Public Transportation

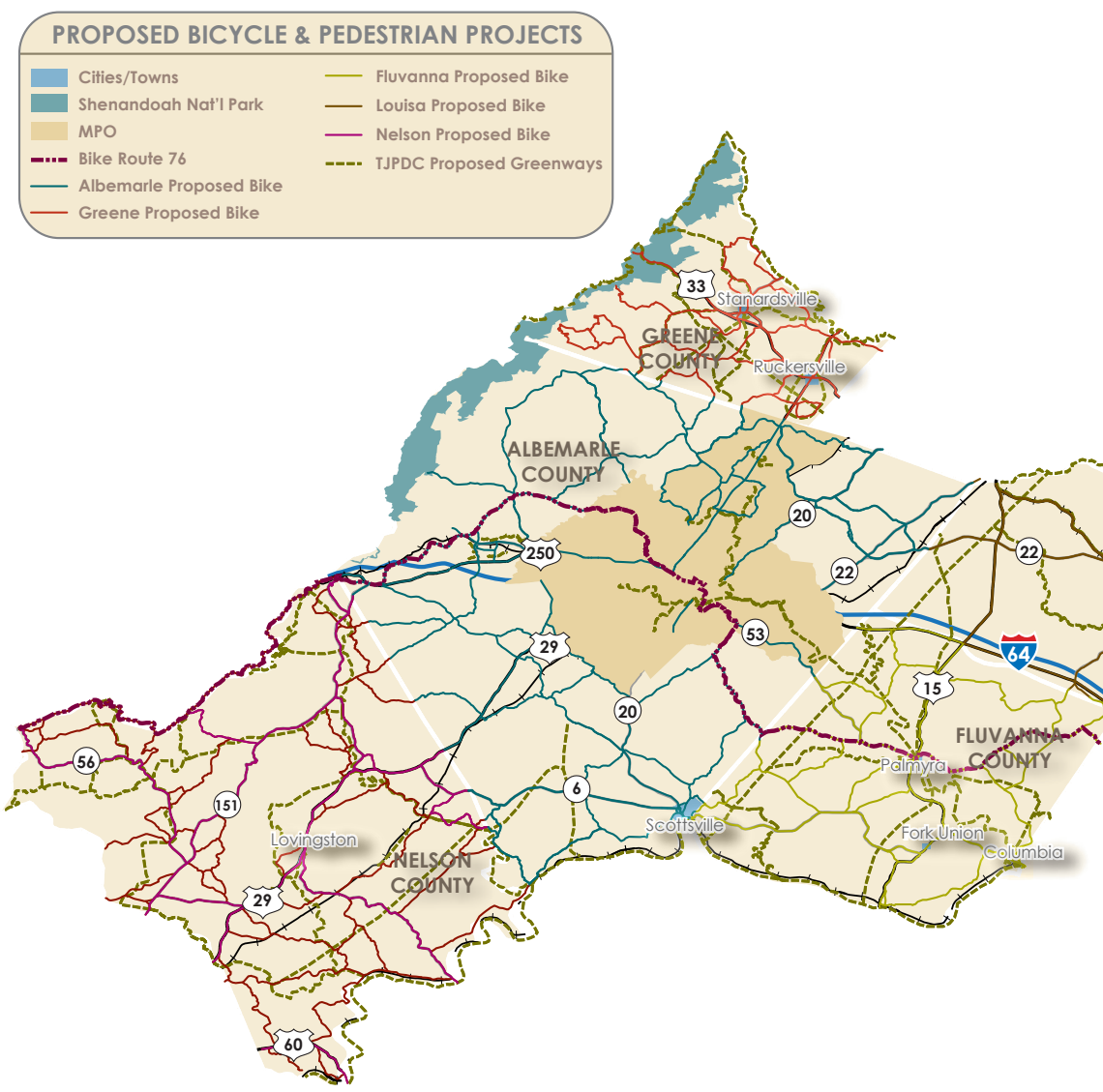
The City of Charlottesville and Albemarle County have investigated the possibility of forming a Regional Transit Authority to serve both jurisdictions. This is still under development but the potential for additional service, through expanded routes and service hours, has already been analyzed. The future 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 to FY2015 based on both expansion of existing services and adding services to Scottsville, Zion Crossroads, Richmond, and along US 29 North, as well as increased demand-responsive service in Buckingham, Fluvanna, Nelson, and Louisa counties. Other needs to be addressed in the future include: expanded commuter service to major employers; increased paratransit for individuals with disabilities; third shift service and weekend work-trips; and services linking to Greene and Orange counties.

The future plans for Greene County Transit are primarily to continue to serve the county at the level needed to match any additional growth.

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.

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 in 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 Scottville, 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 roadways 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.

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.

There is the potential for additional passenger rail service in the region.

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.

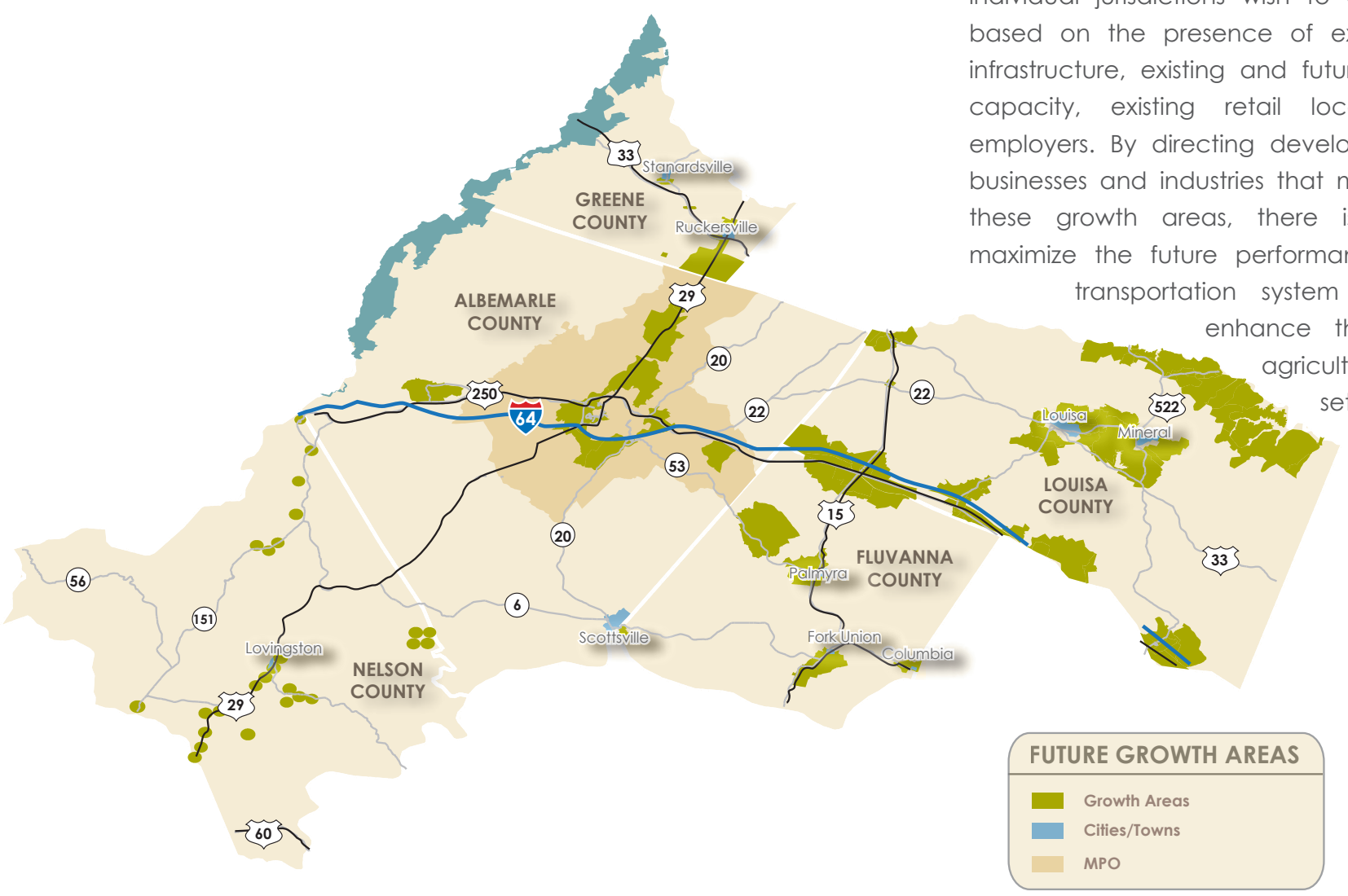
Goods Movement

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.

A review of the jurisdictions' comprehensive plans, zoning, and proposed future land use determined where future growth areas could be.

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.

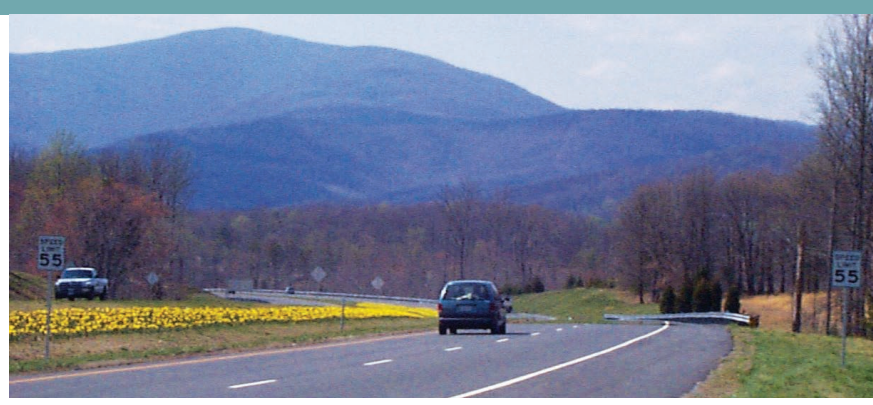


Travel Demand Management

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.

Decreases in single-occupant vehicle trips are possible in and around Charlottesville and on heavily traveled commuter routes.



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.

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