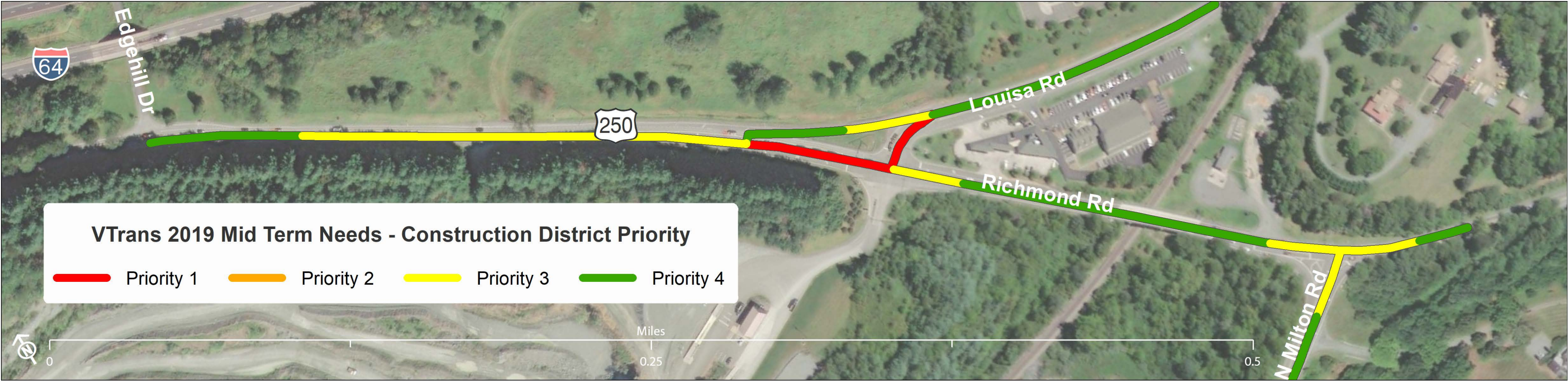


# Project Overview

US 250 from Edgehill Drive to N Milton Road



**Project Purpose, Goals, & Objectives**

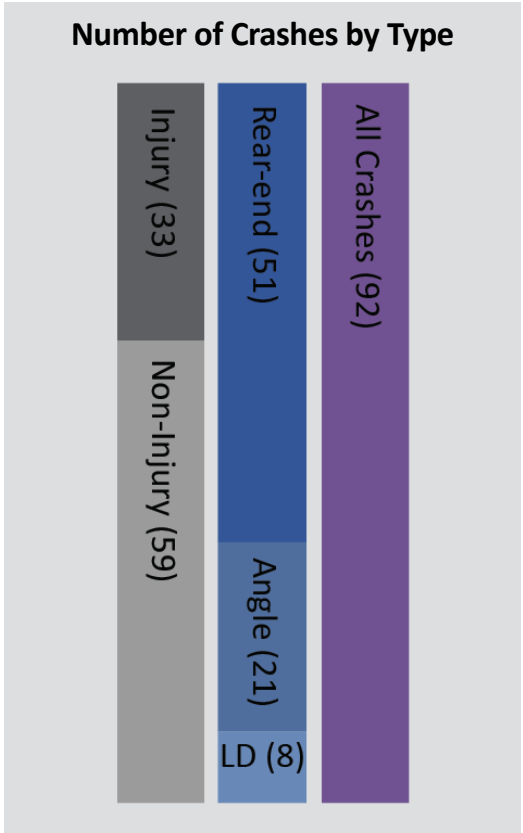
Analyze the operational and safety issues identified along Lee Highway with a focus on providing enhanced pedestrian, bicycle, and transit access.

Identify cost-effective preferred improvement alternatives that address the deficient conditions and prioritize safety for vulnerable users.

VTRANS Needs	
Congestion/Capacity & Access	
Bicycle Access	LOW
Capacity Preservation	NONE
Congestion Mitigation	HIGH
IEDA (UDA) Access	NONE
Pedestrian Access	NONE
Safety & Reliability	
Safety Improvement	VERY HIGH
Pedestrian Safety Improvement	NONE
Reliability	VERY HIGH
Transit & TDM	
Rail On-time Performance	NONE
Transit Access	LOW
Transit Access for Equity Emphasis Areas	NONE
Transportation Demand Management	VERY HIGH

**Existing Conditions**

- The Richmond Road (US 250) study corridor in Shadewell serves up to approximately 20,000 vehicles daily and is a component of the VDOT East-West Corridor of Statewide Significance.
- The intersection of US 250 and Route 22 (Louisa Road) experiences long queue lengths in both directions on US 250.
- The congestion and long queue lengths result in a significant number of rear-end crashes.



Project Fact Sheet	
VDOT District	Culpeper
Locality	Albemarle County
Number of Study Intersections	2
Transit Routes	None
Nearby Transit Connections	None
Nearby Bikeways	None
Functional Classification	Urban Principal Arterial
Speed Limit	45 mph



# Operation / Access Needs

## Operations Needs Identification Summary

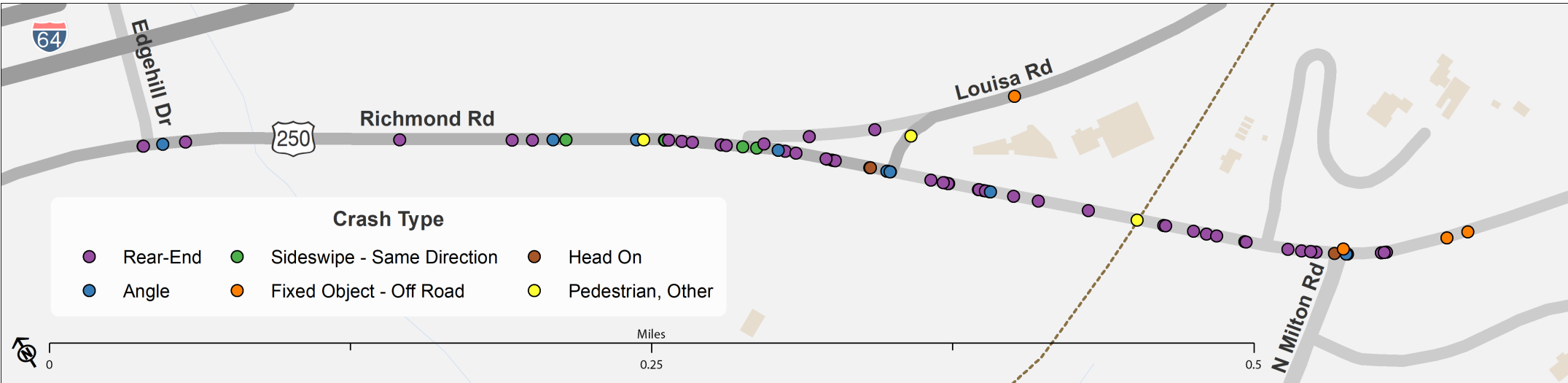


### Operations Summary

- The corridor has a high Congestion Mitigation VTrans Need, which is based on the Travel Time Index (TTI) and the % of travel taking place during excessively congested conditions.
- Significant queue lengths have been observed in both directions on US 250 at the intersection with Route 22, particularly during the PM peak hour.
- The short segment (approximately 500 feet) of eastbound US 250, approaching the intersection with Route 22 was identified to have a high reliability VTrans Need. This need is due to the congestion at the signal and it is assumed that projects that improve operations at the intersection and along the corridor will also improve the reliability.

### Safety Summary

- Corridor has a very high Safety Improvement VTransNeed, which is based on the total and severity of the crashes on a segment or intersection relative to the volume.
- As a result of the long queue lengths and stop-and-go traffic, a significant rate of rear-end crashes have been observed.
- The acceleration lane from southbound Route 22 to westbound US 250 is deficient in length however no significant crash pattern was identified.



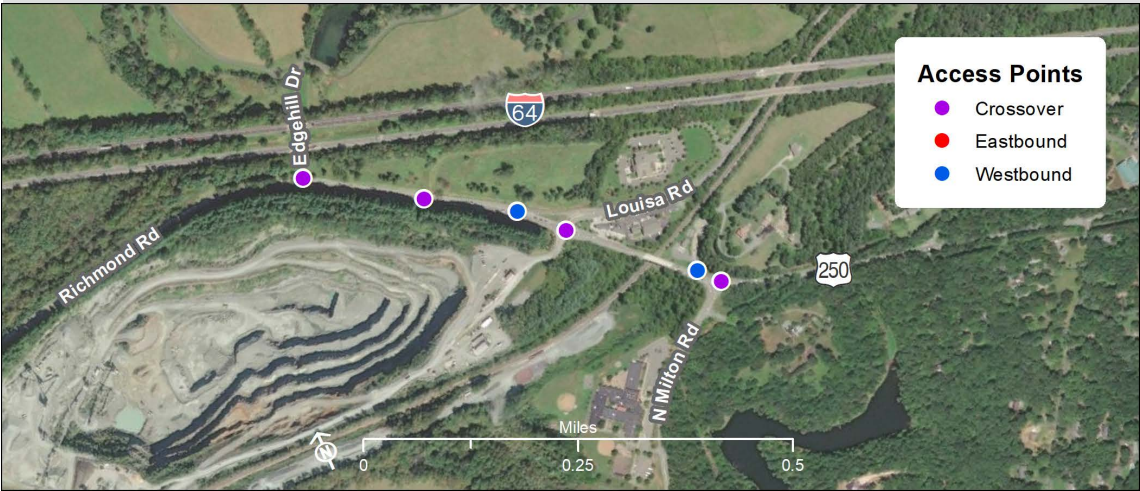
### EPDO Table

VDOT 2015-2019 Crash Data	Crashes by Severity					
	K	A	B	C	O	Total
N Milton Rd	0	1	3	4	15	23
Louisa Rd	0	2	10	8	26	46

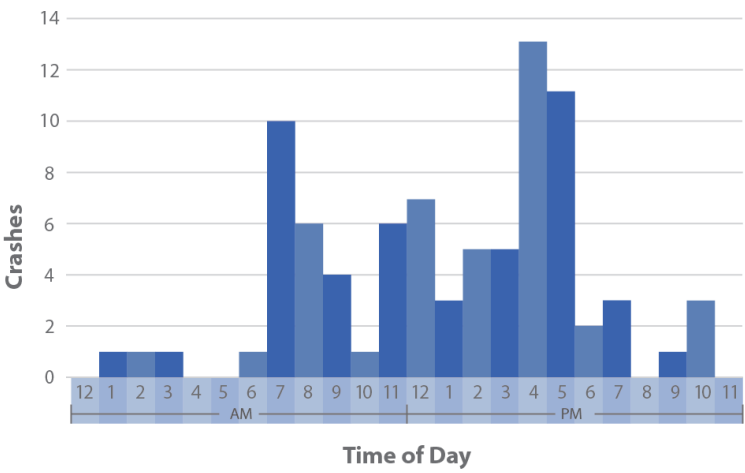
### EPDO Table Key

K	Involves a fatal injury
A	Incapacitating injury
B	Non-incapacitating injury
C	Possible injury
O	No injury or a property damage- only (PDO) crash

### Access Management Summary



### Crashes per Hour





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US 250 (Richmond Road) from VA 22 (Louisa Road) to VA 729 (North Milton Road)



Existing Conditions

- There is a grade-separated rail crossing in corridor
- RideShare through the TJPDC is the primary commuter assistance program in the region
- No park and rides in area
- No bikeshare or scooter sharing in this area
- Jaunt provides demand response service throughout Albemarle County
- No transit infrastructure in this area



**Transportation Infrastructure All-Day Service Index**  
Park and Ride Locations  
Transit Stops  
Railroads  
Project Corridor  
Propensity Score  
High  
Moderately-High  
Moderate  
Low-Moderate  
Low

The All-Day Service Index identifies locations suitable for all-day transit service by combining the results of the Transit-Oriented Population and Non-Work Indices. At both peak and off-peak hours, locations with significant transit-oriented populations are presumed to require connections to and from jobs or non-work-related trip destinations. This results in a propensity index that identifies major origins or destinations for transit trips that would occur throughout the day.



**Transportation Infrastructure Peak Commuter Index**  
Park and Ride Locations  
Transit Stops  
Railroads  
Project Corridor  
Propensity Score  
High  
Moderately-High  
Moderate  
Low-Moderate  
Low

The Peak Index identifies locations suitable for peak-hour service by combining results from the Commuter and Workplace Indices. Locations with significant numbers and densities of commuters are presumed to require connections to and from locations with significant numbers and densities of jobs, especially at peak hours. This results in a propensity index that identifies major origins or destinations for transit trips that would occur during peak hours.



**Transportation Infrastructure Transit Potential**  
Park and Ride Locations  
Transit Stops  
Railroads  
Project Corridor  
Jobs + Population per Acre  
60+  
31 - 60  
16 - 30  
6 - 15  
1 - 5  
<1

A separate analysis entirely from Transit Propensity. Transit Potential combines population and employment densities for each Census Block Group to indicate the viability of fixed-route service in an area. In general, regions with a density of at least five jobs plus people per acre relatively may be better suited to support fixed-route transit service; areas with densities lower than five jobs plus people per acre may be better suited to support



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US 250 (Richmond Road) from VA 22 (Louisa Road) to VA 729 (North Milton Road)



Jaunt is currently exploring the potential of supplementing or replacing demand response service in some areas with app-based microtransit



Consider developing a park and ride facility in this area, preferably at or near Exit 124



Leverage the existing RideShare commuter assistance programs to promote the use of transit, carpool and vanpool, and to provide ridematching and commute options information to residents, employers, and employees.