

Public Outreach for 2010 Transportation Plan:
Survey Results

Question #1: Indicate if you live in one of the following voting districts:

	Number	Percent
Green Springs	21	12%
Patrick Henry	19	11%
Louisa	44	25%
Mineral	34	19%
Cuckoo	21	12%
Jackson	13	7%
Mountain Road	16	9%
None of the above, outside the County	7	4%

Question #2: Indicate if you work in one of the following areas:

Town of Louisa	42	44%
Town of Mineral	6	6%
Zion Crossroads	1	1%
Elsewhere in Louisa County	24	25%
Albemarle County	3	3%
Charlottesville	7	7%
Fredericksburg		0%
Henrico County	1	1%
Richmond	4	4%
Hanover County	2	2%
Elsewhere Outside Louisa County	6	6%

Question # 3: How long is your commute to work:

	Number	Percent
Less than 10 minutes	27	30%
10-24 minutes	37	41%
25-34 minutes	9	10%
35-44 minutes	7	8%
45 minutes or more	11	12%

Question # 4: Please indicate which roads need these improvements:

	Improve Safety	Add Room for More Vehicles	Pave Road	Add Bike Lane	Add Sidewalk
Rte. 33 (Gordonsville to Trevilians)	23	19	9	7	5
Rte. 33 (Trevilians to Town of Louisa)	21	26	8	12	7
Rte. 33 (Town of Louisa to 522 in Cuckoo)	24	26	12	10	5
Rte. 15	20	18	9	5	5
Rte. 22 (Albemarle line to Trevilians)	20	20	10	10	3
Rte. 250	11	13	6	8	3
Rte. 522 (Goochland to Mineral)	29	25	10	10	3
Rte. 522 (Mineral to Spotsylvania Line)	18	16	9	14	5
Rte. 208 (Ferncliff to Town of Louisa)	23	28	8	17	1
Rte. 22 (Town of Louisa to Mineral)	25	35	11	20	14
Rte. 208 (Wares Crossroads to Spotsylvania line)	24	23	6	9	4
Rte. 605	37	34	15	11	3
Rte. 652	26	18	10	12	3
Rte. 618	40	27	12	13	7
Rte. 33 (Cuckoo to Hanover line)	4	5			

Note: Rte. 33 (Cuckoo to Hanover line) was mistakenly left out of the survey for most of the time it was posted.

Question # 5: Please indicate which roads have these attributes:

	Unpleasant to Drive On	Have Scenic Value	Popular for Walking	Popular for Biking	Need Lower Speed Limits
Rte. 33 (Gordonsville to Trevilians)	14	36	3	8	4
Rte. 33 (Trevilians to Town of Louisa)	12	32	5	6	2
Rte. 33 (Town of Louisa to 522 in Cuckoo)	14	31	4	5	4
Rte. 15	11	48	1	3	8
Rte. 22 (Albemarle line to Trevilians)	12	33	6	5	2
Rte. 250	10	29	2	5	3
Rte. 522 (Goochland to Mineral)	26	24	3	6	3
Rte. 522 (Mineral to Spotsylvania Line)	15	26	3	6	5
Rte. 208 (Ferncliff to Town of Louisa)	25	19	2	3	3
Rte. 22 (Town of Louisa to Mineral)	17	17	11	10	8
Rte. 208 (Wares Crossroads to Spotsylvania line)	13	20	2	6	6
Rte. 605	34	18	2	6	6
Rte. 652	16	31	3	5	2
Rte. 618	35	18	5	7	4
Rte. 33 (Cuckoo to Hanover line)		1			

Note: Rte. 33 (Cuckoo to Hanover line) was mistakenly left out of the survey for most of the time it was posted.

Question # 6: If it were an option, could you benefit from walking or biking to one of these destinations:

Work	35
School	23
Shopping	43
Park or Lake	68

Question #7a: How far would you be willing to walk to reach one of these destinations:

Question 7a (Walk)	Work		School		Shopping		Park or Lake	
0 to 1/2 mile	53	50%	56	56%	58	52%	50	41%
1 to 2 miles	44	41%	36	36%	43	39%	57	46%
3 to 4	3	3%	4	4%	7	6%	9	7%
Over 4	7	7%	4	4%	3	3%	7	6%

Question #7b: How far would you be willing to bike to reach one of these destinations:

Question 7b (Bike)	Work		School		Shopping		Park or Lake	
0 to 1/2 mile	26	26%	32	35%	27	27%	22	20%
1 to 2 miles	34	34%	34	37%	40	40%	38	35%
3 to 4	18	18%	11	12%	18	18%	23	21%
Over 4	22	22%	14	15%	14	14%	26	24%

Question # 8: If more bus service on JAUNT were available, what would be the best route?

- Many respondents said they were unfamiliar with JAUNT.
- 7 of the 29 specific responses were for a route linking the towns of Louisa and/or Mineral with Gum Spring, Short Pump and/or Richmond. Four responses called for service to Gordonsville from other parts of the county.
- Other respondents said there should be more bus service linking Mineral and the Town of Louisa, or to Zion Crossroads.

Question # 10: If the County were to build paths for bikes, walking, other non-motorized activities, where would you build them?

- Of 53 people who responded to this question, 18 suggested paths in or around the two towns. Another 7 respondents suggested paths near Lake Anna.

Question # 11: Would you like to see paths for horse-riding or ATVs?

- 79 of 124 respondents (**64%**) said they did not favor paths for horse-riding.
- 76 of 141 (**54%**) said they supported paths for ATVs. Most student respondents supported ATV paths; most non-student respondents were against.

Question # 12: Would you like to see more boat access on Lake Anna?

- 82 of 134 respondents (**61%**) favored increased access to Lake Anna.

Question # 13: How would you rate access by road to these destinations?

- 51 of 122 respondents (**42%**) rated road access to Fredericksburg from Louisa County as fair or poor.
- The most ratings of road access to a place as “poor” was for the South Anna River. (13)

Question #14: Please rate these aspects of transportation in Louisa:

- 118 of 158 respondents (**75%**) rated the width of road shoulders as fair or poor.

Question #15: Please indicate which commercial development you would prefer to shop at:

- 99 of 167 respondents (**59%**) favored the top image, which showed a mall in the rear of the image with a large parking lot in front. Student respondents heavily favored this image.

Question #16: Please indicate which street layout you would prefer to live on:

- 82 of 161 respondents (**51%**) favored the image at left, which showed a neighborhood with interconnected streets. **49%** favored the image at right, which showed a suburban-style street layout with multiple cul-de-sacs. Student respondents tended to favor the interconnected street layout. Many respondents indicated they like the idea of easy access to nearby services, even though they preferred the visual appeal of the other image.

Public Outreach for 2010 Transportation Plan:
Public Meeting Results

JOUETT SCHOOL

LIKES

- Scenic Roads, Country Character
- **Carpooling**
- JAUNT bus service
- **Road maintenance**
- Betty Queen Center (easy to get to, many uses in one place)
- **Middle, high schools in center of county**
- Airport: another way to get in and out
- **Rail provides great opportunity**
- Good interstate access
- **Transportation plan helps us focus**

DISLIKES

- Poor infrastructure in growth areas
- **Lack of capacity on major roads**
- We don't have true arterials
- Roads unsafe due to no shoulders
- Losing VDOT office
- **School bus stops with safety issues**
- Bus routes could be mapped better
- **Dangerous rail crossings**
- Long bus ride to Charlottesville
- **Need more safe places for outdoor recreation**
- Safety issues for boats on Lake Anna

- **Log and other large trucks on back roads**
- **No money, no clear way to fix our roads**
- **Not enough carpooling**
- **Plans don't account for transportation**

OUR VISION

We will have a plan (and money) **to meet our infrastructure needs** in the growth areas and elsewhere in the County. **Our transportation choices** will be **safe**; will serve **multiple modes of travel** including **motorists, pedestrians and others**; and will be **appropriate** for the needs of citizens, visitors and businesses. We will **capitalize on the assets we have** such as the Betty Queen Center and the airport.

STRATEGIES

- **Develop the main entrance to the County Office Building off Rte. 208 (10 dots)**
- **Expand JAUNT service (9 dots)**
- **More Park and Ride lots (at other I-64 entrances) (inexpensive) (can double as bus stop) (8 dots)**
- **Make safety improvements wherever possible (7 dots)**
- **More trails in the Lake Anna area (and tie trail networks together) (6 dots)**
- **Plan for where trails should be (6 dots)**
- **Ask developers to dedicate right-of-way (5 dots)**
- **Need to obtain right-of-way for projects (4 dots)**
- **Consider a thoroughfare plan that developers would have to comply with (2 dots)**
- **Connectivity is important in shopping centers, too, by creating more value (2 dots)**
- **Clarify when Traffic Impact Studies will be required (1 dot)**
- **Make sure developers stick to their commitments of dedicated land**
- **Property owners must support connectivity projects in order for them to happen**
- **Measures to relieve congestion between Louisa and Mineral on Rte. 22, other than a bypass**
- **Identify funding sources for transportation at time of conceptual design of development projects, not later**
- **Pursue projects already on the County's transportation Priority List and in the Six-Year Plan.**
- **Encourage property owners to invest in their own road**

JEFFERSON SCHOOL

LIKES

- Lots of alternative routes to get in and out of the County to shopping and cities
- (even with smaller roads)
- **Park and ride lots**
- Sidewalks in Town of Louisa and in Mineral in future
- **At certain hours, walking is an option outside the towns**

DISLIKES

- Better parking and related signage needed in Town of Louisa
- **Roads have not kept up with population or drivers per household**
- Congestion after school and at other peak hours
- **No alternatives (bus, train) to driving**
- Lack of Internet forces us to work outside the home and travel long distances
- **Not many crosswalks**
- Excessive speed limits on certain roads
- **Lack of continuity in major routes across the County, such as Rte. 522 and 208**
- Lack of connectivity in neighborhoods creates potential delays for emergency access

OUR VISION

We will have **alternative ways to travel**, whether on roads or off, using anything from a golf cart to a train to a hovercraft. We won't have to rely on cars, but we will have **a road system that allows us to grow and move traffic effectively**. We will build our road infrastructure to **correspond with economic development**.

STRATEGIES

- For safety and capacity reasons, Rte. 22 between Louisa and Mineral should be expanded to four lanes.
- Route 208/New Bridge Road needs to be improved/widened to handle future growth as the gateway to Lake Anna.

- A bypass around Mineral is necessary, either on Rte. 522 or Chopping Road. Many people already find ways to bypass the town.
- Develop a bypass around the Town of Louisa.
- Take advantage of our four interstate exits to develop commerce. (Three exits in Louisa and one just outside the county line in Goochland)
- Make safety improvements at critical, dangerous locations (notably near Moss-Nuckols School on Rte. 208)
- Pursue partnerships with developers, such as land donations for right-of-way, even when actual land development is still in the future.
- Plan for improvements before workers arrive to build Unit 3 at North Anna Station. This includes forming a committee to consider economic, housing and transportation issues.

TREVILIANS SCHOOL

LIKES

- **Gravel Roads**
- Driving over 35 mph on major roads
- **Many roads (in Green Springs) comfortable for walks, bikes, riding horses**
- No need in Green Springs for urban infrastructure like sidewalks
- **Scenic roads**
- Rural feel of roads
- **Rt. 613 is a Scenic Byway**
- Navigable creeks and rivers
- **JAUNT + Park and Ride Lots are great**
- Walkability in towns

DISLIKES

- Congestion on Rt. 15 in Zion Crossroads
- **I-64 ramps, bridges over Rt. 15: narrow!**
- Enough stop lights in Zion Crossroads
- **Uncontrolled intersections (need more stop lights)**

- Rt. 15 has too much truck traffic
- **Lack of transport planning in land use decisions**
- Lack of plan for alternative to Rt. 15
- **Need more pedestrian facilities near homes and around Zion Crossroads**
- Lack affordable, frequent public transit to cities
- **Speeding vehicles on 15 threaten safety**
- Not enough speed limit enforcement
- **Disrespect of traffic laws (pass stopped schoolbuses)**
- Lack of guardrails or shoulders on 15 and Rt. 250
- **Lack of signage re: farming area**
- Bridges not wide or strong enough for farm equipment
- **Trucks parked illegally on roads**
- Truck noise on Rt. 15
- **Key roads lack Scenic Byway status**
- Confusing Zion Crossroads traffic pattern
- **Dense development**
- Inappropriate land uses in farm areas

OUR VISION

We will **preserve our rural**, farming areas, which is **one of our unique advantages**. We will do this in part by **developing our road infrastructure accordingly**. We will plan to **avoid the safety and capacity problems** created in the past, **as well as inconsistent uses**. We will **plan for the needs** of people who **can't rely on a car** for travel.

STRATEGIES

- Relocate Rte. 15 traffic with “bypass” route west of Rte. 15 from Green Springs Rd. to Rte. 22 near Boswell’s Tavern
- Support Gordonsville bypass
- Divert traffic away from farm (gravel) roads (including Jack Jouett, Green Springs, Hamilton, others shown on map at meeting)

- **Make safety improvements, including guardrails on east side of Rte. 15 north of Boswell's Tavern and between Wal-Mart/Lowe's and Green Springs District**
- **Add striping on Rte. 15. The change a few years ago from striped to dashed is a safety issue, especially north of Boswell's Tavern**
- **Reduce speed limits – flashing “slow down” lights; 45 mph on Rte. 15 north of Rte. 33 intersection near Gordonsville**
- **Reduce speeding on Old Mountain Rd./640 between Rte.208 and Shannon Hill Rd.**
- **Add no parking sign to reduce tractor trailer parking on Rte. 15 near Wal Mart distribution center and I-64 interchange**
- **Preserve gravel roads**
- **Broaden list of roads designated as Scenic Byways in agricultural/historic/rural areas (including gravel roads)**
- **Develop roads plan showing new roads, improvements, etc. to better coordinate traffic with land use choices**
- **More police patrols to enforce speed limits**



Site Design Guidelines

(434) 296-3184 • www.ridejaunt.org • Revised May 2010

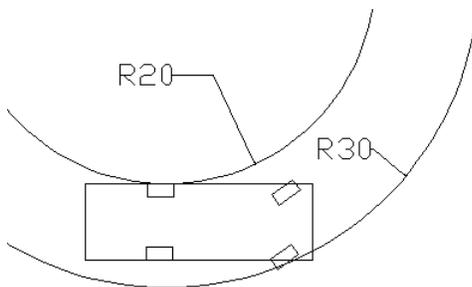
These guidelines are intended to specify the minimum conditions for JAUNT to provide door-to-door transportation service, in the hopes of eliminating barriers to accessible transportation in the community. JAUNT offers door-to-door and curb-to-curb service in the City of Charlottesville and the counties of Albemarle, Fluvanna, Louisa, and Nelson. Development plans in these jurisdictions should be sensitive to how residents and visitors could access JAUNT transportation. These guidelines are not engineering documents and are not intended to be used for construction. If a site is developed without conforming to these guidelines, JAUNT may not be able to provide service there.

Design Characteristics

Minimum vertical clearance: 11 feet where the drive area is flat. Where the driveway has grade changes nearby, this clearance may need to be increased. *Maintaining adequate clearance is especially important for canopies over loading areas, so that passengers may load and unload under the canopy in inclement weather.*

Minimum horizontal clearance: 10 feet where the drive area is not curved. For curves, a wider area is needed.

Tightest allowable curb design radius: 20 feet if there is no room to swing wider than the curb before or after the turn. Tighter curb radii are fine if lane widths allow vehicles to set up and complete turns away from the curb.



Minimum allowable inner and outer design radii. Although shown together here, an inner radius of 20 feet should not be combined with an outer radius of 30 feet. This would result in a lane too narrow for JAUNT to use.

Smallest allowable design radius for a cul-de-sac: 30 feet (this reflects the outside front wheel's travel path). A wider circle may be needed if the neck has a curb radius tighter than 20 feet and there is no room to swing wide to set up the turn.

Vehicle Dimensions

JAUNT's vehicles range in size from smaller 15-passenger vans to larger body-on-chassis buses with a center aisle. JAUNT's most common vehicle type, an 18-passenger bus, has the following characteristics:

- 9 ft wide, 10 ft high, 27 ft long
- Rear overhang of 6.5 ft from back of rear tire to outside of bumper
- Gross Vehicle Weight Rating: 12,300 lbs (4300 lbs front axle, 8600 lbs rear axle)
- 19-ft turning radius (29-ft radius for front of vehicle's travel path)
- Wheelchair lift deploys on the right side behind the rear wheels



JAUNT's largest vehicle seats 24 passengers, and although it is not typically used for door-to-door service, it should be accommodated at locations that might have group trips for more than 18. Sites not designed to accommodate this vehicle will not be able to use it. It has the following characteristics:



- 9 ft wide, 10.5 ft high, 30 ft long
- 7.5 ft rear overhang
- GVWR: 19,500 lbs (7000 lbs front axle and 13,500 lbs rear axle).
- 15-ft turning radius (28-ft radius for front of vehicle's travel path)
- Wheelchair lift deploys on the right side behind the rear wheels



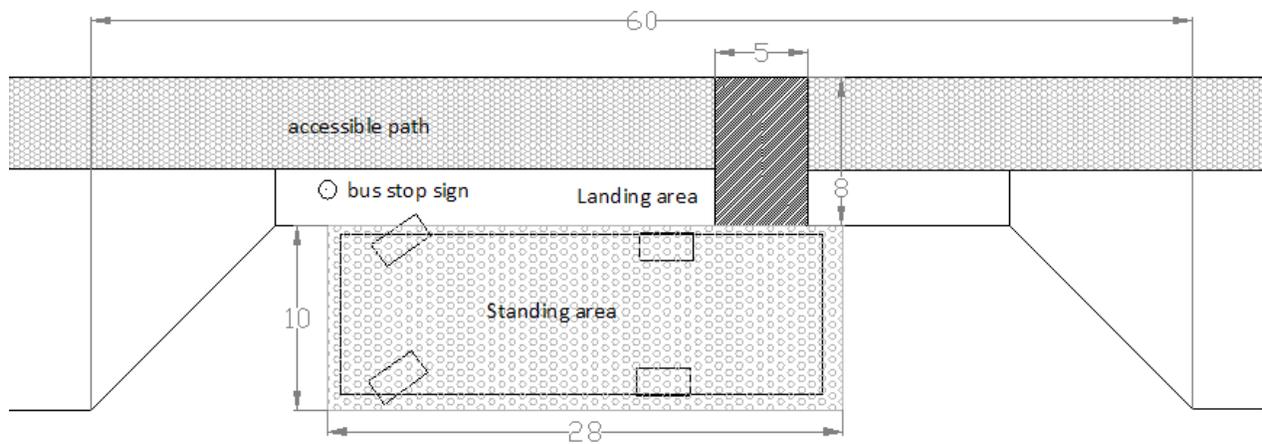
If Charlottesville Area Transit may operate within a site, consult with its staff. Its buses are up to 36 ft long and 10.5 ft high. Some have empty weights approaching 13 tons and require a larger turning radius. Wheelchair ramps or lifts may be in the front or rear.

Bus Stops

Ideally, bus loading areas should be shown on site plans, especially for multifamily, commercial, medical, and mixed-use projects. The items below are illustrated in the drawing that follows.

- Adequate space is needed for a bus **standing area** for the vehicle (10 ft wide by 28 ft long). Because JAUNT buses may idle for some time waiting for passengers, the ideal standing area does not block other vehicles or pedestrian paths.

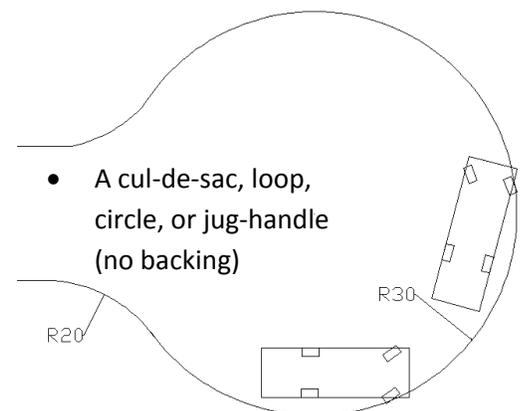
- A **landing area** is needed to deploy a wheelchair lift. A standard accessible bus stop pad¹ will suffice if placed at the right rear corner of the bus standing area.
- If the standing area is out of the travel lane (such as in a parking lane), **adequate length** is needed for a bus to pull in and out (60 ft total length).
- An **accessible route**² from the loading area to building entrance(s).
- If a bus stop sign is provided, it should be at the front of the bus standing area and at least 2 ft behind the curb.
- If other facilities, such as a shelter, bench, or trash can, are provided, they must not obstruct the landing area or the accessible path. (A shelter can cover the accessible path if its supports are outside the path.)



Turnaround Areas

JAUNT vehicles require a travel path into and out of a site. JAUNT prefers to avoid backing if possible, because backing increases risk. The ideal layout has a U-shaped drive, loop road, or a separate entrance and exit, which allows passenger pick-up and drop-off without backing.

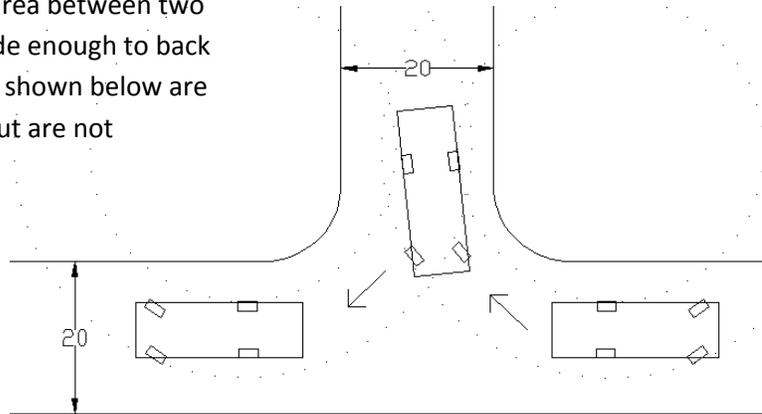
If the above arrangement is not possible, a three-point turn is less risky than more prolonged backing maneuvers. Adequate **turnaround space** is required, based on the dimensions above and clearly designated as a no-parking zone. This can be accomplished in a number of ways, some of which are shown.



¹ See [ADA Accessibility Guidelines](http://www.access-board.gov/adaag/html/adaag.htm) (ADAAG, <http://www.access-board.gov/adaag/html/adaag.htm>, 10.2.1): dimensions are 8 feet perpendicular to the bus by 5 feet parallel to the bus; slope should match roadway slope with a 2% maximum cross-slope allowed for drainage. Also see Draft Public Rights-of-Way Accessibility Guidelines (Draft PROWAG, <http://www.access-board.gov/prowac/draft.htm#410>, R410).

² See [ADAAG](http://www.access-board.gov/ADA-ABA/final.cfm), 4.3 and 4.4; ADA and ABA Accessibility Guidelines, Ch. 4, <http://www.access-board.gov/ADA-ABA/final.cfm>; and Draft PROWAG, <http://www.access-board.gov/prowac/draft.htm#301>, R301.

- Internal T-driveways or a loading area between two accessible parking spots that is wide enough to back into (three-point turn; dimensions shown below are typical for internal private roads but are not necessarily required minimums)



To minimize paved area, site designers may want to note the rear overhang of JAUNT vehicles. If a turnaround space is designed for a vehicle to back into a three-point

turn, the pavement can be about 6 ft shorter than the length of the bus, as long as the space is a clear area without plantings or structures higher than a typical curb. The rear of the bus will overhang the clear area but will not contact it.

Locations of loading areas should be considered when designating turnaround spaces. JAUNT cannot regularly serve a facility where vehicles must back entirely into or out of a driveway.

Surface Requirements

ADA requirements should be followed for surfaces of pedestrian paths and bus stop pads (smooth, hard surface such as concrete or crushed stone). Level routes to and from loading areas are important: Drivers are not permitted to push wheelchairs across root-strewn yards or up and down steep slopes; grass may also pose a problem.

For drive areas, paved surfaces are desirable but not required. Surfaces should be designed to support the vehicle weights indicated above.

Other considerations

Pedestrian facilities within a site can influence how easily JAUNT can serve it. Sidewalks and ramps should be compliant with ADA and the latest design guidelines³ and logically arranged to make key connections.

³ ADAAG, <http://www.access-board.gov/adaag/html/adaag.htm>; Draft PROWAG, <http://www.access-board.gov/prowag/draft.htm>; and ADA-ABA Accessibility Guidelines, <http://www.access-board.gov/ADA-ABA/final.cfm>.

Glossary

Access Management – The systematic control of the location, spacing, design, and operation of entrances, median openings, traffic signals, and interchanges for the purpose of providing vehicular access to land development in a manner that preserves the safety and efficiency of the transportation system.

Agricultural Districts – A designated area or land parcel which restricts the conversion of the use of the land, preventing non-agricultural uses.

Allocations – The funds that are available each year as identified in VDOT’s budget and Six Year Program.

Americans with Disabilities Act (ADA) – This is federal legislation requiring public transit services for people with disabilities comparable to existing public services at no more than twice the regular fare. JAUNT provides services for the Charlottesville service area and the rest of the Planning District.

AMTRAK – A heavy rail passenger service, officially named National Railroad Passenger Corporation. It provides long-distance and some commuter rail service throughout the United States.

Automated Weather Observation System – An automated sensor suite designed to serve aviation and meteorological observing needs for safe and efficient aviation operations and weather forecasting.

Average Daily Traffic (ADT) – The total traffic volume during a given time period, ranging from 2 to 364 consecutive days, divided by the number of days in that time period, and expressed in vpd (vehicles per day).

Boat Dock – A boating structure that is built over or floats upon the water and that serves property owner(s) for mooring boats.

Boat Launch/Ramp – A facility to launch and retrieve recreational boats from a trailer. Some may be limited to hand launching of canoes.

Boathouse – An accessory structure constructed either wholly or partially over a body of water and designed primarily to provide shelter for watercraft or other related equipment.

Buckingham Branch – A Class III short-line railroad operating over 200 miles (322 km) of historic and strategic track in Central Virginia.

Bus Rapid Transit (BRT) – A combination of high-tech, route, and equipment improvements to give buses faster, more frequent service. BRT can include signal prioritization, level-floor platforms, special lanes, real-time passenger info, and roadways dedicated only to buses away from car traffic, connected to flexible feeder routes to serve areas off main trunk lines.

Bypass – A limited access arterial, usually at least four lanes wide, that connects major arterials and diverts traffic from urban streets. Designed primarily for regional or statewide through traffic.

Capital Improvement Program – A short-range plan that identifies capital projects and equipment purchases, provides a planning schedule, and identifies options for financing improvements.

Carrying Capacity – The number of individuals who can be supported in a given area within natural resource limits, and without degrading the natural, social, cultural and economic environment for present and future generations.

Car-Sharing – A short-term car rental service which allows its members to reserve a rental car for short periods of time. Typically implemented in urban areas.

Cluster Development – A development pattern for residential, commercial, industrial, institutional, or combination of uses, in which the uses are grouped or "clustered", through a density transfer, rather than spread evenly throughout the parcel as in conventional lot-by-lot development.

Commonwealth Transportation Board (CTB) – A board appointed by the Governor that approves all funding for federal-aid and state transportation projects through the annual Virginia Transportation Development Program.

Community Development District (CDD) – A local, special purpose government and an alternative method for managing and financing infrastructure required to support community development. A CDD has several powers as a legal entity, such as the right to enter into contracts; the right to own both real and personal property; adopt by-laws, rules and regulations and orders; to sue and be sued; to obtain funds by borrowing; to issue bonds and levy assessments.

Commute – A home-to-work or work-to-home trip.

Commute, Labor Shed – An analysis that focuses on employment centers in a specific area and records where those workers live.

Commute, Reverse – Traffic movement that goes in the opposite direction of the main flow of travel, such as from the central city to an outer suburb area during the morning commute hour.

Commute Shed – An analysis that focuses on residential centers in a specific area and records where those residents travel for work.

Commuter – Any person who regularly travels by vehicle to or from work or school.

Commuter Matching Service – Any system, whether it uses computer or manual methods, which assists in matching commuters for the purpose of sharing rides to reduce the number of people driving alone.

Commuter Choice – A nationwide partnership designed to help employers create customized solutions to their employees' commuting challenges.

Complete Streets – Roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users.

Comprehensive Plan – A master plan to guide the long-term development of a government subdivision, such as a city or county, to ensure that social and economic needs are balanced against environmental and aesthetic concerns.

Condemnation – The process by which property is acquired for highway purposes through legal proceedings based on the power of eminent domain.

Congestion – When a roadway system fails to move vehicles and/or people in a timely manner, which may be caused by an increased amount of vehicular traffic or other impedances in the network. In terms of Level of Service (LOS), congestion may be defined as a Vehicle to Capacity ratio (V/C) greater than one or LOS of "D" or worse.

Connectivity Index – This is a measure of the number of links divided by the number of nodes.

Conservation Easement – An encumbrance which creates a legally enforceable land preservation agreement between a landowner and a government or a qualified land protection organization, for the purposes of conservation.

Context Sensitive Design – An approach to roadway planning and design that develops appropriate, varying designs for different segments of the road as it passes through communities, neighborhoods, and rural areas.

County – Unless otherwise stated in the plan, this term refers to Louisa County.

CSX Railroad – CSX Corporation, through its subsidiaries, is a multimodal freight transportation company serving customers worldwide. CSX Transportation is the largest railroad in the eastern United States. CSX Corporation subsidiaries also provide intermodal shipping, marine services, and domestic ocean-liner service. Its tracks run east-west through the region.

Designated Growth Areas – A region designated by a municipality for appropriate future development. These areas allow for residential, mixed-use, commercial, industrial, and institutional development and maintain public infrastructure services with sufficient capacity to support the intended density and intensity of development.

Designed Road Capacity – The maximum traffic flow obtainable on a given roadway using all available lanes that any given design allows.

Eastern Planning Initiative (EPI) – A land use and transportation study that focuses on the City of Charlottesville, and the eastern parts of the Thomas Jefferson Planning District.

Egress – The exiting of vehicular traffic from abutting properties to a highway.

Eminent Domain – The power to take private property for public use with just compensation.

Federal Aviation Administration (FAA) – The federal agency that coordinates and regulates the airline industry and airports.

Federal Highway Administration (FHWA) – This federal agency provides transportation project and planning funds through programs such as STP, NHS and ISTEA Enhancement.

Federal Railroad Administration – The purpose of the Federal Railroad Administration is to promulgate and enforce rail safety regulations, administer railroad financial assistance programs, conduct research and development in support of improved railroad safety and develop national rail transportation policy.

Federal Transit Administration (FTA) – Provides grant funding for transit capital and operations planning. See VDRPT.

Freeway – A multilane highway designed for continuous traffic flow that provides the highest service in terms of mobility for through traffic on a regional level. These highways have limited access to abutting properties, with few or no at-grade intersections.

Functional Classification – This is the federal system of classifying groups of highways according to the character of service they are intended to provide and classifications made by the commissioner based on the operational characteristics of a highway. Each highway is assigned a functional classification based on the highway's intended purpose of providing priority to through traffic movement or adjoining property access. The functional classification system groups highways into three basic categories identified as (i) arterial, with the function to provide through movement of traffic; (ii) collector, with the function of supplying a combination of through movement and access to property; and (iii) local, with the function of providing access to property.

Grade-Separated Interchange – An intersection of two or more transportation axes at different heights so that they will not disrupt the traffic flow on other transit routes when they cross each other.

Green Infrastructure – An interconnected network of green spaces that can provide habitat, protect water and air quality, protect rural landscapes, provide areas for recreation, storm water, and flood control, increase property values and attract tourists.

Green Springs Historic District – An over 14,000 acre area in the Piedmont of Central Virginia. The homes and farms are a continuum of Virginia rural vernacular architecture.

Guaranteed Ride Home Program – This program provides commuters who regularly take an alternate form of transportation to/from work, such as vanpool, carpool, bike, walk, or transit; with a reliable ride home when an unexpected emergency occurs (such as a sick child or the need to work overtime).

Heartland Corridor Project – A plan to build and improve double-stack capable railway corridors, which will allow for the movement of twice as many containers at the same cost as traditional single stacking. The route would pass through Charlottesville and Orange County.

High Occupancy Vehicle (HOV) – Vehicle with one or more passengers, such as a carpool, vanpool, or bus.

Highway – A general term denoting a public way for purposes of vehicular travel including the entire area within the right-of-way.

Ingress – The entrance of vehicular traffic to abutting properties from a highway.

Intelligent Transportation Systems (ITS) – Systems that use computer information technology to improve a transportation system.

Intermodal Surface Transportation Efficiency Act (ISTEA) – Legislation adopted by Congress in 1991. Includes increased funding for transportation, sets forth broader planning requirements which include consideration of land use and multi-modal alternatives, allows flexible use of transportation funds for roads, transit, or other alternatives. Superseded in 1998 by the Transportation Efficiency Act for the 21st Century (TEA-21).

Interstate Highway System – The national system of limited-access interstate highways (I-64, I-95) that links major cities and rural areas throughout the US; used for freight and passenger travel.

JAUNT, Inc. – Public transportation service for people with disabilities and the rural public in the Planning District. JAUNT is a public service corporation owned by the localities of Planning District 10 (except Greene).

Level of Service (LOS) – LOS scores (A through F) for roadways reflect how well traffic falls within congestion standards established by the Transportation Research Board Committee on Highway Capacity and Quality of Service. These criteria are based on the flow of traffic through an area and the delay times at lights or intersections.

Long Range Transportation Plan – A document resulting from regional or statewide collaboration and consensus on a regional or state transportation system, that serves as the defining vision for the transportation system and its services. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over the next twenty years.

Mobility – The quality or state of being mobile; the movement of people.

Multimodal – Including more than one mode of transportation (road, transit, bicycle, pedestrian, water, air, rail).

National Highway System (NHS) – A network of roads of strategic economic and military importance approved by Congress in October 1995 which are eligible for designated funds. Interstate 64 is an NHS road that passes through Louisa County. Congress allocates a designated amount of federal funds to the NHS system in the periodic reauthorizations of the transportation bill.

National Household Travel Survey (NHTS) – A U.S. Department of Transportation (DOT) effort to collect data on both long-distance and local travel by the American public. The survey gathers trip-related data such as mode of transportation, duration, distance and purpose of trip. It also gathers demographic, geographic, and economic data for analysis purposes.

Norfolk Southern Railroad – A major railroad with tracks running north-south through the region.

Obligations – Commitments by the federal government to reimburse the state for the federal share of a project's eligible costs.

Para-Transit – A form of public transportation that is characterized by flexible routes and schedules, typically using small buses to provide shared occupancy, doorstep, or curbside personalized transportation service.

Park and Ride Lots – Locations where commuters are able to leave their vehicles and use other transportation options to complete their commute.

Piedmont Corridor – The rail corridor that parallels Route 29 from Danville through Lynchburg and Charlottesville and on to Washington DC.

Piedmont Rail Coalition – A consortium of local governments, businesses and organizations that share a vital interest in providing citizens with more options for transportation to and from the population and commercial centers to the north.

Planning District Commissions (PDC) – PDCs are regional planning bodies established by the Virginia Area Development Act in 1969, operating on funds from the state, member localities, and public or private grants. There are 21 planning districts. See TJPDC.

Primary Highway – The main system of major highways (Rt. 15, 22, 33, 208, 522, etc.) linking regions and cities across the state. Investments allocated by the Commonwealth Transportation Board.

Quitclaim - This term is used to describe a document by which a property owner (the "grantor") disclaims any interest the grantor may have in a piece of real property and passes that claim to another person (the grantee). In this plan, quitclaims are discussed in relation to rights-of-way along roads.

Rails to Trails – A project to preserve unused rail corridors by transforming them into trails, enhancing the health of America's environment, economy, neighborhoods and people.

RATS – Rural Area Transportation Study, a transportation planning program for rural Albemarle, Fluvanna, Greene, Louisa, and Nelson counties.

RideShare – A regional program funded by VDRPT and staffed by the TJPDC which promotes traffic reduction through the use of alternatives to single-occupant vehicles, including carpooling, vanpooling, transit, bicycling, and walking; and employment options such as flextime, staggered hours, and telecommuting.

Right-of-Way – The land (usually a strip) acquired for or devoted to highway transportation purposes.

Rural Additions - The State provides funds, administered through VDOT, to this program for upgrading existing rural roadways. This program allows localities to make improvements to privately owned roads, bringing them into compliance with state roadway standards and allowing them to be eligible for state maintenance.

Rural Long Range Plan (RLRP) – A twenty-year long range transportation plan to evaluate the transportation system in rural portions of the state and recommend improvements. Required by FHWA and VDOT.

Rural Rustic – A VDOT program that focuses on improving substandard rural roadways. The Rural Rustic Program is a practical approach to paving low-volume roads. It aims to preserve the rural character of these roads, while improving the roadway surface within the current right-of-way.

Rural Technical Committee – The committee is composed of individuals with working knowledge of transportation and land use. It provides technical review, comment, and recommendations on regional transportation issues. The committee also crafts the Rural Long Range Plan.

SAFETEA-LU – An act of Congress authorizing the funds of transportation improvements from the Highway Trust Fund for a six-year period including federal fiscal years 2005-2009.

Secondary Highway: Smaller roadways connecting communities and neighborhoods throughout the state. Maintained and constructed by VDOT, in consultation with each County.

Secondary Street Acceptance Requirements: The rules that govern the development of streets for acceptance by the Virginia Department of Transportation (VDOT) for perpetual public maintenance.

Single-Occupancy Vehicle (SOV) – A privately operated vehicle whose only occupant is the driver.

Sight Distance – The distance visible to the driver of a passenger vehicle measured along a normal travel path of a roadway to a specified height above the roadway when the view is unobstructed to traffic.

Sight Distance, Stopping – The distance required by a driver of a vehicle, traveling at a given speed, to bring the vehicle to a stop after an object on the roadway becomes visible. It includes the distance traveled during driver perception, reaction times and the vehicle breaking distance.

Six-Year Improvement Program – A program that locates funds for transportation projects proposed for construction, development or study in the next six fiscal years. The program is updated annually.

STP Funds – Federal Funds disbursed through state transportation agencies for Surface Transportation projects.

Stub Out – This is a transportation facility (i) whose right-of-way terminates at a parcel abutting the development, (ii) that consists of a short segment that is intended to serve current and future development by providing continuity and connectivity of the public street network, (iii) where there is a reasonable expectation that connection with a future street is possible, and (iv) that is constructed to at least the end of the radius of the intersection with the adjoining street and where the right of way is graded and dedicated to the property line.

Subdivision Ordinance – The local ordinance that sets forth the regulations that guide site development standards such as road and grading requirements, utility provision, etc.

Tax Increment Financing Districts – A tool to use future gains in taxes to finance the current improvements that will create those gains.

TEA-21 Enhancement Program – Ten percent of the state's federal STP funds must be set aside for transportation enhancements which support the Clean Air Act, protect historic resources, or otherwise enhance the community.

Thomas Jefferson Planning District Commission (TJPDC) – A twelve-member regional planning commission of elected officials and citizens appointed by local governments of Charlottesville, Albemarle, Fluvanna, Greene, Louisa, and Nelson counties. See also PDC.

Through Traffic – Vehicles that use roadways that travel through a city, town, or place but which do not have a destination in that area.

Traffic Calming – Roadway devices that are intended to decrease the speed of vehicles within a defined area and/or encourage pedestrian and bicycle travel. This typically affects traffic speed, as opposed to volume. Features can include narrowing roadway widths, allowing more curves, or creating visual cues through landscaping and road design that encourage drivers to slow down.

Traffic Circle – A traffic control device, designed to regulate and guide traffic through an intersection of two streets, consisting of a raised island that is usually landscaped. When properly designed, these devices can reduce traffic speeds and accidents at intersections.

Traffic Control Device – All signs, signals, roadway markings, and other devices that are erected by an authorized public body, for the purpose of regulating, warning, or guiding traffic.

Traffic Impact – An adverse change in traffic as represented by an increase in congestion, worsening in level of service, or reductions in safety and efficiency.

Traffic Impact Analysis – An analytical study of how a land use, plan, capital project or development will affect the capacity, operations, and safety of the public roadway system.

Traffic Impact Mitigation Measure – Any measure taken to reduce the traffic impact on the public roadway system from a land use, plan, capital project or development.

Traffic Model – A mathematical representation of traffic movements within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various nonresidential land uses.

Traffic, Peak Period – For any roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commuting periods.

TransAmerica Route 76 – A national, east-west bicycling route that travels from Oregon to Virginia.

TransDominion Express (TDX) – A proposed passenger rail transportation project that would connect existing and planned high speed rail corridors, and complement existing intercity and commuter railroad services. The route would pass through Charlottesville and Orange County.

Transit-Oriented Development – A mixed-use residential or commercial area designed to maximize access to public transport, that often incorporates features to encourage transit ridership.

Transit-Ready Development – A development strategy that re-orientes redevelopment efforts early-on in the planning in order to promote transit. As density increases the development can transition to become a transit-oriented development.

Transit-Supported Development – A redevelopment strategy that reevaluates land use and development patterns to be effectively served by a balanced transportation system where walking, bicycling and riding transit to work are balanced with vehicles.

Travel Demand – The number of person trips taken during a given period in a defined geographic area.

Travel Demand Management (TDM) – strategies to improve efficiency of travel, including congestion management, traffic reduction, and transportation alternatives. Strategies include carpooling, vanpooling, car-sharing, transit, biking, walking, tele-working, and ITS, along with support mechanisms such as schedule alternatives, park and ride lots, and parking management.

Travel Demand Modeling – The process used to estimate the number of vehicles or travelers that will use a specific transportation facility in the future.

Trip – A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one production end (or origin – often from home, but not always) and one attraction end (destination).

Trip, Daily – Travel from an origin to a destination by a vehicle during a 24-hour period.

Trip, End – The origin or destination of a trip. Each trip has two ends which constitute a two-direction vehicle movement at the origin or destination of the trip.

Trip Generation – The total number of trip ends produced by a specific land use or activity.

Truck Route – A path of circulation required for all vehicles exceeding set weight or axle limits; a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

Vanpool – A ride-sharing practice similar to carpooling that allows commuters to share rides to work on a slightly larger scale.

Vehicle Miles Traveled (VMT) – The measurement of the total miles traveled by all vehicles in a specified area during a specified time.

Virginia Department of Aviation – A state agency that plans for the development of the state aviation system; promotes aviation; licenses aircraft and airports; and provides financial and technical assistance to cities, towns, counties and other governmental subdivisions for the planning, development, construction and operation of airports, and other aviation facilities.

Virginia Department of Rail and Public Transportation (VDRPT) – Formerly a section of VDOT, now its own agency reporting to the Secretary of Transportation. VDRPT manages grant funds for JAUNT and RideShare.

Virginia Department of Rail and Public Transportation's 2008 State Rail Plan – A plan that outlines proposed projects designed to meet the Commonwealth's goals for the efficient and effective movement of people and goods through passenger and freight rail transportation.

Virginia Department of Transportation (VDOT) – Agency responsible for statewide transportation facility planning, construction, and maintenance. VDOT divisions include the Culpeper District Administrator's office, the Charlottesville-Albemarle Resident Engineer's office, and the Location and Design division in Richmond. See also VDRPT.

Virginia Statewide Long-Range Multimodal Transportation Plan (VTrans2035) – The long-range transportation plan for Virginia. It is Virginia's planning effort to create a more integrated, convenient and efficient transportation system that incorporates all modes including highway, transit, rail, air, pedestrian, port and bicycle facilities.

Virginia's Rail Enhancement Fund – A dedicated revenue stream for investment in rail infrastructure. The Fund will support improvements for inter-city passenger, commuter, and freight rail throughout Virginia.

Virginia's 2035 State Highway Plan – A plan developed and updated by VDOT that provides an inventory of recommended improvements needed to address capacity and safety issues on the interstate and primary systems statewide, regardless of funding.

Walkability, Walkable Communities – A measure of how friendly an area is to walking. Walkable communities are communities or developments that are highly conducive to walking.

Zoning Ordinance – A local ordinance that defines and implements land use and design standards such as permitted uses, lot sizes, setbacks, etc.