



INTRODUCTION AND PURPOSE

In 2010 the Thomas Jefferson Planning District Commission adopted its first Rural Specific Long Range Transportation Plan. The 2010 Plan was developed in conjunction with the States’ development of the VTRANS 2035 statewide multimodal long-range plan. Prior to the 2010 plan, the TJPDC had developed a set of comprehensive transportation plans known as the United Jefferson Area Mobility Plans (UnJAM). The first of these plans was adopted by the PDC and MPO in 2004 (UnJAM 2025) and subsequently updated in 2009 (UnJAM 2035).

The 2040 Rural Long Range Transportation Plan serves as an update to the 2035 Rural Long Range Transportation Plan and incorporates new data and relies on the most recent trends in transportation, including adopting a performance-based approach that mirrors the approach used by the State for prioritizing funding of transportation projects known as Smart Scale. The Plan is designed to serve as a tool to help rural localities prioritize transportation projects and prepare for Smart Scale.

The transportation system within each rural county was evaluated, and a range of transportation improvements - roadway, rail, transit, air, bicycle, and pedestrian - were then developed into recommendations that would help address expected 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.

STUDY APPROACH

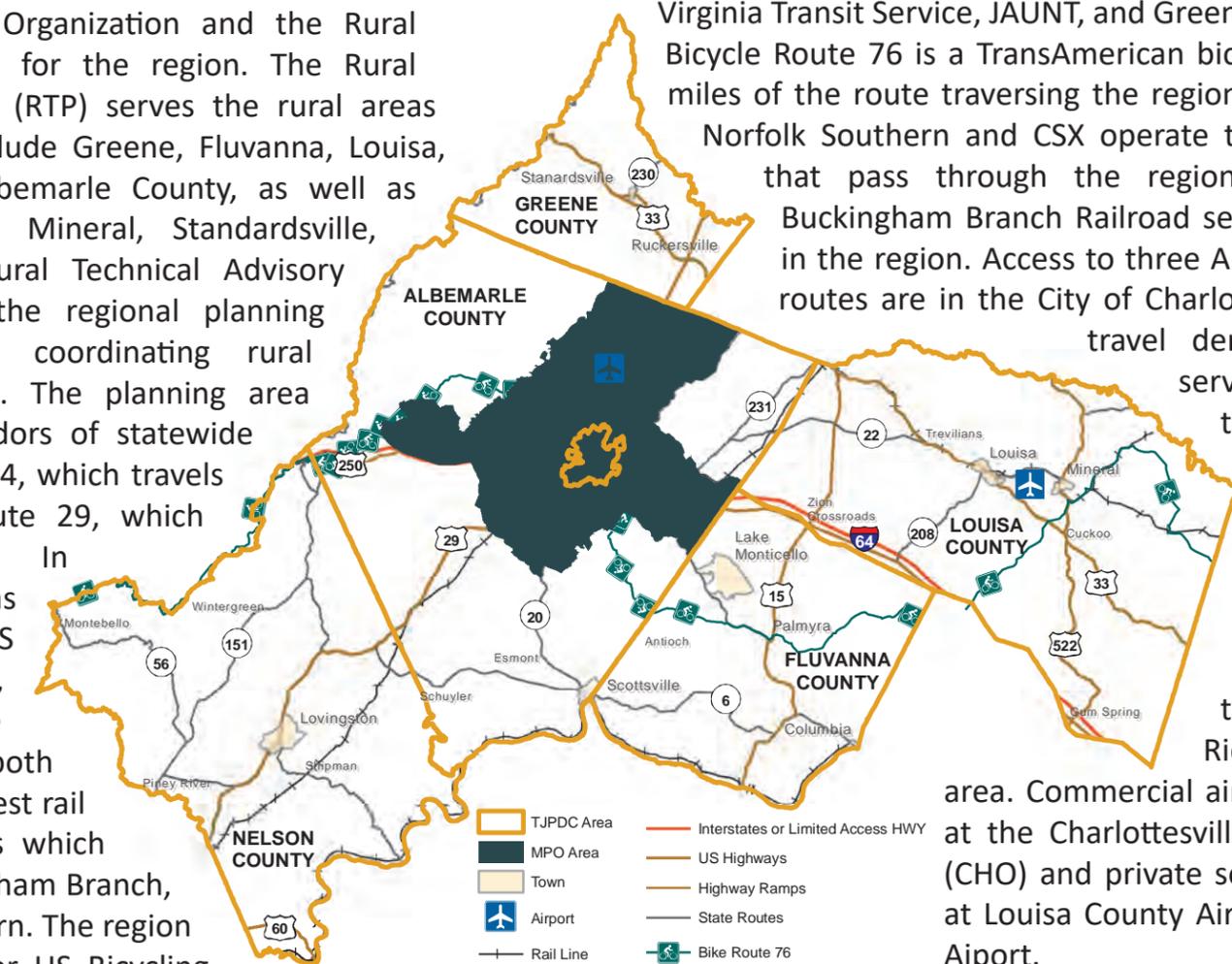
- Development of regional transportation goals and objectives
- Public involvement
- Data compilation and collection
- Data analysis
- Identification of transportation deficiencies and recommendations
- Environmental overview

SMART SCALE PLANNING FACTORS

- Safety
- Congestion Mitigation
- Accessibility
- Environmental Quality
- Economic Development
- Land Use

DESCRIPTION AND FUNCTION OF THE THOMAS JEFFERSON PLANNING DISTRICT COMMISSION

The Thomas Jefferson Planning District Commission serves the counties of Albemarle, Fluvanna, Greene, Louisa, Nelson, and the City of Charlottesville. The TJPDC staffs both the Metropolitan Planning Organization and the Rural Transportation Program for the region. The Rural Transportation Program (RTP) serves the rural areas of the TJPDC which include Greene, Fluvanna, Louisa, Nelson, portions of Albemarle County, as well as the Towns of Louisa, Mineral, Standardsville, and Scottsville. The Rural Technical Advisory Committee (RTAC) is the regional planning body responsible for coordinating rural transportation planning. The planning area is served by two corridors of statewide significance; Interstate 64, which travels east/west; and US Route 29, which travels north/south. In addition, the rural areas are served by other US Routes, including 250, 15, 522, and 33. The region is also served by both north/south and east/west rail lines and four railroads which include Amtrak, Buckingham Branch, CSX, and Norfolk Southern. The region is also home to a major US Bicycling Route, Bike Route 76.



SUMMARY OF THE TRANSPORTATION NETWORK

Interstate 64 is the primary east-west corridor of the region along with US 250 and US 33. The primary north-south corridors are US 29 and US 15. Public transportation services are provided by Charlottesville Area Transit, University of Virginia Transit Service, JAUNT, and Greene County Transit. US Bicycle Route 76 is a TransAmerican bicycle route with 136 miles of the route traversing the region from east to west.

Norfolk Southern and CSX operate two class I railroads that pass through the region. Additionally, the Buckingham Branch Railroad serves local industries in the region. Access to three Amtrak passenger rail routes are in the City of Charlottesville. A range of travel demand management services are available through RideShare, housed within the TJPDC. There are presently 31 official and unofficial Park and Ride lots throughout the RideShare service area. Commercial air service is available at the Charlottesville-Albemarle Airport (CHO) and private services are available at Louisa County Airport and Lake Anna Aiport.

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GOALS AND OBJECTIVES

The TJPDC has developed a set of uniform goals and objectives across its family of plans. The Goals and Objectives will be used across the RLRP, the LRTP, and the Jefferson Area Bike and Pedestrian Plan. These Goals and Objectives were developed with input from the Rural Technical Advisory Committee, MPO Policy Board and committees, and guidance from FHWA. These goals and objectives are in line with MAP21 performance measure guidance.



Photo Credit: Nelson County

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.

Objectives:

- Improve access to transit for all users. Ensure the diverse needs of a changing population are met (elderly, disabled, and LEP, persons lacking access to private vehicles)
- Ensure the appropriate types, connections, and levels of freight service are provided to the entire region
- Continue to support efforts to enhance access to intra-regional transit services, to include bus, rail, and air services
- Increase awareness and continue to support RideShare and Travel Demand Management (TDM) services

- Enhance connectivity among and between various modes of transportation through identifying and filling gaps in networks
- Provide a forum for policy discussion among transportation stakeholders

Planning Factors Addressed:

- Increase the accessibility and mobility of people and freight
- Enhance the integration and connectivity of the transportation system across and between modes for people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and state and local planned growth and economic development patterns

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.

Objectives:

- Improve the effectiveness of the existing transportation network, recognizing internal and external future travel demands from tourism, freight, and commuters
- Assure designated growth areas are designed to accommodate a range of transportation modes
- Target transportation improvements to support local land use and development priorities

Planning Factors Addressed:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Enhance the integration and connectivity of the transportation system across and between modes for people and freight;
- Enhance travel and tourism

- Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and state and local planned growth and economic development patterns

GOALS AND OBJECTIVES

3 OPERATIONS AND MANAGEMENT

Encourage and promote cost-effective operations and maintenance of the regional transportation network that delivers optimum performance for all users.

Objectives:

- Identify and prioritize addressing of physical deficiencies, to include pavement, bridges and other multi-modal deficiencies, on the existing transportation network
- Improving communication among stakeholders regarding transportation data, maintenance coordination, best practices, and emerging technologies
- Develop efficiencies for prioritizing rural roadway pave in place, rural rustic, and rural additions
- Improve secondary roadway network by prioritizing improvements that enhance access for the most users. Such as shoulder maintenance widening for all users

Planning Factors Addressed:

- Enhance the integration and connectivity of the transportation system across and between modes for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation



Photo Credit: The Ridgefield Press

4 SAFETY

Improve the geometric conditions and physical characteristics of the transportation network to reduce fatalities and serious injuries.

Objectives:

- Reduce the number and severity of crashes
- Identify key safety deficiencies in roadway networks at intersections and along roadway segments (spot improvements, intersections, shoulders, railroad crossings)
- Identify, evaluate, recommend, and prioritize other safety deficiencies
- Incorporate the safety needs of all users

Planning Factors Addressed:

- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users



Photo Credit: Wikimedia Commons

GOALS AND OBJECTIVES

5 CONGESTION

Where appropriate, improve roadway design to reduce congestion for vehicles, freight and transit.

- Objectives:**
- Improve the efficiency of the existing transportation system and services whenever possible

- Planning Factors Addressed:**
- Increase the safety of the transportation system for motorized and non-motorized users
 - Increase the security of the transportation system for motorized and non-motorized users
 - Enhance travel and tourism



Photo Credit: The Daily Progress

6 ENVIRONMENT AND COMMUNITY

Promote sustainable transportation improvements that mitigate impacts on the environment and ensure nondiscriminatory planning within the region.

- Objectives:**
- Incorporate environmentally- and/or contextually-sensitive design into roadway, bicycle/pedestrian facilities, and transit improvements to improve or maintain the aesthetic values of the surrounding environment and to minimize environmental impacts and avoid encroachment on historic and culturally-significant assets
 - Promote the inclusion of minority and disadvantaged populations in the planning process

- Planning Factors Addressed:**
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
 - Enhance the integration and connectivity of the transportation system across and between modes for people and freight



Photo Credit: State College Pennsylvania