



**Charlottesville-Albemarle Metropolitan Planning Organization  
of the Thomas Jefferson Planning District Commission**  
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CHART Advisory Committee Meeting  
DRAFT October 3, 2007 Minutes

**Present**

Members

Stephen Bach  
Stan Binsted  
Steve Bolton  
James Burton  
James Currie, Chair  
Ann Mallek  
Calvin Morris  
John Pfaltz, Vice Chair  
Linda Seaman  
Tricia Traugott

Representing

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

Members Absent

Bobby Burke  
Marc Evans  
Jay Gauldin

Representing

MPO, Pedestrian  
MPO  
MPO

Staff

Kellem Emanuele  
Ann Whitham

Representing

TJPD  
TJPD

Mr. Currie called the meeting to order.

**Matters from the Public**

There were no matters from the public.

**Approval of the September Meeting Minutes:**

**Upon a motion by Ms. Mallek, seconded by Mr. Morris, the September meeting minutes were unanimously approved.**

**Identify Corridors of Concern**

Ms. Emanuele introduced the mapping exercise during which Committee members examined a map of the MPO and identified transportation corridors exhibiting congestion, safety, or maintenance concerns. The Committee divided into two groups for the exercise.

Ms. Mallek reported on her group's findings, which focused on missing links in the MPO that would be likely to be widened and/or improved as a way to decrease congestion, and on scenic routes carrying too much traffic. She mentioned Route 250 west of the City, Route 20 north of Pantops, and Proffit Road as scenic roads carrying too much traffic. Her group also focused on congestion at Pantops and using private roads behind the commercial areas to improve the movement of local traffic in this area.

Mr. Pfaltz reported for his group. He listed the following areas as posing concern because of their levels of congestion:

- Free Bridge
- The 29H250 Area
- Route 29 north of the City to the County line
- The Route 29 and Rio Road intersection
- Route 29 and Airport Road Intersection
- The proposed Biscuit Run development area
- The 5<sup>th</sup> Street Extended and I-64 interchange.
- Old Lynchburg Road
- 250 West of the City
- Route 53/James Monroe Parkway to Ashlawn
- 29 North and Route 641
- Everything around the University

Mr. Morris asked if there are any park and ride areas for University employees. Ms. Emanuele reported that UTS buses stop at the University parking lots and take people to their buildings. Ms. Seaman felt that the University should run employee vanpools. Mr. Pfaltz noted Mr. Burton's belief that transit needs to run where people need to go.

Ms. Emanuele summarized the exercise, stating that identifying problems is a helpful first step in the process of coming up with solutions. Ms. Traugott agreed, but stated concern about the value of identifying problem areas when it seems difficult to build new projects given the present amount of available land. Mr. Pfaltz asked whether roads can go through land under conservation easement. Ms. Emanuele noted that solutions do not necessarily require building new roads and emphasized exploring alternative solutions to new construction.

The Committee discussed how the exercise might be best repeated in a public workshop. Mr. Morris suggested that CHART could be the guinea pig group to try out workshop materials as well as activities. He also felt that asking citizens to identify problem areas is useful because it draws people in. Mr. Bach agreed, but stated that in his experience there is never enough time to state problems and identify solutions. He would like to see the problem identification and solutions brainstorming as part of the same activity.

Ms. Emanuele asked the Committee what information should be included on the maps. The Committee would like to see rivers, railroads, key subdivisions and trails, but no easement properties. Mr. Morris stated that he thought the Places29 workbook and the UVA Bike/Pedestrian Map are both great examples of resources for the workshops. Mr. Pfaltz agreed.

The Committee discussed further details of the public workshops, such as how long the workshops should last and how attendees should be divided up for the activities. They suggested a Friday evening and Saturday morning format, as well dividing attendees up by area of geographic interest for the problem identification and solution brainstorming portions of the

workshops. Mr. Pfaltz stressed that he does not want to see the regional role of transit become lost in the narrower geographic focus at each table. CHART Committee members and TJPDC staff would facilitate the break-out groups.

### **Review of Preliminary Benchmark Data**

Ms. Emanuele summarized the 2007 actual data that has been added to the table, as well as the comparison between years 1998 and 2007 through the addition of a column showing the percentage change between the two years.

Mr. Currie found the format of the data difficult to digest and would like to see how the County growth area boundaries align with the data. Mr. Binsted noted MPO districts in which population has grown and school enrollment has declined as an interesting trend. Mr. Bolton also noted that there are districts where the overall growth rate thus far has been slower than it was projected to be, which likely suggests that growth is not happening where it was projected to occur. He also noted that district names are potentially misleading and suggested renaming them Districts A, B, C, etc.

### **Review of the Draft Freight Analysis**

Ms. Emanuele introduced the updated document and requested Committee feedback on the changes. Mr. Pfaltz commented that he would like to see railroads on the map and fewer minor roads.

Ms. Emanuele explained that after staff makes CHART's suggested revisions, the document will go on to MPO Tech for review and then can be incorporated into the LRP update.

### **Other Business**

Connectivity: Mr. Pfaltz distributed a list of potential links to be made between different subdivisions in the County. He thinks that in the context of a financially-constrained plan, considering inexpensive linkages between subdivisions/neighborhoods would be wise. He would like to discuss this issue as an agenda item at the next CHART meeting and possibly pass these on to the MPO Technical Committee for technical analysis.

Ms. Mallek suggested that bike and pedestrian linkages might be a first step, and securing right of ways for the future might be the next. Ms. Emanuele asked if any of the Committee members live in the subdivisions listed. Ms. Seaman lives near Wakefield Road. She noted that there are already informal connections between many of these subdivisions for foot and bike traffic.

Ms. Emanuele noted Dan Mahon's trails and greenways work and the fact that many people are very emotional about allowing trails into their neighborhoods. She requested a memo clarifying why these 9 potential connections were chosen. Mr. Morris noted that often many connections have been included in initial site plan drafts and would have been paid for by developers, but residents oppose them.

Route 29/250 at Best Buy: Mr. Burton is concerned about the proposed Route 29/250 Bypass entrance ramp expansion at Best Buy. The option presents many safety concerns, specifically related to traffic merging to enter and exit the bypass in such close proximity. Mr. Pfaltz asked about extending the on-ramp to give people more time to merge.