



**Charlottesville-Albemarle Metropolitan Planning Organization
of the Thomas Jefferson Planning District Commission**
POB 1505, 401 E. Water St, Charlottesville, VA 22902 www.tjpd.org
(434) 979-7310 phone • (434) 979-1597 fax • info@tjpd.org email

CHART Advisory Committee Meeting
February 4, 2009 Minutes

Present

Members

Stephen Bach
Bobby Burke
Jim Currie
Mac Lafferty, Vice Chair
Tom Loach
Linda Seaman, Chair
Bill Wuensch

Representing

MPO, Bicycling
MPO, Pedestrian
Albemarle County, Environment
Albemarle County At-Large
County Planning Commission
City At-large
MPO

Not Attending:

Marc Evans MPO
John Pfaltz City At-large

Staff:

Melissa Barlow TJPDC
Sarah Eissler TJPDC
Chuck Proctor VDOT
Ann Whitham TJPDC

Ms. Seaman called the meeting to order.

Matters from the Public

There were no matters from the public.

Approval of the Minutes

Upon a motion from Mr. Lafferty, seconded by Mr. Currie, the January 7, 2009 meeting minutes were unanimously approved as amended.

Greene County Multimodal Corridor Study Presentation

Ms. Whitham introduced the Greene County Multi-Modal Corridor Study, a comprehensive transportation study that examines major regional roadways in Greene County including US 29 and US 33. This corridor study will allow Greene County to develop multimodal transportation solutions and encourage more sustainable land use strategies. Ms. Whitham stated that she wanted to bring this project to the committee because it has regional implications for the MPO.

Ms. Whitham stated that TJPDC staff is working with the Renaissance Planning Group and introduced committee member Bill Wuensch who has been working on the project through Renaissance Planning Group.

Mr. Burke asked if the study resembled what was done for Greene County in the UnJAM 2025 plan. Ms. Whitham stated that the current corridor study focused more on land use and transportation scenario planning in conjunction with the comprehensive plan update.

Mr. Wuensch stated that the goal of the corridor study was to review Greene County's growth areas, work with the community to create goals for these growth areas, and preserve/improve the current transportation system in Greene County. The community was engaged in the corridor study through a public participation method called scenario planning, which includes educating the public participants on types of development and then allowing the participants to map the direction and density of new development types. Following this public exercise, Renaissance Planning took these growth scenarios and enters them into a transportation modeling program. This modeling program, when complete, will illustrate how the public's development scenarios will affect the current transportation network. Renaissance Planning will then chose the three most successful scenarios and, at a public meeting in March, asked the participants to choose which scenario they prefer. With this information, Renaissance Planning will create a list of recommendations for helping Greene County preserve and improve its current transportation system and encourage a multi-modal transportation system as new development occurs. Mr. Wuensch also stated that the analysis portion of this project should be concluded by July 2009.

Mr. Loach asked how much of the highway frontage in Greene County is zoned for commercial development. Mr. Proctor stated that most of the commercial development is around Ruckersville and the Albemarle County line.

Mr. Burke asked about the type of commercial zoning. Mr. Proctor stated that the commercial zoning mostly permits small-scale commercial development. Mr. Burke asked how this development pattern would affect the northern Albemarle County. Mr. Proctor stated that some current into-Charlottesville commuters might move towards businesses in Greene County, but development near the County Line is mostly residential.

Mr. Loach asked if Greene County has made previous efforts to shift the heavy commercial development pattern along US 29 North. Mr. Wuensch stated that development in Greene County along US 29 is not as dense as it is in Albemarle County. Ms. Whitham stated that Greene is a small county with funding difficulties, and that discouraging development is not in the County's best interest, however Greene County is aware of the effect of poorly planned development transportation resources. She added that the public workshop participants were interested in fostering better-connected development patterns in order to preserve the County's rural resources. Mr. Proctor stated that this planning process will encourage a parallel road network in Greene County, keeping local commuter traffic off of US 29.

Ms. Whitham also mentioned that the Greene County Multi-Modal Corridor Study is occurring at the same time as VDOT's US 29 corridor study and that the two studies should relate and that the project manager of the VDOT study attended the Scenario Planning Workshop in November.

Ms. Barlow stated that there are several bills in the General Assembly which would allow US 29 to be designated a corridor of regional significance, which would shift land use authority from local to state control.

Mr. Loach asked if the economic recovery legislation would have an effect on proposed interchanges along US 29 in Albemarle County. Ms. Barlow stated that she is unsure because funding streams are uncertain. Ms. Whitham stated that numerous projects are not “shovel-ready.” Mr. Proctor stated that many of the interchanges are dependent upon the construction of a parallel roadway network that needs to be constructed as development and redevelopment occurs.

After clarifying Mr. Loach’s initial question, Ms. Whitham stated that the state-wide VDOT study of US 29 would glean data from Places29, but would not affect Places29. Mr. Proctor stated that the VDOT study is a compellation of numerous specific US 29 corridor studies. Ms. Barlow stated that the final product of the VDOT study will be more policy oriented. She added that February 9th there is a listening meeting scheduled to seek public comment on the study.

Mr. Bach asked if the Norfolk Southern Railroad was located in Greene County. Ms. Whitham stated that the railroad is not in Greene County but in Orange County, and that Greene has no rail.

Ms. Barlow stated that having this corridor study coincide with the Comprehensive Planning Process has encouraged county planners to take an active role in this corridor study, which has strengthened the project.

UnJAM Public Participation Phase II Update

Ms. Whitham stated that the public participation plan has moved forward and that the interactive project map, which describes the project from the CLRP, is almost ready for inclusion on the UnJAM website. She added that a date for the UnJAM 2035 Open House has been arranged for Thursday March 5th at either CitySpace or TJPDC, depending on CitySpace’s schedule.

Butch Davies, the Culpepper representative on the Commonwealth Transportation Board, is scheduled to speak at 5:30pm. Mr. Davies is expected to discuss the transportation issues currently being considered at the Virginia General Assembly. Ms. Whitham also stated that TJPDC staff is currently finalizing the save the date cards for the event and that staff is still reviewing the possibility of broadcasting the event on local access media.

Ms. Barlow stated that she asked FHWA about a possible extension for UnJAM 2035 and FHWA recommended against it.

Other Business

RTA: Ms. Barlow stated that two pieces of legislation were taken to the Virginia General Assembly. One piece of legislation was gave the City and the County the authority to form the RTA. This legislation was passed in the House and has been taken to the Senate. The second piece of legislation, which allowed the City and County to host a public referendum on the issue of levying an additional local tax to fund transit and transportation projects, failed to pass in House committee. Ms. Barlow also stated that the City was not ready to create an RTA without funding opportunities.

Ms. Barlow also explained that the Richmond RTA enabling legislation passed. She added that the Fredricksburg MPO is not creating an RTA, but a toll road authority, which would use toll funds to alleviate traffic in the Central Park Shopping Center.

Bike Virginia: Mr. Lafferty mentioned that Bike Virginia is hosting a major biking event in Charlottesville from June 19th to June 24th. The event would be a five day ride from Charlottesville to Culpeper and back following the Journey through Hallowed Ground Corridor.

MPO Policy Board Meeting Review: Mr. Lafferty stated that he attended the MPO Policy Board meeting at which the Proffit Road Project on the CLRP was discussed. CHART recommended that it be moved to the vision list, but it was not. Ms. Whitham mentioned that the MPO Technical Committee reached no consensus on how to consider the Proffit Road Project and that the cutting the project was not necessary for balancing the CLRP. Because of this MPO Policy Board decided to keep the project on the CLRP.

Draft FY10 Work Program: Ms. Whitham stated it was time to update the annual work program, which will be approved by the MPO Policy Board in March. This program defines the CHART committee's role for the upcoming year. Ms. Whitham asked the committee what projects they would like to review as their role in updating the long range transportation plan is coming to a close. Ms. Whitham also asked the committee if they wanted to change their meeting schedule from a monthly schedule.

Mr. Bach stated that the committee continued to meet monthly during fallow planning periods and that these meeting were more enjoyable because there was less planning pressing. Mr. Bach also stated that these meetings allowed the committee to discuss other planning issues and concerns.

Mr. Currie mentioned that the committee was involved in the Places29 planning process during a previous fallow period and that it afforded the committee opportunities to branch out.

Mr. Burke stated that in previous slow periods the committee was able to review smaller transportation projects that are often overlooked.

Mr. Currie stated that the regional planning model update is approaching and that he would like CHART to be involved in that project.

Ms. Barlow suggested that an agenda could be sent to the committee chair and vice chair and they could choose whether the agenda merits a meeting.

Ms. Whitham asked how the committee would like to verbally express its role. Mr. Currie stated that defining the committee as consultants for the long range plan was too narrow.

Ms. Barlow mentioned that TJPDC staff discussed other projects the CHART committee could review. She mentioned that CHART could assist the TJPDC in revising their Public Participation Plan. Ms. Whitham mentioned another option stating that the CHART committee does not have set bylaws and that the committee could create them. Ms. Whitham also mentioned another possibility of creating a citizen's transportation guide.

Mr. Currie asked if TJPDC was anticipating having to cut back on staff. Ms. Barlow stated no cuts were anticipated and funding has stayed fairly stable. Mr. Currie stated that he did not want to generate more work if the TJPDC is understaffed.

Ms. Barlow asked committee members to brainstorm about possible committee projects for the next year. Ms. Whitham stated that the bylaws and the citizen's guide project would have to be taken to the MPO Policy Board for their approval.

Matters from the Public

There were no matters additional matters from the public.

The meeting was adjourned.