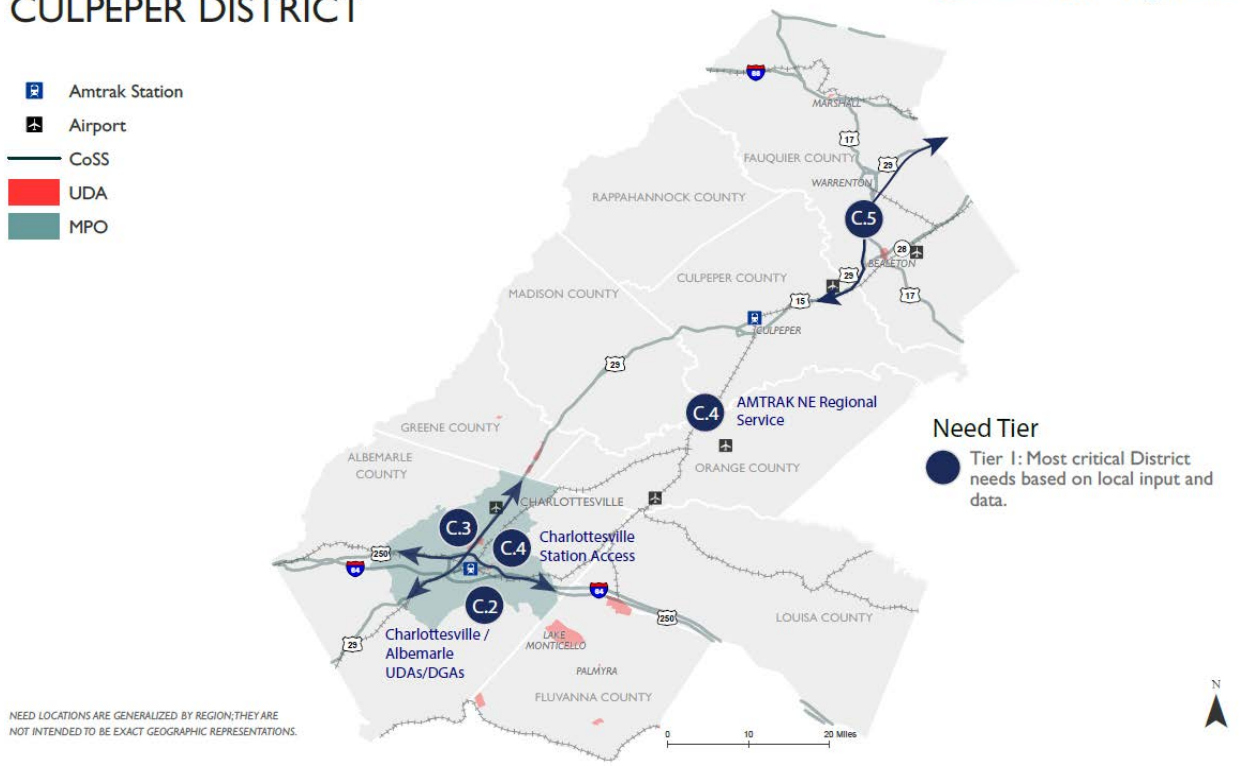
Culpeper District

VMTP GENERALIZED MAP OF CONSOLIDATED NEEDS
CULPEPER DISTRICT



Tier 1 District Needs	
Need	**Need Description**
C.2	Within the CA-MPO, regional Urban Development Areas (UDAs) and other high-activity locations have mode choice, safety, connectivity, and bicycle and pedestrian needs.
C.3	Within the CA-MPO, the US 250 (Bypass and Business) and US 29 have safety, reliability, connectivity and congestion needs.
C.4	Within the Culpeper District, the Amtrak lines through Charlottesville and the Charlottesville Station have service reliability, congestion, and access and mode choice needs, including regional and intercity bus service.
C.5	Within the Culpeper District, US 17 / VA 28 / US 29 (Warrenton area) have safety, congestion, reliability and mode choice needs.

Funded Projects	
Need(s)	**Project Name**
C.2	The FY 2017-2022 SYIP includes funding for the following projects supporting UDAs and activity centers within CA-MPO: "UBikes" Bicycle Share Program, Water Street Shared Use Path, Monticello Avenue Pedestrian Crossings, City of Charlottesville Transit Transfer Center and access improvements, Route 522 Road Diet/Bike/Ped Improvements, and Multi-Use path along McIntire Road.
C.2	East High Street, Emmet Street, and Fontaine Ave. Streetscape Improvements (2017- 2022 SYIP, SMART SCALE), CST 2019/2020
C.2	Barracks Road/ Emmett St. Intersection Improvements (2018-2023 SYIP, SMART SCALE), CST 2023
C.2	Route 240/250 Intersection Improvements - Reconstruct as a Roundabout (2018-2023 SYIP, HSIP), CST 2022
C.2	Rio Mills Rd Relocation (2018-2023 SYIP, SMART SCALE), CST 2022
C.3	Route 29 Widening and Corridor Improvements (2017-2022 SYIP, CST FY 17)
C.3	Route 29 Adaptive Signal Controllers from Hydraulic Rd. to Airport Rd (CST FY 2017)
C.3	Berkmar Drive Ext. from Hilton Heights Rd. to Town Center Dr. (2017-2022 SYIP, CST FY 17)
C.3	Hillsdale Drive Extended - New construction from Hydraulic Road to Greenbrier Drive (2017-2022 SYIP, CST FY 18)
C.3	Hillsdale Drive South Extended - New construction from Hydraulic Road to Holiday Dr. (2017-2022 SYIP, CST FY 23)
C.3	Exit 118 WB I-64/NB US 29/Fontaine Ave. - Converts NB Off Ramp from a Type A to B weave section (2018-2023 SYIP, SMART SCALE, CST 2022)
C.3	I-64 (Exit 124) Interchange Improvement - Retrofit to the existing interchange to a divergent diamond on US 250. (SYIP 2018-2023, SMART SCALE, CST 2023)
C.3	I-64 (Exit 118) Interchange Improvement - Project eliminates the SB to EB loop ramp, and adds a new SB left turn on US29 onto EB I-64. (SYIP 2018-2023, HSIP, CST 2019)
C.3	Route 20/649 Intersection Improvements - Add a NB LTL on Rte 20 to address Safety issues (2018-2023 SYIP, SMART SCALE, CST 2022)
C.4	2nd Daily Roundtrip Northeast Regional Train from Roanoke to Washington D.C.
C.5	US 15/17/29 Interchange at US 15/17/29 Bus. (2017-2022 SYIP, SMART SCALE), CST 2018
C.5	Warrenton Park and Ride Lot Expansion - At the intersection of US 29 / VA 605 (2017-2022 SYIP, SMART SCALE), CST 2021
C.5	Warrenton Branch Greenway and a bike lane project along Bus. 29 through Warrenton
C.5	US 15/US 17/US 29 Median Closure from Opal to Burke Lane (safety project) (2017-2022 SYIP)
C.5	Broadview Ave Improvements (2018-2023 SYIP, SMART SCALE), CST 2020 Broadview Ave (US 17 Bus) access management
C.5	Broadview Ave (US 17 Bus) intersection improvement at Frost Ave. (SYIP 2018-2023, SMART SCALE), CST 2020

Project Recommendations						
ID	Tier 1 Need(s)	Project Name	Jurisdiction	Type	Cost ($M)	Page
CR1	C.2	CA-MPO LRTP Bicycle and Pedestrian Network Enhancements	Charlottesville, Albemarle County	Bicycle, Pedestrian	$21.70	**1**
CR2	C.2	West Main Street Corridor Improvements	Charlottesville	Bicycle, Pedestrian	$30.00	**3**
CR3	C.2	Charlottesville Area Transit System Route 10 & Crozet Service	Charlottesville, Albemarle County	Transit	$5.30	**5**
CR4	C.2	CA-MPO Intersection/Safety Improvement Program	Charlottesville, Albemarle County	Highway, Bicycle, Pedestrian	$24.20	**7**
CR5	C.2	CAT and JAUNT Transit Development Plan Implementation	Charlottesville, Albemarle County	Transit	$3.00	**9**
CR6	C.2	5th Street / Old Lynchburg Road Corridor Study	Charlottesville, Albemarle County	Highway	$0.25 (study only)	**11**
CR7	C.3	US 250 Free Bridge Congestion Relief	Charlottesville	Highway, Bicycle, Pedestrian	$45.80	**13**
CR8	C.3	US 29 / Fontaine Ave. Interchange Area Study & Improvements	Charlottesville	Highway	$0.25 (study only)	**15**
CR9	C.3	Route 29/Hydraulic Road Interchange Project	Charlottesville	Highway, Bicycle, Pedestrian	$75.00	**17**
CR10	C.3	US 250 Corridor Management Plan and Program	Charlottesville, Albemarle County	Highway	$24.00	**19**
CR11	C.5	US 29 Safety and Access Management Program	Fauquier County	Highway	$8.00	**21**
CR12	C.5	Route 28 Corridor Study and Improvements	Fauquier County	Highway, Bicycle, Pedestrian	$10.20	**23**
CR13	C.4	US 29 Intercity Bus Service	Multiple	Transit	$6.00	**25**
CR14	C.4	3rd Daily Roundtrip Northeast Regional Train	Multiple	Transit	TBD	**27**
CR15	C.4	Charlottesville AMTRAK Station Access and Capacity Improvement	Charlottesville	Transit, Bicycle, Pedestrian	TBD	**29**

Culpeper District

Project Sheets

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP 2025 Needs Assessment

Recommendation Details **Project Reference Number** CR1

Short Description

Charlottesville-Albemarle MPO Long-Range Transportation Plan Bicycle & Pedestrian Network Enhancements

District: Culpeper

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

- [ ] Corridor of Statewide Significance
- [x] Regional Network
- [x] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Charlottesville Regional Network: Need B, Charlottesville UDAs, Albemarle County UDAs

Project Status: Project defined and identified for funding within a fiscally constrained MPO LRTP

Recommendation Features

Type (Place X in all applicable boxes)

- [ ] Highway
- [x] Bike/Pedestrian
- [ ] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [x] Travel Demand Managemen

Detailed Description of Improvements

CA-MPO CLRP includes a diversity of bicycle and pedestrian enhancements that address multimodal access and connectivity needs within UDAs and activity centers, including: Rivanna River Trail, Town Branch Trail, Bike/Ped enhancements on Dickerson Rd., Rio Rd., Timberwood Dr., Berkmar Dr., Carrsbrook Dr., Timberwood Pkwy., Ashwood Blvd., and other critical locations and network gaps as needs are refined and development continues within the MPO area. Refer to the detailed list within Appendix A to the CLRP (page 12). For the purposes of the VMTP, the estimated project cost assumes total reserved funding for 10 years (exclusive of the cost of the West Main Street Corridor Project, see CR2).

Potential Funding Sources

(Place X in all applicable boxes)

- [X] SMART SCALE
- [X] TAP
- [ ] CMAQ
- [X] HSIP
- [ ] Prescoping
- [X] Other: Revenue sharing

Estimated Project Cost (in $M): $ 21.70

Right of Way Required for Project: [ ]

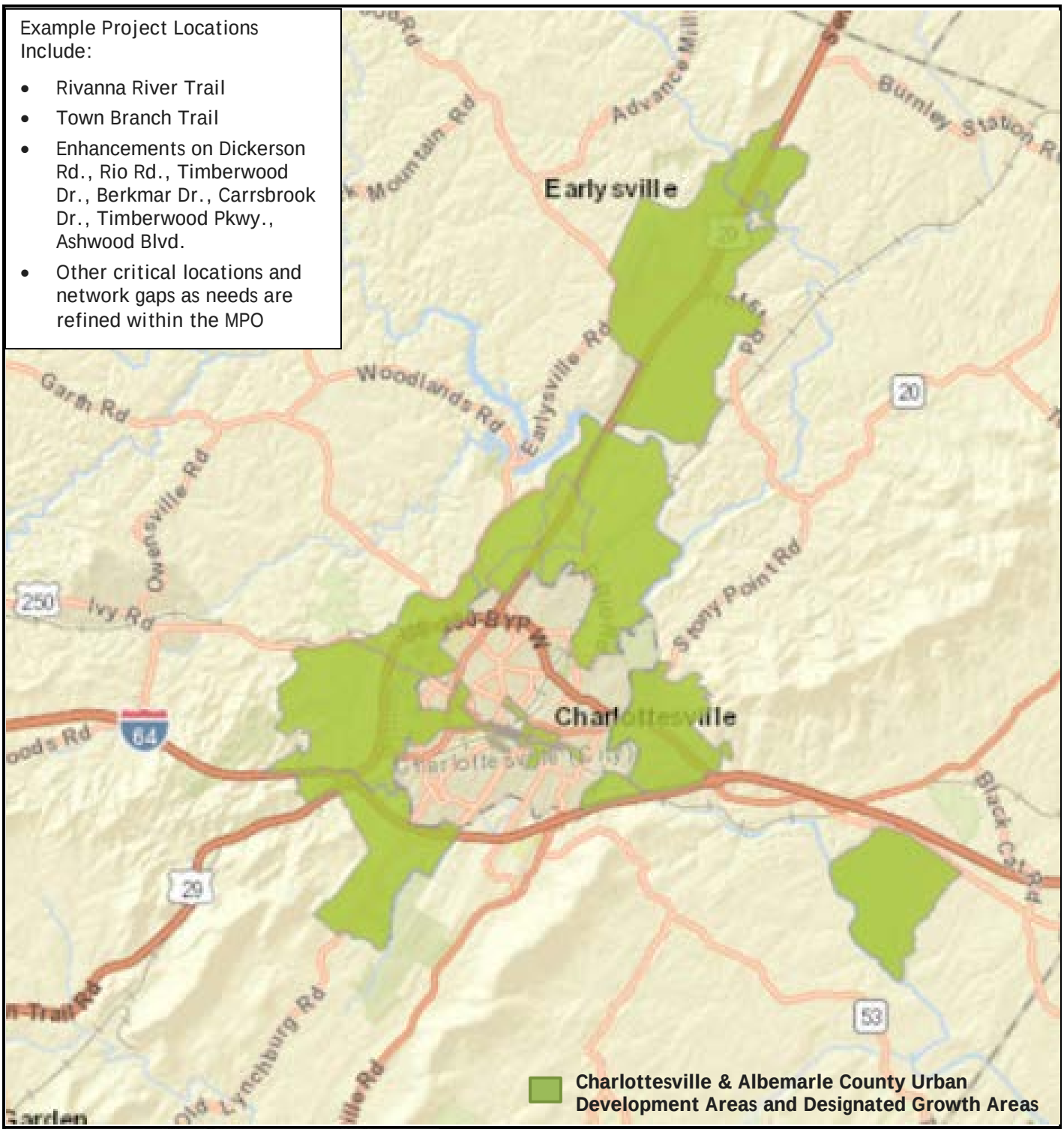
If Applicable: Smart Scale Project Feasibility

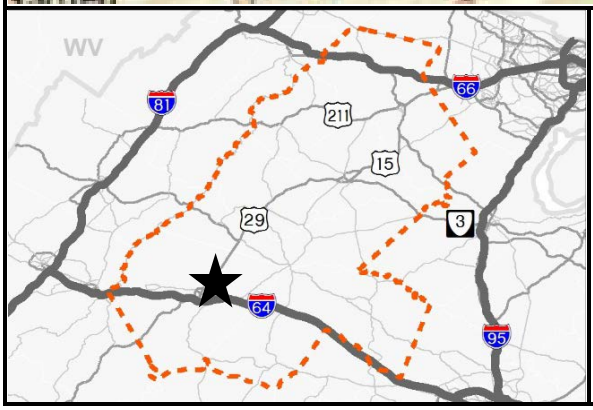
Based on Qualitative Review of Project

	Comments
Safety	Project will positively impact cyclist and pedestrian safety.
Congestion Mitigation	Project will minimally impact recurring delay.
Accessibility	New bicycle and pedestrian networks will improve accessibility to major destinations
Land Use	Bicycle and pedestrian improvements support current and future land use.
Environment	The project has a minor environmental footprint and will help reduce emissions.
Economic Development	The project will support continued economic development.

Example Project Locations Include:

- Rivanna River Trail
- Town Branch Trail
- Enhancements on Dickerson Rd., Rio Rd., Timberwood Dr., Berkmar Dr., Carrsbrook Dr., Timberwood Pkwy., Ashwood Blvd.
- Other critical locations and network gaps as needs are refined within the MPO





Project Reference Number: CR1

Short Project Description: CA-MPO Long-Range Transportation Plan Bicycle & Pedestrian Network Enhancements

VDOT District: Culpeper

Local Jurisdiction: Charlottesville City, Albemarle County

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP 2025 Needs Assessment

Recommendation Details **Project Reference Number** CR2

Short Description

West Main Street Corridor Improvements - streetscape project to improve transit, bicycle and pedestrian facilities.

District: Culpeper

Local Jurisdiction: Charlottesville City

VMTP Need Type (Place X in all applicable boxes)

- [ ] Corridor of Statewide Significance
- [x] Regional Network
- [x] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Charlottesville Regional Network: Need B, Charlottesville UDAs, Albemarle County UDAs

Project Status: Project defined and identified for funding within a fiscally constrained MPO LRTP

Recommendation Features

Type (Place X in all applicable boxes)

- [x] Highway
- [x] Bike/Pedestrian
- [x] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [x] Travel Demand Managemen

Detailed Description of Improvements

The West Main Street Streetscape project will provide critical improvements for the following modes of transportation along the corridor: Vehicles - the proposed design will further facilitate traffic flow along the corridor and include critical improvements such as traffic signal improvements, street access to adjacent neighborhoods and accommodations for emergency vehicles; Pedestrians - the proposed plan will provide intersection improvements, increase sidewalk widths, and improve sidewalk connectivity to adjacent neighborhoods; Bicycles - a road diet will reduce vehicle lane widths and on-street parking to accommodate safe bike lanes and improved intersection crossings; and, Transit - West Main Street is one of the busiest public transit corridors in the City which includes local bus operations, Amtrak, and Greyhound.

Potential Funding Sources

(Place X in all applicable boxes)

- [X] SMART SCALE
- [X] TAP
- [ ] CMAQ
- [X] HSIP
- [ ] Prescoping
- [X] Other: Revenue sharing

Estimated Project Cost (in $M): $ 30.00

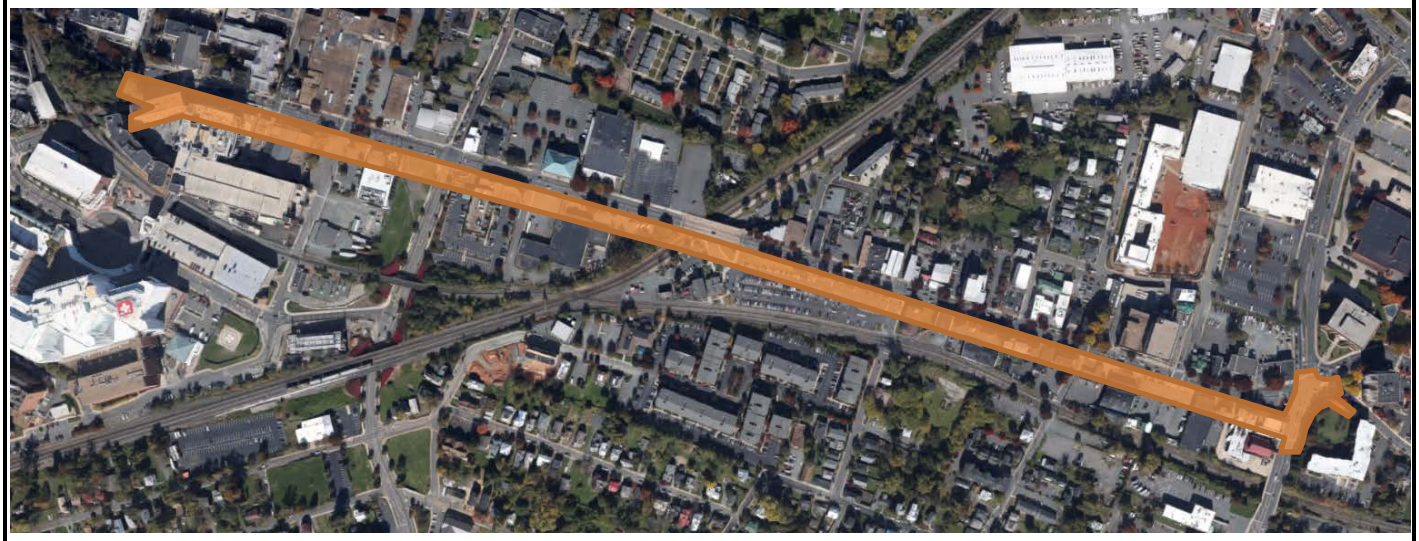
Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

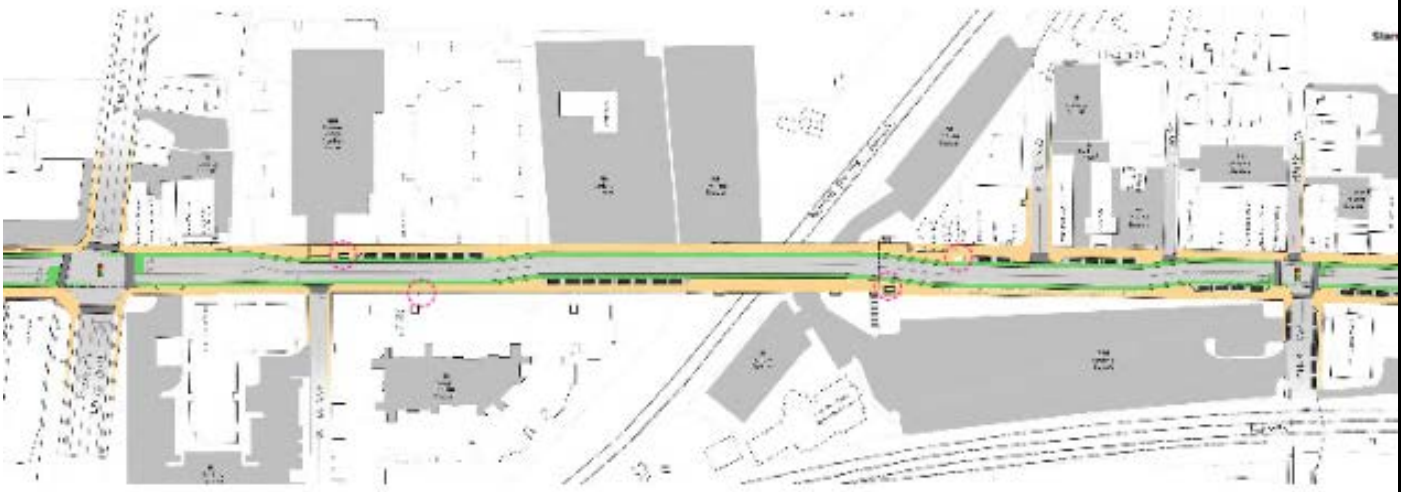
Based on Qualitative Review of Project

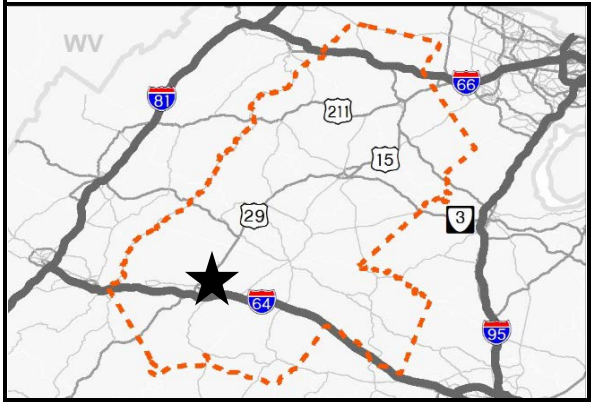
	Comments
Safety	Project will positively impact cyclist and pedestrian safety.
Congestion Mitigation	Project will positively impact recurring delay at signalized intersections.
Accessibility	Improved bicycle and pedestrian networks will support accessibility to major destinations.
Land Use	Bicycle and pedestrian improvements are consistent current and future land use.
Environment	The project has a minor environmental footprint and will help reduce emissions.
Economic Development	The project will support continued economic development.

West Main Street Streetscape Project –
Jefferson Park Avenue to Ridge Street



West Main Street – Streetscape Plan Excerpt
10th Street to 7th Street





Project Reference Number: CR2

Short Project Description: West Main Street Corridor Improvements

VDOT District: Culpeper

Local Jurisdiction: Charlottesville City

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP 2025 Needs Assessment

Recommendation Details **Project Reference Number** CR3

Short Description

Charlottesville Area Transit System Route 10 and Crozet Transit Link Service

District: Culpeper

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

- [ ] Corridor of Statewide Significance
- [x] Regional Network
- [x] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Charlottesville Regional Network: Need B and Need C, Charlottesville UDAs, Albemarle County UDAs

Project Status: Recommendation within a VDOT, DRPT, transit provider, MPO , PDC, or local planning document

Recommendation Features

Type (Place X in all applicable boxes)

- [ ] Highway
- [ ] Bike/Pedestrian
- [x] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [x] Travel Demand Managemen

Detailed Description of Improvements

The Charlottesville Transit Study (2013) included two projects critical to east-west transit mobility within Charlottesville and Albemarle County. The Route 10 Transit-Only link and the Crozet Transit Link would both provide higher quality, more frequent, and more reliable limited stop service along the US 250 corridor. The Route 10 Transit-Only Link would increase headways on existing CAT Route 10 to 15 minutes during the peak hour and 30 minute off-peak. Also, with implementation of the Free Bridge Project (refer to Profile C5), a transit-only lane along US 250 would allow buses to avoid congestion and improve service reliability. The Crozet Transit Link is a new service connecting Crozet to the Charlottesville CBD with peak period service on 30 minute headways.

Potential Funding Sources

(Place X in all applicable boxes)

- [X] SMART SCALE
- [ ] TAP
- [ ] CMAQ
- [ ] HSIP
- [ ] Prescoping
- [X] Other: Other discretionary DRPT or FTA funding or grants

Estimated Project Cost (in $M): $ 5.30

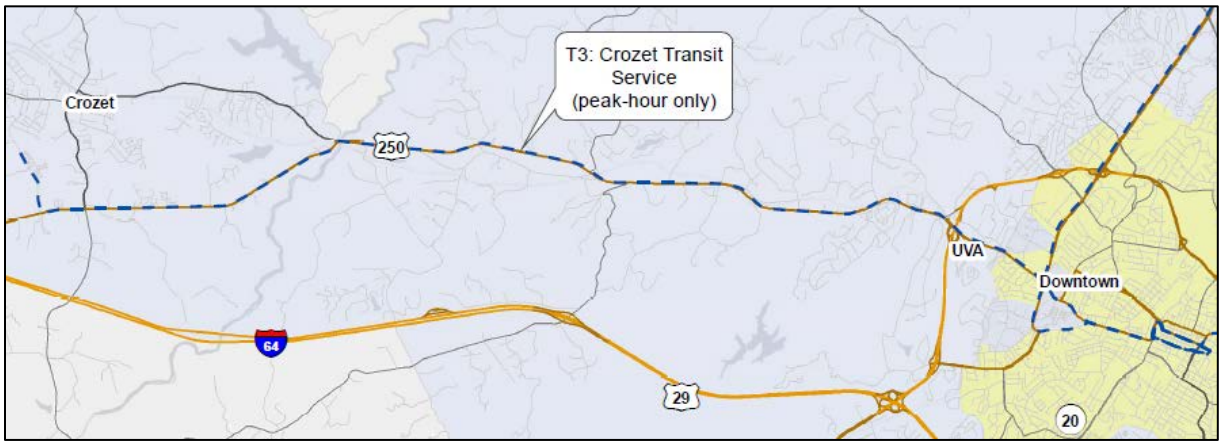
Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

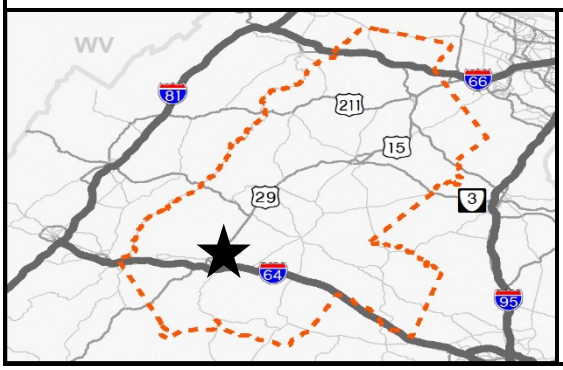
Based on Qualitative Review of Project

	Comments
Safety	Project will minimally impact safety.
Congestion Mitigation	Project will minimally impact recurring delay on US 250.
Accessibility	New/enhanced transit service will expand access to regional employment centers.
Land Use	New/enhanced service supports current and future land use.
Environment	The project has minor environmental footprint and will help reduce emissions.
Economic Development	The project will support continued economic development.

CATS Route 10 Service Enhancement – Charlottesville Transit Study (2013)



Charlottesville – Albemarle MPO 2040 CLRP – Crozet Transit Link



Project Reference Number: CR3

Short Project Description: Charlottesville Area Transit System Route 10 Transit Link and Crozet Transit Link Service

VDOT District: Culpeper

Local Jurisdiction: Charlottesville City, Albemarle County

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP 2025 Needs Assessment

Recommendation Details **Project Reference Number** CR4

Short Description

Charlottesville-Albemarle MPO Intersection/Safety Improvement Program

District: Culpeper

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

- [ ] Corridor of Statewide Significance
- [x] Regional Network
- [x] UDAs
- [x] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Charlottesville Regional Network: Need B, Charlottesville UDAs, Albemarle County UDAs

Project Status: Project defined and identified for funding within a fiscally constrained MPO LRTP

Recommendation Features

Type (Place X in all applicable boxes)

- [x] Highway
- [ ] Bike/Pedestrian
- [ ] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [ ] Travel Demand Managemen

Detailed Description of Improvements

CA-MPO CLRP Intersection/Safety Improvement Program reserves funding for to be defined intersection and safety improvements throughout the MPO area consistent with an assessment of safety and intersection capacity/performance needs. For the purposes of the VMTP, this program includes the US 29/Emmet Street Adaptive Signalization project extension into Charlottesville to Ivy Road. For the purposes of the VMTP, the estimated project cost assumes total reserved funding for 10 years plus the estimated cost of the US 29/Emmet Street Adaptive Signalization project. The Barracks Rd. / Emmett Street intersection improvement is funded through SMART Scale Round 2.

Potential Funding Sources

(Place X in all applicable boxes)

- [X] SMART SCALE
- [X] TAP
- [ ] CMAQ
- [X] HSIP
- [ ] Prescoping
- [ ] Other:

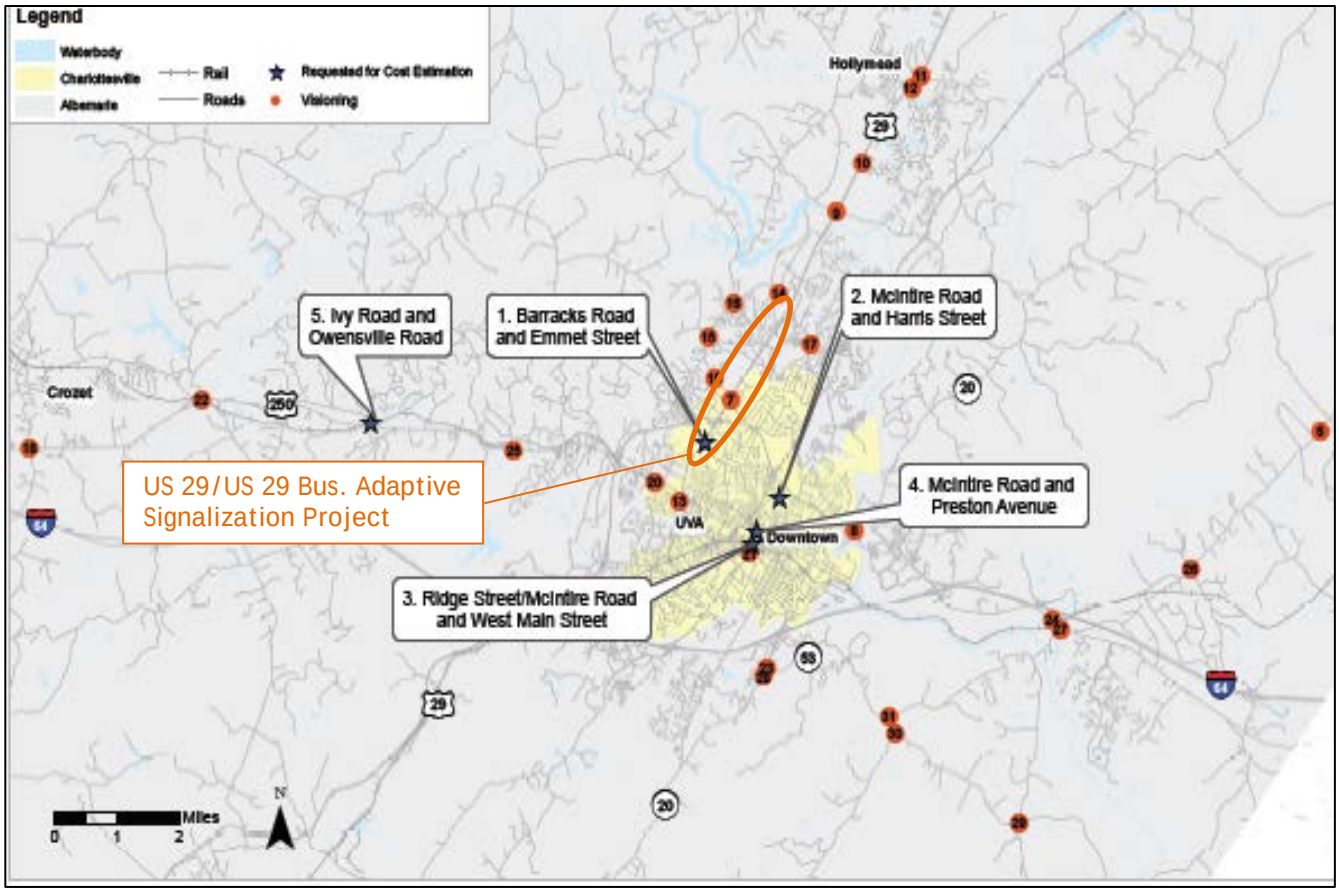
Estimated Project Cost (in $M) $ 24.20

Right of Way Required for Project [ ]

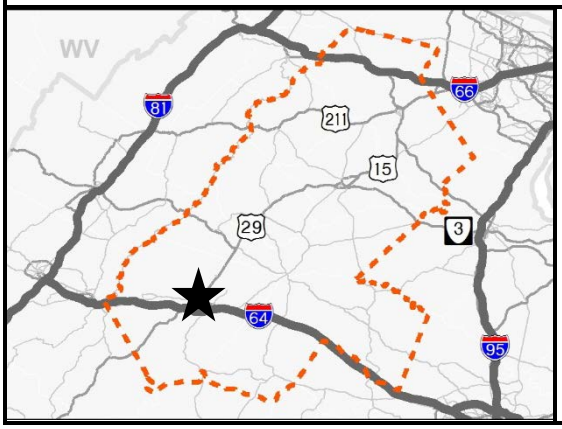
If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Project will positively impact roadway safety, including specific intersection conflicts.
Congestion Mitigation	Project will impact recurring delay at targeted intersections.
Accessibility	Minimal impact on enhancing regional accessibility.
Land Use	Improved intersection performance can indirectly support future land use.
Environment	The project has a minor environmental footprint and will help reduce emissions.
Economic Development	The project will indirectly support continued economic development.



Charlottesville – Albemarle MPO 2040 CLRP
Intersection Project Locations (Fiscally Constrained and Vision Projects)



Project Reference Number: CR4

Short Project Description: Charlottesville-Albemarle MPO Intersection/Safety Improvement Program

VDOT District: Culpeper

Local Jurisdiction: Charlottesville City, Albemarle County

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP 2025 Needs Assessment

Recommendation Details **Project Reference Number** CR5

Short Description

Charlottesville Transit Study / CAT and JAUNT TDP Implementation

District: Culpeper

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

- [ ] Corridor of Statewide Significance
- [x] Regional Network
- [x] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Charlottesville Regional Network: Need B and Need C, Charlottesville UDAs, Albemarle County UDAs

Project Status: Recommendation within a VDOT, DRPT, transit provider, MPO , PDC, or local planning document

Recommendation Features

Type (Place X in all applicable boxes)

- [ ] Highway
- [ ] Bike/Pedestrian
- [x] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [x] Travel Demand Managemen

Detailed Description of Improvements

Incrementally implement through 2025 the recommendations within the Charlottesville Transit Study (2013) and CAT and JAUNT TDPs including strategic service expansion to ensure consistent daytime and evening operations, improve route reliability and directness; consolidate duplicative services; expand service to and within Charlottesville and Albemarle UDAs/DGAs; improve service coordination with Greene County Transit for access to UDAs at Corner Store and Ruckersville; and overall better tailor services to specific market needs. Focus on improved frequency, speeds, and express/limited stop service in the US 29 corridor from Downtown Charlottesville to the airport area in the short-term and study options for future BRT service.

Potential Funding Sources

(Place X in all applicable boxes)

- [X] SMART SCALE
- [ ] TAP
- [ ] CMAQ
- [ ] HSIP
- [X] Prescoping
- [X] Other: Other discretionary DRPT or FTA funding or grants

Estimated Project Cost (in $M): $ 3.00

Right of Way Required for Project: [ ]

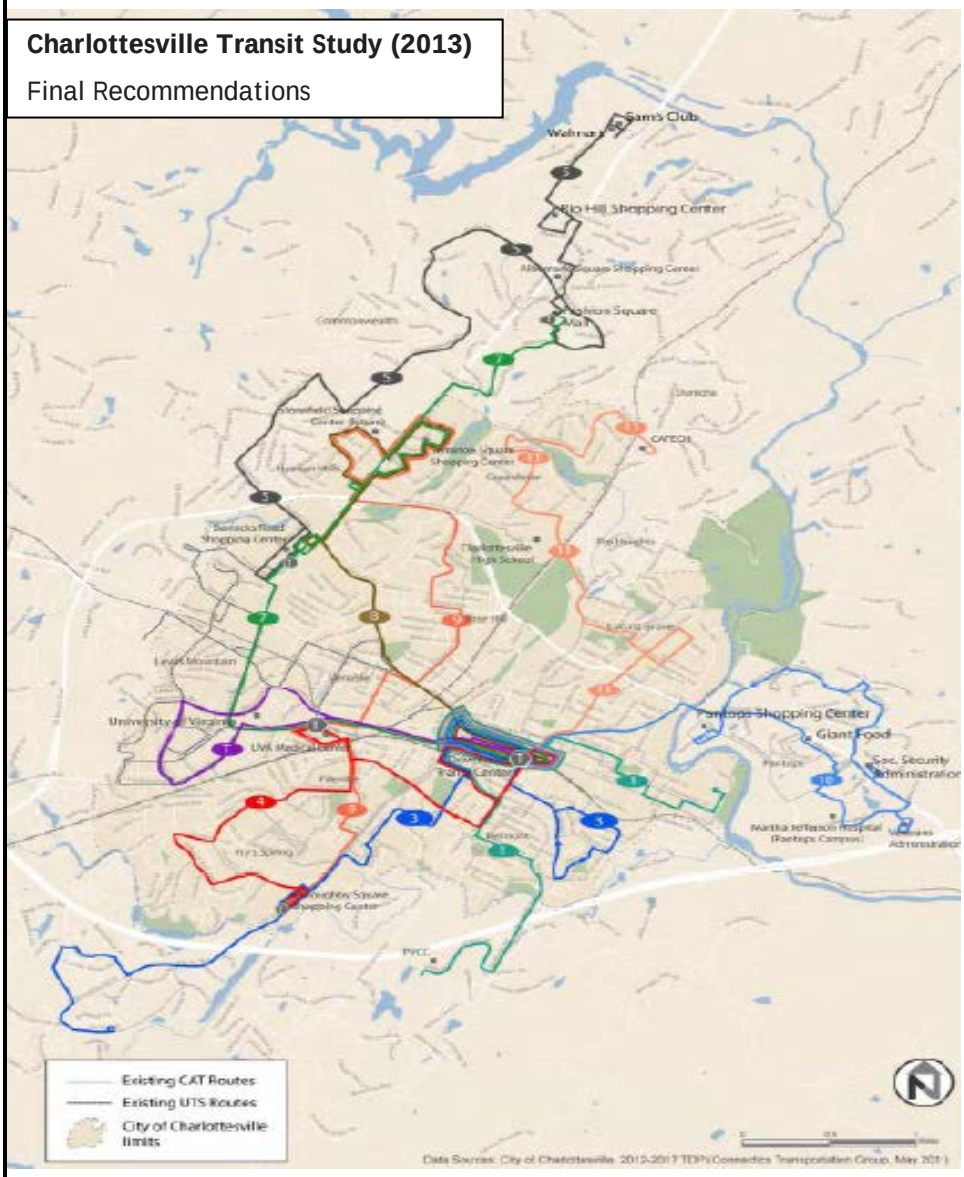
If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Project will minimally impact safety.
Congestion Mitigation	Project will minimally impact recurring delay.
Accessibility	New/enhanced service will expand access to regional employment centers.
Land Use	New/enhanced service supports current and future land use.
Environment	The project has a minor environmental footprint and will help reduce emissions.
Economic Development	The project will support continued economic development.

Charlottesville Transit Study (2013)

Final Recommendations



Final Study Recommendations

Service Design Changes

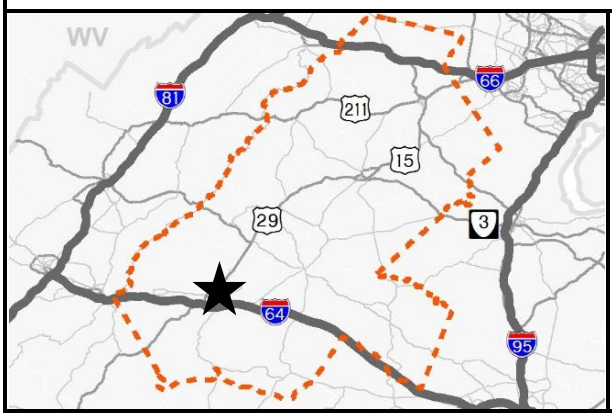
- Develop a service hierarchy (key routes, local routes, lifeline routes)
- Establish service standards
- Operate service consistently throughout the day
- Improve reliability and directness
- Consolidated duplicative services
- Expand service to new areas

Schedule Changes

- Adjust service frequencies and spans to match demand
- Adjust Saturday schedules

Additional VMTP 2025 Recommendations

- Improve service frequency and coverage to Charlottesville and Albemarle County UDAs
- Improve service coordination with Greene County Transit for access to UDAs at Corner Store and Ruckersville
- Focus on improved frequency, speeds, and express/limited stop service in the US 29 corridor from Downtown Charlottesville to the airport area in the short-term and study options for future BRT service.



Project Reference Number: CR5

Short Project Description: Charlottesville Transit Study, CAT and JAUNT TDP Implementation

VDOT District: Culpeper

Local Jurisdiction: Charlottesville City, Albemarle County

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP 2025 Needs Assessment

Recommendation Details **Project Reference Number** CR6

Short Description

5th Street / Old Lynchburg Road Corridor Study

District: Culpeper

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

- [ ] Corridor of Statewide Significance
- [x] Regional Network
- [x] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Charlottesville UDAs, Albemarle County UDAs

Project Status: New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

- [x] Highway
- [x] Bike/Pedestrian
- [ ] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [x] Travel Demand Managemen

Detailed Description of Improvements

Conduct a corridor study, through VDOTs STARS program, to identify congestion, safety, access management, bicycle, pedestrian, and interchange improvements supporting access to I-64, to Albemarle County UDAs (Southern and Western Neighborhoods), and between I-64 and the Charlottesville CBD. Ultimate implementation of study findings could be funded through SMART SCALE, TAP, HSIP, and/or revenue sharing. Total estimated project cost reflects study cost - implmentation costs pendings study findings.

Potential Funding Sources

(Place X in all applicable boxes)

- [X] SMART SCALE
- [X] TAP
- [ ] CMAQ
- [X] HSIP
- [X] Prescoping
- [X] Other: Revenue sharing

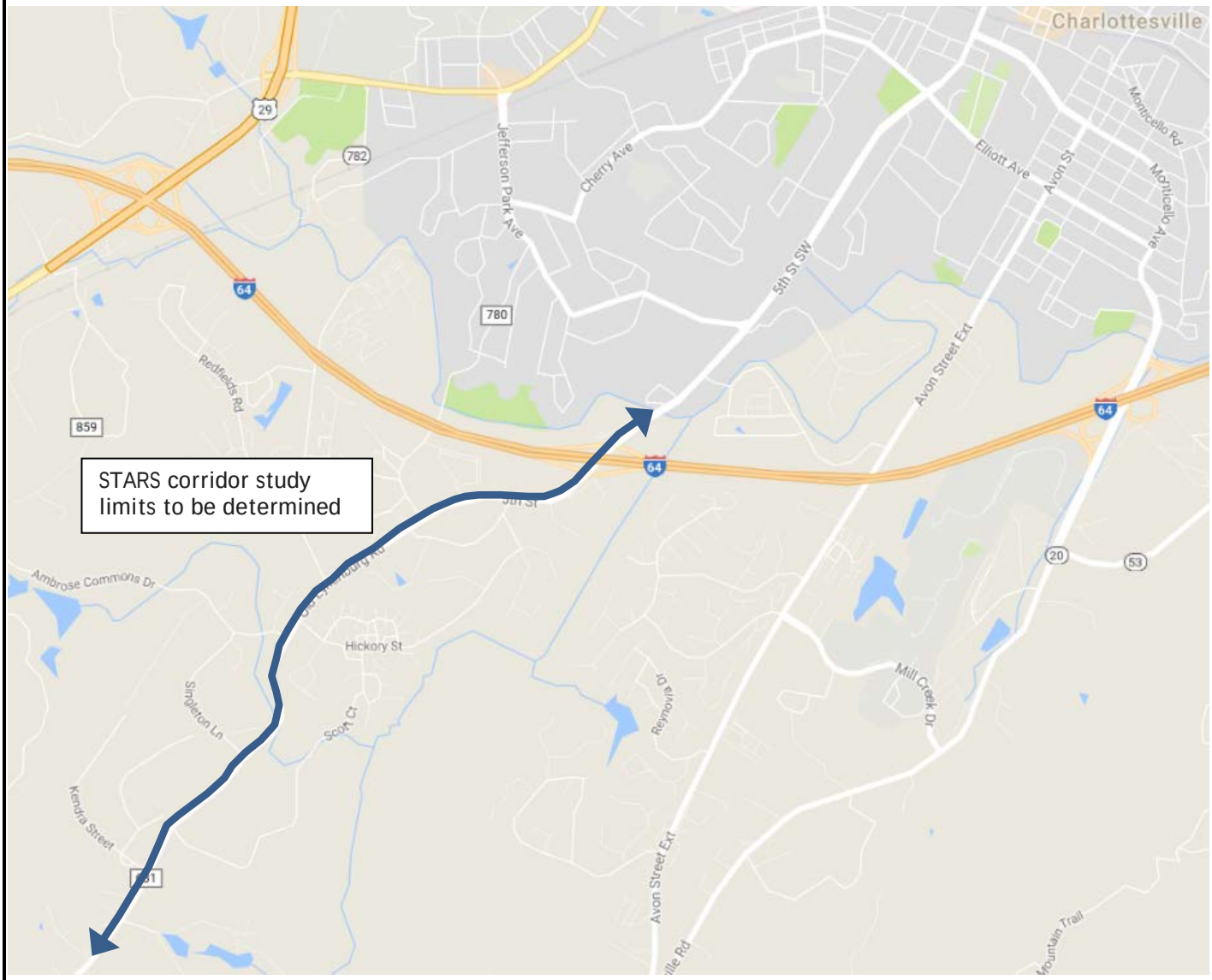
Estimated Project Cost (in $M): $ 0.25

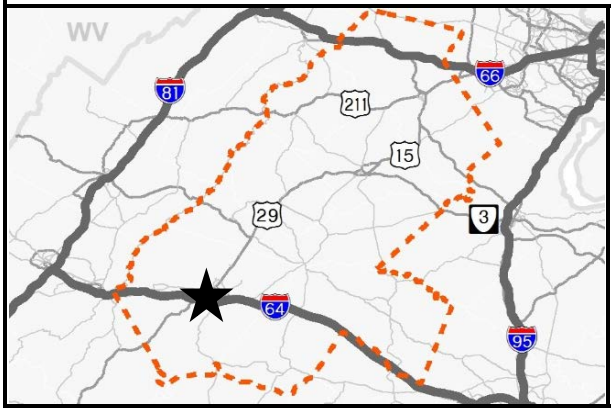
Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Projects will help address corridor safety deficiencies.
Congestion Mitigation	Project will minimally impact recurring delay.
Accessibility	New/enhanced bike/ped connections will expand access to employment centers.
Land Use	Corridor improvements will support current and proposed land use.
Environment	Projects are anticipated to have a minor environmental footprint.
Economic Development	Projects will support economic development.





Project Reference Number: CR6

Short Project Description: 5th Street/Old Lynchburg Rd Corridor Study

VDOT District: Culpeper

Local Jurisdiction: Albemarle County

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP 2025 Needs Assessment

Recommendation Details **Project Reference Number** CR7

Short Description

US 250 Free Bridge Congestion Relief

District: Culpeper

Local Jurisdiction: Charlottesville City

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Charlottesville Regional Network: Need C

Project Status: Smart Scale Round 2 application (not funded)

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [X] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

Detailed Description of Improvements

This project would increase capacity on "Free Bridge" (US 250), to reduce congestion by providing additional east-west capacity on Free Bridge and through the intersections at RT 20 and High Street. Improvements would include additional east- and west-bound lanes across the existing bridge. The new three lane sections would extend west to St. Clair Ave and east to Flow Volkswagen. In order to add the additional lanes to Free Bridge, the existing sidewalks would have to be removed to a new bike and pedestrian bridge just downstream. This project also includes intersection Improvements at High Street and Route 20, to increase intersection efficiency and safety by adding turn lanes. Added capacity would also help facilitate more reliable CATS Route 10 service.

Potential Funding Sources

(Place X in all applicable boxes)

[X] SMART SCALE [X] TAP [ ] CMAQ [X] HSIP [ ] Prescoping [ ] Other:

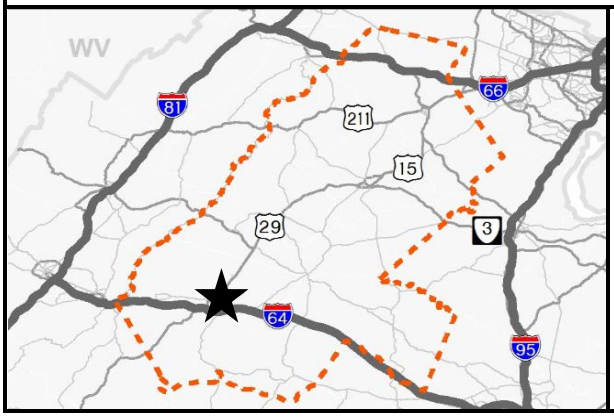
Estimated Project Cost (in $M) $ 45.80 Right of Way Required for Project [X]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Project will eliminate multiple conflict points and improve pedestrian safety.
Congestion Mitigation	Project will reduce signal related delay and improve throughput.
Accessibility	Project will enhance access to businesses along the US 250 corridor.
Land Use	Project is consistent with current and future land use.
Environment	The project does have an environmental footprint and will help reduce emissions.
Economic Development	Project will improve access to existing businesses and spur redevelopment.

Source: Google Earth, US 250 WB at Free Bridge



Project Reference Number: CR7

Short Project Description: US 250 Free Bridge Congestion Relief

VDOT District: Culpeper

Local Jurisdiction: Charlottesville City

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP 2025 Needs Assessment

Recommendation Details **Project Reference Number** CR8

Short Description

US 29 / Fontaine Ave. Interchange Area Study & Improvements

District: Culpeper

Local Jurisdiction: Charlottesville City

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Charlottesville Regional Network: Need B

Project Status: Modified recommendation from existing planning document

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

Detailed Description of Improvements

The I-64 Exit 118 WB to US 29 through Fontaine Ave. interchange improvement was funded in the FY 2018-2023 SYIP through SMART SCALE. This recommendation identifies a new comprehensive interchange area study for the Fontaine Ave./US 29 interchange and linkages to the I-64 interchange to improve overall interchange safety and throughput, including enhancing movement for commercial vehicles to and from Fontaine Ave. The estimated cost includes the potential study cost (potentially conducted through VDOTs STARS program). Study recommendations may be funded for implementation through SMART SCALE or HSIP.

Potential Funding Sources

(Place X in all applicable boxes)

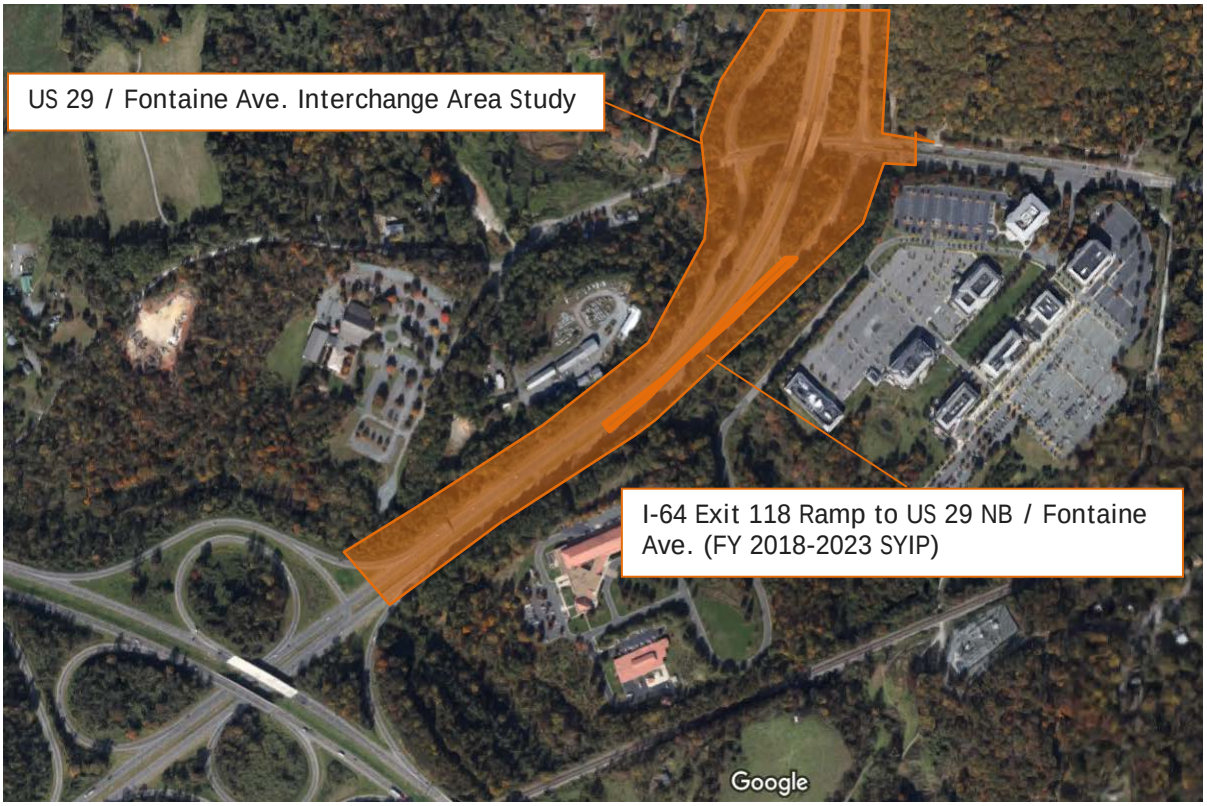
[X] SMART SCALE [ ] TAP [ ] CMAQ [X] HSIP [X] Prescoping [ ] Other:

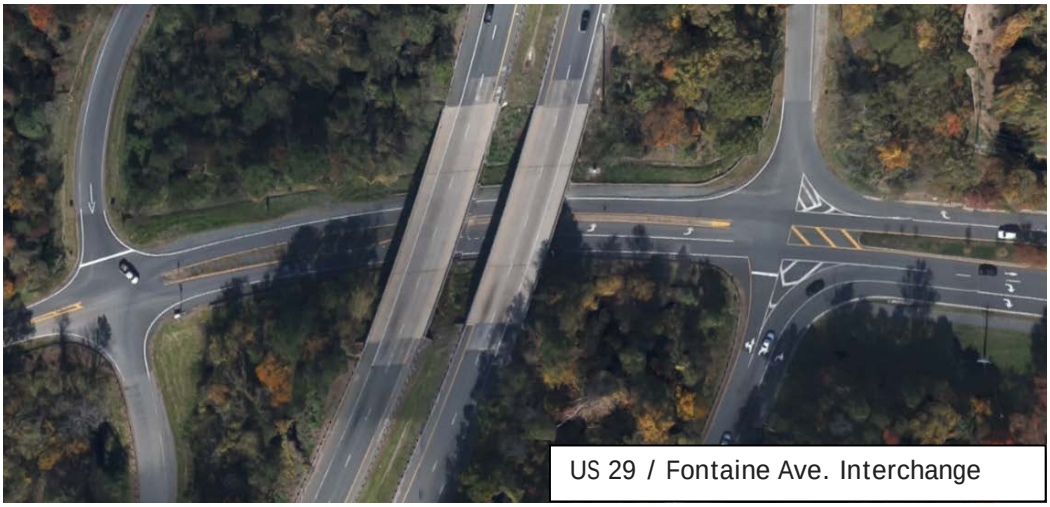
Estimated Project Cost (in $M) $ 0.25 Right of Way Required for Project [ ]

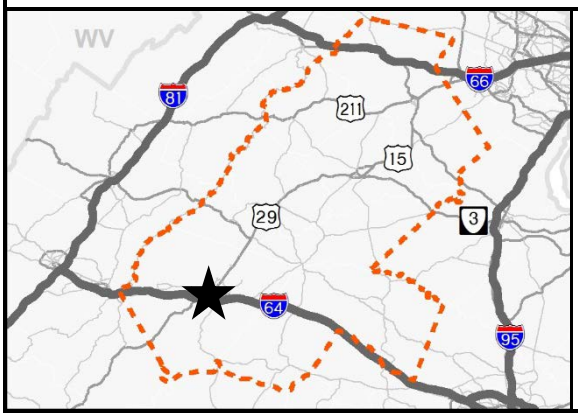
If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Project will mitigate weave issues.
Congestion Mitigation	Projects will reduce signal related delay and improve throughput.
Accessibility	Project will enhance access to businesses along Fontaine Ave.
Land Use	Project is consistent with current and future land use.
Environment	The project may have an environmental footprint and will minimally reduce emissions.
Economic Development	Project will enhance access for new businesses on Fontaine Ave.







Project Reference Number: CR8

Short Project Description: US 29 / Fontaine Ave. Interchange Area Study

VDOT District: Culpeper

Local Jurisdiction: Charlottesville City

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP 2025 Needs Assessment

Recommendation Details **Project Reference Number** CR9

Short Description

Route 29/Hydraulic Road Interchange Project

District: Culpeper

Local Jurisdiction: Charlottesville City

VMTP Need Type (Place X in all applicable boxes)

- [X] Corridor of Statewide Significance
- [X] Regional Network
- [ ] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

US 29 CoSS: Segment I2, Need E & H; Charlottesville Regional Network: Need C

Project Status: Partially funded in 2017-2022 SYIP (e.g. PE or ROW only, but not complete construction)

Recommendation Features

Type (Place X in all applicable boxes)

- [X] Highway
- [X] Bike/Pedestrian
- [ ] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [ ] Travel Demand Managemen

Detailed Description of Improvements

VDOT is leading an ongoing study and preliminary engineering of potential improvements to the intersection of Route 29 (Emmet Street) and Hydraulic Road and the adjacent road network. Based on what is coming through the study panel, the solution may involve multiple phased projects with several grade separation locations (overpasses both North and South of the intersection), but not a traditional interchange. The solution also will look to minimize the impact to the US 29/250 interchange. Pending study findings and preliminary engineering, this recommendation focuses on accelerating the next steps toward implementation of earlier phases of the project over the next 10 years. Project cost estimate assumes a comparable cost to the Rio Road grade separation project.

Potential Funding Sources

(Place X in all applicable boxes)

- [X] SMART SCALE
- [ ] TAP
- [ ] CMAQ
- [ ] HSIP
- [X] Prescoping
- [ ] Other:

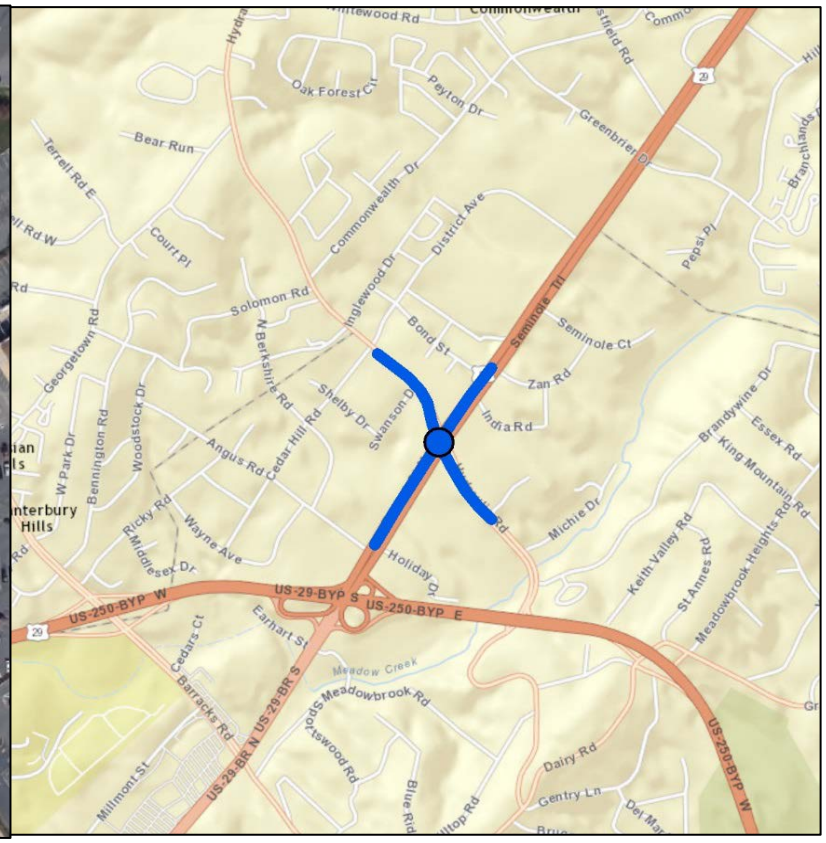
Estimated Project Cost (in $M): $ 75.00

Right of Way Required for Project: [X]

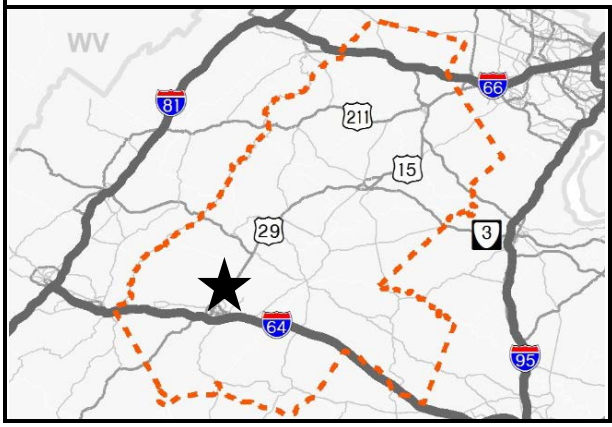
If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Project will eliminate multiple conflict points.
Congestion Mitigation	Project will eliminate signal related delay and improve throughput.
Accessibility	Project will enhance access to businesses along the US 29 corridor.
Land Use	Project is consistent with current and future land use.
Environment	The project does have an environmental footprint and will help reduce emissions.
Economic Development	Area immediately adjacent to project location is near build-out, so uncertain benefits.



Source: Google Earth, US 29 SB at Hydraulic Road



Project Reference Number: CR9

Short Project Description: US 29/Hydraulic Road Interchange

VDOT District: Culpeper

Local Jurisdiction: Charlottesville City

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP 2025 Needs Assessment

Recommendation Details **Project Reference Number** CR10

Short Description

US 250 Corridor Management Plan and Program

District: Culpeper

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

- [X] Corridor of Statewide Significance
- [X] Regional Network
- [X] UDAs
- [X] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

Charlottesville Regional Network: Need C, Charlottesville and Albemarle UDAs

Project Status: New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

- [X] Highway
- [X] Bike/Pedestrian
- [X] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [ ] Travel Demand Managemen

Detailed Description of Improvements

Corridor plan and funding program addressing access management, intersection operational and capacity constraints, bike and pedestrian interaction, transit coordination, and safety issues from the I-64 interchange (Exit 124) to US 29. The program should connect to the new cross-section on US 250 completed through the Free Bridge project (CR7), create an integrated signal system for the corridor, and seek to consolidate access to existing and future development. Initial step of the process includes a needs analysis highlighting the most critical safety and operational issues, and identification of short-term improvements through VDOTs STARS program. The estimated project cost includes the study and an estimate of potential total implementation costs through 2025.

Potential Funding Sources

(Place X in all applicable boxes)

- [X] SMART SCALE
- [X] TAP
- [ ] CMAQ
- [X] HSIP
- [X] Prescoping
- [X] Other: Initial Study through STARS

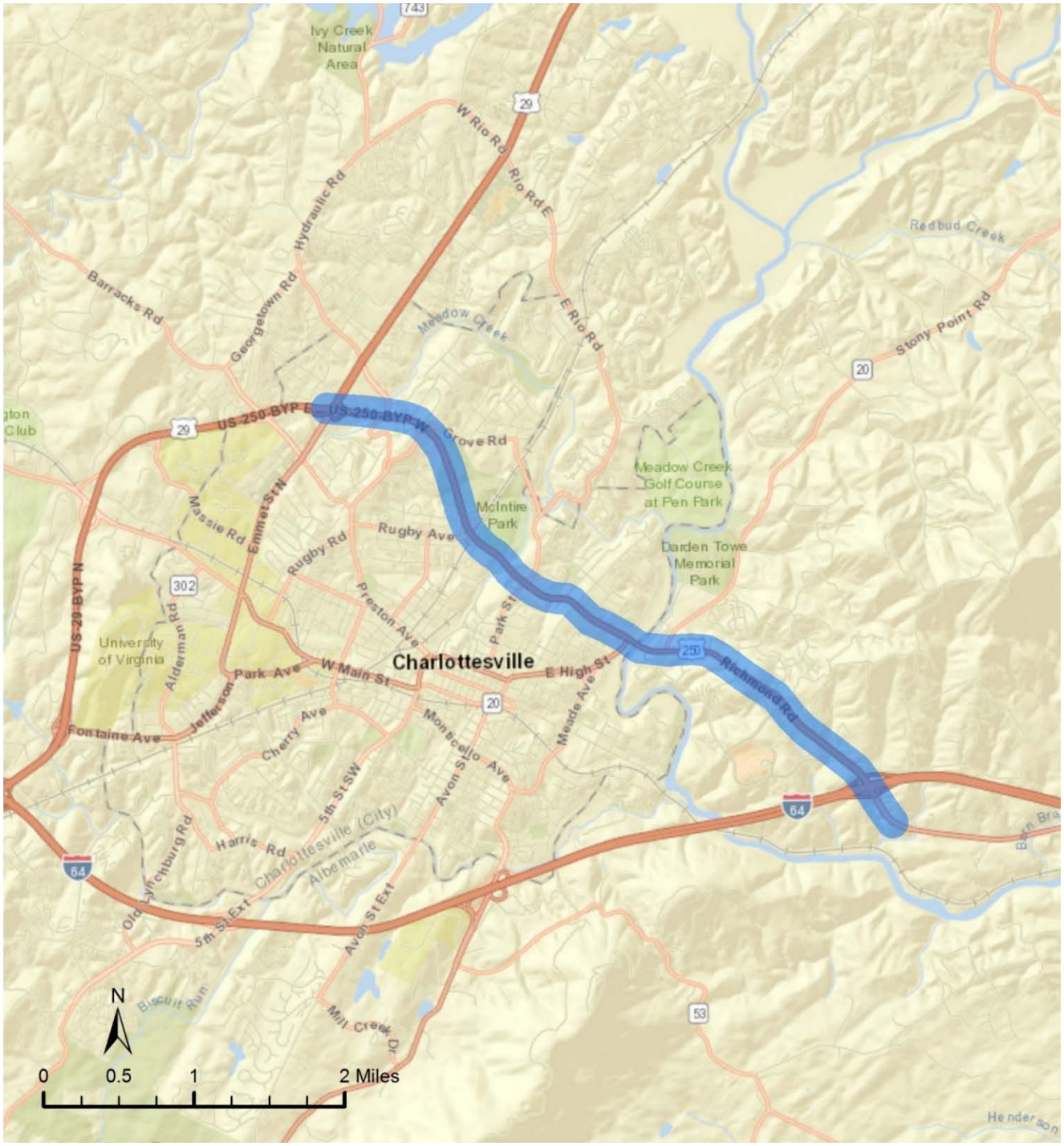
Estimated Project Cost (in $M): $ 24.00

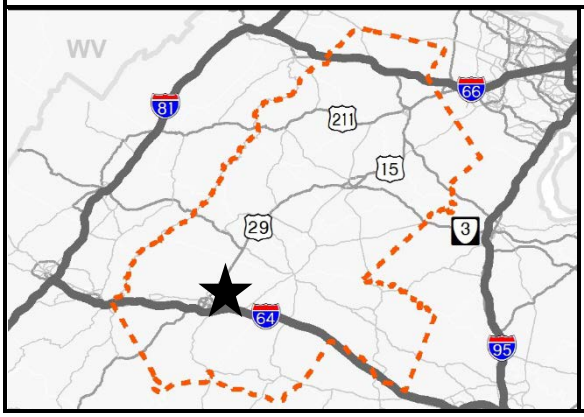
Right of Way Required for Project: [X]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Intersection improvements should address safety issues
Congestion Mitigation	Improvements should consolidate turning movements and reduce intersection delay
Accessibility	Combined impact of corridor improvements will enhance access to corridor employment
Land Use	Multimodal concepts within the project support existing and future land use
Environment	The project has a minor environmental footprint and will minimally reduce emissions.
Economic Development	Improvements will enhance access to future businesses in this high-growth area





Project Reference Number: CR10

Short Project Description: US 250 Corridor Access Management and Improvement Program

VDOT District: Culpeper

Local Jurisdiction: Charlottesville City, Albemarle County

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP 2025 Needs Assessment

Recommendation Details **Project Reference Number** CR11

Short Description

US 29 Safety and Access Management Program

District: Culpeper

Local Jurisdiction: Fauquier County

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [ ] Regional Network [ ] UDAs [X] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

US 29 CoSS: Segment I3, Need E

Project Status: Modified recommendation from existing planning document

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Managemen

Detailed Description of Improvements

US 29 Corridor Safety and Access Management Program - Conduct studies and preliminary engineering, and implement comprehensive corridor access management plan and operational/safety improvements on US 29 from the US 17 interchange to the Prince William County line (expanding upon improvements within the unfunded SMART Scale, Round 2 application at Vint Hill Road). Implement spot improvements to address high-crash locations as soon as reasonably possible. Estimated project cost is inclusive of SMART Scale, Round 2 project estimate, study, and broader corridor implementation activities through 2025.

Potential Funding Sources

(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [ ] CMAQ [X] HSIP [X] Prescoping [ ] Other:

Estimated Project Cost (in $M) $ 8.00 Right of Way Required for Project [ ]

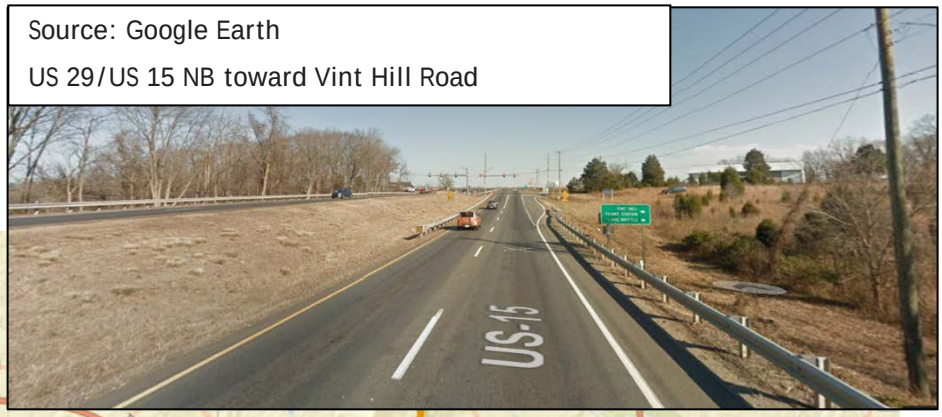
If Applicable: Smart Scale Project Feasibility

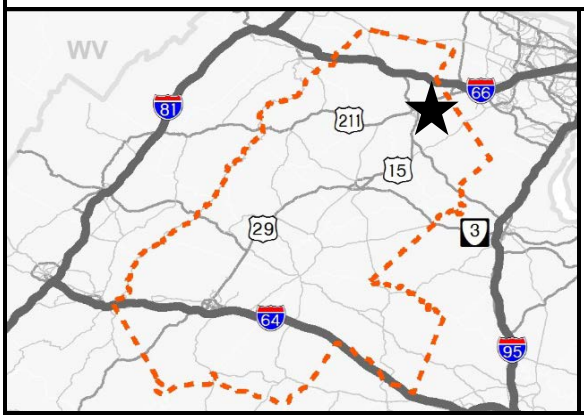
Based on Qualitative Review of Project

	Comments
Safety	Project area is within a top District and statewide PSI location.
Congestion Mitigation	Project will minimally reduce delay and increase throughput on US 29.
Accessibility	No change expected in employment access.
Land Use	Not applicable within this region.
Environment	The project has a minor environmental footprint and will minimally reduce emissions.
Economic Development	Project supports freight movement and should address travel time reliability.

Source: Google Earth

US 29/US 15 NB toward Vint Hill Road





Project Reference Number: CR11

Short Project Description: US 29 Corridor Safety and Intersection Improvement Program

VDOT District: Culpeper

Local Jurisdiction: Fauquier County

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP 2025 Needs Assessment

Recommendation Details **Project Reference Number** CR12

Short Description

Route 28 Corridor Study and Improvements

District: Culpeper

Local Jurisdiction: Fauquier County

VMTP Need Type (Place X in all applicable boxes)

- [X] Corridor of Statewide Significance
- [ ] Regional Network
- [X] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

US 29 CoSS: Segment I3, Need D & J; Fauquier County Urban Development Areas (Bealeton Service District)

Project Status: Modified recommendation from existing planning document

Recommendation Features

Type (Place X in all applicable boxes)

- [X] Highway
- [ ] Bike/Pedestrian
- [ ] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [ ] Travel Demand Managemen

Detailed Description of Improvements

Improve the safety at the intersection of Route 28 and Schoolhouse Road (Route 661) by realigning Schoolhouse Road at its intersection with Route 28 (unfunded SMART Scale, Round 2). This intersection is ranked #15 in the district based on its crash rate. In addition, continue needs analysis and preliminary engineering through VDOTs STARS program, and implement a comprehensive program of spot improvements (safety, turn lanes, intersections, and access management) from US 29/US 15 to US 17 through Bealeton (including proposed intersection improvements and pedestrian and bicycle infrastructure). Estimated project cost includes SMART Scale, Round 2 project (5.2 million) and cost for study and potential additional corridor spot improvements.

Potential Funding Sources

(Place X in all applicable boxes)

- [X] SMART SCALE
- [X] TAP
- [ ] CMAQ
- [X] HSIP
- [ ] Prescoping
- [ ] Other:

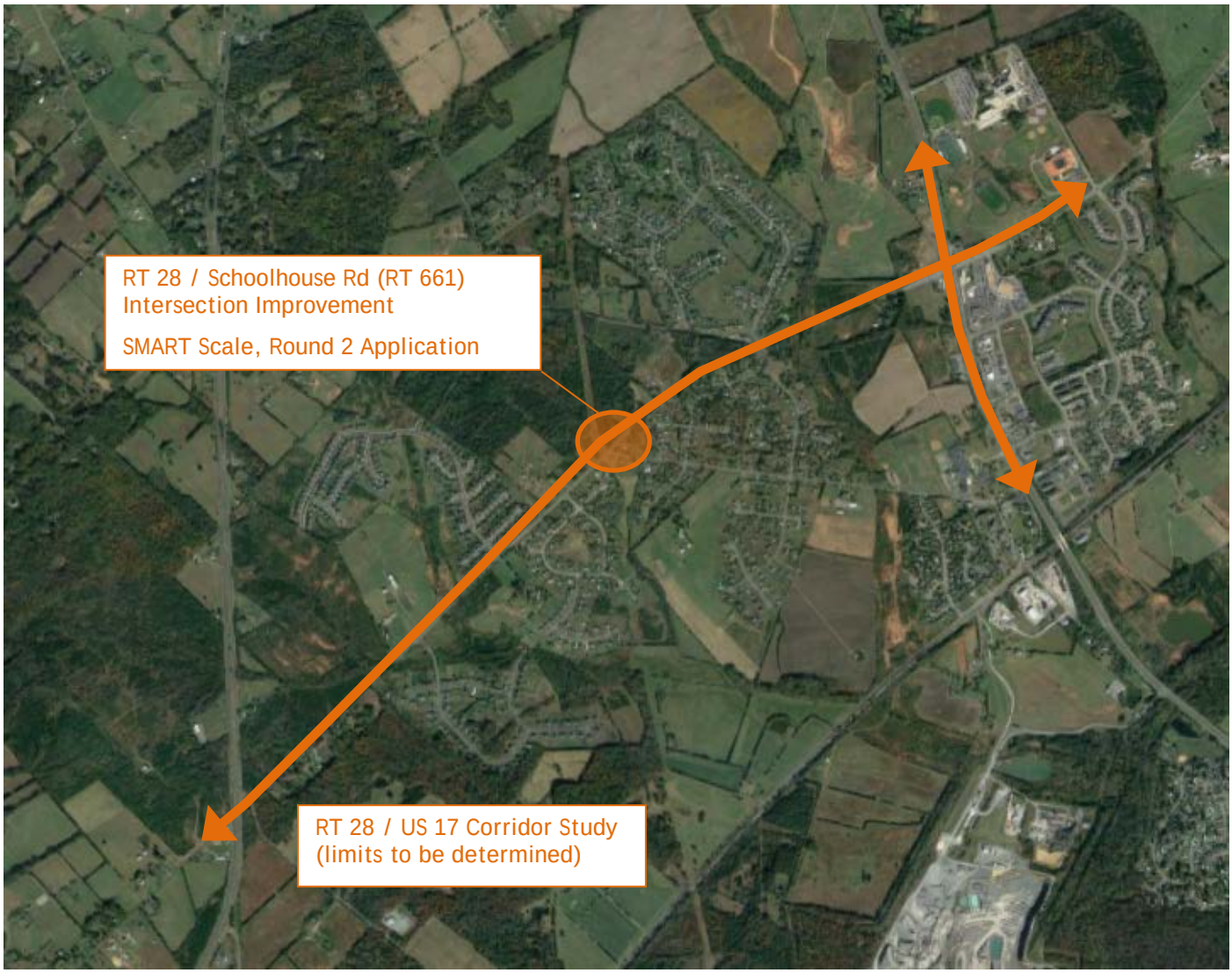
Estimated Project Cost (in $M) $ 10.20

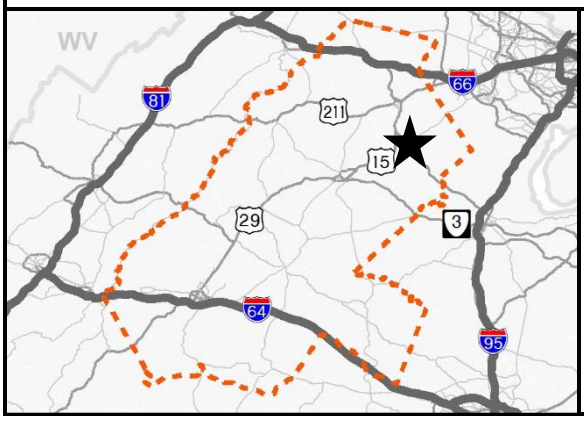
Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Project specifically targets safety issues within the RT 28 corridor.
Congestion Mitigation	Project will reduce delay at key intersections on RT 28.
Accessibility	Minimal enhancement to accessibility within Fauquier County.
Land Use	Not applicable within this region.
Environment	The project has a minor environmental footprint and will minimally reduce emissions.
Economic Development	Project will improve corridor reliability.





Project Reference Number: CR12

Short Project Description: Route 28 Improvements/Corridor Study

VDOT District: Culpeper

Local Jurisdiction: Fauquier County

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP 2025 Needs Assessment

Recommendation Details **Project Reference Number** CR13

Short Description

US 29 Intercity Bus Service

District: Culpeper

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

- [X] Corridor of Statewide Significance
- [X] Regional Network
- [ ] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

US 29 CoSS: Segment I3, Need B, C, F; Charlottesville Regional Network: Need D

Project Status: New, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

- [ ] Highway
- [ ] Bike/Pedestrian
- [X] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [X] Travel Demand Managemen

Detailed Description of Improvements

Enhanced and more frequent intercity, limited stop bus service (bi-directional in peak periods) on Route 29 from Charlottesville Station to airport area to Culpeper to Warrenton, then to multiple destinations along I-66 corridor including VRE, Metro, Dulles Airport, and select employment centers. Service should coordinate with planned PNR lot expansions (Brandy Station and Warrenton) and planned new PNR lot locations in the corridor. Cost estimate includes service start-up and bus purchases and stop/station infrastructure (presuming service operated by public entity) plus additional park-and-ride expansions contingent on demand.

Potential Funding Sources

(Place X in all applicable boxes)

- [X] SMART SCALE
- [ ] TAP
- [ ] CMAQ
- [ ] HSIP
- [ ] Prescoping
- [X] Other: Other discretionary DRPT or FTA funding or grants

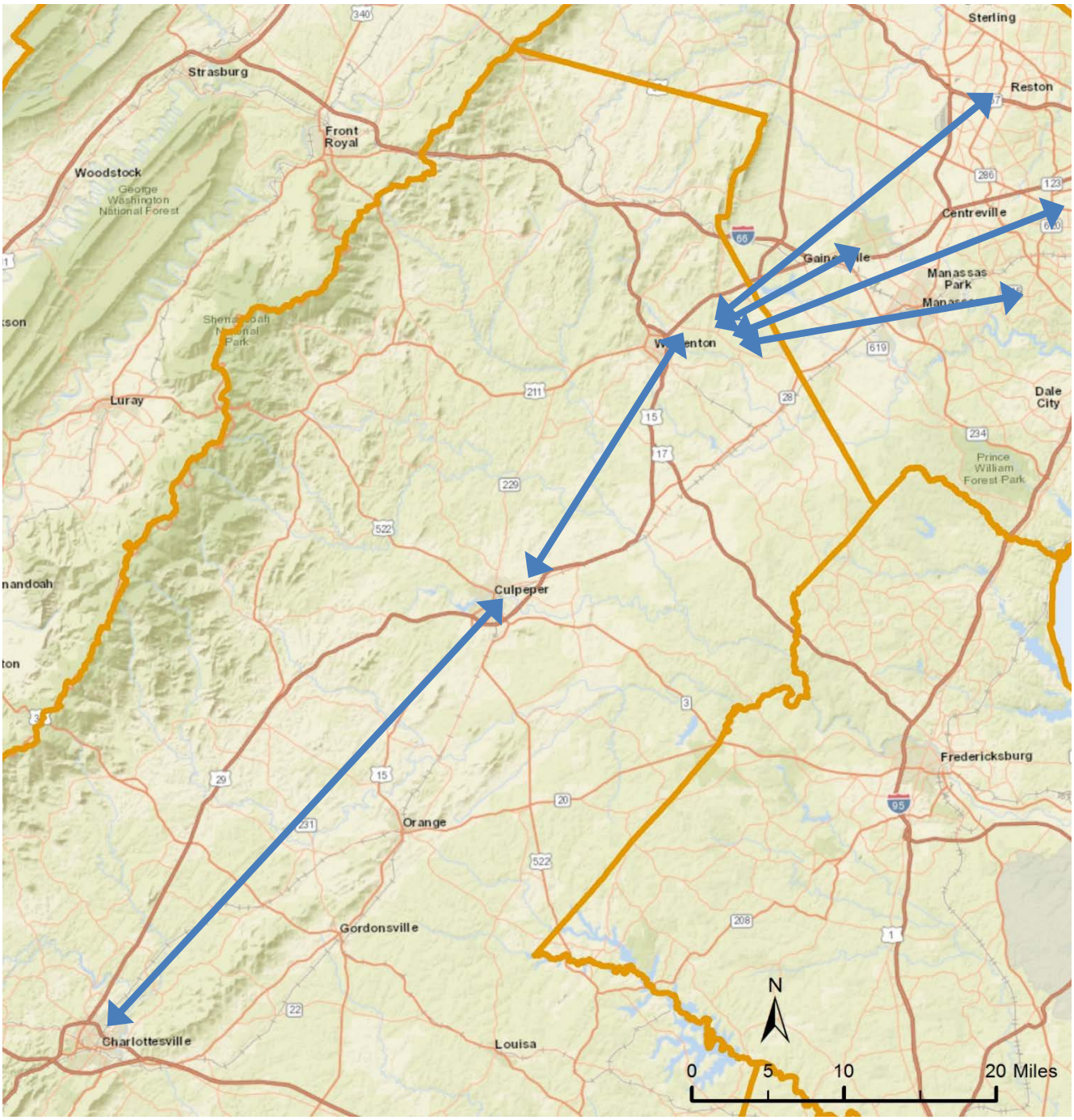
Estimated Project Cost (in $M): $ 6.00

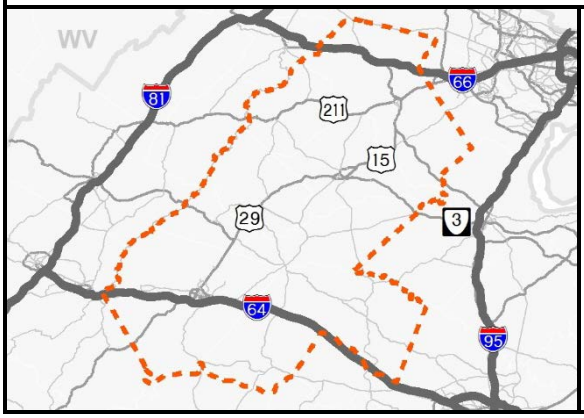
Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	No safety impact anticipated.
Congestion Mitigation	Project will minimally reduce delay and increase throughput on US 29.
Accessibility	New service will enhance access to corridor employment and to Northern Virginia.
Land Use	Not applicable within this region.
Environment	The project has a minor environmental footprint and will help reduce emissions.
Economic Development	Project minimally supports new development, potentially at stop locations.





Project Reference Number: CR13

Short Project Description: Intercity, Limited Stop Bus Service

VDOT District: Culpeper

Local Jurisdiction: Charlottesville, Albemarle, Greene, Culpeper, Fauquier

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP 2025 Needs Assessment

Recommendation Details **Project Reference Number** CR14

Short Description

3rd Daily Roundtrip Northeast Regional Train (Roanoke and Lynchburg to Washington D.C.)

District: Culpeper

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

- [X] Corridor of Statewide Significance
- [X] Regional Network
- [ ] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

US 29 CoSS: Segment I2, Need F & Segment I3, Need F; Charlottesville Regional Network: Need D

Project Status: Recommendation within a VDOT, DRPT, transit provider, MPO , PDC, or local planning document

Recommendation Features

Type (Place X in all applicable boxes)

- [ ] Highway
- [ ] Bike/Pedestrian
- [ ] Bus Transit
- [X] Rail Transit
- [X] Freight Rail
- [ ] Travel Demand Managemen

Detailed Description of Improvements

The 2ndNortheast Regional roundtrip train is funded, with operations details and start-up pending schedule coordination with Norfolk Southern. Add a 3rd daily regional roundtrip AMTRAK Northeast Regional Train from Roanoke (service starting in 2017) and Lynchburg to Washington D.C. with stops in Charlottesville, Culpeper, Manassas, Alexandria, and Washington Union Station. This service is recommended within the Route 29 Solutions project and DRPTs Statewide Rail Plan.

Potential Funding Sources

(Place X in all applicable boxes)

- [ ] SMART SCALE
- [ ] TAP
- [ ] CMAQ
- [ ] HSIP
- [ ] Prescoping
- [X] Other: FRA and AMTRAK funding with Virginia operations support

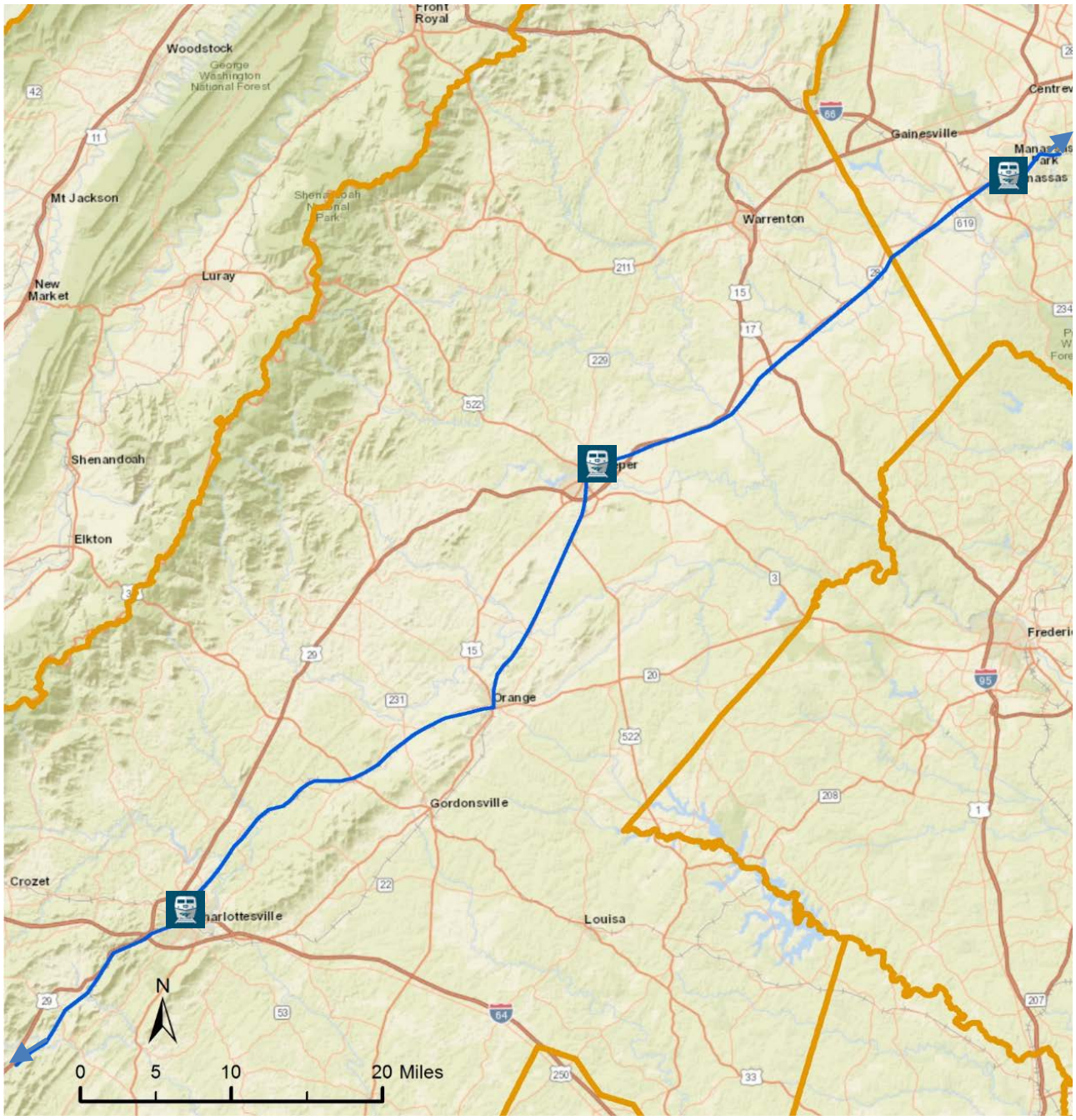
Estimated Project Cost (in $M): Unknown

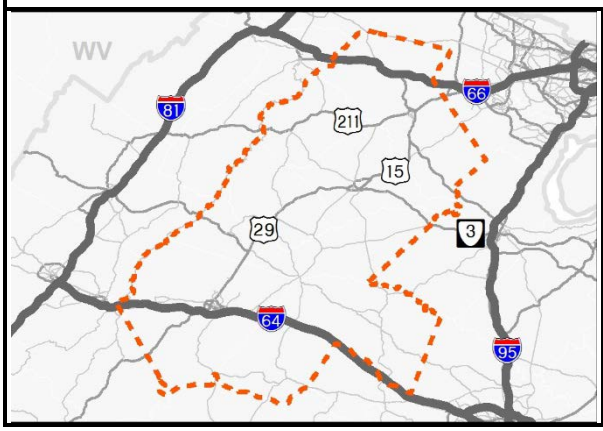
Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	N/A
Congestion Mitigation	N/A
Accessibility	N/A
Land Use	N/A
Environment	N/A
Economic Development	N/A





Project Reference Number: CR14

Short Project Description: Northeast Regional 3rd Daily Roundtrip (Lynchburg to Washington D.C.)

VDOT District: Culpeper/Cross-District

Local Jurisdiction: Multiple/Cross-District

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP 2025 Needs Assessment

Recommendation Details **Project Reference Number** CR15

Short Description

Charlottesville AMTRAK Station Access and Capacity Improvement

District: Culpeper

Local Jurisdiction: Charlottesville City

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

US 29 CoSS: Segment I2, Need A; Charlottesville Regional Network: Need B & D

Project Status: Recommendation within a VDOT, DRPT, transit provider, MPO , PDC, or local planning document

Recommendation Features

Type (Place X in all applicable boxes)

[ ] Highway [X] Bike/Pedestrian [ ] Bus Transit [X] Rail Transit [ ] Freight Rail [X] Travel Demand Managemen

Detailed Description of Improvements

Charlottesville Station Access Improvement Project (bike, pedestrian, parking, local transit, and station capacity). Scope and ultimate access and station capacity improvements to be determined (connect to West Main Street Improvement, see CR2). Improvements may include: enhanced bicycle and pedestrian access to the station, extended platforms and station capacity to accommodate more frequent and longer trains, enhanced traveler information, and increased station parking capacity.

Potential Funding Sources

(Place X in all applicable boxes)

[X] SMART SCALE [X] TAP [ ] CMAQ [ ] HSIP [X] Prescoping [X] Other: FRA passenger rail programs, Amtrak, private

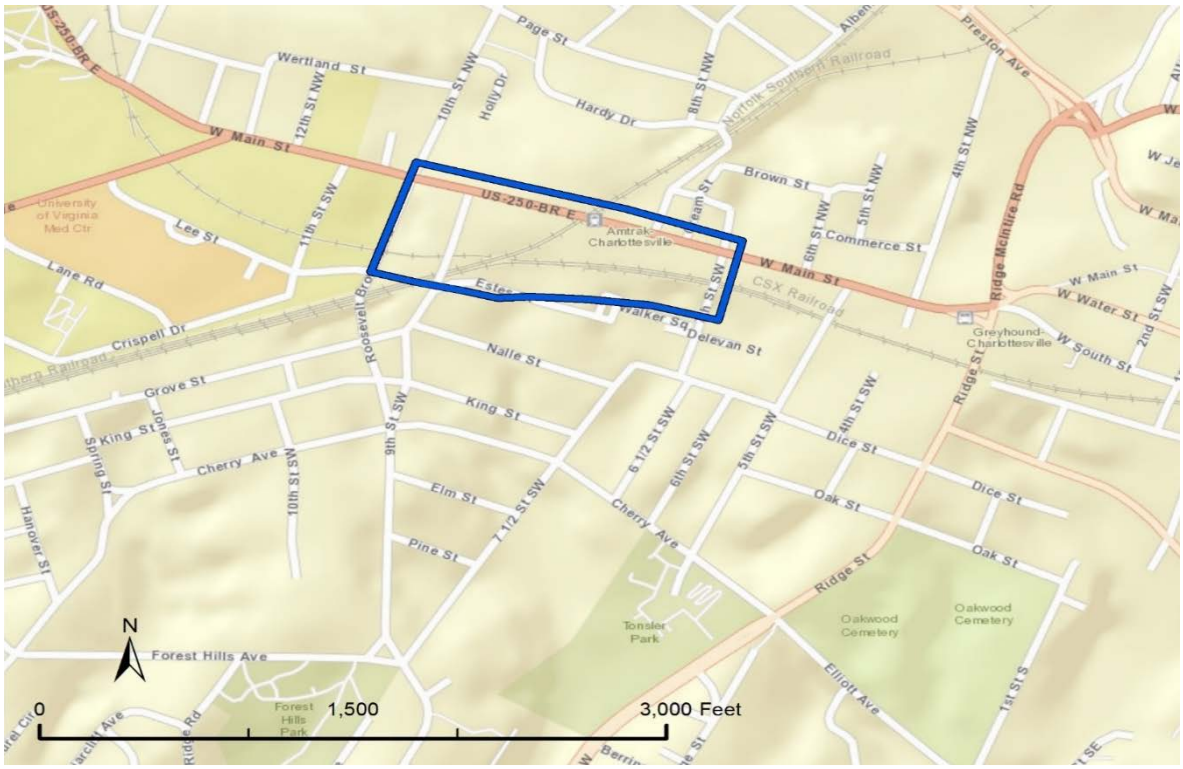
Estimated Project Cost (in $M): Unknown

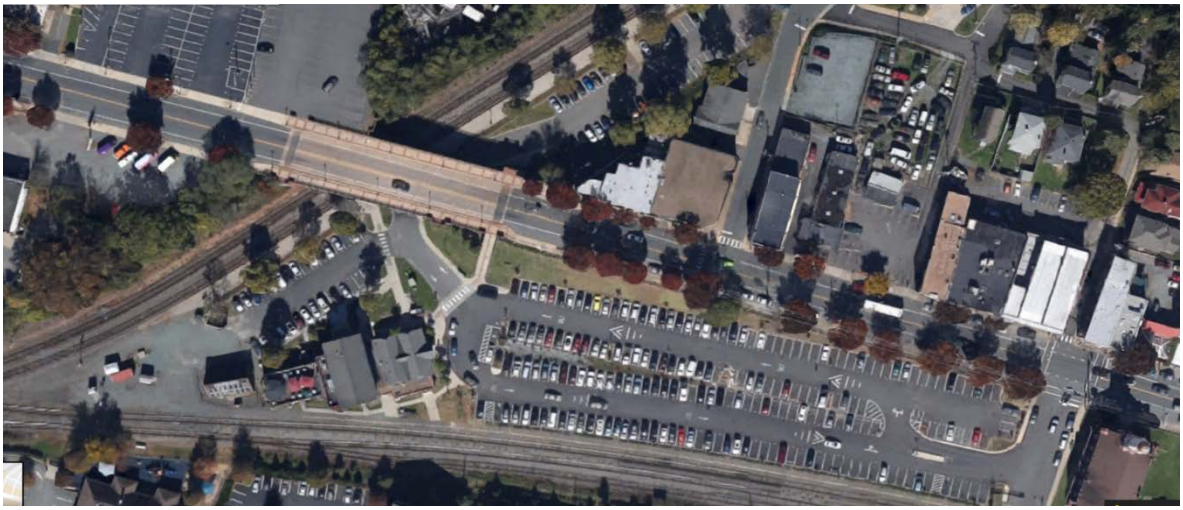
Right of Way Required for Project: [ ]

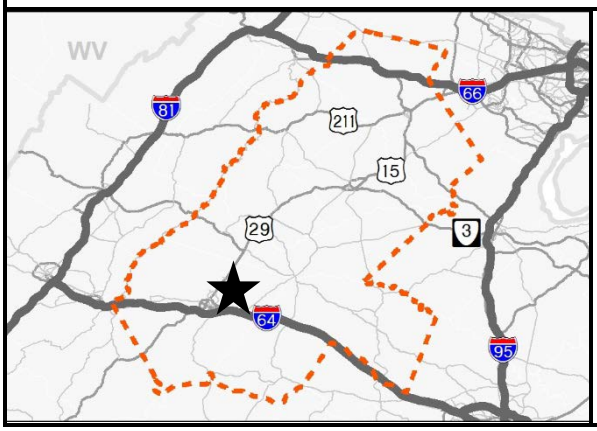
If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	No specific safety issues within the project limits.
Congestion Mitigation	Project will have no impact on congestion in the Charlottesville CBD.
Accessibility	Project will enhance immediate access to employment near the Station.
Land Use	Project is consistent with and supports current and future land use.
Environment	The project has a minor environmental footprint and will help reduce emissions.
Economic Development	Project supports freight movement and should address travel time reliability.







Project Reference Number: CR15

Short Project Description: Charlottesville Station Access and Capacity Improvement

VDOT District: Culpeper

Local Jurisdiction: Charlottesville City