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DEMOGRAPHIC AND LAND USE TRENDS

DEMOGRAPHIC TRENDS

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. There is a broad spectrum of the amount of growth and land use changes occurring through 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.

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 2016, only the City of Charlottesville had a minority population nearing that of the state (31%). In 2016, Greene, Louisa, and Nelson Counties and the City of Charlottesville had low-income populations equal to or above the state percentage of 11%. The portion of the population with disabilities in Fluvanna, Greene, Louisa, and Nelson Counties are above the state average of 11%. All of the jurisdictions, except for Charlottesville and Greene County, have elderly populations higher than the state percentage of 14%.

Photo Credit: Michigan Care Management Resource Center

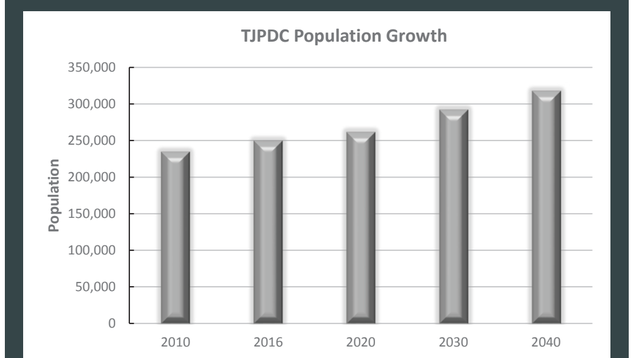
DEMOGRAPHIC AND LAND USE TRENDS

POPULATION TRENDS

Regional population increased by 6.5% between 2010 and 2016. The rate of growth was not distributed evenly throughout the region. Nelson County was the only jurisdiction to have a declining population at a rate of -1.2%. Fluvanna and Louisa Counties had the lowest positive growth rates of 1.7% and 3.5% respectively. The Counties of Albemarle, 6.8%; and Greene, 7.5%; and the City of Charlottesville, 13.0%; had the highest growth rates. The TJPDC had a growth rate of 6.5%. However, by absolute numbers, Albemarle and Greene Counties increased the most, 6,705 and 1,382 persons each. Population projections through 2040 for the region exhibit these trends as well, including a rebounding population in Nelson County. The populations in Nelson County and the City of Charlottesville are projected to grow the least; populations in Albemarle, Greene, and Louisa Counties are expected to increase by more than 30%, and Fluvanna County will grow at nearly the same rate.

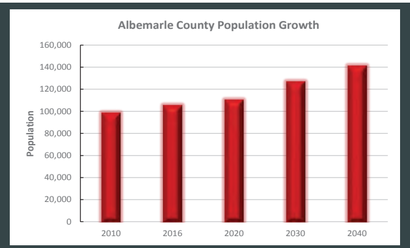
Improvements to the transportation network are needed because mobility and safety are affected by increases in population. In the case of the Thomas Jefferson region, increasing pressure on the network has already resulted in changes to the transportation network, such as additional capacity demands 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.

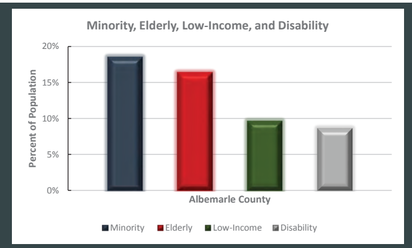
Photo Credit: American Evolution



Source: Weldon Cooper 2016 Population Estimates

ALBEMARLE COUNTY





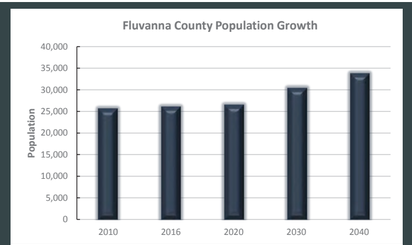
Median Age: 39
Total Population: 105,715
Median Income: $70,342

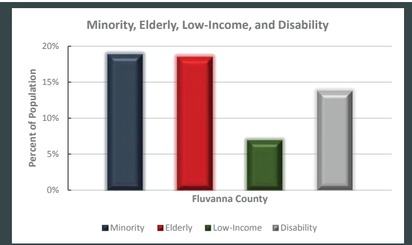
Educational Attainment (Population 25 years and over):
Associate's Degree: 6%
Bachelor's Degree: 26%
Graduate or Professional Degree: 26%

Vehicle Ownership:
No Vehicle Available: 2%
1 Vehicle Available: 19%
2+ Vehicles Available: 80%

Mean Commute Time:
22 Minutes

FLUVANNA COUNTY





Median Age: 43
Total Population: 26,133
Median Income: $66,425

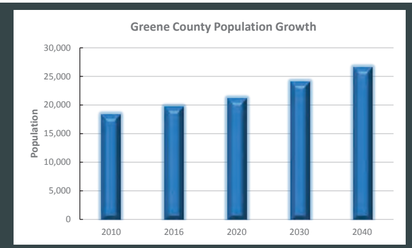
Educational Attainment (Population 25 years and over):
Associate's Degree: 9%
Bachelor's Degree: 18%
Graduate or Professional Degree: 14%

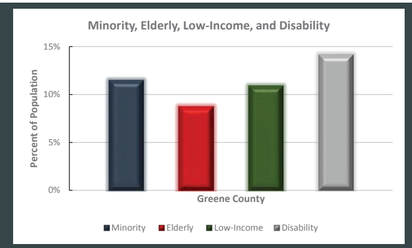
Vehicle Ownership:
No Vehicle Available: 1%
1 Vehicle Available: 9%
2+ Vehicles Available: 91%

Mean Commute Time:
33 Minutes

Sources: Weldon Cooper Center 2016 Population Estimates; 2012-2016 ACS 5-Year Estimates.
Note: Elderly populations are 65 years of age and over. Low-income and disability populations are those for whom the poverty level and disability status is determined.

GREENE COUNTY





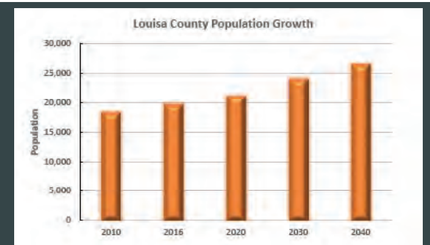
Median Age: 40
Total Population: 19,785
Median Income: $61,615

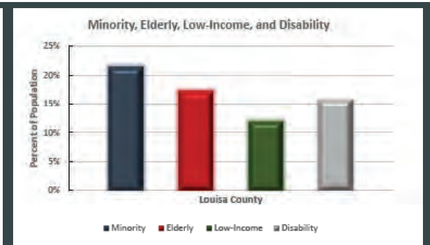
Educational Attainment (Population 25 years and over):
Associate's Degree: 7%
Bachelor's Degree: 15%
Graduate or Professional Degree: 9%

Vehicle Ownership:
No Vehicle Available: 2%
1 Vehicle Available: 14%
2+ Vehicles Available: 84%

Mean Commute Time:
30 Minutes

LOUISA COUNTY





Median Age: 44
Total Population: 34,316
Median Income: $54,662

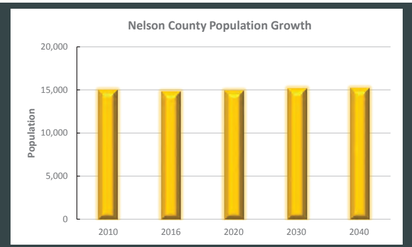
Educational Attainment (Population 25 years and over):
Associate's Degree: 7%
Bachelor's Degree: 14%
Graduate or Professional Degree: 8%

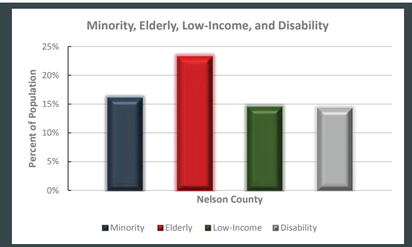
Vehicle Ownership:
No Vehicle Available: 2%
1 Vehicle Available: 11%
2+ Vehicles Available: 88%

Mean Commute Time:
36 Minutes

Sources: Weldon Cooper Center 2016 Population Estimates; 2012-2016 ACS 5-Year Estimates.
Note: Elderly populations are 65 years of age and over. Low-income and disability populations are those for whom the poverty level and disability status is determined.

NELSON COUNTY





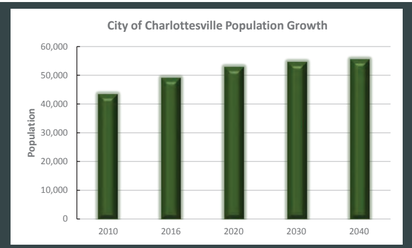
Median Age: 49
Total Population: 14,835
Median Income: $50,994

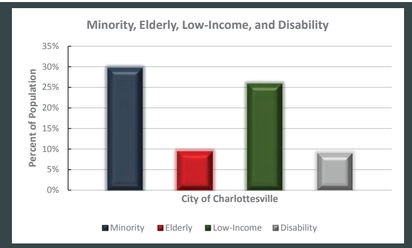
Educational Attainment (Population 25 years and over):
Associate's Degree: 7%
Bachelor's Degree: 15%
Graduate or Professional Degree: 15%

Vehicle Ownership:
No Vehicle Available: 2%
1 Vehicle Available: 17%
2+ Vehicles Available: 81%

Mean Commute Time:
30 Minutes

CITY OF CHARLOTTESVILLE





Median Age: 30
Total Population: 49,071
Median Income: $50,727

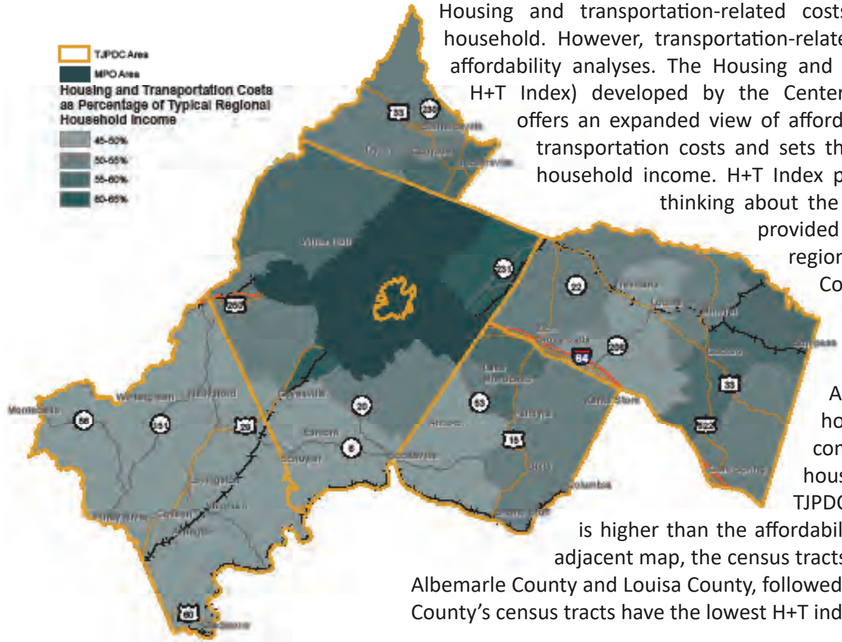
Educational Attainment (Population 25 years and over):
Associate's Degree: 4%
Bachelor's Degree: 24%
Graduate or Professional Degree: 26%

Vehicle Ownership:
No Vehicle Available: 7%
1 Vehicle Available: 31%
2+ Vehicles Available: 63%

Mean Commute Time:
18 Minutes

Sources: Weldon Cooper Center 2016 Population Estimates; 2012-2016 ACS 5-Year Estimates.
Note: Elderly populations are 65 years of age and over. Low-income and disability populations are those for whom the poverty level and disability status is determined.

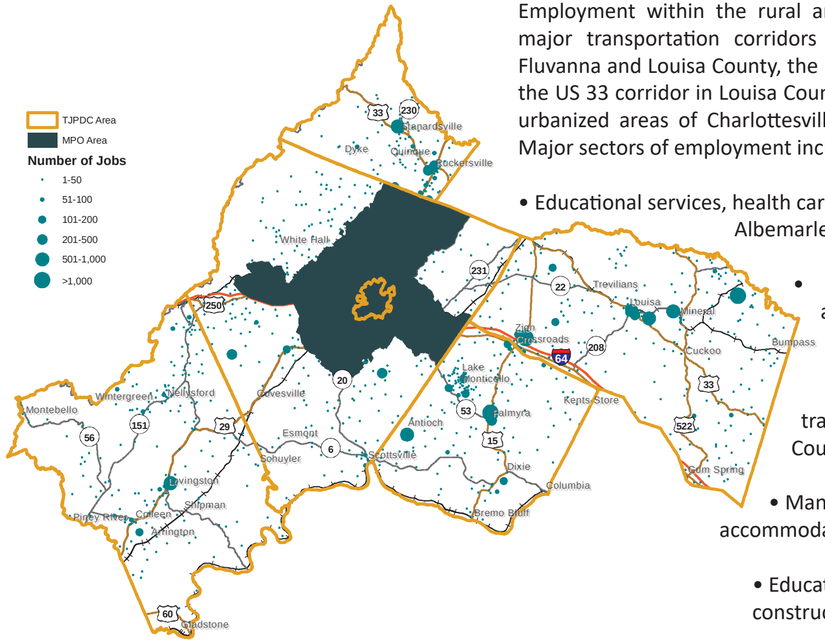
HOUSING AND TRANSPORTATION AFFORDABILITY



Housing and transportation-related costs are the major expenditures for a household. However, transportation-related costs are usually not considered in affordability analyses. The Housing and Transportation Affordability Index (The H+T Index) developed by the Center for Neighborhood Technology (CNT) offers an expanded view of affordability, one that combines housing and transportation costs and sets the benchmark at no more than 45% of household income. H+T Index provides a more comprehensive way of thinking about the true affordability of place. The data is provided on various geographic scales from the regional down to the neighborhood level. Considering the extent of the TJPDC area, Census Tract data is selected as the most appropriate scale for analysis.

According to the data, as of 2015, the housing and transportation expenditures combined accounts for 45-65% of the households' typical monthly income in the TJPDC region (without MPO area), which is higher than the affordability benchmark of 45%. As shown in the adjacent map, the census tracts with the highest H+T index are found in Albemarle County and Louisa County, followed by Greene and Fluvanna County. Nelson County's census tracts have the lowest H+T index in the region.

EMPLOYMENT LOCATIONS



Employment within the rural areas is concentrated along the region's major transportation corridors which include the US 15 corridor in Fluvanna and Louisa County, the US 33 and 29 corridors in Greene County, the US 33 corridor in Louisa County, the US 29 corridor in Nelson, and the urbanized areas of Charlottesville and Albemarle (located in the MPO). Major sectors of employment include the following industries:

- Educational services, health care and social assistance, and retail trade in Albemarle County;
- Retail trade, educational services, accommodation and food services in Greene County;
- Manufacturing, retail trade, transportation and warehousing in Louisa County;
- Manufacturing, educational services, and accommodation and food services in Nelson County;
- Educational services, public administration, and construction in Fluvanna County.

Top employers in the area include:

- The University of Virginia / Blue Ridge Hospital, County of Albemarle, and Sentara Healthcare in Albemarle County;
- Greene County School Board, County of Greene, and Wal Mart in Greene County;
- Walmart, Louisa County School Board, and Dominion Virginia Power in Louisa County;
- Nelson County School Board, County of Nelson, and Wintergreen Resort in Nelson County;
- Fluvanna County School Board, County of Fluvanna, and Fluvanna Correctional Center in Fluvanna County.

COMMUTE PATTERNS

Like many regional jobs centers, the urbanized area of Charlottesville and Albemarle draws a workforce from a large area. This includes people commuting from rural portions of the planning district and people commuting from places outside the region. Data on where people are working versus living was sourced from the 2015 ACS 5-Year Estimates and is highlighted in the table below.

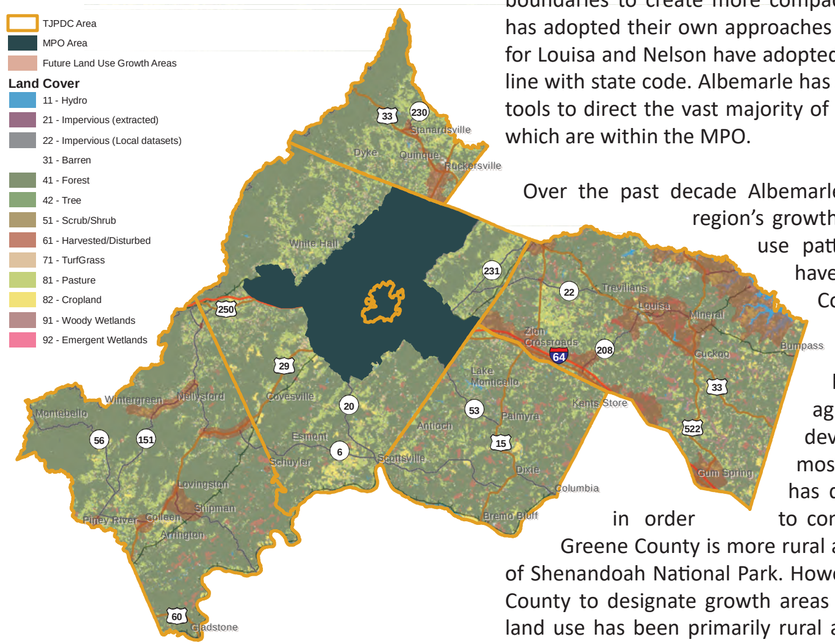
Commute from \ Commute to	Albemarle	Charlottesville	Fluvanna	Greene	Louisa	Nelson	Other
Albemarle	16,047	12,305	453	371	330	192	11,352
Charlottesville	6,038	6,766	115	87	105	67	4,565
Fluvanna	2,840	2,303	1,755	44	350	21	2,882
Greene	2,275	1,325	77	1,207	78	13	2,499
Louisa	1,513	1,084	253	69	2,673	24	5,995
Nelson	1,009	722	63	10	37	1,492	2,552
Other	16,463	11,126	1,698	1,121	4,407	1,156	

The City of Charlottesville and Albemarle County combined offer a total of approximately 81,000 jobs. Almost half of these job positions are occupied by workers residing outside of these jurisdictions. A total of over 40,000 workers commute to the Charlottesville-Albemarle area for work. Other jurisdictions in the TJPDC area (Fluvanna, Greene, Louisa, and Nelson County) combine to account for 32% of those workers employed who commute to the Charlottesville Albemarle area. The matrix shows the specific number of commuters between various jurisdictions in the TJPDC area. The data shows that for all the jurisdictions in the TJPDC area, the Charlottesville-Albemarle area is the top commute destination for work purposes. For the Charlottesville-Albemarle area, these jurisdictions are not ranked among the top out-commute destinations.

Photo Credit: Charlottesville Tomorrow

Photo Credit: Charlottesville Tomorrow

Compact development increases mobility options, preserves rural lands, and saves localities money by reducing the need to expand utilities and basic services.



GROWTH AREAS AND LAND COVER

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. Each county has adopted their own approaches to limiting growth. All counties except for Louisa and Nelson have adopted Urban Development Areas that are in line with state code. Albemarle has successfully used growth management tools to direct the vast majority of new development to its growth areas, which are within the MPO.

Over the past decade Albemarle County has absorbed much of the region's growth, which has altered the county's land use patterns. Albemarle's land use patterns have become more urban along the 29 Corridor and around the Village of Crozet (MPO area). In the rural areas, the land use pattern continues to be large lot single family homes, agriculture, silviculture, and rural development. 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.

DEMOGRAPHIC AND LAND USE TRENDS

TRANSPORTATION IMPLICATIONS

US Census data from 2010 decennial census and 2015 American Community Survey 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. Through various regional planning documents such as the RLRP 2035 plan and the UnJAM 2035 plan, regional planners have sought to create a regionally cohesive transportation system that provides residents and businesses transportation choices and a safe efficient and well-maintained transportation system. These guiding principles are reflected in the recommendations included in this plan. Specific projects identified in the plan will have broad positive impacts on all segments of the region's population. Connecting neighborhoods will also improve access to services. Bicycle and pedestrian projects will also expand mobility options and provide opportunities for healthy lifestyles.

Striving to achieve a balanced, multimodal transportation network that meets the travel needs of all populations in the planning district.

Photo Credit: JAUNT

Photo Credit: CAT