

Memorandum

To: Town of Mineral Planning Commission
From: Isabella O'Brien, Regional Planner
Date: February 14th, 2024
Reference: Technical Memo – Review of Related Plans

MEMO: Review of Related Plans, Mineral Comprehensive Plan Update

Executive Summary: This memo provides context from many local and regional plans for the Town of Mineral Planning Commission to consider throughout the Town's Comprehensive Plan update. The American Planning Association recommends considering land use, housing, green infrastructure, regional development visions, and other plans as part of the comprehensive planning process. Staff examined a diverse range of documents, including:

- **Louisa County Comprehensive Plan (2019):** Providing valuable insights into the broader county context, outlining land use, transportation, zoning, and economic development goals that influence Mineral's own trajectory.
 - **Key Takeaways:** Mineral is one of Louisa County's identified growth areas and should be thoughtfully planned with compact cluster development to help manage Louisa County's growth and preserve the county's rural and natural areas from new development. Concurrently, the public water and sewer system remains a growth limiting factor due to modest planned infrastructure expansion. Additionally, improving the appearance of roadways, safeguarding historic resources, and maintaining community characteristics are goals of both Louisa County and the Town of Mineral.
- **Regional Housing Plan (2021):** This plan offers valuable insights into regional housing needs and trends, informing Mineral's strategies for providing adequate, diverse, and affordable housing options for its residents and accommodate future growth.
 - **Key Takeaways:** The Town of Mineral can leverage the Regional Housing Plan's recommendations to address its own affordability challenges. The plan provides specific solutions tailored to different income groups, from the unhoused to cost-burdened homeowners.
- **TJPDC Hazard Mitigation Plan (2023):** Mitigating potential risks from natural disasters and other hazards is a key focus of the plan, providing guidance for Mineral to incorporate resiliency measures into its own comprehensive planning efforts.
 - **Key Takeaways:** The Town of Mineral can leverage the regional hazard mitigation plan to access critical FEMA grants and improve its disaster preparedness. Key actions include incorporating mitigation plans into Town documents, ensuring visible house addresses, designating an emergency representative, developing a citizen communication system, marking fire hydrants, installing a well generator, and burying utilities. These steps will enhance Mineral's resilience against earthquakes, wildfires, winter storms, and other potential hazards.
- **Virginia Watershed Implementation Plan:** The top priorities of the plan are reducing pollution entering local waterways and the Chesapeake Bay, educating the public, and integrating conservation and stormwater management into development and planning efforts in all jurisdictions across the Chesapeake Bay Watershed.

- **Key Takeaways:** The Town of Mineral can leverage recommendations from the plan, and information about local water quality impairments to implement best management practices throughout the Town that improve resiliency, provide native habitat, beautify gateways, reduce erosion and flooding, and attract tourism.
- **VTrans State Transportation Plan (2020):** Understanding the state's transportation priorities, including designated Corridors of Statewide Significance and safety concerns, ensures Mineral's plan aligns with the state's vision and positions the Town to leverage funding resources for transportation improvements efficiently.
 - **Key Takeaways:** There are currently no indicated VTrans mid-term needs in the Town of Mineral, which means the Town is currently unable to apply for SMART SCALE funding to implement transportation improvements. Consider designating Mineral as an Urban Development Area (UDA) to attract funding and promote walkable, bikeable development. Future land use decisions should align with VTrans transportation plans to manage traffic and improve accessibility.
- **2040 Rural Long Range Transportation Plan (2018):** This plan provides insights into transportation challenges and opportunities specific to the region's rural areas, prioritizes transportation investments for each county in the region, helping inform Mineral's strategies for improving its local transportation network.
 - **Key Takeaways:** Traffic on US 522 through Mineral is predicted to increase significantly through 2035, requiring improvements like shoulder widening and intersection fixes. Mineral should consider working with the County to seek designation as an Urban Development Area (UDA). This can attract funding for walkable, bikeable, and mixed-use development, promoting economic growth and reducing traffic impact.
- **Jefferson Area Bicycle and Pedestrian Plan (2019):** Prioritizing active transportation options like cycling and walking was a central theme of this plan, informing Mineral's strategies and infrastructure investments for creating a more accessible, walkable, and bikeable community.
 - **Key Takeaways:** The Town is in a central location within Louisa County, along U.S. Bicycle Route 76, and is designated as a growth area. Providing multimodal transportation options, connecting the Town's existing sidewalk network, and developing shared use paths and bike lanes will increase accessibility, reduce single occupancy vehicle trips, improve health and quality of life, and create additional recreational amenities to residents and tourists to the Town.
- **Public Utilities:** These plans focus on the current state and projected capacity of critical infrastructure, such as water, sewer, electricity, and broadband, informing decisions about future growth and development within Mineral.
- **Comprehensive Economic Development Strategy (2024):** Aligning Mineral's growth and development goals with the broader regional economic strategy currently being developed will serve to maximize the Town's economic potential. The strategy will be completed in June 2024.

Staff identified compatible recommendations that could be leveraged for Mineral's benefit. Comparative analysis will serve as a foundation for crafting an equitable and informed update to Mineral's comprehensive plan, while ensuring the updated plan aligns with regional priorities and positions the Town for a sustainable future.

Summary of Findings: Attached reviews of each plan provide insights, including:

- a general description of the plan.
- key goals and objectives of the plan.

- relevant data related to Louisa County at large and the Town of Mineral.
- recommendations related to the Town of Mineral.

County of Louisa Comprehensive Plan 2040

Summary

The Plan guides future land use decisions in the County and provides successive public bodies a common framework for addressing desirable future land use planning. The three major themes that emerged during the Plan's community engagement were conserving the County's rural character and way of life, careful growth management, and the protection of established and future communities.

Vision, Goals, and Objectives

Vision: We strengthen our sense of community by providing resources for residents, promoting agriculture and forestry, ensuring environmental stewardship, establishing reasonable growth areas, and maintaining our rural character.

Goals:

- Preserve and protect our rural heritage and natural resources.
- Encourage open space retention.
- Safeguard historic resources.
- Maintain community characteristics.
- Ensure compatibility between land uses.
- Manage growth by concentrating development activity.
- Encourage high quality development.
- Maximize returns on the investment of public resources.

Recommendations

Louisa County's goals to preserve its rural character, beautify gateways and roadways, and thoughtfully accommodate future growth informs Mineral's Comprehensive Plan. The following actions recommended through the County's Plan can be incorporated into the update:

- Directing growth away from rural areas.
- Encouraging compact cluster development in growth areas.
- Improving the appearance of major gateways and roadways and mandating meaningful landscaped buffers along primary roadways.
- Reduce the frequency of access points on public roads.
- Broadening the tax base by establishing business and industrial parks.
- Creating distinct water and sewer service districts to enhance growth areas.
- Infill development is encouraged, due to limited utilities and the lack of transportation throughways in Mineral.
- Intensive commercial uses or high-density residential projects are discouraged outside the Town's boundaries due to the high cost of expanding the public water and sewer services and providing adequate transportation throughways.

- Ensure adequate and quality water supply.
- The Mineral Utility Service District, when established, should serve and support the more intense future land use designations in this growth area (Mixed Use and Industrial) and the Town of Mineral.
- Protect suitable forest land base from further fragmentation.
- Sustain and enhance forest productivity.

Regional Housing Plan

Summary

The purpose of the plan is to recommend housing strategies for each of the counties in Planning District 10 (TJPDC) that can be included in the housing chapters of their Comprehensive Plans. Code of Virginia [15.2-2223-D](#) requires the comprehensive plan to include “the designation of areas and implementation of measures for the construction, rehabilitation and maintenance of affordable housing, which is sufficient to meet the current and future needs of residents of all levels of income in the locality while considering the current and future needs of the planning district within which the locality is situated.” To assist other jurisdictions in the Commonwealth that may also be experiencing compliance issues with the above code, a template affordable housing element for Comprehensive Plans was created that may allow an expedited way towards compliance.

The plan’s vision is that Planning District 10 will have 100% alignment of supply and demand of affordable housing opportunities throughout the region so that every resident can find access to safe, decent, affordable housing in communities of their choice. The guiding principles of the plan are: Coordination, Engagement, Equity, Anti-Displacement, Mobility, Connectivity, and Accessibility.

Vision, Goals, and Objectives

Vision: Planning District 10 will have 100% alignment of supply and demand of affordable housing opportunities throughout the region so that every resident can find access to safe, decent, affordable housing in communities of their choice.

Guiding Principles:

1. **Coordinated:** Improve the coordination between the multiple localities in creating a housing vision for the region.
2. **Comprehensive:** Embed transportation, workforce development, and community health into the creation of housing strategies for the region.
3. **Data-driven:** Emphasize data-driven decision-making.
4. **Transparent:** Facilitate open communication and coordination between all stakeholders.

Goals:

Policy- Support a strategic approach to land use in providing affordable housing and promote inclusive land use policies that foster equitable communities of opportunity.

Programming- Promote and support the Regional Housing Partnership, identify metrics for tracking the implementation of affordable housing, continue to support the regional affordable housing locator

service- PorchLightVA, and provide opportunities for continued community outreach, education, and engagement.

Capital- Leverage existing financial resources to lower barriers to the creation of new affordable housing and create new funding mechanisms, such as a regional trust fund, to expand the capacity for creating and preserving affordable housing.

Recommendations

The recommendations provide a comprehensive list of high-level tools available to address the affordable housing challenges in Louisa County. These recommendations are also relevant to the Town of Mineral, and many of the recommendations can be implemented there. These recommendations were identified through a series of stakeholder meetings of the Strategies and Analysis Committee of the Regional Housing Partnership, who provided their expertise to refine them.

As of 2021, 38 individuals comprise Louisa's unhoused population.

Unhoused Population Recommendations:

1. Dedicate per capita proportional cost of local funds to the Consortium of Care emergency shelter program.
2. Dedicate local funds to the Continuum of Care Homeless prevention program to address Louisa County residents at risk of homelessness.
3. Apply for available programs such as the Low Income Housing Tax Credit Program, Housing Choice Voucher Program, Mainstream Voucher Program, and Section 202 Supportive Housing Program. Set aside units for people at risk of or experiencing homelessness.
4. Invest resources into identified community resource groups to increase their capacity to create affordable rental units available to people experiencing homelessness & provide home rehabilitation to prevent people from falling into homelessness.
5. Develop private landlord incentives to participate in voucher program or in accepting low-income renters. Incentives could take the form of security deposit payments, one-month rental funds in case of a tenant vacating early, funds for tenant damage repair, etc.

Of Louisa's population housed in affordable rentals, 610 individuals are severely cost burdened or cost burdened.

Affordable Rental Recommendations:

1. Reduce or waive tap fees for projects that include affordable housing units.
2. Create an Accessory Dwelling Unit implementation guide/toolkit to promote the mutual affordability benefits of ADUs to homeowners and renters and promote grant programs targeted to ADU creation.
3. Encourage missing-middle housing such as two-family dwellings, single-family attached dwellings, and manufactured and modular homes.
4. Expand capacity of existing non-profit organizations that provide retrofit and rehabilitation supportive services, either through partnership or dedicated funding to rehab and preserve the aging housing supply.
5. Encourage residents to be proactive, involved, and informed in development review of new housing projects and about the housing need and supply in the county.
6. Examine homestay ordinance requirements and develop tracking methods to better understand the impact of short-term or vacation rentals have on the overall rental market in Louisa County.

7. Conduct a market study to identify gaps in the existing housing stock.
8. Work to reduce bureaucratic barriers in the permitting and approval process for new development or redevelopment that is consistent with the vision established in the updated Comprehensive Plan. Examples include expedited plan review, simplifying permitting and approvals, and greater transparency in the overall process.
9. Explore opportunities for repurposing vacant, underutilized, or county-owned structures, such as schools, for redevelopment for housing.

903 affordable housing property owners in Louisa are severely cost-burdened or in substandard housing units.

Sub-standard Housing Recommendations:

1. Create an Accessory Dwelling Unit implementation guide/toolkit to promote the mutual affordability benefits of ADUs to homeowners and renters and promote grant programs targeted to ADU creation.
2. Expand capacity of existing non-profit organizations that provide retrofit and rehabilitation supportive services, either through partnership or dedicated funding to rehab and preserve the aging housing supply.
3. Encourage missing-middle housing such as two family dwellings, single-family attached dwellings, and manufactured and modular homes.
4. Inventory county-owned land and determine the feasibility for the development of affordable or mixed-income housing.
5. Work to reduce bureaucratic barriers in the permitting and approval process for new development or redevelopment that is consistent with the vision established in the updated Comprehensive Plan. Examples include expedited plan review, simplifying permitting and approvals, and greater transparency in the overall process.
6. Work with regional partners to advertise and promote homebuyer education courses, resources, and financial and homeowner literacy, to either provide additional funding, directly assist in loan program promotion, or general homebuyer education. Encourage the development of a satellite program that is attended locally.
7. Explore opportunities for repurposing vacant, underutilized, or county-owned structures, such as schools, for redevelopment for housing (using Scottsville senior-housing school development for a potential model).
8. Utilize CDBG funds for infrastructure to reduce the housing development cost.

20 renter households of market rate rentals that are at or above 80% the area median income are cost burdened.

Market Rate Rentals Recommendations:

1. Create an Accessory Dwelling Unit implementation guide/toolkit to promote the mutual affordability benefits of ADUs to homeowners and renters and promote grant programs targeted to ADU creation.
2. Encourage missing-middle housing such as two-family dwellings, single-family attached dwellings, and manufactured and modular homes.
3. Encourage residents to be proactive, involved, and informed in development review of new housing projects and about the housing need and supply in the County.
4. Examine homestay ordinance requirements and develop tracking methods to better understand the impact of short-term or vacation rentals have on the overall rental market in Louisa County.

5. Conduct a market study to identify gaps in the existing housing stock.

One hundred Market Rate ownership households that are at or above the area median income are cost burdened.

Market Rate Ownership Recommendations:

1. Create an Accessory Dwelling Unit implementation guide/toolkit to promote the mutual affordability benefits of ADUs to homeowners and renters & promote grant programs targeted to ADU creation.
2. Work with regional partners to advertise and promote homebuyer education courses, resources, and financial and homeowner literacy, to either provide additional funding, directly assist in loan program promotion, or general homebuyer education. Encourage the development of a satellite program that is attended locally.
3. Encourage mixed-use and mixed-income communities.
4. Promote existing household budgeting and financial literacy programs to increase awareness of the long-term costs of homeownership and better prepare residents.

TJPD Hazard Mitigation Plan

Summary

The purpose of the regional hazard mitigation plan is to prepare for natural disasters before they occur, thus reducing loss of life, property damage, and disruption of commerce. Having the plan in place is a condition for eligibility for some of FEMA's disaster recovery and hazard mitigation grants. Because the Town of Mineral is involved in the planning process and has defined mitigation actions in the region's FEMA-approved Hazard Mitigation Plan, the Town has access to several critical grant programs (Hazard Mitigation, Pre-Disaster Mitigation, Flood Mitigation Assistance, Building Resilient Infrastructure and Communities Grant Programs) and can continue to boost the community's resilience against future disasters.

Vision, Goals, and Objectives

- Regional goals include reducing long- and short-term impact of hazard events on buildings and infrastructure, preparing to meet the immediate functional and access needs of the population during natural hazards, increasing mitigation and adaptation capacity through planning and project implementation, and building capacity with information and data development to refine hazard identification and assessment, mitigation targeting and funding identification.

Recommendations

Mineral's Hazard Mitigation Action items or goals to further the objectives of the plan in the 5-year period include:

- Incorporate hazard mitigation plans into community plans.
- Ensure all houses have clear address signs, visible during storms.
- Designate a representative for Louisa's Emergency Operations Committee.
- Develop an alert and communication system with citizens.
- Add reflective markers to fire hydrants for large snow storms.

- Install emergency generator for wells.
- Bury utilities underground in the Town of Mineral.

Virginia Watershed Implementation Plan

Summary



Mineral lies within the Chesapeake Bay Watershed. This plan outlines the actions needed to restore the health of local waterways and the Chesapeake Bay, and every jurisdiction across the Bay plays a vital role in its success.

The [Watershed Implementation Plan](#) sets goals for reducing pollution entering local waterbodies and the Chesapeake Bay, which directly benefits every jurisdiction within the Bay. Clean waterways support healthy ecosystems, protect recreational opportunities and public health, decrease water treatment costs, and promote economic activity like fishing and tourism. Additionally, Watershed Implementation Plans facilitate access to state and federal funding to implement projects that improve water quality, create access points to waterways, provide educational programs to the community, and integrate green infrastructure design into development. Addressing

stormwater runoff and protecting natural resources also increases flooding and climate change resiliency.

Vision, Goals, and Objectives

- **Stormwater Management:** Rain running off impermeable pavement and rooftops carries pollutants. The WIP emphasizes improving stormwater management through practices like green infrastructure, rain gardens, and permeable pavement. This can reduce flooding and groundwater and riverine pollution in Mineral while benefiting the Bay.
- **Addressing Septic Failures:** Failing septic systems can contaminate local water, and over a quarter of septic systems in the US are outdated and sources of pollution. The WIP offers funding and assistance for upgrading or replacing outdated septic systems, improving public health outcomes.
- **Conservation and Restoration:** Protecting and restoring forests, wetlands, and streams improves local water quality and benefits wildlife. The WIP encourages conservation efforts and provides resources for projects like sidewalk tree plantings, rain gardens, riparian buffers and conservation landscapes.
- **Education and Outreach:** Engaging residents in understanding water quality issues is another important aspect. The WIP supports educational programs and materials to raise awareness and encourage individual action in Mineral.

Recommendations

According to the document, jurisdictions should:

- Further optimize their choices of pollutant reduction practices.
- Incorporate lessons learned and new science and information from the midpoint assessment.
- Develop comprehensive local and federal engagement strategies so their contributions are clearly articulated.
- Ensure new and increased pollutant loads are offset.
- Build and sustain the necessary capacity needed to achieve their Phase III WIP commitments by 2025.

VTRANS Statewide Transportation Plan

Summary

VTrans is Virginia's statewide transportation plan that establishes the long-range vision for the state's transportation network, aiming for safety, efficiency, sustainability, and economic growth. VTrans long-term planning focuses on the impacts of climate, technological advancements, consumption patterns, and socio-demographic changes on Virginia's transportation system over the next 20 years. The long-term plan (20+ years) includes five steps to identify, analyze, and monitor powerful and transformative trends that impact the transportation system. It is prepared for the Commonwealth Transportation Board (CTB) by the Office of Intermodal Planning and Investment (OIP). VTrans lays out the overarching vision and goals for transportation in the Commonwealth and plans to achieve those goals. Vtrans is also a tool used to prioritize transportation system improvement needs to determine eligibility for project funding.

Vision, Goals, and Objectives

Vision: Virginia's transportation system will be Good for Business, Good for Communities, and Good to Go. Virginia will benefit from transportation system advances, attract a 21st century workforce, and promote healthy communities where Virginians of all ages and abilities can thrive.

Guiding Principles:

1. **Optimize Return on Investments** Implement the right solution at the right price, striving to meet current needs while advancing long-term prosperity and livability.
2. **Ensure Safety, Security, and Resiliency** Provide a transportation system that is safe for all users, responds immediately to short-term shocks such as weather events or security emergencies, and adapts effectively to long-term stressors such as sea level rise.
3. **Efficiently Deliver Programs** Deliver high-quality projects and programs in a cost-effective and timely manner.
4. **Consider Operational Improvements and Demand Management First** Maximize capacity of the transportation network through increased use of technology and operational improvements as well as managing demand for the system before investing in major capacity expansions.
5. **Ensure Transparency and Accountability, and Promote Performance Management** Work openly with partners and engage stakeholders in project development and implementation. Establish performance targets that consider the needs of all communities, measure progress towards targets. Adjust programs and policies as necessary to achieve the established targets.
6. **Improve Coordination Between Transportation and Land Use** Encourage local governments to plan and manage transportation-efficient land development by providing incentives, technical support, and collaborative initiatives.

7. **Ensure Efficient Intermodal Connections** Provide seamless connections between modes of transportation to harness synergies.

Goals:

- 1) **Economic Competitiveness and Prosperity** - Invest in a transportation system that supports a robust, diverse, and competitive economy.
 - a) Reduce the amount of travel that takes place in severe congestion.
 - b) Reduce the number and severity of freight bottlenecks.
 - c) Improve reliability on key corridors for all modes.
- 2) **Accessible and Connected Places** – Increase opportunities for people and businesses to efficiently access jobs, services, activity centers, and distribution hubs.
 - a) Reduce average daily trip lengths.
 - b) Increase the accessibility to jobs via transit, walking, and driving in metropolitan areas.
- 3) **Safety for All Users** - Provide a safe and secure transportation system for passengers and goods on all travel modes.
 - a) Reduce the number and rate of motorized fatalities and serious injuries.
 - b) Reduce the number of non-motorized fatalities and serious injuries.
- 4) **Proactive System Management** – Maintain the transportation system in good condition and leverage technology to optimize existing and new infrastructure.
 - a) Improve the condition of all bridges based on deck area.
 - b) Increase the lane miles of pavement in good or fair condition.
 - c) Increase percent of transit vehicles and facilities in good or fair condition.
- 5) **Healthy Communities and Sustainable Transportation Communities** – Support a variety of community types promoting local economies and healthy lifestyles that provide that provide travel options, while preserving agricultural, natural, historic, and cultural resources.
 - a) Reduce per-capita vehicle miles traveled.
 - b) Reduce transportation related initiatives.
 - c) Increase the number of trips traveled by active transportation (walking/biking).

Recommendations

A comprehensive plan can guide local transportation investments, like road improvements, gateway beautification, public transit options, bicycle and pedestrian infrastructure improvements. VTRANS prioritizes transportation system needs that are eligible to receive funding through statewide project implementation funding. Priority needs identified by the state include **Corridors of Statewide Significance (CoSS), Safety, Urban Development Areas (UDA), and Regional Networks**.

[UDAs](#) can be designated voluntarily by localities and qualify for SMART SCALE funding because they promote transportation efficient land use and land development patterns to reduce the impact of growth on the state’s transportation network. They also encourage walkable, bikeable, and mixed-use places as a means of attracting development and spurring local economic growth.

The Town of Mineral can benefit by understanding the state’s transportation priorities and following [VTRANS mid-term needs](#) to inform future applications to funding programs such as SMART SCALE. The Town currently has no mid-term needs designated through VTRANS. Ensuring future land use decisions align with future transportation plans and promote efficient development patterns can minimize traffic congestion and promote accessibility to the Town.

2040 Rural Long Range Transportation Plan (RLRP)

Summary

The RLRP incorporates recent and historical trends in transportation and serves as a tool to help rural localities prioritize transportation projects and prepare for Smart Scale applications. The transportation system was evaluated and a range of transportation improvements- roadway, rail, transit, air, bicycle and pedestrian- were developed into recommendations that would help address existing and future needs. The plan strives to achieve a balanced, multimodal transportation network that meets the travel needs of all populations in the planning district.

Vision, Goals, and Objectives

1. **Accessibility:** Improve inter- and intra-regional access and mobility for all users (people, goods, and service) by integrating various modes of transportation in an effort to improve connectivity and in the region.
 - a. Increase awareness and continue to support RideShare and Travel Demand Management (TDM) services.
 - b. Ensure the appropriate types, connections, and levels of freight service are provided to the entire region.
 - c. Improve access to transit for all users.
 - d. Ensure the diverse needs of a changing population are met (elderly, disabled, and LEP, persons lacking access to private vehicles).
2. **Economic Development and Land Use:** Support the region's economic competitiveness by ensuring the integration of transportation and land use decisions in the planning process to enhance efficiency across all modes of transportation.
 - a. Improve the effectiveness of the existing transportation network, recognizing internal and external future travel demands from tourism, freight, and commuters.
 - b. Assure designated growth areas are designed to accommodate a range of transportation modes.
 - c. Target transportation improvements to support local land use and development priorities.
3. **Operations and Management:** Encourage and promote cost-effective operations and maintenance of the regional transportation network that delivers optimum performance for all users.
 - a. Improve secondary roadway network by prioritizing improvements that enhance access for the most users; such as shoulder maintenance widening for all users.
 - b. Identify and prioritize addressing of physical deficiencies, to include pavement, bridges and other multi-modal deficiencies, on the existing transportation network.
 - c. Improving communication among stakeholders regarding transportation data, maintenance coordination, best practices, and emerging technologies.
 - d. Develop efficiencies for prioritizing rural roadway pave in place, rural rustic, and rural additions.
4. **Safety:** Improve the geometric conditions and physical characteristics of the transportation network to reduce fatalities and serious injuries.
 - a. Reduce the number and severity of crashes.
 - b. Incorporate the safety needs of all users.

- c. Identify key safety deficiencies in roadway networks at intersections and along roadway segments (spot improvements, intersections, shoulders, railroad crossings).
- d. Identify, evaluate, recommend, and prioritize other safety deficiencies.
- 5. **Congestion:** Where appropriate, improve roadway design to reduce congestion for vehicles, freight, and transit.
 - a. Improve efficiency wherever possible.
- 6. **Environment and Community:** Promote sustainable transportation improvements that mitigate impacts on the environment and ensure nondiscriminatory planning within the region.
 - a. Incorporate environmentally/context-sensitive design into roadway, bicycle/pedestrian facilities and transit improvements to improve or maintain the aesthetic values for the surrounding environment and to minimize environmental impacts and avoid encroachment on historic and culturally significant assets.
 - b. Promote the inclusion of minority and disadvantage populations in the planning process.

Recommendations

The table below summarizes Louisa County’s transportation priorities as they relate to Mineral; the final column displays the VTRANS need, if any, that is related to a transportation improvement. Projects that address VTRANS need(s) become eligible for state funding under the SMART SCALE program and receive priority consideration in VDOT’s Revenue Sharing Program.

Priority needs identified by the state include Corridors of Statewide Significance (CoSS), Safety, Urban Development Areas (UDA), and Regional Networks. Refer to the VTRANS section of this memo for more about how the Town of Mineral can apply for SMART SCALE funding by meeting a VTRANS need.

Louisa County Transportation Priorities Surrounding and Within Mineral						
Rank (1-43)	Project Name	Type	Route	From	To	VTRANS Needs
10	Pendleton Road	Segment	US 522	Town of Mineral, Southern Limits	US 33 (Jefferson Highway)	Safety
12	US 522/East First Street	Intersection	US 522	US 522 (Mineral Avenue/ Piedmont Avenue)	US 522 (East First Street)	None
21	Davis Highway	Segment	VA 22/ 208	Town of Louisa	Town of Mineral	Safety
26	Mineral Avenue	Segment	US 522	VA 22/208 (Piedmont Avenue)	Town of Mineral, Southern Limits	None

36	Louisa Avenue	Segment	US 522	US 522/618	Town of Mineral, Northern Limits	None
41	East First Street	Segment	US 522	US 22/208 (Piedmont Avenue)	US 522 (Louisa Avenue)	None

Jefferson Area Bike and Pedestrian Plan

Summary

The Jefferson Area Bicycle and Pedestrian Plan is regionally focused and intended to help plan and build bicycle and pedestrian infrastructure. The Plan seeks to encourage implementation by providing a focused list of regionally-significant bicycle and pedestrian projects that enhance connectivity and provide routes to important residential and economic centers. VDOT and local governments in the Planning District acknowledge that providing multimodal transportation choices is important to ensuring that the transportation system of the future is equitable, safe, and sustainable.

Vision, Goals, and Objectives

Vision: This Plan brings together multiple planning efforts to provide a guide for implementation on a regional scale.

Goal 1: Get Projects Implemented

- a. Identify all existing bicycle and pedestrian recommendations proposed in current approved planning documents.
- b. Identify new bicycle and pedestrian needs, through analysis and public input.
- c. Integrate recommendations in other planning documents, such as local comprehensive plans and the MPO Long-Range Transportation Plan.
- d. Implement a continuing process, with regular follow-up on priority projects.

Goal 2: Get the Right Projects Built

- a. Identify all existing bicycle and pedestrian recommendations.
- b. Identify new bicycle and pedestrian needs, through analysis and public input.
- c. Develop and adopt performance measures to prioritize recommendations.

Goal 3: Provide Localities with Valuable Tools

- a. Ensure the plan remains focused on implementation.
- b. Implement a continuing process, with regular follow-up on priority projects.
- c. Develop an online, interactive version of the plan recommendations.

Goal 4: Encourage Public Participation

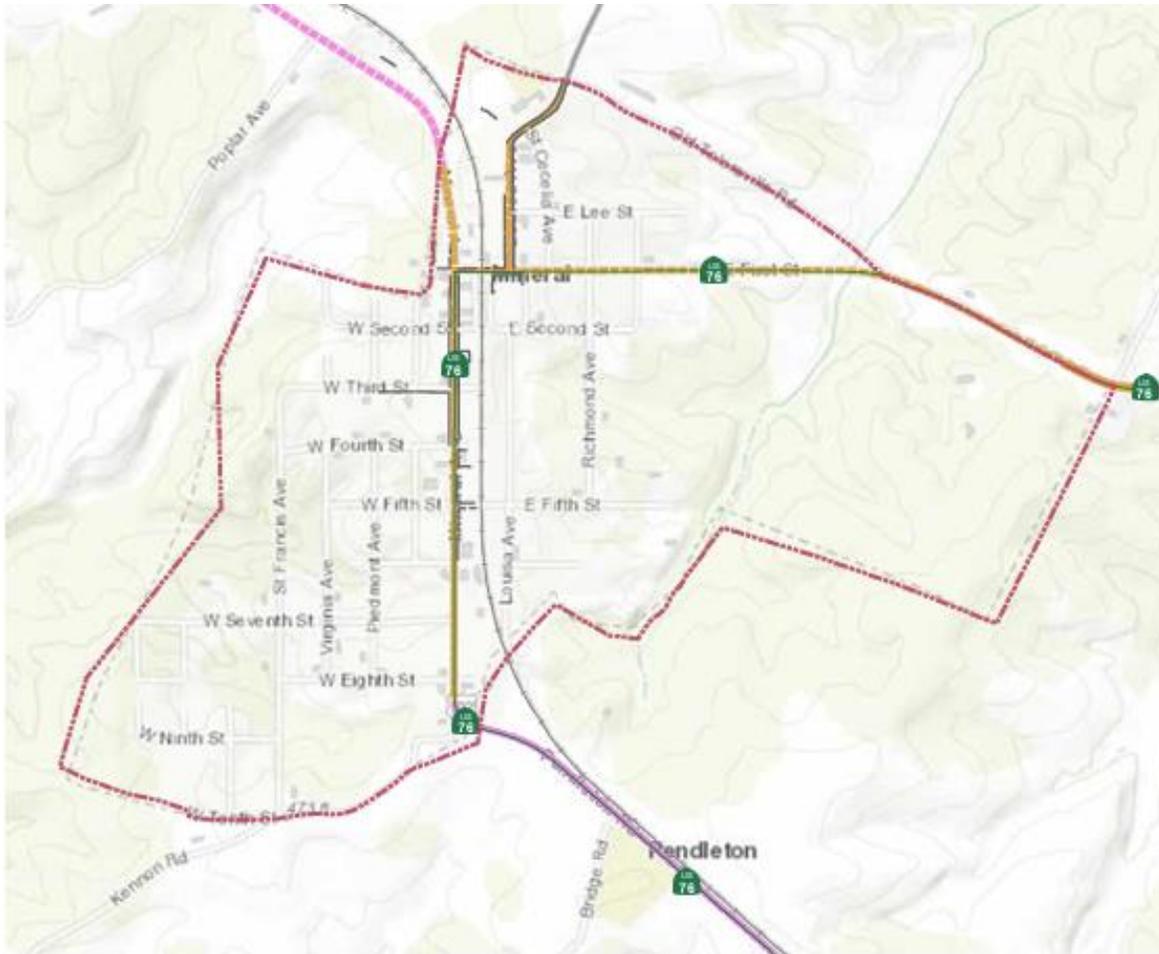
- a. Conduct meaningful public outreach.

- b. Interface with existing community and advocacy groups.
- c. Conduct workshops and engagement sessions within the community.

Recommendations

- Construct new sidewalks that connect gaps in the sidewalk network.
- Add bike lanes along Mineral Ave and East First Street and Louisa Ave to better accommodate Route 76.
- Add sidewalks to fill in gaps.
- Add pedestrian crossing at East 1st Street and Mineral Ave.
- Construct a shared use path along Route 208 (Davis Highway) connecting the Towns of Mineral and Louisa via the Betty Queen Center and the public schools.

The Jefferson Area Bicycle and Pedestrian Plan (2019) envisaged potential bike facilities in Mineral. A map from that plan is shown below.



Map 10.4.2
Infrastructure Recommendations

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network in the Town of Mineral.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Town of Mineral Boundary
- Proposed Bike Lane
- Existing Bike Lane
- Proposed Rural Shared Road
- Existing Sidewalk

1,000 Feet



Comprehensive Economic Development Strategy

The TJPDC was awarded an Economic Adjustment Assistance grant from the U.S. Economic Development Administration in 2022 to support development of a Comprehensive Economic Development Strategy (CEDS) for the region. A comprehensive Economic Development Strategy (CEDS) is a program of the United States Commerce Department's Economic Development Administration (EDA) whose sole focus is

on economic development. It provides funding in the form of grants, loans, and technical assistance to state governments, local governments, and economic development organizations.

As part of its disbursement of funds, it encourages communities to collaborate at a regional level to develop fully integrated strategies to support economic growth. A CEDS is a prerequisite for designation as an EDA Economic Development District (EDD). Once designated as an EDD, municipalities at all levels are provided priority consideration when applying for funds, not only for EDA's programs, but many other federal sources of funding, such as transportation, labor, health, etc. EDA specific programs include public infrastructure, technology-based development, innovation and entrepreneurship, community facilities, business attraction and expansion assistance, and workforce initiatives for disadvantaged communities.

The CEDS document, which is submitted to the EDA, is meant to be a blueprint for activity that will bring about greater economic prosperity throughout the region. Upon completion in 2024, the findings of the project should be reviewed to determine locally relevant opportunities.