



**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
September 5, 2007 Minutes

Present

Members

Stephen Bach
James Currie, Chair
Marc Evans
Jay Gauldin
Ann Mallek
Calvin Morris
John Pfaltz, Vice Chair
Linda Seaman

Representing

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

Members Absent

Stan Binsted
Steve Bolton
Bobby Burke
James Burton
Tricia Traugott

Representing

County At-Large, Small Business
City At-Large
MPO, Pedestrian
City At-Large
MPO

Staff

Kellem Emanuele
Jeanette Janiczeck
Angela Tucker
Laura Varden
Ann Whitham

Representing

TJPD
City of Charlottesville
City of Charlottesville
City of Charlottesville
TJPD

Mr. Currie called the meeting to order.

Ms. Emanuele introduced Linda Seaman, the new City representative to the Committee. She also introduced Laura Varden, assistant traffic engineer for the City of Charlottesville and Angela Tucker, Development Services Manager for the City.

Ms. Emanuele notified the Committee that she will be leaving TJPD in November.

Matters from the Public

No matters from the public.

Staff Update: CHART Member Term Limits

Ms. Emanuele conveyed the MPO Policy Board's decision on term limits for the new MPO members. Bobby Burke and Marc Evans will serve until 2009 and Tricia Traugott and Jay Gauldin will serve until 2011. The term length assignments were based on alphabetical order of last names. The Policy Board chose to vary the term lengths to ensure that all of the terms will not expire at the same time.

Approval of the Draft Meeting Minutes

Upon a motion by Mr. Morris, seconded by Ms. Mallek, the August meeting minutes were unanimously approved, as amended.

Fuel Prices and Travel Demand:

Ms. Emanuele summarized the packet materials and asked the Committee to consider how it would like to include fuel price and travel mode choice information in the Long Range Plan update. Mr. Morris appreciated the packet materials. Ms. Mallek suggested adding CTS and JAUNT ridership data to the RideShare chart included in the packet.

Mr. Bach suggested that in the context of a long range plan, the Committee should consider world oil production over the next twenty years. Mr. Gauldin did not think that the Committee could predict that oil production will decrease in the future.

The Committee discussed the assumptions that gas prices will rise and travel demand will subsequently change. Ms. Seaman noted that during the 1970s fuel crisis, the perception of fuel scarcity contributed significantly to the changes in driving behavior, but this is not the case today because most people do not perceive a fuel shortage.

Ms. Emanuele suggested that the Committee could analyze projections about fuel production and suggested a chart showing projected fuel price data and transit ridership plotted together. Mr. Pfaltz agreed and thought that noting current trends might be all that the Long Range Plan should include. Mr. Currie questioned what the relevance of merely noting what the hypothetical effects of rising fuel prices will be. Ms. Mallek suggested a list of questions that the MPO will have to answer in the next 10 and 15 years about the price of fuel's effect on travel demand.

Mr. Currie, Mr. Pfaltz and Ms. Mallek believe that the likely Long Range Plan recommendation will be investing in planning for all modes (transit, bike, pedestrian and auto) of travel as a response to possible rising fuel prices. The approach will focus on providing travelers with viable mode choice options. Ms. Mallek also suggested securing right-of-ways today for transit networks that may be developed in the future. Mr. Gauldin agrees with this idea.

Mr. Morris noted the importance of new developments like the Biscuit Run community implementing a transit system that is community-owned and in place from the beginning, rather than forcing people to change their behavior. Mr. Gauldin agrees. Ms. Mallek added that since 2005, VDOT has required that new secondary road projects have bike lanes.

Mr. Evans summarized, saying that encouraging a variety of fuel sources and transportation modes is the only reasonable approach to take given the uncertainty of future energy production and consumer behavior. He pointed out that changes in fuel prices affect transit as well, and thus supporting alternate fuel sources can shelter travelers from fluctuations in availability and price.

Mr. Gauldin does not see the fuel price topic as a separate section in the Long Range Plan update, but rather as a bulleted consideration in a broader section. Mr. Currie asked for clarification on how this topic will be prioritized in the LRP update. Ms. Emanuele explained that the topic will need to be vetted by the public process before it becomes part of the adopted Plan. Mr. Currie sees the issue being included in the vision and goals for the Plan.

FY08 Game Plan for the UnJAM Update

Ms. Emanuele highlighted the changes to the draft timeline, including the addition of Rural Areas Phase II requirements, although CHART will not have to take specific action on the Rural Areas requirements. The change in tentative workshop dates allows TJPDC to coordinate the public processes for the MPO and Rural Areas. She explained that the open comment periods before and after the workshop would be time to make documents and materials available around the region. These two periods would also provide time to solicit feedback from stakeholders and conduct further outreach. Mr. Morris suggested the open house used for the McIntire/Route 250 Interchange project as a possible format for events during these periods.

Ms. Mallek asked when the Committee will need to address including Crozet in the MPO. Ms. Emanuele explained that issues related to the MPO boundary are addressed after the decennial census. The upcoming LRP update, which will conclude in 2009, will not include Crozet as part of the MPO region, but will include Crozet as part of the TJPDC region. Mr. Gauldin noted that a great deal of growth is taking place in Crozet and asked if the MPO has any oversight in these activities. Ms. Emanuele explained that the MPO does not have oversight responsibilities in Crozet. Mr. Morris believes that with the amount of County money going into capital projects in Crozet, it would be beneficial for the MPO to be in some way involved.

Mr. Pfaltz stated there are a number of projects in UnJAM 2025 that have not yet been built and VDOT will soon issue the recalculated funding projections (recalculated to year of expenditure). He suggested asking the public how they think the list of projects should be re-prioritized if the amount of money that the MPO received changes from UnJAM 2025. Ms. Emanuele reviewed the Technical Analysis “2006 Snapshot” approach to analyzing the existing conditions of the MPO in order to re-focus the Long Range Plan priorities. Staff will bring the Snapshot to the Committee in October for review and discussion.

Ms. Mallek and Mr. Gauldin suggested including a list of all the bridges in the MPO, their condition and maintenance schedule in the LRP update. Mr. Pfaltz recommended that, in preparation for the October meeting, the Committee members look back over UnJAM 2025. Ms. Emanuele emphasized providing specific comments about changes to UnJAM 2025.

Ms. Emanuele informed the Committee that Ms. Whitham is working on an MPO Bike/Pedestrian Project Inventory. Ms. Mallek added that many people have asked her where the bicycle commuter routes are in the area. She would like to see bicycle commuting more heavily emphasized in the LRP. Mr. Gauldin added that the region also needs more bike trails to enhance quality of life for people who bike for recreation and do not necessarily bike to work.

Talking Points

Ms. Emanuele updated the Committee on the progress of TJPDC’s bioregional and green infrastructure planning processes. She also suggested drawing on Ms. Seaman’s expertise with the Piedmont Workforce Network to incorporate issues related to employment. Ms. Mallek

mentioned lower income workers who cannot afford a car and who rely on transit to get to work and other places as a transportation/workforce connection. She also wanted to make sure that the dedicated lane on Route 29 will continue to be considered as a potential dedicated lane for Bus Rapid Transit in the future. Ms. Seaman suggested that van pools run by employers, particularly UVA, are a critical, synergistic part of the transportation system. Ms. Emanuele noted that RideShare coordinates vanpools.

Other Business

Eastern Connector: Mr. Pfaltz encouraged CHART to attend the next public meeting to support the planning effort. The meeting is tentatively scheduled for November.

Matters from the Public

There were no matters from the public.