Please visit the VDOT website to find additional information regarding this and other important transportation initiatives in your area.

www.virginiadot.org
INTRODUCTION AND PURPOSE

OVERVIEW OF THE REGION
Description and Function of the Thomas Jefferson Planning District Commission
Summary of Transportation Network
Goals and Objectives

DEMOGRAPHIC AND LAND USE TRENDS
Relationship of Land Use and Development to Transportation
Population Trends
Demographic Trends
Transportation Implications

REGIONAL TRANSPORTATION SYSTEM
Roadways
Public Transportation
Freight and Inter-Regional Transportation
Bicycle and Pedestrian Facilities
Goods Movement and Major Employers
Travel Demand Management
Land Use

TRANSPORTATION SYSTEM PERFORMANCE & RECOMMENDATIONS
Roadways
Safety
Geometry and Structure
Capacity
Public Transportation
Bicycle and Pedestrian Facilities
Freight and Inter-Regional Transportation
Goods Movement
Land Use and Future Growth
Travel Demand Management

PLAN ADOPTION

REFERENCES
The Transportation and Mobility Planning Division (TMPD) of the Virginia Department of Transportation (VDOT) is working with other modal agencies to develop VTrans 2035, the Commonwealth’s multimodal long range plan and a more detailed subset report known as the 2035 Surface Transportation Plan. The highway element of the 2035 Surface Transportation Plan will include proposed improvements on Virginia’s federal functionally classified roadways. This Rural Long Range Transportation Plan is one piece of the 2035 Plan. VDOT, Virginia’s Planning District Commissions (PDCs), and the local governments they represent, are partners in the development of this new initiative to create regional transportation plans in rural and small urban areas that complement those in Virginia’s metropolitan areas.

The transportation system within the rural areas for each region was evaluated, and a range of transportation improvements - roadway, rail, transit, air, bicycle, and pedestrian - are recommended that can best satisfy existing and future needs. Some of the PDCs contain urbanized areas whose transportation needs are coordinated by a metropolitan planning organization. In the case of the Thomas Jefferson Planning District Commission’s region, only the rural portion of the region was analyzed and is addressed in this report. The Charlottesville-Albemarle Metropolitan Planning Organization (MPO) conducts the transportation planning for the urban portion of Albemarle County and the City of Charlottesville.

The TJPDC is unique in the Commonwealth in that it has developed a Transportation Plan, the United Jefferson Area Mobility Plan (UnJAM), that has already analyzed the deficiencies and needs of the region’s transportation network, including the rural areas. The first of these plans was UnJAM 2025 which was prepared by the PDC and adopted by the MPO Policy Board in 2004. UnJAM 2035 is the current update, which was approved by the MPO Policy Board in May 2009.

Each rural regional plan has a horizon year of 2035 and addresses the anticipated impacts of population and employment growth upon the transportation system. This plan will be reviewed and updated as needed. Each rural plan was developed as a vision plan, addressing all needs of the transportation system studied regardless of anticipated funding availability. It is envisioned that each regional plan will be used as a basis to identify transportation funding priorities.

**STUDY APPROACH**

- Development of regional transportation goals and objectives,
- Public involvement,
- Data compilation and collection,
- Data Analysis,
- Identification of transportation deficiencies and recommendations, and
- Environmental overview.

**Summary of Transportation Network**

I-64 is the primary east-west corridor in the region. The primary north-south corridors are US 15 and US 29. Public transportation services are provided by Charlottesville Area Transit, University of Virginia Transit Service, JAUNT, and Greene County Transit. US Bicycle Route 76 is the region’s major bicycle facility, totaling 136 miles east to west across the region. Norfolk Southern and CSX own the freight rail lines in the region. Access to three Amtrak passenger rail routes is in the City of Charlottesville. A range of travel demand management services is available through RideShare, housed by the TJPDC. There are presently 26 official and unofficial park and ride lots throughout the Ride-Share service area.
Goals and Objectives

Needs for each regional plan were developed based on regional and statewide goals and objectives. Similar concepts within the goals of the PDCs were found and used to shape common regional long range plan goals (at right) to address rural transportation planning across the Commonwealth. A basic goal for all transportation programs in Virginia is the provision for the effective, safe, and efficient movement of people and goods. Each PDC developed transportation goals and objectives that were used to guide the development of the Rural Long Range Transportation Plan for their area. The UnJAM process resulted in three overarching goals:

- Improve connections throughout the region;
- Improve mobility within neighborhoods, towns, and counties; and
- Make transportation choices that help foster livable communities.

The UnJAM process also developed regional mobility goals including:

- Improved, expanded roadway network;
- Efficient transit system integrated with other travel modes;
- Pedestrian friendly streets and roadways;
- Complete bicycle network and amenities;
- Improved integration and support for ridesharing and travel demand management;
- Safe and efficient freight movement; and
- Policy and regulatory changes.

Each County within the TJPDC has developed its own set of transportation objectives. These objectives were cross-referenced to develop a list of shared objectives as a part of the UnJAM process.

Common Rural Long Range Plan Goals

In addition to the regional goals, a number of goals have been developed to address rural transportation planning across the Commonwealth. These were developed using input from each of the 20 PDCs in Virginia that include rural areas within their boundaries. These goals are consistent with those of VTrans 2035 and are listed below:

**GOAL 1**
Enhance the connectivity of the existing transportation network within and between regions across all modes for both people and freight.

**GOAL 2**
Provide a safe and secure transportation system.

**GOAL 3**
Support and improve the economic vitality of the individual regions by providing access to economic opportunities, such as industrial access or recreational travel and tourism, as well as enhancing intermodal connectivity.

**GOAL 4**
Ensure continued quality of life during project development and implementation by considering natural, historic, and community environments, including special populations.

**GOAL 5**
Preserve the existing transportation network and promote efficient system management in order to promote access and mobility for both people and freight.

**GOAL 6**
Encourage land use and transportation coordination, including but not limited to, development of procedures or mechanisms to incorporate all modes, while engaging the private sector.
DEMOGRAPHIC AND LAND USE TRENDS

Relationship of Land Use and Development to Transportation

Rural counties throughout the Commonwealth and the Thomas Jefferson region are working either to seek new economic growth and diversification or to balance growth while striving to preserve the rural character of the landscape. Most of the land in these counties is in agricultural or forested use, with more intensive land use in the towns and village centers, typically at the intersection of two roadways. There is a broad spectrum of the amount of growth and land use changes occurring throughout the Commonwealth and the Thomas Jefferson region, based particularly on proximity to urban areas. Many of the rural counties are trying to direct any new growth towards existing towns, village centers, or service districts in order to provide services and to continue to address the needs of residents as well as maintain a general agricultural setting. As the population fluctuates, either through in- or out-migration or shifting within the region, the needs of the communities - including education, health care, social services, employment, and transportation - shift and fluctuate as well.

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 developments.

There is a broad spectrum of the amount of growth and land use changes occurring throughout the Commonwealth and the Thomas Jefferson region, based particularly on proximity to urban areas.

During the UnJAM process, socio-economic factors that have created the existing condition of the transportation system improvements were reviewed. This included data on income, education, household size, health issues, and other demographic statistics. In each locality there has been an increase in household income and a decrease in household size over the past decade (TJPDC, 2004). There has been a decrease in vehicles per household in the MPO study area, and an increase in the rural areas, signaling a greater demand for regional travel and dispersed growth patterns. More importantly, except for the City, the number of workers driving alone to work increased significantly for all localities. Reviewing these trends, the increased travel demand that is placed on the transportation network is apparent.

Population Trends

Regional population increased by 12.9% between 2000 and 2008. The rate of growth was not distributed evenly throughout the region. Nelson and Albemarle Counties grew the least, 7.8% and 11.3%, respectively, while Fluvanna and Louisa Counties grew by over 25%. However, 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. Improvements to the network are needed because mobility and safety are affected by increases in population. In the case of the Thomas Jefferson region, increasing pressure on the network has already resulted in changes to the network such as additional capacity demands on the roadways and additional demand for public transportation and travel demand management services. The region has experienced growth in through traffic along US 29 and I-64. Development pressures from urban growth have also reduced mobility. Finally, access from more rural areas of the region into Charlottesville for commercial and economic purposes has become affected by increased population and development.
Demographic Trends
Disadvantaged population groups were studied in order to determine if there are any gaps or deficiencies in the transportation network that could affect these groups. Disadvantaged groups studied include low-income, minority, elderly, and people with disabilities, as defined by the US Census. In the 2000 US Census, only the City of Charlottesville had a minority population percentage higher than that of the state (29.9%). In 2000, Louisa and Nelson counties and the City of Charlottesville had low-income populations above the state percentage of 9.6%. The portion of the population with disabilities in both Louisa and Nelson counties are above the state percentage of 18.1%. All of the jurisdictions, except for Charlottesville and Greene County, have elderly populations in a higher proportion than the state in 2000 (11.2%).

Transportation Implications
US Census data from 2000 were reviewed at the block group level in order to provide enough detail to assess possible areas of service expansion for fixed-route and demand-responsive transit. Any segment of the population without a vehicle available, which can include elderly, people with disabilities, and low-income groups, are more dependent on responsive transit in a rural area than in urban areas. This is due to the smaller network of transit routes in rural areas when compared to urban areas. The UnJAM 2035 Plan considers all populations and areas in the transportation network planning and decision-making process. It strives to achieve a balanced, multimodal transportation network that meets the travel needs of all populations in the planning district. Special efforts were also made to reach out to minority and low-income populations during the public involvement process by advertising and targeting such groups to ensure their inclusion in the process (TJPDC, 2009). Specific projects and concepts in UnJAM, such as enhanced public transportation systems, will have a positive impact on all segments of the population. Connecting neighborhoods will also improve access to services. Bicycle and pedestrian projects will also expand mobility options and provide opportunities for healthy lifestyles.

Source: US Census, 2000. Note: People with disabilities is based on the population over 5 years of age. Low-income is a percentage of the population for whom poverty is determined.

Specific projects and concepts in UnJAM will have a positive impact on the populations protected by environmental justice.

Elderly, Disability, Low-Income, and Minority Populations in the TJ Region

LEGEND

- Minority
- Low-Income
- Disability
- Elderly

Public Transportation

Public transportation includes public transit, both fixed-route and demand-responsive, volunteer transportation, and private providers. Charlottesville Area Transit Service operates a public fixed-route transit system in the TJPDC, but all routes are within the MPO. The University of Virginia Transit Service (UTS) operates fixed-route and charter services for UVA students, employees, and campus visitors. All routes are also within the MPO.

JAUNT operates demand-responsive and fixed-route service throughout the PDC, except in Greene County. Fixed-route service primarily connects outlying communities to the urban/metropolitan area. Demand-responsive service is available seven days a week; days and hours of service vary by locality. In FY 2009, JAUNT provided more than 294,000 trips. Demand-responsive services in Greene County are provided by Greene County Transit. Greene County Transit operates Monday through Friday with shorter hours on Saturday. In 2009, over 56,000 trips were provided by Greene County Transit.

JAUNT completed a Transit Development Plan in November 2008. Transit needs identified in the plan include: expanded commuter routes; expanded service hours and weekend service; additional services that cross jurisdictional boundaries; reduced ride times; expanded service to medical facilities; expanded same day transportation options; non-Medicaid funded medical trips; options for recreational trips; and improved coordination with Greene County Transit. Greene County Transit, for their future needs, has made a commitment to maintain service levels that match population growth in Greene County.

Roadways

Primary east-west corridors include: I-64, US 33, US 250, and VA 6; north-south corridors are US 15, US 29, US 522, VA 20, VA 53, VA 56, and VA 151. In the rural portion of the TJPDC, including lanes in both directions, there are 66 miles of interstate, 287 miles of arterials, and 519 miles of collectors, which comprise the functionally classified network.
Freight and Inter-Regional Transportation

Norfolk Southern and CSX own the freight rail lines in the region. Both Norfolk Southern and CSX have only a few freight sidings or off-loading sites in the region. No rail freight originates in the Charlottesville-Albemarle area. Truck freight is the region’s most utilised method of transporting goods. I-64, US 15, and US 29 serve as major freight corridors and are critical facilities for the movement of goods, both through the region, and to local destinations. Maintaining and improving the roadways for such movement is seen as critical to the region’s economic development and sustainability. Future freight analysis should be conducted in concert with proposed plans to enhance I-81 as a freight corridor.

There is one commercial airport and two general aviation facilities located in the Thomas Jefferson region. The Charlottesville Albemarle Airport is located in northern Albemarle County and provides both commercial and general aviation services. Louisa County Industrial Airpark is located between the towns of Louisa and Mineral. Lake Anna Airport is also located in Louisa County just west of Bumpass.

Additional inter-city transportation is also available via Greyhound Bus Lines, which works in conjunction with Amtrak in the Charlottesville-Albemarle MPO area. Greyhound also provides transportation to major cities within and outside the region, but this transportation is utilized more for recreational travel than standard commuting patterns.

The jurisdictions within the Thomas Jefferson region have a range of available bicycle and pedestrian facilities.

Bicycle and Pedestrian Facilities

Bicycle and pedestrian facilities are well used in the urban areas. Roads without facilities are also used by necessity. The region is traversed by US Bike Route 76, an east to west cross-country bike route, and the Appalachian Trail. The Jefferson Area Bicycle, Pedestrian, and Greenways Plan outlines potential corridors that can be developed by each locality over time (TJPDC, 2004).

The City of Charlottesville and Albemarle County adopted bicycle plans in 1991 and an update in 2004 that details urban and rural bikeways. Currently, bike lanes, off road facilities, and recreation trails exist both within and outside of the MPO. The MPO has the majority of these facilities, but localities in the rural portion of Albemarle County, such as Scottsville and Crozet, maintain some bicycle and pedestrian facilities as well.

Currently, other than US Bike Route 76, Fauquember County maintains minimal bicycle facilities. Biking in Fauquember County is generally for recreational purposes or short trips. The rural setting of the County also limits pedestrian mobility. Palmyra and Columbia each have a few narrow walks, while Fork Union has sidewalks along US 15 and VA 6. Fauquember County has, however, expanded its trail system at Pleasant Grove near Palmyra. The Fauquember Heritage Trail and Village Park are designed to provide pedestrian access for tourists and local citizens to the Rivanna River, by linking the village of Palmyra to Pleasant Grove, a County-owned tract of land.

Greene County roads offer potential routes for bicyclists and, on some roads, very little automobile and/or truck traffic. The Tour de Trump has come through the County, and riders using Skyline Drive may come down into Greene County. However, most roads do not currently have paved shoulders or bike lanes. Pedestrian activity in Greene County is generally limited to Stanardsville and Ruckersville. The Appalachian Trail passes through the western mountains of the County.

The secondary and back roads of Louisa County host numerous bicycle routes, including 25 miles of US Bike Route 76. Louisa County has a painted, onroad bicycle lane on a section of VA 618 near the Town of Mineral. The majority of pedestrian activity and facilities are in the towns of Louisa and Mineral. The Blue Ridge Parkway is a key bike route along the western edge of Nelson County and is part of US Bike Route 76. Other major tourist bikeways in Nelson County include the Delfosse Trail, the Rockfish Valley Loop Trails, and the Blue Ridge Railway Trail, which is an ongoing rails to trails project. There are a number of hiking opportunities in the area including trails at Fortunes Cove Preserve, Wintergreen Resort, Crabtree Falls, Nelson County Wilderness Area, and the Appalachian Trail.
Goods Movement and Major Employers

Freight generators within the Thomas Jefferson region were identified, and their proximity to nearby major roadway and rail corridors noted. Approximately 16 interstate carriers serve the Charlottesville urbanized area and broader Planning District via truck freight, four of which have Albemarle County terminals: UPS, FedEx, Swift, and Roadway Express. Four roadways provide primary access to the major commercial areas and business centers at the center of the Planning District: Interstate 64, US 29, US 250 and US 15. Major employers were also identified and mapped by the TJPDC in order to assess additional trip generator locations as part of the traffic analysis.
Travel Demand Management

Travel demand management (TDM) holds the potential for enhancing many elements of the transportation network and, with other improvements, has been shown to greatly aid in reducing single-occupant vehicle trips. TDM measures include carpooling and vanpooling programs, expanded peak hour public transit, commuter buses, park and ride lots, as well as better coordination between modes to facilitate intermodal transfers. While low population densities in rural areas are not always conducive to major shifts towards mass transit, some gains can be realized. There are concentrated areas to which commuters in the TJPDC are currently traveling for employment, primarily Charlottesville and to a lesser extent, Lynchburg, Richmond, and Waynesboro.

TJPDC coordinates the RideShare program, whose services include car and vanpool matching, referrals to transit providers, inventory, marketing, developing park and ride lots, operating the Guaranteed Ride Home Program, and promoting bicycle and pedestrian transportation. Total RideShare customers as of December 2009 was 660.

RideShare also administers a SchoolPool program to assist schools with traffic congestion that frequently occurs in their lots. RideShare is an active participant of the Commuter Information Team (CIT) which includes RideShare, Charlottesville Area Transit (CAT), JAUNT, University Transit Service (UTS), and Greene County Transit. The RideShare program has recently expanded to include the Central Shenandoah Planning District (CSPDC) and the Harrisonburg metro area.

There are presently 26 official and unofficial park and ride lots throughout the RideShare service area, with approximately half of these in Albemarle County. Within Albemarle County, nine are in the urban area and three are spread out in the rest of the County. One is in the City of Charlottesville. Both Fluvanna and Greene County have one lot each. There are three lots in Louisa County and four in Nelson County. The park and ride lots offer varying degrees of formality and amenities. Several of the lots are owned and operated by VDOT and include lighting and trash cans. Other parking lots are informal and are gravel strips along VDOT right-of-way at major intersections. Most of the park and ride lots exist at private facilities through agreements with the property owners. The Waynesboro official VDOT park-and-ride lot, located in the CSPDC, is the busiest lot, with the majority of users commuting to work in the City of Charlottesville. The other two busiest lots are also official VDOT lots, Zion Crossroads and Gum Springs in Louisa County. The average number of all park and ride lot users was 218 in FY 2009.

Land Use

While growth and development continue to spread along the major corridors and in rural areas, localities in the region have taken steps via their comprehensive plans and by the delineation of growth area boundaries to create more compact development patterns. Compact development increases mobility options, preserves rural lands, and saves localities money by reducing the need to expand utilities and basic services (UnJAM 2035).

Albemarle County has absorbed much of the growth from Charlottesville, which has altered the County’s land use. The land use is primarily rural residential with some denser development and infill development occurring. Fluvanna County is also mostly rural or forested, but the County has designated Community Planning areas in order to concentrate growth in specific locations. Greene County is more rural and highly forested due to the location of Shenandoah National Park. However, additional growth has moved the County to designate growth areas around existing towns. Louisa County land use has been primarily rural and rural residential in the past but is rapidly changing due to its location between Richmond and Charlottesville. Finally, Nelson County is primarily rural, with large tracts of forested land within the George Washington National Forest and Wintergreen Resort.
Roadways
Roadway analysis focused on safety, geometry and structure, and congestion. The TJPDC, in conjunction with member local jurisdictions, prepared a list of roadway priority study locations and safety assessment locations based on reviews of available data sources, input at public meetings, and information provided by local and regional officials. The priority study location list is based on roadway performance measures, safety considerations, or a combination of the two. Some priority locations had current improvement recommendations from recent studies and required no further analysis. Other priority locations required a new or updated analysis. Within the Thomas Jefferson region, 33 priority locations were analyzed; recommendations for these locations are identified separately in the list of recommendations that follow. Seventeen of these locations were identified for assessment of congestion concerns, while the remaining 16 were analyzed for safety. The 16 safety assessment locations were identified using safety and crash database information, and input from local officials and the public.

Roadway analysis focused on safety, geometry and structure, and congestion.

Bridge Deficiency Summary

<table>
<thead>
<tr>
<th>Bridge Suficiency Rating</th>
<th>Functionally Obsolete</th>
<th>Structural Deficiency</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>REPLACE</td>
<td>51-80</td>
</tr>
<tr>
<td>Albemarle</td>
<td>14</td>
<td>52</td>
</tr>
<tr>
<td>Fluvanna</td>
<td>2</td>
<td>14</td>
</tr>
<tr>
<td>Greene</td>
<td>2</td>
<td>16</td>
</tr>
<tr>
<td>Louisa</td>
<td>3</td>
<td>11</td>
</tr>
<tr>
<td>Nelson</td>
<td>3</td>
<td>26</td>
</tr>
<tr>
<td>TJPDC Total</td>
<td>24</td>
<td>119</td>
</tr>
</tbody>
</table>

1. Safety
The roadway safety assessments identified deficiencies such as sight distance and visibility, access management, and inadequate signage. Recommendations were developed for both intersections and segments throughout the region. The recommendations are identified by jurisdiction.

2. Geometry and Structure
   a. Geometric Conditions
   Roadways and intersections with geometric deficiencies such as substandard lane width, shoulder width, or horizontal and vertical curvature, were identified from the VDOT Statewide Planning System (SPS) database. Higher priorities were given to those roadways with potential geometric concerns that also carried higher levels of traffic. Recommendations to address these needs are identified by jurisdiction in red.

   b. Bridge Condition
   Current bridge sufficiency ratings were reviewed and those structures with a rating of less than 50 were considered deficient and in need of structural upgrade or replacement. These appear in a separate table by jurisdiction. A functionally obsolete structure has an appraisal rating of three or worse for the deck geometry, under clearance, approach roadway alignment, structural condition or waterway adequacy. This designation means that the structure was built to standards for these criteria that are less conservative than those used today.

3. Capacity
Level of service analyses were performed on all functionally classified roadways in the TJPDC to assess current and projected year 2035 operations. In addition, analyses were conducted for intersections identified by the TJPDC and local governments as priority study locations. The recommendations to address the deficient locations are identified as operational or safety, by jurisdiction. Current Day, Mid-Term, and Long-Term recommendations were combined in the tables and maps.

Deficiencies in the forecast year were noted for the functionally classified roadway network. Forecasted deficiencies are applicable only to anticipated mobility performance measures, since it is not possible to forecast safety issues or geometric and structural deficiencies.
ALBEMARLE COUNTY RECOMMENDATIONS

1. I-64/Nelson County Line to US 250
   Long-term widen to six lanes to increase capacity and/or accommodate travel demand on alternative corridors as modes. (Local Priority)

2. I-64/US 250 to Charlottesville MPO
   Long-term widen to six lanes. (Local Priority)

3. US 250 Charlottesville MPO to Ruvanna County Line
   Long-term widen to four lanes with median. (Local Priority)

4. I-664/VA 616 to Ruvanna County Line
   Long-term widen to six lanes. (Local Priority)

5. VA 151/Nelson County Line to US 250
   Long-term spot safety and alignment improvements to address geometric deficiencies and pave shoulders for bikes.

6. US 250 (Rockfish Gap Turnpike)/VA 151 [Critzers Shop Rd.]
   Mid-term undertake traffic control improvements [possible signal/northbound turn lane or roundabout].

7. US 250/Nelson County Line to Charlottesville MPO
   Long-term undertake spot safety improvements and pave shoulders for bikes.

8. VA 691/VA 692 to VA 690
   Long-term address geometric deficiencies [including full-width lanes and shoulders].

9. VA 691 [Greenwood Rd.]/VA 690 to VA 611
   Long-term address geometric deficiencies [11-foot lanes].

10. VA 691 (Jarmans Gap Rd.)/VA 611 to VA 684
    Long-term address geometric deficiencies [including full-width lanes and shoulders].

11. VA 691 [Jarmans Gap Rd. from east of VA 684 to VA 240]
    Short-term address geometric deficiencies [including full-width lanes, sidewalk, bike lanes].

12. US 250/I-64 E., Exit 107 A
    Deficiency with low priority; Continue to monitor for potential improvements.

    Mid-term reconstruct southbound approach to improve right turns at signal.

14. US 240/US 250 West to VA 810
    Long-term spot safety and geometric improvements and provide pedestrian/multi-use path [to accommodate bikes].

15. VA 240/VA 810
    Deficiency with low priority; Continue to monitor for potential improvements.

16. Connector Rd./Old Trail Dr. to School Complex North of US 250
    Mid-term provide road and ped/bike connections from Old Trail Rd. to school complex.

17. VA 240/VA 810
    Long-term spot safety and geometric improvements [full-width lanes and shoulders] and provide pedestrian/multi-use path [to accommodate bikes].

18. New Developer Rd. (N.-S.)/VA 240 to US 250
    Mid-term construct new roadway.

19. VA 240/US 250
    Deficiency with mid-priority; Study intersection to identify safety and traffic management improvements.

20. VA 810 (White Hall Rd.)/VA 240 to VA 614 South
    Long-term address geometric deficiencies [including full-width lanes and shoulders to accommodate bikes].

21. VA 614 (Garth Rd.)/VA 810 East to Charlottesville MPO
    Long-term address geometric deficiencies [including full-width lanes and shoulders to accommodate bikes].

22. VA 810 (Brown Gap Turnpike)/VA 673 to VA 629
    Long-term implement spot improvements as needed to address geometric needs.

23. VA 601 (Free Union Rd.)/Mechums River to VA 671 South
    Long-term address geometric deficiencies [including full-width lanes and shoulders to accommodate bikes].

24. VA 491 (Free Union Rd.)/VA 671 South to VA 810 East
    Long-term implement spot improvements as needed to address geometric needs.

25. VA 665/VA 601 to VA 662
    Long-term address geometric deficiencies [including full-width lanes and shoulders].

26. VA 665/VA 662 to VA 664
    Long-term address geometric deficiencies [including full-width lanes and shoulders].

27. VA 664 (Markwood Rd.)/VA 776 to VA 604
    Long-term address geometric deficiencies [including full-width lanes and shoulders].

THOMAS J. EFFERSON
ALBEMARLE COUNTY RECOMMENDATIONS (continued)

- VA 627 (Porters Rd.)/VA 6 to VA 715
  Long-term address geometric deficiencies (including full-width lanes and shoulders).

- VA 20/VA 626 to VA 712
  Deficiency with low priority; Continue to monitor for improvements. Pave shoulders for bike lanes.

- VA 20/VA 6 North to VA 626
  Long-term address geometric deficiencies (including full-width lanes and shoulders).

- VA 6’/VA 726
  Long-term address geometric deficiencies (including full-width lanes and shoulders).

- VA 20/VA 6
  Long-term improve alignment of intersection. (Town of Scottsville)

- VA 6 from VA 6’/VA 20 North to VA 6’/VA 20 South
  Long-term spot safety and alignment improvements and pave shoulders for bikes. (Town of Scottsville)

- VA 6’/VA East to Fluvanna County Line
  Long-term spot safety and alignment improvements and pave shoulders for bikes. (Town of Scottsville)

- VA 637 (Poplar Spring Rd.)/Fluvanna County Line to Scottsville City Limit
  Long-term address geometric deficiencies (including full-width lanes and shoulders).

- VA 795 (Blenheim Rd.)/Scottsville City Limit to VA 726
  Long-term address geometric deficiencies [11-foot lanes].

- VA 726 (James River Rd.)/VA 20 to VA 795
  Long-term address geometric deficiencies (including full-width lanes and shoulders).

- VA 795 (Blenheim Rd.)/VA 726 to VA 712
  Long-term address geometric deficiencies (including full-width lanes and shoulders).

- VA 616/US 250 to Fluvanna County Line
  Long-term address geometric deficiencies (including full-width lanes and shoulders).

- VA 616 Over Buckingham Branch Railroad
  Short-term replace bridge.

- VA 22 (Gordonsville Rd.)/Charlottesville MPO to US 22/231
  Intersection
  Long-term spot safety and geometric improvements, full width lanes and pave shoulders for bikes.

- VA 20 (Stony Point Rd.)/VA 610 (Lonesome Mt. Rd.)
  Short-term maintenance; Mid-term add curve warning signage and shoulder along east side of roadway.

- VA 20 (Stony Point Rd.)/VA 649 to VA 640
  Long-term address geometric deficiencies (including full-width lanes and paved shoulders to accommodate bikes).

- VA 20 (Stony Point Rd.)/VA 600 (Watts Passage Rd.)
  Short-term replace bridge; Mid-term widen northbound and southbound shoulders.

- VA 20 (Stony Point Rd.)/VA 640 to Orange County Line
  Long-term address geometric deficiencies (including full-width lanes and paved shoulders to accommodate bikes).

---

FLUVANNA COUNTY RECOMMENDATIONS

- US 15/VA 673 to VA 6 East
  Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Local Priority)

- US 15/VA 632 to VA 637
  Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Local Priority)

- US 15/VA 616 to VA 632
  Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Local Priority)

- US 15/Louisa County Line to VA 616
  Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Local Priority)

- VA 53/US 15
  Long-term reconstruct a roundabout. (Local Priority)

- VA 53/Albemarle County Line to VA 636
  Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Local Priority)

- VA 53/VA 636 to VA 660
  Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Local Priority)

- VA 53/VA 660 to US 15
  Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Local Priority)

- VA 53 (Thomas Jefferson Pkwy.)/VA 418
  (Lake Monticello Rd.)
  Mid-term add turn lanes and consider a roundabout; Long-term reconstruct roadway to lower vertical curve. (Local Priority)

- VA 600/VA 53
  Long-term construct a roundabout. (Local Priority)

- VA 600/US 53 to VA 618 (Lake Monticello Rd.)
  Long-term widen to four lanes. (Local Priority)

- VA 600/VA 618 (Lake Monticello Rd.) to VA 616
  Long-term widen to four lanes. (Local Priority)
FLUVANNA COUNTY RECOMMENDATIONS (continued)

30 VA 600/VA 618
Mid-term add turn lanes and consider a roundabout. Long-term reconstruct roadway to lower vertical curve. (Local Priority)

31 VA 618 (Union Mills Rd.)/VA 600 (Boston Rd.)
Long-term consider roundabout or signalization and addition of turn lanes. (Local Priority)

32 VA 616/VA 600 to Albemarle County Line
Long-term widen to four lanes. (Local Priority)

33 VA 250/Albemarle County Line to VA 600
Long-term widen to four lanes with median. (Local Priority)

34 VA 250/VA 600 to Louisa County Line
Long-term widen to four lanes with median. (Local Priority)

35 VA 637/VA 6 to Scottsville City Limit
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

36 VA 637 (Poplar Spring Rd.)/Albemarle County Line to VA 773 South
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

37 VA 669/VA 773 to VA 669
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

38 US 6 Over Hardware River
Short-term replace bridge.

39 VA 620/VA 6 to VA 639
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

40 VA 649/VA 6 to VA 673
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

41 US 15/Buckingham County Line to VA 695
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

42 US 15/VA 695 to VA 652
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

43 US 15/VA 652 to VA 702
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

44 US 15/VA 702 to VA 6 East
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). Seek to reserve rights-of-way (through setbacks) in order to allow for potential widening to four lanes with a median. (Local Priority)

45 US 15/VA 6
Long-term reconstruct intersection as one-lane roundabout.

46 VA 649/VA 673 (Bethel Church Rd.) to US 15
Long-term widen to increase capacity and accommodate existing and future travel demand.

47 VA 1001 (Main St.)/US 15 South to VA 1003
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

48 VA 1003/VA 1001 to US 15
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

49 VA 601 (Courthouse Rd.)/US 15 to VA 663 (Courthouse Rd.)
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

50 US 15/VA 1003
Long-term construct a roundabout.

51 VA 53 (Thomas Jefferson Pkwy.)/VA 618 (Martin Kings Rd.)
Short-term maintenance and replace signage.

52 VA 631 (Troy Rd.)/US 15 to VA 633
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

53 VA 600/VA 634 to US 250
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

54 I-64/Albemarle County Line to Louisa County Line
Long-term widen road to increase capacity and accommodate travel demand on alternative corridors or modes.
GREENE COUNTY RECOMMENDATIONS (continued)

**VA 633/VA 604 to VA 623**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

**VA 633 (Amicus Rd.)/VA 623 to US 33**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

**VA 623 (Swift Run Rd.)/VA 633 to US 33**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

**US 33 Bus./VA 622**
Deficiency with low priority; Continue to monitor for potential improvements.

**US 33 Bus. (Main St.)/VA 230 (Madison Rd.) to VA 622 (Cell Rd.)**
Mid-term consider conducting a truck circulation study; Long-term consider prohibiting truck through traffic. (Town of Stanardsville)

**US 33/VA 230 to US 33 Bypass**
Long-term widen road to increase capacity and/or accommodate travel demand on alternative corridors or modes.

**VA 637 (South River Rd.)/VA 621 to VA 647**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

**VA 621/VA 230 to VA 637**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

**US 33/VA 633**
Deficiency with low priority; Continue to monitor for potential improvements.

**US 29/Albemarle County Line to US 33**
Long-term widen to six lanes with median, remove traffic signals and upgrade to provide alternative forms of access, including interchanges.

**New Developer Rd. (Eastside) US 29 Bypass near US 607)/US 29**
Long-term construct new roadway.

**VA 607 (Cedar Grove Rd.)/US 29 to VA 743 (Advance Mills Rd.)**
Deficiency with low priority; Continue to monitor for potential improvements.

**New Developer Rd. (Westside) US 29 Bypass near VA 607)/US 29 to US 29**
Long-term construct new roadway.

**US 29 (Seminole Trail)/VA 607 (Cedar Grove Rd./Matthew Mills Rd.)**
Short-term improve signage. Mid-term widen Matthew Mills Rd. add additional turn lanes to address congestion issues.

**New Developer Rd. (Westside) US 29 to US 29**
Long-term construct new roadway.

**New Developer Rd. (Eastside) US 29 to VA 607**
Long-term construct new roadway.

**VA 607/US 29 to Orange County Line**
Long-term widen road to increase capacity and/or accommodate travel demand on alternative corridors or modes.

**US 29 (Seminole Trail)/VA 616 (Carpenter Mill Rd.)**
Short-term maintenance and improve signage; Long-term add curb and gutter to eastbound roadway.

**US 33/VA 743 (Advance Mills Rd.)**
Mid-term add turn lanes; Long-term monitor for possible signalization.

**New Developer Rd. (Westside) US 29 Bypass near US 33)/US 29 to US 33**
Long-term construct new roadway.

**US 29/US 33**
Deficiency with low priority; Continue to monitor for potential improvements.

**US 33/US 29 to Orange County Line**
Long-term widen road to increase capacity and/or accommodate travel demand on alternative corridors or modes.

**New Developer Rd./US 29 to US 33**
Long-term construct new roadway.

**VA 607 (Fredericksburg Rd.)/US 29 to Orange County Line**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

**US 33/VA 645**
Long-term monitor for possible signalization.

**LOUISA COUNTY RECOMMENDATIONS**

**US 15/I-64 E, Exit 136 A**
Long-term increase capacity at interchange through ramp improvements. [Local Priority]

**I-64/US 15 Interchange (Zions Crossroads)**
Mid-term minor widening improvements at interchange. [Local Priority]

**US 15/I-64 W, Exit 136 A**
Long-term increase capacity at interchange through ramp improvements. [Local Priority]

**US 15/I-64 to Sommersfield Dr. (0.96 miles south of VA 617/East Green Springs Road)**
Monitor capacity demands in this corridor and develop strategies for accommodating/managing these demands through a mix of travel demand and growth management, as well as enhanced multi-modal travel capacity and consideration of accommodating demands on both existing and potential new parallel corridors.

**VA 22/208 (Davis Hwy.)/Louisa to Mineral**
Short-term improve warning signs for railroad crossing; Mid-term lengthen turn lanes; Long-term widen to four lanes. [Local Priority]

**US 522/Southern City Limit/Minesville to VA 22/VA 208**
Long-term widen road to increase capacity and/or accommodate travel demand on alternative corridors or modes. [Local Priority] (Town of Mineral)

**US 522 (Cross Country Rd.)/I-64 to VA 629**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). [Local Priority]

**US 522/33 (Jefferson Hwy.)/US 522 West to US 522 East**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). [Local Priority]

**I-64/Albemarle County Line to US 15**
Long-term widen road to increase capacity and/or accommodate travel demand on alternative corridors or modes.

**US 15 from Sommersfield Dr. (0.96 miles south of VA 617/East Green Springs Road) to VA 617/East Green Springs Road**
Monitor capacity demands in this corridor and develop strategies for accommodating/managing these demands through a mix of travel demand and growth management, as well as enhanced multi-modal travel capacity and consideration of accommodating demands on both existing and potential new parallel corridors.
LOUISA COUNTY RECOMMENDATIONS (continued)

7  US 15/VA 617 to Orange County Line
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

8  VA 615 (Columbia Rd.)/VA 640 to VA 22
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

9  US 15/VA 22
Deficiency with low priority; Continue to monitor for potential improvements.

10 VA 607 (Bybee Rd.)/US 250 West to Fluvanna County Line
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

11 1-64/US 15 to VA 208
Long-term widen road to increase capacity and/or accommodate travel demand on alternative corridors or modes.

12 US 22/US 15 to US 33 West
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

13 US 33/US 15 to US 22 West
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

14 VA 659/Fluvanna County Line to US 250
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

15 VA 208/I-64 to VA 640 North
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

16 VA 613 (Poinceter Rd.)/VA 633 to US 33 West
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

17 US 33/VA 22
Deficiency with low priority; Continue to monitor for potential improvements.

18 VA 613/US 33 East to VA 692
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

19 US 33/VA 22/VA 613 (Poinceter Rd.) to VA 613 (Oakland Rd.)
Long-term consider safety improvements at Poinceter Rd. intersection; Widen road to address geometric deficiencies; Reconstruct US 33/US 22 intersection by realigning VA 613 with US 33.

20 US 33/VA 613 (Oakland Rd.) to Western City Limit Louisa
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

21 US 33 (West Main St.)/Western City Limit Louisa to VA T-669
Long-term reconstruct as urban three-lane roadway. (Town of Louisa)

22 US 22/33 (E. Main St.)/VA 208 (Courthouse Sq.)
Long-term remove street parking and reconfigure eastbound and westbound lanes to provide six-lane capacity. (Town of Louisa)

23 VA 208/Southern City Limit Louisa to US 33
Long-term construct new bypass route. (Town of Louisa)

24 US 22/33 from VA 1005 to US 33 East
Study widening to four continuous through lanes with appropriate turn lanes and a median to enhance pedestrian safety. (Town of Louisa)

25 VA 22 (Davis Hwy.)/US 33 (Jefferson Hwy.)
Long-term implement access management. (Town of Louisa)

26 US 33 (Jefferson Hwy.)/US 22 to Eastern City Limit Louisa
Long-term widen road to increase capacity and/or accommodate travel demand on alternative corridors or modes.

27 US 22 from US 33 East to Eastern City Limit Louisa
Long-term widen to four lanes. (Town of Louisa)

28 VA 669 (Ellisbury Dr.)/VA 731 to VA 613 South
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

29 VA 613/VA 669 South to VA 669 North
Long-term reconstruct roadway to address geometric deficiencies (11-foot lanes).

30 VA 669 (Ellisbury Dr.)/VA 613 North to Orange County Line
Long-term reconstruct roadway to address geometric deficiencies (11-foot lanes).

31 US 250 VA 615
Long-term add turn lanes and consider signalization.

32 VA 605 (Shannon Hill Rd.)/US 33 to County Line (south)
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

33 US 33 (Jefferson Hwy.)/Eastern City Limit Louisa to US 522
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

34 US 33/Shannon Hill Rd.
Short-term maintenance; Mid-term consider reducing speed limit; Long-term consider reconstruction to lower vertical curve.

35 VA 605/US 33 to VA 522
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

36 VA 522 (Mineral Ave.)/First St.
Deficiency with low priority; Continue to monitor for potential improvements. (Town of Mineral)

37 VA 522 from US 22/522 to VA 618
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

38 VA 652/VA 618 to Northern City Limit Mineral
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

39 VA 628/US 33 to Southern City Limit Mineral
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

40 VA 613/VA 687 to US 522
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

41 US 522/VA 208/Mansfield Rd.
Long-term consider access management and realignment of intersection.

42 VA 522/VA 208
Mid-term consider installation of traffic signal and add turn lanes.

43 VA 208/US 522 to Spotsylvania County Line
Long-term widen to four lanes with median.

44 VA 652 (Kentucky Springs Rd.)/VA 208 (New Bridge Rd.)
Long-term add turn lanes and consider realignment and signalization for VA 652/VA 670 intersection.

45 VA 522 (Sandy Hook Rd.)/Goochland County Line to US 250
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

46 VA 522/US 250
Deficiency with low priority; Continue to monitor for potential improvements.

47 VA 522 (Sandy Hook Rd.)/US 250 to I-64
Long-term widen to four lanes with median.

48 US 522/VA 629 to VA 648
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

49 US 33 (Jefferson Hwy.)/US 522 East to VA 609
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

50 VA 663/VA 610 to US 522
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

51 VA 610/VA 663 to VA 635
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

52 VA 625/Goochland County Line to VA 33
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

53 VA 610 (Holly Grove Dr.)/VA 635 West to Hanover County
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

54 US 33 (Jefferson Hwy.)/VA 609 (Buckner Rd.) to VA 635
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

55 US 33/VA 655 to Hanover County Line
Long-term widen to four lanes with median.

56 VA 609 (Buckner Rd.)/US 33 to VA 618
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

57 VA 618/VA 601 to Hanover County Line
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

58 VA 701/VA 601 to VA 618 South
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

59 VA 601/VA 701 South to VA 701 North
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

60 VA 652/VA 650 to VA 701
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).

61 VA 652/VA 650 to VA 1205
Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).
THOMAS JEFFERSON

NELSON COUNTY

RECOMMENDATIONS

US 29/VA 655
Short-term improve signage; Mid-term lengthen turn lanes. (Local Priority)

US 60 (Richmond Hwy.)/VA 622 (Allen’s Creek Rd.)
Mid-term improve intersection to address site distance deficiency. (Local Priority)

VA 151 (Rockfish Valley Hwy.)/VA 627 (Spruce Creek Lane)
Long-term reconstruct intersection to improve horizontal and vertical curves. (Local Priority)

VA 151 (Rockfish Valley Hwy.)/VA 613 (Rodes Farm Dr.)
Mid-term improve intersection to address sight distance deficiency. (Local Priority)

VA 151 (Rockfish Valley Hwy.)/VA 635 (Greenfield Rd.)
Short-term study intersection to identify safety improvements. (Local Priority)

VA 635 (Cold Creek Rd.)/VA 6/VA 151 to VA 633
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Local Priority)

VA 6 West (River Rd.)/VA 634 (Old Roberts Ml. Lane)
Short-term improve signage; Mid-term add turn lanes. (Local Priority)

VA 666 (Dickie Rd.)/VA 827 to VA 679 West
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).

VA 676 (Clay Pool Rd.)/VA 778 to VA 151
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).

VA 705/VA 676 to 0.5 mi. North of VA 676
Mid-term repave roadway.

VA 780/VA 674 to End State Maintenance
Mid-term repave roadway.

VA 666 (Jonesboro Rd.)/VA 679 East to VA 56 South
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

VA 683/0.1 mi. North of VA 666/VA 769
Mid-term repave roadway.

VA 151 (Patrick Henry Hwy.)/VA 56 (Tye Brook Hwy.)
Mid-term improve intersection to address sight distance deficiency.

VA 151/VA 151 to VA 56
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

VA 56/VA 151 to US 29
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

VA 665 (Wilson Hill Rd.)/US 29 North to VA 655
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

VA 739/VA 657 to US 29 South
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

VA 658 (Tye River Rd.)/VA 721 to VA 739
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

VA 622/VA 739 to 0.5 mi. North of VA 739
Mid-term repave roadway.

VA 626 (Cabell Rd.)/US 60 to VA 606 South
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).

VA 656/US 60 to VA 622
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

Mid-term repave roadway.

VA 814/Blue Ridge Pkwy. to Augusta County Line
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

VA 613/VA 612 to 1.0 mi. South of VA 612
Mid-term repave roadway.

VA 151/VA 613 to 0.050 mi. N. VA 613
Mid-term reconstruct road to address geometric deficiencies.

VA 151/VA 6
deficiency with low priority; Continue to monitor for potential improvements.

VA 6/VA 6 South to VA 6 North
Long-term reconstruct road to increase capacity and address geometric deficiencies (including full-width lanes and shoulders).

VA 151 at VA 6/VA 638
deficiency with low priority; Continue to monitor for potential improvements.

VA 151/VA 6 North to Albemarle County Line
Long-term widen road to increase capacity and address geometric deficiencies (including full-width lanes and shoulders).

VA 250/Augusta County Line to Albemarle County Line
Long-term widen road to increase capacity and address geometric deficiencies (including full-width lanes and shoulders).

I-64/Augusta County Line to Albemarle County Line
Long-term widen road to six lanes to increase capacity and accommodate existing and future travel demand.

US 29 (Thomas Nelson Hwy.)/VA 775 (Anderson Lane/Lewis Lane)
Short-term improve signage; Long-term consider closing median opening and installing rumble strips.

VA 756/VA 623 to End State Maintenance
Mid-term repave roadway.

VA 828/US 29 to End State Maintenance
Mid-term repave roadway.

VA 617 (Rockfish River Road)/VA 639 South to US 29
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

VA 639 (Laurel Rd./Rockfish River Rd.)/VA 643 to VA 800
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

VA 639 (Laurel Rd.)/VA 719 to VA 643
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
NELSON COUNTY RECOMMENDATIONS (continued)

39 VA 639 (Craigtown Rd.)/VA 56 East to VA 719
Long-term reconstruct road to address geometric deficiencies (including full width-lanes and shoulders).

40 VA 694/VA 649 to End State Maintenance
Mid-term repave roadway.

41 VA 56 (James River Rd.)/VA 647 (Findlay Mt. Rd.)
Mid-term improve intersection to address sight distance deficiency.

42 US 29 (Thomas Nelson Hwy.)/Bus. 29 (Callowhill Dr./Front St.)
Short-term modify signal timing and improve signage and pavement markings.

43 US 29 Bus. (Front St.)/US 29 North to US 29 South
Mid-term improve intersection to address sight distance deficiency and install sidewalks. (Town of Lovingston)

44 VA 56 Extension
Mid-term study extension of Rt. 56 to Rt. 29 to create safer intersection. (Town of Lovingston)

45 VA 604/VA 626 to 2.0 mi. West of VA 626
Mid-term repave roadway.
Public Transportation
The City of Charlottesville and Albemarle County have investigated the possibility of forming a Regional Transit Authority to serve both jurisdictions. This is still under development but the potential for additional service, through expanded routes and service hours, has already been analyzed. The future plans for Greene County Transit are primarily to continue to serve the County at the level needed to match any additional growth. The JAUNT Transit Development Plan projects a 31% increase in service hours from FY2009 level needed to match any additional growth. The Jefferson Area Bicycle Pedestrian and Greenways Plan details the existing and potential future facilities for the region and the individual member jurisdictions.

**Bicycle and Pedestrian Facilities**
The primary source of recommendations was the individual jurisdictions’ bike plans and/or comprehensive plans. In addition, the Jefferson Area Bicycle, Pedestrian, and Greenways Plan details the existing and potential future facilities for the region and the individual member jurisdictions.

These recommendations are intended to be phased over time by the individual jurisdictions.

In Albemarle County the majority of bicycling and pedestrian facilities are located in the urbanized area. However, rural villages, such as Crozet and Scottsville, include some pedestrian facilities and have actively worked to expand these facilities. Regarding bicycling facilities, U.S. Bike Route 76 traverses the County. This bicycling route acts as a basis for the planned long-distance, recreational road and trail routes within the County. These routes are discussed in more detail in the Greenways Plan.

As development occurs in Fluvanna County, sidewalks and bike trails are an integral part of that growth. Fluvanna County’s Comprehensive Plan has made allowances for the creation of bike and pedestrian facilities as the population continues to grow. Fluvanna County is also committed to expanding its recreational bicycle and pedestrian facilities at Pleasant Grove.

Greene County’s comprehensive plan pushes for bike and pedestrian facilities in areas where these facilities might be utilized. For example, there are plans for bike paths along major roadways, particularly those near Skyline Drive. For pedestrian facilities, plans are focused on Stanardsville and Ruckersville.

Louisa County is working on Rails to Trails, a project to turn abandoned rail lines into pedestrian trails. Much like Fluvanna and Greene counties, the Louisa County comprehensive plan promotes the improvement of bike facilities along major roadways and the enhancement of pedestrian infrastructure in the towns of Louisa and Mineral.

Nelson County’s bicycle and pedestrian facilities are either focused within a denser community or are more recreational in nature. In Lovingston, the county seat, plans have been focused on making the community more bicycle and pedestrian friendly. These improvements have been planned to aid both locals and tourists in moving through Lovingston’s historic center. Recreational facilities have become significant attractions for residents and tourists. The Nelson County Comprehensive Plan (2002) notes that in addition to bike routes promoted by the Nelson County Tourism Office there are unofficial recreational routes throughout the County.
Goods Movement

As growth continues in the TJPDC and trucks share the road with more passenger vehicles, transporting freight by rail will increasingly benefit businesses, institutions, and commuters. Repairing and expanding existing rail corridors can shift some freight off roadways and onto railways. Several projects are in development to help improve freight rail movement across the state. The Heartland Corridor is a Norfolk Southern freight corridor with proposed improvements to enhance its capacity for intermodal double-stacked rail. Plans for the Heartland Corridor also include additional intermodal terminal capacity near Roanoke, which would facilitate the loading and off-loading of freight cars. Though parts of these projects are planned for regions outside of the TJPDC, they are important to consider while attempting to improve freight movement within the region.

Land Use and Future Growth

A review of the jurisdictions’ comprehensive plans, zoning, and proposed future land use determined the locations of future growth areas. These locations (identified on the adjacent map) are where the individual jurisdictions wish to direct future growth based on the presence of existing transportation infrastructure, existing and future water and sewer capacity, existing retail locations, and major employers. By directing development, in particular businesses and industries that move freight towards these growth areas, there is the potential to maximize the future performance of the region’s transportation system and protect and enhance the region’s existing agricultural landscape and setting.

Freight and Inter-Regional Transportation

The Virginia Air Transportation System Plan Update (2003) contains future forecasts (2020) of operations and aircraft based at airports. Growth at Charlottesville-Albemarle Airport and Louisa County Airport is expected to be 2%, and no growth is projected at Lake Anna Airport. One of the roadway detailed study locations is on VA 22/VA 208 near the Louisa County Industrial Airpark/Freeman Field. The short-term and mid-term recommendations address turning issues onto VA 625 (Chalklevel Road), which does not access the airport. The long-term recommendation is for the section of VA 22/VA 208 between Louisa and Mineral, which does access the airport, to be a four-lane facility.

The TransDominion Express (TDX) is a proposed service line that crosses the Commonwealth from Bristol with a split at Lynchburg into two branches, one to Richmond and one to Washington, DC. The new regional service from Lynchburg north to Washington, DC, including the stop in Charlottesville, puts into operation part of the service that the TDX is planning to implement.
Travel Demand Management

The programs and services of Rideshare and all other transit agencies within the region will continue to be important tools for decreasing single-occupant vehicle trips in and around Charlottesville and on heavily traveled commuter routes, particularly during the peak hour. 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 formal 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 TJPDC was adopted by the Regional Commission on December 2, 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 recommendations which have been identified. Further information on this Plan and the 2035 Surface Transportation Plan and VTrans 2035 can be found at www.vdot.virginia.gov.

References


