For more information on this and other studies, browse to the following web sites:

www.vdot.virginia.gov/projects

www.virginiadot.org/projects/2035_state_highway_plan.asp

www.vtrans.org

www.vdot.virginia.gov

WHAT DO YOU THINK?

We would like to hear your comments on the information you have seen here today; in particular, the proposed recommendations. Please fill out the accompanying comment form and leave it with the study team.

For more information on this and other studies, browse to the following web sites:

www.vdot.virginia.gov

www.vtrans.org

www.virginiadot.org/projects/2035_state_highway_plan.asp

www.vdot.virginia.gov/projects

WHAT IS THIS STUDY?

The Transportation and Mobility Planning Division (TMPD) of the Virginia Department of Transportation (VDOT) is working with other transportation agencies to develop the 2035 Surface Transportation Plan, which is a part of VTrans 2035, the Commonwealth’s long range plan for all modes of transportation. The highway element of the 2035 Surface Transportation Plan will include proposed improvements on Virginia’s federal functionally classified roadways. The Rural Long Range Transportation Plan that you are looking at today is just one piece of the 2035 Plan. VDOT Virginia’s Planning District Commissions (PDCs), and your local governments are partners in the development of this new initiative to create regional transportation plans in rural areas that complement those in Virginia’s metropolitan and small urban areas.

The transportation system within the Thomas Jefferson region was evaluated, and a range of transportation improvements for all modes are recommended. This plan looks at improvements that can be made in the near-term and in the future, as far as the year 2035, in order to assess the effects of population and employment growth upon the transportation system.

Each rural plan was developed as a blueprint or vision plan, to address all the needs of the transportation system, regardless of a anticipated funding availability. This regional plan could then be used by local, regional, and state agencies to identify transportation funding priorities.

Airports

The Virginia Air Transportation System Plan Update (2003) contains future forecasts (2020) of operations and aircraft based at the airports ranging from growth of 2% of based aircraft at Louisa County Airport to no growth at Lake Anna Airport.

Travel Demand management

The programs and services of Rideshare and the transit agencies will continue to be important tools for decreasing single-occupant vehicle trips, particularly during the peak hour. Decreases in single-occupant vehicle trips are possible in and around the towns and on heavily traveled commuter routes. Park and ride lots in the region are expected to continue to be of importance to the commuting population, particularly as the jurisdictions experience additional growth and development. A full assessment of amenities at the VDOT-maintained official lots could provide valuable information on the current condition of the lots and recommendations to improve the lots for commuters.

PLAn ADOPtiOn

The 2035 Rural Long Range Transportation Plan for the Thomas Jefferson region could be adopted by the Regional Commission in 2010. This Plan will serve as a long term strategy for the transportation network of the region and as a component of the 2035 Surface Transportation Plan. Projects can be prioritized for funding based on the identified recommendations.

EXEcUTiVE SuMMARy

The Thomas Jefferson Planning District Commission (TJ PDC) serves the counties of Albemarle, Fluvanna, Greene, Louisa, and Nelson, the City of Charlottesville, and the localities of Columbia, Fork Union, Louisa, Lovingston, Mineral, Palmyra, Ruckersville, Scottsville, and Stanardsville. Located in the central part of the state, the Thomas Jefferson region is an area of approximately 2,146 square miles, with a current estimated population, including Charlottesville, of 225,381 people. The region is defined by the Blue Ridge Mountains to the west, the James River in the south, with the Rivanna, South Anna, and North Anna rivers meandering through the region. The geographic setting is characterized by rolling topography blending into the Blue Ridge with small, traditional towns in the rural areas surrounding the City of Charlottesville. There is an urbanized area with transportation needs that are coordinated by a metropolitan planning organization. The Charlottesville-Albemarle Metropolitan Planning Organization (MPO) conducts the transportation planning for the urban portion of Albemarle County and the City of Charlottesville. In the case of
of the plan for this region, only the transportation network outside of these areas is analyzed and addressed.

**STUDY APPROACH**

A standard study approach was developed to formulate the rural regional long range plans for each PDC in the Commonwealth. Each PDC developed transportation goals and objectives that were used to guide the development of the Rural Long Range Transportation Plan for their area (please see the display boards).

These local goals and objectives were a part of the entire plan development process. The study team then reviewed existing transportation inventories and planning documents. The team also identified the needs and deficiencies in the rural regional transportation network. The study team then analyzed the entire rural network including the deficiencies that were identified. Recommendations for these deficiencies are presented at this meeting for your review. In addition, the team compiled recommendations from previous studies and projects and existing traffic impact analyses from private developers in order to provide as comprehensive a list as possible.

**RELATIONSHIP OF LAND USE AND DEVELOPMENT TO TRANSPORTATION**

Rural counties throughout the Commonwealth are working to balance growth or to seek new economic growth and diversification, while striving to preserve the rural character of the landscape. Land use and development changes that particularly affect transportation in rural areas include, but are not limited to, school consolidation, loss or gain of a major employer, movement of younger sectors of the population to more urban areas, retirement community development, and growth of bedroom-community type developments for nearby urban areas.

The region is primarily rural, but the metropolitan area surrounding Charlottesville is currently experiencing population growth and additional residential and commercial development.

**Population Trends**

Regional population increased by 12.9% between 2000 and 2008. The rate of growth was not distributed evenly throughout the region. Nelson County grew the least, by 7.8% while Fluvanna and Louisa Counties grew by over 25%. By absolute numbers, Albemarle and Fluvanna Counties increased the most, by over 20,000 persons each. Population projections for the region exhibit these trends as well. The populations in Nelson County and Charlottesville are projected to grow the least; populations in Fluvanna, Greene, and Louisa Counties are expected to increase by more than 50% by 2030.

Population trends have implications for the transportation network of any geographic area. As the population and traffic increase, mobility and safety can suffer.

**Land Use and Future Growth**

A review of the jurisdictions’ comprehensive plans, zoning, and future land use plans, anticipated future land use determined the areas of future growth. These are the locations where the individual jurisdictions wish to direct future growth in order to best serve the needs of the public. Freight generators, major employers, and other sources of travel demand were also identified to help determine traffic patterns.

**REGIONAL TRANSPORTATION SYSTEM**

Each mode of travel – roadways, public transportation, rail, bicycle and pedestrian facilities, airports – has been independently analyzed for both current and future conditions. Each mode is described briefly below, with additional information presented on the display boards.

For the roadway network, all proposed improvements are for federal functionally classified roadways. 245 recommendations have been compiled for the Thomas Jefferson region including large and small scale projects, as well as different time frames for the improvements.

Public transportation includes public transit, specialized services, volunteer transportation, and private providers, including taxi and medical transport companies. Multiple agencies provide public transportation and demand responsive services within the Thomas Jefferson region.

Fixed-route bus transit is provided by the Charlottesville Transit Service and University of Virginia Transit Service within the MPO, by Greene County Transit in Greene County, and by JAUNT throughout the region. JAUNT and Greene County Transit also provide demand-responsive service in the region.

Designated bicycle routes and pedestrian facilities are currently located in each of the Counties. US Bike Route 76 traverses the region.

There is one commercial airport and two general aviation airports located in the Thomas Jefferson region.

**Travel demand management (TDM)** is a technique used by transportation planners to manage or plan for the demand that drivers place on the road network. Strategies to reduce vehicular demand include carpooling and vanpooling programs, expanded peak hour public transit, commuter buses, park and ride lots, as well as better coordination between services to facilitate transfers between modes. TDM measures, with other improvements, have been shown to greatly aid in reducing single-occupant vehicle trips.

Ride share is coordinated by the TJ PDC and provides car and vanpool matching services for residents of the region, in addition to other TDM-related assistance. There are also twenty-six official and unofficial park and ride lots throughout the region. There is one Amtrak station in the region, in Charlottesville, that serves three Amtrak routes: the Cardinal-Hoosier State, the Crescent, and the Northeast Regional. The Cardinal-Hoosier State operates between New York and Chicago three days per week. The Crescent is a daily

**THOMAS JEFFERSON**

**TOTAL POPULATION OVER TIME**

- **1990**
- **2000**
- **2010**
- **2020**
- **2030**