



**Charlottesville-Albemarle Metropolitan Planning Organization  
of the Thomas Jefferson Planning District Commission**

POB 1505, 401 E. Water St, Charlottesville, VA 22902 [www.tjpdc.org](http://www.tjpdc.org)  
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**Agenda**  
**CHART Citizens' Committee Meeting**  
Wednesday, August 6, 2008 7:00 p.m.  
TJPDC Large Conference Room

To download the entire meeting packet as one file, [click here](#).  
To download individual items, [click on blue text below](#).

Item	Time	Description
1	7:00-7:05	<b>Matters from the Public: limit of 3 minutes per speaker</b> <i>Members of the Public are welcome to provide comment on any public-interest, transportation-related topic, including the items listed on this agenda.</i>
2	7:05-7:10	<b>Approval of July 2, 2008 Draft Meeting Minutes:</b> <a href="#">Click here for draft minutes</a>
3	7:10-7:15	<b>Nomination and Election of a Chair and Vice-Chair</b>
4	7:15-7:45	<b>UnJAM 2035 Document Planning and Review</b> The Committee will review a variety of materials related to the update of the long range plan <ol style="list-style-type: none"> <li>1. <a href="#">Click here for SAFETEA-LU requirements summary memo</a></li> <li>2. <a href="#">Click here for UnJAM 2035 Technical Analysis summary memo</a></li> <li>3. <a href="#">Click here for UnJAM 2025 Report Card</a></li> <li>4. <a href="#">Click here for materials from Committee member John Pfaltz</a></li> </ol>
5	7:45-8:10	<b>CHART 2025 Project List Review</b> The Committee will review the 2025 project list in preparation for creating the fiscally-constrained 2035 project list. <a href="#">Click here for a summary memo.</a>
6	8:10-8:20	<b>UnJAM Online Survey Summary</b> The Committee will review survey data and the summary document in order to make recommendations for incorporating it into UnJAM 2035. <a href="#">Click here for Survey and Summary</a>
7	8:20-8:25	<b>Other Business</b> RTA Joint Work Session Update
8	8:25-8:30	<b>Additional Matters From the Public: limit of 3 minutes per speaker</b> <i>Members of the Public are welcome to provide comment on any public-interest, transportation-related topic, including the items listed on this agenda.</i>

**Upcoming Agenda Items**

**September**

**October**

UnJAM 2035 Draft Review MPO Area Project List Discussion Phase II Public Process Planning	Phase II Public Process Planning MPO Area Project List Discussion
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Click here for [Project Tracking Matrix](#)



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DRAFT  
CHART Advisory Committee Meeting  
July 2nd, 2008 Minutes

**Present**

Members

Stephen Bach  
Bobby Burke  
James Currie, Chair  
Jay Gauldin  
Mac Lafferty  
Tom Loach  
John Pfaltz, Vice Chair  
Bill Wuensch

Representing

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

Not Attending:

James Burton	City At-Large
Marc Evans	MPO
Jeff Monroe	Albemarle County
Linda Seaman	MPO

Staff:

Cory Anderson	TJPDC
Melissa Barlow	TJPDC
Ann Whitham	TJPDC

**Matters from the Public:**

Joel Kovarsky: Mr. Kovarsky spoke in support of a bus system between Crozet and Downtown with four stops along the way and a central parking facility in Crozet. He offered help in the effort such as circulating a survey. He feels that this is an idea whose time has come, and that it is more immediately feasible than a commuter rail line.

**Responses to Matters from the Public:**

Mr. Pfaltz responded that there is also a strong possibility that a commuter train might run on existing track between Crozet and Downtown through the Buckingham Branch rail company.

Ms. Barlow also noted that Mr. Sam Froelich has contacted the MPO about opening a park and ride lot in Crozet, as well as finding locations for rail stops along the way. She encouraged Mr. Kovarsky to be the voice in his neighborhood and mentioned the forthcoming RTA Toolkit survey about service strategies to increase transit ridership.

Mr. Kovarsky offered to spread the word via an email to his neighborhood distribution list.

Mr. Currie encouraged Mr. Kovarsky to attend the MPO Policy Board meeting on July 16<sup>th</sup> to share his ideas.

**Welcome New Members:**

Mr. Currie and the Committee welcomed new Albemarle County Planning Commission representative Tom Loach to CHART.

**Approval of the Meeting Minutes:**

**Upon a motion by Mr. Pfaltz, seconded by Mr. Lafferty, the June 2008 meeting minutes were approved as amended.**

**Nomination and Election of a Chair and Vice Chair:**

Mr. Currie noted that he has served as the Chair for the past 13 months and feels that it is time for someone else to serve. Given the absence of several members, he suggested that the Committee postpone the election until the August meeting. Mr. Currie also noted that he would like to rotate off the responsibility of attending the MPO Policy Board meetings as the CHART representative.

**Rivanna Footbridge Presentation**

At Committee member Stephen Bach's request, Mr. Randy Salzman made a presentation to the Committee about Travel Demand Management for the relocation of Martha Jefferson Hospital. Mr. Salzman made a PowerPoint presentation to the Committee about the plans for moving Martha Jefferson Hospital to its new site on Pantops Mountain and the immediate increase travel across the Free Bridge. He noted that the Hospital has a TDM plan in place to address increased travel demand. [To obtain a copy of the presentation please contact [info@tjpd.org](mailto:info@tjpd.org)]

He introduced the City of Charlottesville's proposed plans for a bike and pedestrian bridge across the Rivanna River from East Market Street to Riverbend and support among the Riverview neighborhood for a bike/pedestrian bridge from Riverview Park to Pantops. He suggested that Transportation Enhancement (TEA) Grant funds could be used to build the footbridge before the hospital relocates.

Mr. Gauldin asked if Mr. Salzman had any data to show how many cars might be taken off the road by building the bridge. Mr. Salzman responded that we don't know, but if the bridge was built strong enough for an electric trolley or provided people with electric bicycles to take between the two locations, then the number of people choosing not to drive might grow. He noted that it is difficult to know how many people would change because this data is difficult to gather.

Mr. Pfaltz noted that it makes sense to build a footbridge strong enough for a trolley, but that there is political pressure through the Eastern Connector Study process to build another vehicular bridge. He would like the project to be included in the Long Range Plan, but hopes that it might happen sooner with TEA Grant monies.

Mr. Burke asked if Mr. Salzman has discussed his idea with the Rivanna Trails Foundation. Mr. Burke noted difficulties with keeping the bridge ADA compliant and accessible without incurring great costs and added that the bus does currently serve the Martha Jefferson complex

on Pantops. Mr. Salzman responded that the bus must have shorter headways to be workable. He responded that the bridge should be re-sited if ADA issues are in play.

### **UnJAM 2035 Document Planning and Review**

Ms. Whitham introduced the planning goals and regional vision from the UnJAM 2035 Plan to the Committee and solicited feedback on how the Committee might revise them. The Committee agreed that the very general vision and goals are still relevant and appropriate, but had several suggestions on how to revise the Plan more generally.

Mr. Bach suggested that the document should place more emphasis on more efficient modes of transport than the auto, especially in light of increasingly limited funding.

Mr. Pfaltz does not feel that the “side issues” listed under “Achieving the Regional Vision” in the draft outline are as important as problems such as rural residents commuting into the Charlottesville area and choke points along the way.

Mr. Gauldin feels that there should be a balance between all modes of transport discussed in the plan. He also feels that the plan does not appear to have actually achieved progress on the ground. Mr. Back agreed, but still feels that the current transportation system is unbalanced toward the motor vehicle.

Mr. Wuensch suggested that putting more pressure on the private development sector to mitigate the transportation impacts of new developments is one way to achieve a more multi-modal transportation network. He noted that private development had driven reliance on the private motor vehicle, but that this trend is beginning to change. Mr. Lafferty commented that downtown Crozet is a good example.

Mr. Loach commented that the land use and transportation connection breaks down when development outpaces the 20-year vision. He added that the 20-year plan seems to be 20 years of catch up with what has already taken place.

Mr. Gauldin commented that the MPO should aim for the low-hanging fruit. He stated that the existing vision is workable, but there does not appear to be any way to accomplish it. Mr. Pfaltz agreed and added that the Plan needs to address where the problem areas for the region are now.

Mr. Bach commented that existing conditions should guide the creation of the fiscally-constrained project list and that the list should actually be prioritized.

Mr. Gauldin commented that the MPO should rely less on VDOT to run projects if they can be overseen locally.

Mr. Pfaltz suggested emphasizing the RTA in the 2035 Update and agreed with Mr. Gauldin’s preference for seeking local funding.

Mr. Currie feels that the current document is not lacking key information, but that the 2035 Update should emphasize the fact that the era of cheap gasoline has gone and that the rural poor driving older cars are bearing the heaviest burden now more than ever. Mr. Bach agreed and feels that decreasing vehicle miles traveled should be part of the vision and our future. Mr. Wuensch noted that this sentiment is present in the plan, but that it could be made more explicit.

Mr. Gauldin stressed the importance of public-private partnerships and market-based solutions to these problems. Mr. Wuensch agreed and noted projects in other localities where a private company constructed a road and the local government issued a bond to cover the cost after the fact.

Mr. Lafferty requested clarification from staff at the next meeting about what is boiler plate in the document versus what CHART can influence. He also wanted to know how the temporary cameras are being used on I-64.

**Other Business**

There were no items of other business.

**Additional Matters from the Public**

There were no additional matters from the public.

The meeting was adjourned.



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### DRAFT Memorandum

**TO:** CHART Committee  
**FROM:** Sarah Eissler, Transportation Program Intern  
**DATE:** August 6, 2008  
**RE:** UnJAM 2035 and SAFETEA LU

At the CHART Committee's request, MPO staff have provided the following summary of SAFETEA-LU and its requirements for long range transportation plans.

In August 2005, Congress signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) into law. SAFETEA-LU replaced the Transportation Equity Act for the 21<sup>st</sup> century (TEA-21), adopted in 1998, and included new requirements for MPO's Long Range Plan's. These new requirements are detailed below.

#### Planning Factors

The federal government requires that any transportation project receiving federal funding must consider factors and impacts it will have on a community. SAFETEA-LU lists eight planning factors in section 134 (h) of Title 23 U.S.C of the Federal Highway Administration, and the Federal Transit Administration section 5303 (h) of Title 49. Changes from TEA-21 are bolded.

- 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- 2) Increase the safety of the transportation system for motorized and non-motorized users.
- 3) **Increase the security of the transportation system for motorized and non-motorized users.**
- 4) Increase the accessibility and mobility of people and for freight.
- 5) Protect and enhance the environment, promote energy conservation, improve the quality of life, **and promote consistency between transportation improvements and state and local planned growth and economic development patterns.**
- 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- 7) Promote efficient system management and operation.
- 8) Emphasize the preservation of the existing transportation system.

The seven planning Factors from TEA-21 guided UnJAM 2025, while UnJAM 2035 will reflect the SAFETEA-LU's eight planning factors. Of note, the MPO's FY07 work program was reviewed according to the eight planning factors and found in keeping with each of the factors.

#### Safety and Security Transportation Planning

SAFETEA-LU stipulates that safety and security are now separate planning factors. In order to incorporate safety into the long range plan, SAFETEA-LU suggests that the plan should:

- Emphasize safety as a major goal of the agency
- Develop a strong multi-disciplinary safety management process
- Emphasize safety on all transportation projects.

Furthermore, the safety elements should reflect the priorities and goals of the Commonwealth of Virginia's Strategic Highway Safety Plan (SHSP). UnJAM 2035 will continue to incorporate safety as a major theme and particularly reflect the priorities of the SHSP, which was completed in 2006 after UnJAM 2025 was adopted.

Regarding the issue of security, SAFETEA-LU requires that the MPO should carry out a continuing, cooperative, and comprehensive transportation planning process (the 3-C agreement) that provides for the consideration and implementation of projects, strategies, and services that address the third planning factor. Long range plans should also include a security element that incorporates or summarizes the projects, goals, or programs set forth in other transit safety and security planning and review processes, plans, and programs, as appropriate. UnJAM 2035 will reflect the security planning factor.

### **Participation Plan Summary**

SAFETEA-LU requires that MPO's develop Long Range Plans in consultation with federal, state and local agencies. TJPDC consults with numerous agencies for input and will continue to do for all future planning projects. SAFETEA-LU also requires that representatives of bike/pedestrian interests and disabled persons be provided with opportunities to contribute to the long range plan, and that the MPO hold convenient/accessible public meetings, use visualization techniques, and make information/plans readily available electronically. The UnJAM 2025 plan utilized both of these new SAFETEA-LU requirements before SAFETEA-LU was adopted, and the UnJAM 2035 plan will continue to do so.

### **Environmental Mitigation Activities**

The most significant new requirement of SAFETEA-LU is the addition of an Environmental Mitigation section, which requires that long range transportation plans review archeological maps, historic resources, natural resources and wetland/water supply maps to minimize or compensate for the impacts to or disruption of elements of the human and natural environment associated with the implementation of the Long Range Transportation Plan. In May 2007, the MPO Policy Board amended UnJAM 2025 to include environmental mitigation strategies. TJPDC is developing a regional green infrastructure plan that will strengthen the Environmental Mitigation section of UnJAM 2035.

### **Operations and Management**

SAFETEA-LU advocates not only the improvement of transportation facilities but also the improved management of these facilities, in order to relieve congestion, maximize safety, and increase mobility of people and goods. Long range transportation plans are required to incorporate operation and management techniques into the planning process.

The accompanying table from the Association of Metropolitan Planning Organization's illustrates the changes between TEA-21 and SAFETEA-LU. This document should help clarify how SAFETEA-LU's new requirements have affected transportation planning on the whole. UnJAM 2035 will meet the SAFETEA-LU requirements and, in many cases, will exceed those expectations, as was done with UnJAM 2025.



## AMPO's Guide to Deciphering SAFETEA-LU's Changes to TEA-21

		<b>TEA-21</b>	<b>SAFETEA-LU</b>
<b>Authorizations</b>	Core Programs	5 total	6 total (safety as its own core program)
	Overall Core Funding	\$19.5 billion	\$23.7 billion
<b>Obligation Ceiling</b>		\$21.5 billion FY 1998 - \$27.7 billion FY 2003	\$34.4 billion FY 2005 - \$41.2 billion FY 2009
<b>Apportionments</b>	CMAQ	Weighted nonattainment and maintenance factors based on the severity of the ozone problem with more specificity in the factors	Calculation of weighted nonattainment and maintenance area factors changed. If maintenance area, population multiplied by 1.0. If nonattainment for ozone and carbon monoxide, population multiplied by 1.2.
<b>Rate of Return</b>	Minimums	<p>Minimum guarantee program ensures that all states reach a minimum 90.5% rate of return</p> <p>Minimum guarantee does not apply to the PL takedown</p>	<p>Equity Bonus Program ensures that all states reach a minimum 92% rate of return by FY 2008 (with provisions to get there in 2007 if possible)</p> <p>EB does not apply to PL takedown</p>

<b>Planning Funds</b>	PL	1% of 5 core highway programs	1.25% of 5 core highway programs (safety core program not included in the PL takedown)  Equity bonus replaces minimum guarantee but EB not included in PL calculation  Adds a provision requiring states to reimburse MPOs for PL expenditures within 30 days of request
	5303	Annually appropriated amount, approximately equal to 1% of FTA program.  Funds drawn from general fund and HTF.	Annual amount designated in bill. 82.72% available for metropolitan planning (each state will get money, 80% of that money will be distributed based on the UZA populations in each state as compared to the UZA for all states)
<b>Surface Transportation Program</b>	Set Aside	10% for safety	Repeals Safety Program set aside because Safety is now a core program
	Enhancements	10% of apportioned funds for each fiscal year	Beginning FY 2006, apportioned funds for enhancements based on the greater of 10% of the funds apportioned for each fiscal year or the state set-aside in FY 2005
<b>TCSP</b>		\$20 million for FY 1999; \$25 million for each year FY 2000 – 2003	\$25 million in funding for FY 2005. \$61 million available for each FY 2006 – 2009.  Secretary will be empowered to allocate funds to MPOs, states, local governments, and tribal governments to carry out eligible projects that include items such as improving transportation efficiency, providing efficient job access, and examining community development patterns

<b>Borders &amp; Corridors</b>	Funding	\$840 million for borders and corridors over the life of the bill	<p>Funding for borders and corridors split. \$8.4 billion for borders over the life of the bill. \$20 billion for corridors over the life of the bill.</p> <p>Border Infrastructure program allows construction of projects within 100 miles of the U.S. border in both Canada and Mexico</p>
<b>State Strategic Highway Safety Plan</b>			<p>States are required to develop a State Strategic Highway Safety Plan. MPOs are specifically mentioned among named stakeholders along with representatives of major modes, etc.</p> <p>Requirements:</p> <ul style="list-style-type: none"> <li>• Data analysis of state, regional, and local crash data</li> <li>• States must develop ways to improve safety for public roads in an effort to significantly reduce fatalities</li> </ul>
<b>Safe Routes to School</b>			<p>Goal of the program is to enable and encourage children to walk and bicycle to school by making it a safer and more appealing alternative</p> <p>Each state will receive at least \$1 million and will have to hire a statewide coordinator</p> <p>Eligible projects include ones related to infrastructure (planning, design, and construction) and non-infrastructure (such as public awareness campaigns)</p>
<b>Metropolitan Planning</b>	Designation	MPO (re) designation requires consent of the central city or cities	MPO (re) designation requires consent of the largest incorporated city, following the language change in the census definition

	Relationship with other Planning Officials		Adds new recommendation to develop a relationship with other planning officials through consulting with officials responsible for State and local planned growth, economic development, environmental protection, airport operations, and freight movements
	Planning Factors	Safety & Security as one planning factor	Safety and Security are separated into distinct planning factors.  New Factor added: The promotion of consistency between transportation improvements and planned growth / economic development
	TIP	3 year scope / updated every 2 years	4 year scope / updated at least every 4 years
	Plan	20 year forecast / updated “periodically”	20 year forecast period / updated at least every 5 years in attainment areas and 4 years in maintenance and nonattainment areas  Plans shall include “discussion” of potential environmental mitigation activities. A financial plan is required with resources identified from both private and public resources. The MPO, transit operator, and the State shall cooperatively develop estimates of funds to support implementation.  Operations and management strategies are required that improve the performance of existing facilities while relieving vehicular congestion and improving safety for people and freight  Capital Investment and other strategies are required for existing and projected future infrastructure. Proposed enhancements to transportation and transit are required
	Public Participation		Adds representatives of bicycle/pedestrians and disabled persons to those groups that shall

			<p>be provided opportunity to comment on the plan</p> <p>Adds requirements for a public participation plan developed in consultation with interested parties</p> <p>MPOs must hold convenient / accessible public meetings, use visualization techniques, make information / plans readily available electronically</p>
	TMAs	Secretary shall determine phase-in schedule for congestion management requirements	Secretary shall determine phase-in schedule
	TMA Certification	Not less than every 3 years	Not less than every 4 years
<b>STP</b>			
	Allocation	10% safety, 10% enhancements, remaining 80% divided: 62.5% distributed by population and 37.5% at state's discretion	Minimum 10% enhancements (can be higher if the state spent more than 10% in FY 2005); remaining 90% divided: 62.5% distributed by population and 37.5% at state's discretion
<b>Designations</b>			
			Allows the States of Alaska and Hawaii to designate members of the State Legislatures to MPO policy boards
<b>Conformity</b>			
	Redetermination		Amends the Clean Air Act to require that MPOs redetermine conformity of existing plans and programs within 2 years of EPA finding a motor vehicle emissions budget (MVEB) to be adequate or approval of a SIP that establishes a MVEB

	Frequency of Updates		Amends the Clean Air Act to require a conformity determination on Plans and TIPs every 4 years, except when the MPO elects to update more frequently, or a redetermination is triggered due to an adequacy finding on a new MVEB or a SIP approval that contains a MVEB
	Time Horizons		<p>Amends the Clean Air Act to state that Conformity is to be demonstrated for the period ending on either the final year of the transportation plan, or with the agreement of the MPO and applicable air agencies, and after taking public comments, the longest of the following periods:</p> <ul style="list-style-type: none"> <li>• The first 10 years of the transportation plan;</li> <li>• The latest year in the SIP that contains a MVEB; or</li> <li>• The year after the completion date of a regionally significant project if the project is included in the TIP or the project requires approval before the subsequent conformity determination</li> </ul> <p>The conformity determination will be accompanied by a regional emissions analysis for the last year of the transportation plan and for any year shown to exceed emission budgets by prior analysis</p>
	TCM Substitution		Amends the Clean Air Act to allow for Transportation Control Measure (TCM) substitution without a SIP revision or new conformity determination if the substitute TCMs were developed through a consultation process
	Conformity Lapse		Amends the Clean Air Act to state that if a conformity determination is not made by an applicable deadline and this failure is not corrected within 12 months after such deadline,

			the transportation plan shall lapse
<b>Air Quality Monitoring</b>	Exceptional Events		Creates a definition of “exceptional event” as an event that affects air quality, is not reasonably controllable or preventable, is caused by human activity that is unlikely to recur at a particular location, or is a natural event. The event must be determined by EPA to be an exceptional event. EPA must propose regulations for handling such air quality data and finalize it by March 2007
<b>CMAQ</b>	Eligible Projects		Eligibility is expanded to include projects and programs that: <ul style="list-style-type: none"> <li>• Establish or operate advanced truck stop electrification systems;</li> <li>• Improve transportation management systems and operations that mitigate congestion and improve air quality;</li> <li>• Involve the purchase of integrated, interoperable emergency communications equipment;</li> <li>• Involve the purchase of diesel retrofits that are for motor vehicles or non-road vehicles and non-road engines used in construction projects located in ozone or PM nonattainment or maintenance areas;</li> <li>• Conduct outreach activities that provide assistance to diesel equipment and vehicle owners and operators regarding the purchase and installation of diesel retrofits</li> </ul>

	State Flexibility		Provides flexibility to use CMAQ funds for specified other activities in the following states: Montana, Michigan, Maine, Oregon, Missouri, Iowa, Minnesota, Wisconsin, Illinois, Indiana, and Ohio
	Priority Projects		States and MPOs must give priority in distributing CMAQ funds to diesel retrofits, other cost-effective emission reduction activities, and cost-effective congestion mitigation activities that provide air quality benefits
	Consultation		USDOT shall encourage states and MPOs to consult with State and local air quality agencies on the estimated emission reductions from CMAQ projects
	EPA and USDOT guidance and information		EPA is required to publish a list of diesel retrofit technologies and supporting technical information for diesel emission reduction technologies, including emission reduction effectiveness and cost-effectiveness  USDOT will consult with EPA to assess a sample of CMAQ projects to determine the air quality and congestion benefits. USDOT will develop and maintain a database of impacts
<b>Research</b>	Training & Education		The Secretary shall establish a freight planning capacity building initiative to support enhancements in freight transportation planning. AMPO was named as a stakeholder to assist in carrying out this initiative.



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**Memorandum**

**TO:** CHART Committee  
**FROM:** Ann Whitham, MPO Program Coordinator  
**DATE:** July 28, 2008  
**RE:** UnJAM 2035 Technical Analysis Update

At the March 2008 meeting, MPO Technical Committee reviewed a final data set for the UnJAM 2035 Technical Analysis, or “benchmark data” process. The Committee made several recommendations to MPO staff including:

- Reviewing TAZ District data where changes in populations and households appear anomalous
- Developing a presentation format that is easier to understand than the original spreadsheet
- Providing a clearer explanation of data sources and methodology

Staff consulted with David Phillips from UVA’s Department of Urban and Environmental Planning in the development maps of the MPO depicting the socio-demographic trends from 1998 to 2007. An example map is included in the draft section of UnJAM enclosed with this memo. Staff will provide an explanation of the map methodology and TAZ District data review at the July 22, 2008 meeting.

The MPO Technical Committee reviewed the enclosed documents at their July 22, 2008 meeting and suggested several changes to the map design, which will be incorporated along with the CHART Committee’s comments into a final map product.

For reference, an explanation of the original data sources and methodology is also enclosed. This explanation will be included as an appendix to the UnJAM 2035 Plan.

## DRAFT

### III. Planning Process and Priorities

#### Technical Process

##### MPO Area

The technical analysis for the MPO's Long Range Plan update has a two-fold purpose; it aides in establishing the region's goals and priorities, and in identifying transportation projects to be funded in the next 20 years. For the UnJAM 2025 Plan, this analysis included travel demand modeling based on transportation data (trip origin/destination data) that was collected in 1988 and socio-demographic data based on the 1990 U.S. Census. VDOT's travel demand modeling staff conducted the modeling for the MPO using the MINUTP program, which is no longer in use.

With a 1998 base year, the MINUTP model acceptably incorporated the then ten year-old origin/destination data and 1990 U.S. Census data. All transportation studies and projects conducted in the MPO area since 2004 have also used the accepted 1998 base year data and 2025 projections in their modeling exercises, including the Places 29 Transportation Corridor Study, 29H250 Studies, the Eastern Connector Study, the Regional Transit Authority Plan, and the Route 250/McIntire Interchange Study.

Yet twenty years after the trip origin/destination data was collected, it no longer yields accurate model outputs. More current origin/destination data was collected during 2008 and 2009 as part of the National Household Transportation Survey (NHTS). This new NHTS data will not be available until 2011, while UnJAM 2035 must be approved by May, 2009. VDOT staff have developed a new travel demand model for the MPO, but this model will not be finalized until 2010 when the new NHTS data becomes available.

Because the new model and origin/destination data will not be available before the adoption of the UnJAM 2035 plan and because there are no new major projects to be considered since the adoption of the UnJAM 2025 Plan, the MPO Policy Board agreed that running the MINUTP travel demand model again would not be part of the UnJAM 2035 Long Range Update.

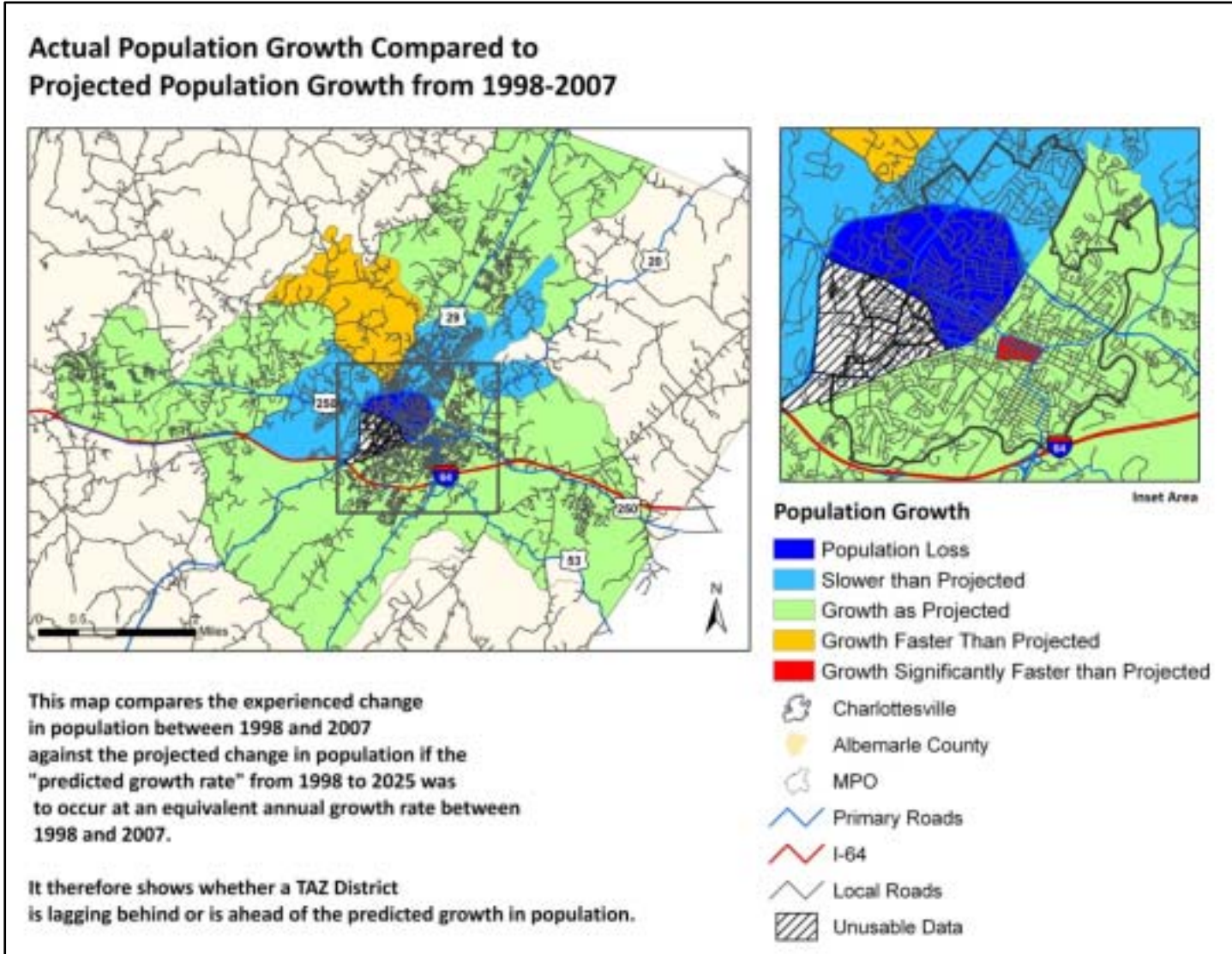
The CHART Citizen's Committee, MPO Technical Committee and a City/County/MPO staff team developed an alternative approach to conducting travel demand modeling for UnJAM 2035. This approach compares 2007 socio-demographic data (population, households, employment, autos and school enrollment) to the 1998 base year data and 2025 projections from the UnJAM 2025 modeling exercise. The 2007 benchmark data provides an assessment of whether growth in different parts of the MPO area is following the projections, occurring more quickly, or lagging behind. The analysis, which is detailed in Section IV, evaluates how well the transportation project priorities in UnJAM 2025 reflect what is currently occurring in the MPO area.

The CHART Committee also reviewed and considered public comments received from the May 10, 2008 Regional Summit, the UnJAM.org web-based survey, comments from public meetings, and comments received by staff. These comments ranged from suggested overall improvements to very specific spot improvements. Upon reviewing the benchmark data, public comment and priority projects from the City of Charlottesville and Albemarle County, CHART [made recommendations for \_\_\_\_\_].

**Rural Area**

The process for developing the rural sections of the UnJAM 2035 Plan changed significantly from the 2025 Plan as a result of new VDOT requirements for the creation of a Rural Long Range Plan that will include a fiscally-constrained project list like the MPO-area project list (formerly referred to as the CHART Project List). The Rural Technical Committee consisting of County planners, TJPDC, VDOT, and transit agency staff served as the main coordinating committee, with oversight and policy direction from the Thomas Jefferson Planning District Commissioners. Public input was reviewed against priorities already established in each county in Six-Year Programs, Comprehensive Plans, and other documents. Drafts were reviewed by county staff, and presented to each Board of Supervisors and Planning Commissions for review. The final draft will be presented to the TJPDC for approval. Each County Board of Supervisors is expected to approve its own chapter and to endorse the overall principles of the UnJAM Plan by\_\_\_\_\_.

The map below displays the rate of change in growth of households between 1998 and 2007 as compared to the expected rate of change from the UnJAM 2025 model run. Similar maps for each of the socio-economic data sets are featured in the Demographic Analysis section of Chapter IV, "Transportation and Land Use: Existing Conditions, Forecasted Trends, Challenges and Opportunities" on page \_\_\_\_.



## **DRAFT Appendix \_\_\_:**

### **2007 Socio-Demographic Data Methodology**

MPO, City and County staff generated 2007 socio-economic data for UnJAM 2035. The MPO area and areas just outside the MPO boundary are separated into fifteen districts to facilitate review and analysis. Each district is comprised of several transportation analysis zones (TAZ). A TAZ is a unit of geography used to gather inputs for modeling.

The City of Charlottesville and Albemarle County methodologies for obtaining and calculating 2007 socio-economic data are detailed below.

#### **City of Charlottesville**

**Dwelling Units:** Dwelling units were calculated from parcel data in the City of Charlottesville Assessor's Records. Due to the varying types of group quarters (dormitories, fraternities and sororities, and elderly care facilities) dwelling unit counts were not collected for group quarters.

**Population:** Population was based on the average number of persons in housing units by type as found in the 2000 Census of Population and Housing for the City of Charlottesville. The vacancy rate was accounted for by including vacant housing units when compiling the average number of persons per dwelling unit multiplier.

**Vehicles:** Vehicles data was based on an average vehicles per household multiplier used in the 1998 base year model run.

**Employment** MPO and local planning staff have elected to use the Corradino Group's interpolated employment data for 2007 based on the 1998 employment figures and the 2025 projections.

**School Enrollment:** Actual September 2007 enrollment data for Charlottesville City Schools and all kindergarten and higher private schools is included. Nursery schools data is not included.

#### **Albemarle County**

**Dwelling units:** Dwelling units were calculated from parcel data in Albemarle County's CityView System. Due to the varying types of group quarters (dormitories, fraternities and sororities, and elderly care facilities) dwelling unit counts were not collected for group quarters.

**Population:** Population was based on the average number of persons in housing units by type as found in the 2000 Census of Population and Housing for urbanized areas of Albemarle County. Group quarters population figures were instead gathered by ascertaining the census of the facility. The vacancy rate is factored in by including vacant housing units when compiling the multiplier.

**Vehicles:** Vehicles data was based on an average vehicles per household multiplier used for the 1998 base year model run.

**Employment:** MPO and local planning staff have elected to use the Corradino Group's interpolated employment data for 2007 based on the 1998 employment figures and the 2025 projections.

**School Enrollment:** Actual September 2007 enrollment data for Albemarle County Schools and all kindergarten and higher private schools is included. Nursery schools data is not included.

The table below is intended to facilitate review of the United Jefferson Area Mobility (UnJAM) 2025 Plan Action Plan. A separate table appears for each of the six types of implementation strategies listed: Roadways, Transit, Bicycle and Pedestrian, Ridesharing, Travel Demand Management (TDM), and Rail and Freight. (+) Indicates committee consensus that project was done well; (-) Indicates committee consensus that project was not done well.

Action Item		Action Item Details	Progress to Date	Notes
<b>Overall Roadway Goals:</b> Improved, Expanded Roadway Network achieved through a complete network of parallel and connector roads; re-engineer existing major roads for increased capacity, safety, and enhanced business environment; develop new roadway designs for balanced, multi-modal performance.				
Potential Action Items				
(A)	Planning	<ul style="list-style-type: none"> <li>▪ Continue to improve coordination of roadway plans with other jurisdictions</li> <li>▪ Ensure roads are context sensitive in design and scale, transit-oriented, and can accommodate bicycle and pedestrian travel</li> <li>▪ Develop a grid street network and parallel system in the urbanized and future growth areas</li> <li>▪ Test and implement various traffic calming concepts to increase safety and capacity, including: roundabouts, tree lined streets, curbside bulb-outs, median crosswalks and bike lanes to make roadways safer for automobiles and pedestrians</li> </ul>	<p>Master Planning Process (AC) (+) Hillsdale agreement between County &amp; City (+) Proffit Road Bridge (-) Continue to improve coordination: maybe. Ruckersville Parkway did not work well. Albemarle-Louisa-Fluvanna study had good coordination. Ensure roads are context sensitive: (+) working on it. Pedestrian facilities are getting better. Need to focus on intersections. Develop a grid street network: (+); happening at Pantops, parallel roads are being built. Private developers are building. New developments include these features. Test and implement traffic calming: seeing conceptually. Some progress. McIntire Road: conversation has been good about options, efforts have tried to incorporate pedestrians.</p>	
(B)	Construction	<ul style="list-style-type: none"> <li>▪ Maintain roads to reduce major costs. Make effective use of landscaping, which not only provides aesthetics, but also assists with traffic calming and enhanced business</li> <li>▪ Build roads with all users in mind</li> <li>▪ Bury utilities whenever project allows</li> </ul>	<p>Maintain roads: How do we do this without funds? Juan: VDOT priority is maintenance. Landscaping/aesthetics (+): county has done well at having developers look at this. Ensure curb, gutter, space with trees, sidewalks. Aesthetically good and calming. Build roads (-): we neglect to talk about</p>	<p>Need more roads built. Planning commission – asking developers to think about TOD/Transit Ready. Existing roads are getting overused without any new connections being built. Building more roads brings more traffic. Not building</p>

Action Item	Action Item Details	Progress to Date	Notes
		bikers enough in subdivisions. Could use improvements.	circumferential roads.  <b>Specify where connectivity can occur.</b>

Action Item	Action Item Details	Progress to Date	Notes	
<b>Overall Transit Goals:</b> Efficient transit system integrated with other travel modes achieved through enhanced bus, bus rapid transit (BRT), or Streetcars for fast, frequent service on major corridors; commuter express service to outlying areas; improved regional rail service; system improvements for downtown and neighborhoods; technology implementation to maximize efficiency and convenience.				
Potential Action Items				
(A)	Transit	<ul style="list-style-type: none"> <li>▪ Establish transit access as criteria in each local site review process</li> <li>▪ Coordinate transit systems to ensure that seamless service is provided to the region's residents</li> <li>▪ Equip transit fleets with communication technology so dispatchers can track vehicle locations and plan demand-response or route deviation service quickly and efficiently (under way at JAUNT)</li> <li>▪ Upgrade regional traffic modeling process to include transit analysis</li> <li>▪ Research and use electric or new fuel technologies to decrease emissions</li> <li>▪ Equip buses with capability to pre-empt traffic signals for priority access through congested corridors</li> <li>▪ Orient transit system to visitors' needs and area tourist sites</li> <li>▪ Integrate transit system with passenger rail services</li> <li>▪ Increase bus services and provide a mix of local and express services along major corridors</li> <li>▪ Establish taxi parking, bus stops, pedestrian access, and bicycle facilities (racks and lockers), which encourage transit at major shopping and employment centers</li> </ul>	<ul style="list-style-type: none"> <li>▪ Establish transit access: mixed results, but a (+); being done more</li> <li>▪ Coordination of transit system (+) especially UTS and CTS, both routes and pilot program where UTS riders can ride CTS for free</li> <li>▪ Equip transit fleets with communication tech – some JAUNT vehicles have, otherwise unknown for CTS and UTS</li> <li>▪ Upgrade regional traffic modeling: (-) not done yet.</li> <li>▪ Research and use electric or new fuel: CTS has done some.</li> <li>▪ Preempt signals: (-) not done yet</li> <li>▪ Orient transit system to visitors' needs: (-) don't think it's been done. (also don't forget residents!)</li> <li>▪ Integrate transit system with passenger rail: (-), big minus.</li> <li>▪ Increase bus services and provide mix of local and express: (-) no express service</li> <li>▪ Establish taxi parking, bus stops, pedestrian access, and bike facilities: neutral (good and bad bus stops). County is starting to think about bus stops.</li> </ul>	<p>Tremendously over-weighted in comparison to other sections. Very specific items under transit; need very specific items under other sections too (Eastern Connector, Southern Parkway).</p> <p>Add airport to passenger rail bullet.</p>

Action Item	Action Item Details	Progress to Date	Notes	
<p><b>Overall Bike and Pedestrian Goals:</b> Pedestrian friendly streets and highways and complete bicycle network and amenities achieved through a complete and connected sidewalk system; safe, usable crosswalks with pedestrian refuges; better lighting, signage, landscaping and signals; on-road bike lanes on urban streets; off-road multi-purpose trails along major corridors; protected parking at all destinations.</p>				
Potential Action Items				
(A)	Planning	<ul style="list-style-type: none"> <li>▪ Ensure new roads have safe bicycle and pedestrian accommodations</li> <li>▪ Ensure localities update bicycle and pedestrian plans and include these facility needs in other plans, such as safety, recreation, health, and environmental improvements</li> <li>▪ Coordinate plans and policies with multiple agencies</li> <li>▪ Include bicycles and pedestrians when planning and designing roadways</li> <li>▪ Budget for maintenance and enhancement of facilities and system expansion</li> <li>▪ Update development codes to include bicycle and pedestrian needs</li> <li>▪ Appoint a local or regional bicycle and pedestrian coordinator or committee to review all plans, developments and policies</li> <li>▪ Inventory facilities on an annual basis to check progress towards goals</li> </ul>	<ul style="list-style-type: none"> <li>▪ Ensure new roads: (+) at policy level for any federal road. ? whether privately owned roads are doing this to the extent they should.</li> <li>▪ Ensure localities update: applies more to City; City went through and established bicycling routes, but don't see much now, has done some good work (fair).</li> <li>▪ Coordinate plans: emphasize Safe Routes to School plans especially in County (++).</li> <li>▪ Include bicycles and pedestrians: mixed. ? for private development. Some work to be done.</li> <li>▪ Budget for maintenance: absolute failure. Did Funding Options Working Group on how to come up with funding (+).</li> <li>▪ Update development codes: updating design standards, City land development code already includes sidewalks. (-) at intersection design, especially ADA.</li> <li>▪ Appoint a local or regional coordinator: Chris Gensic in City, Dan Mahon in County. (+)</li> <li>▪ Inventory facilities: Chris just inventoried facilities for crosswalks and sidewalks.</li> </ul>	Most of city is infill and requires sidewalks. Ask Juan what they are seeing from developers in the County.

Action Item		Action Item Details	Progress to Date	Notes
<p><b>Overall Bike and Pedestrian Goals:</b> Pedestrian friendly streets and highways and complete bicycle network and amenities achieved through a complete and connected sidewalk system; safe, usable crosswalks with pedestrian refuges; better lighting, signage, landscaping and signals; on-road bike lanes on urban streets; off-road multi-purpose trails along major corridors; protected parking at all destinations.</p>				
Potential Action Items				
(B)	Construction	<ul style="list-style-type: none"> <li>▪ Retrofit existing corridors and destinations to include safe bicycle and pedestrian access</li> <li>▪ Clear obstacles from existing bike and walkways, and fill gaps in network</li> <li>▪ Develop communities that support bicycling and walkability</li> <li>▪ Include navigational signs, water and rest areas along major corridors and in tourist areas</li> <li>▪ Ensure that new bridges will accommodate bikes and pedestrian walkways</li> <li>▪ Connect to outlying areas using off-roadway trails</li> <li>▪ Plant trees to provide shade and rain protection for travelers</li> </ul>	<ul style="list-style-type: none"> <li>▪ Retrofit existing corridors: County and City (+) for limited capital improvements, funding limited.</li> <li>▪ Clear obstacles: less work done, lack of funding. County has done well getting things built by private sector.</li> <li>▪ Develop communities: (+) for City and County; City infill is all walkable.</li> <li>▪ Include navigational signs: (-), there are things in the works.</li> <li>▪ Ensure new bridges: JPA Bridge; neutral.</li> <li>▪ Connect to outlying areas: (-)</li> <li>▪ Plant trees: (-)</li> </ul>	
(C)	Operations	<ul style="list-style-type: none"> <li>▪ Maintain facilities to keep obstacles, cracks, vegetation, litter, and snow away</li> <li>▪ Ensure automobile traffic flows at safe speeds in urban areas</li> </ul>	<ul style="list-style-type: none"> <li>▪ Maintain facilities: (-)</li> <li>▪ Ensure automobile traffic: (-), there are efforts</li> </ul>	

Action Item	Action Item Details	Progress to Date	Notes	
<p><b>Overall Bike and Pedestrian Goals:</b> Pedestrian friendly streets and highways and complete bicycle network and amenities achieved through a complete and connected sidewalk system; safe, usable crosswalks with pedestrian refuges; better lighting, signage, landscaping and signals; on-road bike lanes on urban streets; off-road multi-purpose trails along major corridors; protected parking at all destinations.</p>				
Potential Action Items				
(D)	Education and Awareness	<ul style="list-style-type: none"> <li>▪ Educate officials about the need for, and benefits of, these facilities</li> <li>▪ Educate cyclists/pedestrians about proper procedures through classroom training and drivers ed/licensing programs</li> <li>▪ Educate business owners about the advantages of full customer mobility</li> <li>▪ Reduce injuries and fatalities with an aggressive safety program</li> </ul>	<ul style="list-style-type: none"> <li>▪ Educate officials: (+)</li> <li>▪ Educate cyclists: ACCT is trying to do this. (-), some efforts.</li> <li>▪ Educate business owners (+)</li> <li>▪ Reduce injuries: no measure</li> </ul>	

Action Item	Action Item Details	Progress to Date	Notes
<p><b>Overall Ridesharing Goals:</b> Improved support mechanisms achieved through designated travel lanes for car/vanpoolers; enhanced employer-based incentives; improve and increase Park and Ride lots.</p>			
<p>Potential Action Items</p>			
(A)	<p>Explore feasibility of dedicated lanes for car/vanpoolers on major roadways</p>	<ul style="list-style-type: none"> <li>▪ HOV-type lanes could help commuters get to their destinations faster and motivate them to rideshare</li> <li>▪ Slug lanes (informal pick-up of additional commuting passengers) could allow drivers and riders a very informal method of forming a carpool. This type of relationship successfully exists in Northern Virginia.</li> </ul>	
(B)	<p>Create strong support for ridesharing</p>	<ul style="list-style-type: none"> <li>▪ Have top state and local officials encourage businesses to actively create and implement traffic reduction programs, with ridesharing as a component</li> <li>▪ Ensure all localities strongly encourage and provide information on ridesharing to its residents</li> </ul>	

Action Item	Action Item Details	Progress to Date	Notes

Action Item	Action Item Details	Progress to Date	Notes
<p><b>Overall Travel Demand Management (TDM) Goals:</b> Efficient integration of strategies in overall transportation planning achieved through improved coordination of TDM strategies with work and education sites; improved coordination of TDM as part of special event planning; increased funding for improvements (i.e. Park and Ride lots (increased transit service, fiber optics necessary for teleworking).</p>			
Potential Action Items			
(A)	Overall	<ul style="list-style-type: none"> <li>▪ Ensure all Park and Ride lots are easily identified on every regional map (state and local)</li> <li>▪ Obtain funding for pavement and appropriate amenities, such as lot striping, lights, trash cans, telephones, bike racks/lockers, and landscaping</li> <li>▪ Install clear directional signage for each lot</li> <li>▪ Make sure each locality makes lot location and development part of its active planning activities</li> <li>▪ Develop incentive programs to reward property owners for allowing a portion of their property to be used for Park and Ride locations</li> <li>▪ Each locality will consider revising their zoning ordinances to include parking management strategies such as the following: <ul style="list-style-type: none"> <li>▪ <u>Park-Once Districts</u>: Community lot serves surrounding businesses allowing people to use one lot and walk to their destination</li> <li>▪ <u>Shared Parking</u>: Nearby businesses with different operating times share the same lot, or share parking among a group of users versus having parking assignments</li> <li>▪ <u>Prioritize Use</u>: Regulate the use of parking spaces to allow more convenient spaces to favor priority uses by regulating the type of users, regulating time limits, pricing</li> <li>▪ <u>More accurate requirements</u>: Base minimum parking requirements on parking demand</li> </ul> </li> <li>▪ Localities in the region will work together to</li> </ul>	

Action Item	Action Item Details	Progress to Date	Notes	
		support and fund a carsharing program (flexible hourly or daily rental cars) <ul style="list-style-type: none"> <li>▪ Ensure utilities are in place in rural areas for high-speed Internet access as well as telework centers</li> <li>▪ Continue to identify and implement Intelligent Transportation Systems (ITS) strategies throughout the transportation network</li> </ul>		

Action Item	Action Item Details	Progress to Date	Notes
<p><b>Overall Rail and Freight Goals:</b> Safe and efficient freight movement that can be achieved through separate freight movements from passenger travel where possible; support on-time delivery needs of business and industry; improve Regional Rail passenger service.</p>			
<p>Potential Action Items:</p>			
(A)	<p>Increase passenger rail service, especially east-west</p>	<ul style="list-style-type: none"> <li>▪ Passenger Rail will exist along existing railroads (which were historically used for passengers) serving towns and communities.</li> <li>▪ New tracks for passenger service will be constructed along major highways, particularly Interstate 64 and Route 29.</li> <li>▪ Passenger rail service will include both local/regional commuter and intra/interstate travel options.</li> </ul>	
(B)	<p>Enhance freight-carrying capacity of railroads</p>	<ul style="list-style-type: none"> <li>▪ Improve sidings for loading and unloading freight</li> <li>▪ Improve and double tracks where needed to allow more trains along each corridor.</li> <li>▪ Increase the amount of more freight moved by rail.</li> <li>▪ Zone for new industry along tracks.</li> </ul>	
(C)	<p>Coordinate freight and passenger service on shared corridors for the maximum benefit of both</p>	<ul style="list-style-type: none"> <li>▪ Improve the headways for freight to clear up time for passenger service.</li> <li>▪ Find regular, consistent time slots for passenger service.</li> <li>▪ Increase track usage to provide more income to track owners.</li> <li>▪ Improve technology so that freight and people can better coexist on the same railway.</li> <li>▪ Increase funding for freight planning and coordination.</li> <li>▪ Integrate truck freight and rail service to meet the needs of local users.</li> </ul>	
(D)	<p>Utilize public-private partnerships to finance improvements.</p>	<ul style="list-style-type: none"> <li>▪ Use public transportation dollars for track and crossing improvements.</li> <li>▪ Leverage private company funding to support improvements.</li> </ul>	

Action Item		Action Item Details	Progress to Date	Notes
(E)	Increase safety around railroads	<ul style="list-style-type: none"> <li>▪ Improve railroad intersections with roadways and trails with adequate safety devices for passage across the tracks; use grade-separated intersections where possible.</li> <li>▪ Improve stations and sidings for loading and unloading safety.</li> </ul>		

## 2035 Visions

Although the private automobile will still be important in 2035 because we, as a people value freedom of movement so highly, our vision of 2035 is a composite one employing multiple modes of travel. We believe that bicycles, walking, car pooling and public transit will have a sharply increased role in our future. In this section we summarize more specific goals with respect to these different modes.

By 2035 we expect:

### **Transit:**

- 1) direct express bus service to the airport from university and down town;
- 2) direct transit service to Martha Jefferson Hospital from down town and the Hollymeade town center;
- 3) minimum of 3 trains per day to Washington, DC (each way);
- 4) commuter service to Crozet and Gordonsville;
- 5) Passenger rail service between Richmond and Staunton.

### **Bicycle / Pedestrian / Carpools:**

- 1) 25% of all university, city and county employees walking, bicycling, car pooling or using transit to work;
- 2) 25% reduction in auto traffic around the university and down town Charlottesville;
- 3) completion of segregated bicycle paths linking the university and down town to the Forest Lakes and Biscuit Run developments.

### **Roadways:**

- 1) Circumferential Roadways around Charlottesville and the more urban portion of Albemarle County
  - a. Eastern connector;
  - b. Connection of Old Lynchburg Road (SR 780) with US 29 south;
  - c. Connection of SR 20 south to Pantops and SR 20 north;
  - d. Commuter connection to university North Grounds parking.
- 2) Roads parallel to US 29 N (Places29)
  - a. Bridge over Rivanna at Berkmar Drive Extended;
  - b. Completion of Hillsdale Road connection;
  - c. Extension of Ashwood Boulevard to Polo Grounds Road (SR 643)
  - d. Extension of Polo Grounds Road (SR 643) and relocation of Profit Road (SR 649) to SR 20 north;
  - e. Extension of Meadow Creek Parkway to Polo Grounds Road (SR 643).

Future projects which contribute to these visionary goals should be encouraged. Those which do not should be questioned.



## Charlottesville-Albemarle Metropolitan Planning Organization

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### Memorandum

**TO:** CHART Committee  
**FROM:** Ann Whitham, MPO Program Coordinator  
**DATE:** July 29, 2008  
**RE:** CHART 2025 Project List Review

A significant part of the long range planning process is the review and revision of the fiscally-constrained project list. The fiscally-constrained project list identifies those transportation projects (and studies) in the MPO area that the MPO Policy Board and supporting committees wish to receive federal funding. CHART plays an important role in the selection process by recommending projects that:

- Meet the regional mobility goals
- Address current and future transportation network needs as identified by the travel demand model.

In anticipation of receiving new financial projections from VDOT for a fiscally-constrained UnJAM 2035 Project List, the CHART Committee will review the current list (the CHART 2025 Project List) and consider two key questions:

1. Which projects of regional significance are missing from the CHART 2025 list?
2. Which current projects are no longer relevant and could be considered for removal from the list?

The most current CHART 2025 Project List with Year of Expenditure (YOE) information is enclosed. "Year of Expenditure" refers to the new Federal Highways Administration and Federal Transit Authority requirement that all fiscally-constrained project lists demonstrate the year in which the MPO expects the project to be completed.

Projects shown with a strike-through have already been incorporated into either the Six Year Improvement Program (SYP) or the Draft FY09 TIP and are thus ineligible for removal from the UnJAM 2035 list.

CHART will review the new fiscal constraint and YOE information at the September 2008 meeting.

# CHART 2025 Project Listing

On May 16, 2007 The MPO Policy Board amended the Long Range Plan to include the Advance Mills Bridge Project. Funding was reallocated from the Northern Free State Road Project to accomplish this. These changes are noted in red in the CHART 2025 Project Listing.

On February 19, 2008 the MPO Policy Board amended the Long Range Plan to include estimated project costs in year of expenditure dollars. These changes are noted in red in the far right column in the CHART 2025 Project Listing.

Project #	TIP # (Funding source)	Project	Type*	Project Description	Project Purpose	Total Cost	Previous Allocations	Remaining Cost	
<b>Improvements</b>									
<b>Roadway Projects</b>									
I-1	S-10	Airport Road (Route 649)	U4	Expand roadway to four lanes with sidewalks and bike lanes; includes roundabout at intersection of 649/606	Add capacity, Improve safety	\$11,427,000	\$11,427,000	\$0	Project complete
I-2	n/a	Southern Urban (Area B) Improvements to include the Sunset-Fontaine Connector	n/a	Contribution to PE and construction of projects to be identified by Area B study	Add capacity, Alternate route	\$2,000,000	\$0	\$2,000,000	"Place Holder" - not inflated
I-3 <sup>1</sup>	n/a	Free State Road Connection and Bridge	R2/BR	Construct 2-lane road with sidewalks and bike lanes from Rio Road to Free State Road and replace substandard bridge (See footnote 1)	Improve safety	\$35,000	\$35,000	\$0	To be built by developer
I-4	U-4	Fontaine (Maury St to WCL)	U3R	Roadway improvements, add bicycle lanes and sidewalks	Improve safety, Add capacity	\$7,711,000	\$1,021,000	\$6,690,000	Engineer's Estimate for FY048 - \$7,714,000 - In Urban SYP
I-5	S-5	Georgetown Road (Route 656)	Spot	Retrofit existing roadway; create urban cross-section providing for continuous pedestrian, bicycle access	Improve safety	\$2,047,000	\$2,047,000	\$0	Fully Funded
I-7	U-6	Jefferson Park Avenue Extd Bridge Replacement	Br	Replace bridge at JPA over Norfolk Southern Railroad	Improve safety, Enhance community character	\$7,991,000	\$6,221,000	\$1,770,000	In Urban SYP
I-8	S-4	Old Ivy Road (Route 604)	U3	Widen road from 2 to 3 lanes, add sidewalks and bike lanes from 250 to 29/250 Bypass	Add capacity	\$9,459,060	\$17,000	\$9,442,060	Inflated cost to 2014
I-9	S-2	Old Lynchburg Road (Route 634)	Spot	Realign roadway at various locations	Improve safety	\$1,950,000	\$0	\$1,950,000	Inflated cost to 2014
I-10	S-12	Proffit Road (Route 649)	U2	Reconstruct roadway; Create urban cross-section adding capacity; increase lanes (4 from 29 to Worth Crossing, 3 to Pritchett Lane, remain 2 lanes to Development Area Boundary)	Improve safety	\$14,650,000	\$325,000	\$14,325,000	Inflated cost to 2022. Northpointe developer to build 1/3
I-11	n/a	Reservoir Road (Route 702)	n/a	Spot improvements	Improve safety, Enhance community character	\$1,029,000		\$1,029,000	Inflated to 2018
I-12	I-1	Rest Area at Ivy (upgrade sewer system)	n/a	Upgrade deteriorating rest area sewer system; undergoing sewer line extension	Maintenance	\$3,740,000	\$1,309,000	\$0	Interstate Maintenance not included in fiscal projections
I-13	P-1	Route 20 (Rte 250 to Rte 600) shoulder widening safety	R1	Need for sidewalks on the southern portion of Rt. 20 connecting to public transit in an area of mixed use and low cost housing.	Strengthened, widened shoulder	\$235,000	\$235,000	\$0	Project complete
I-14	P-2	Route 22 (at Route 250 Int)	Int	Realign hazardous intersection	Improve safety	\$2,817,000	\$1,354,000	\$1,463,000	In Primary SYP
I-15	n/a	Route 20 (from South Fork Rivanna River to Airport Road)	R6	Improve roadway to accommodate anticipated traffic due to increased development	Provide travel choices, Improve safety, Better access	\$26,726,000	\$2,071,000	\$23,654,000	Inflated cost to 2018. In Primary SYP.
I-16	n/a	Route 29 Corridor Improvements (Previously named Route 250 / 29 Hydraulic Greenbrier Interchanges)	n/a	Provide partial funding for improvements to be recommended from 29H250 P2 Study	Add capacity, Improve safety	\$30,626,159		\$30,626,159	"Place Holder" - Individual projects now being programmed, PE for interchanges only
I-17	P-8	Route 53 Bridge replacement over Buck Island Creek	Br	Replace bridge	Improve safety	\$3,000,000	\$3,000,000	\$0	Project complete
I-18		Route 250 safety / TSM shoulder widening	Spot			\$7,064	\$7,064	\$0	Project complete
I-19	n/a	Route 679 RR crossing	Spot	Add lights and gates	Improve safety	\$140,000	\$140,000	\$0	Project complete
I-20	S-4	Sunset Road (Route 781)	U2	Realign roadway at various locations	Improve safety	\$2,722,500		\$2,722,500	Inflated cost to 2022.
n/a	n/a	Unpaved Roads	n/a	Mandated allowance	Improve safety	n/a		\$4,200,000	Assumed to be 12% of Secondary Roads Forecast
I-21	S-13	Dickerson Road (Route 606)	n/a	Pave roadway from 850 to 1030	Improve safety, Enhance community character	\$1,690,000	\$1,008,000	\$0	Included in "Unpaved Roads" total
I-22	n/a	Gilbert Station Road (Route 640) *	n/a	Pave roadway from 784 to 20	Improve safety	\$193,000	\$193,000	\$0	Included in "Unpaved Roads" total
I-23	n/a	Woods Edge Road (Route 623) *	n/a	Pave roadway from 616 to dead-end	Improve safety	\$125,000	\$135,000	\$0	Included in "Unpaved Roads" total
		Rio Mills Road (Route 643) *	n/a	Pave from Route 29 to 1.1 miles west	Improve safety	\$3,219,000	\$611,000	\$0	Included in "Unpaved Roads" total
	S-19	Rt. 743 Bridge & Approaches over North Fork Rivanna (Advance Mills Bridge)	Br	Bridge replacement 0.04 mile south of Rt. 644	Add capacity, Improve safety, Better Access	\$4,018,000	\$100,000	\$3,918,000	In Secondary SYP

Project #	TIP # (Funding source)	Project	Type*	Project Description	Project Purpose	Total Cost	Previous Allocations	Remaining Cost	
	I-3	I-64 WB Exit at 5th Street	Int	Widen Approach Lanes	Improve Operations	\$1,204,000	\$275,000	\$929,000	In Interstate SYP
	I-4	I-64 EB Exit at Shadwell	Int	Dual LTL to WB Route 260	Improve Operations	\$3,101,000	\$231,000	\$2,870,000	In Interstate SYP
	U-15	Rte. 20 Bridge Replacement	Br	Belmont bridge replacement	Replace Bridge	\$9,195,000	\$3,209,000	\$5,986,000	In Urban SYP
		Rte. 29/250 Bypass Interchange Imp		Hydraulic Road to Barracks Road	Add Capacity	\$4,700,000		\$4,700,000	In Urban SYP
		Rte. 606 Bridge Replacement	Br	Dickerson Road over North Fork Rivanna	Replace Bridge	\$5,069,000	\$550,000	\$4,519,000	In Secondary SYP
		Rte. 606 Bridge Replacement	Br	Dickerson Road over Jacobs Run	Replace Bridge	\$2,174,000	\$501,000	\$1,683,000	In Secondary SYP
		Rte. 250 Bridge Replacement - Shadwell	Br		Replace Bridge	\$14,000,000		\$14,000,000	Engineer's Estimate for FY014
	Misc.	Enhancement Projects		Budget Line Item		\$7,426,225		\$7,426,225	Grouped Budget Item
	Misc.	Rail Highway Crossings		Budget Line Item		\$40,442		\$40,442	Grouped Budget Item
	Misc.	Safety Projects		Budget Line Item		\$4,909,607		\$4,909,607	Grouped Budget Item
		* These projects are included in the total Unpaved Roads allowance							
<b>Transit/Bicycle/Pedestrian/Traffic Calming Projects</b>									
n/a	n/a	Bike/Pedestrian Projects	n/a	Complete sidewalk networks and bike lanes	Improve safety, Provide travel choices	\$6,000,000		\$6,000,000	"Place Holder" - not inflated
n/a	n/a	Garth Road (to Free Union)	n/a	Construct multi-use trail along Garth to Free Union	Improve safety, Provide travel choices	\$250,000		\$0	Included in "Bike/Pedestrian Projects"
n/a	n/a	Hydraulic Road Pedestrian Crossing (at Georgetown Road)	n/a	Provide pedestrian crossing	Improve safety	\$65,000		\$0	Included in "Bike/Pedestrian Projects"
	n/a	Complete listing of additional projects is attached						\$0	Included in "Bike/Pedestrian Projects"
I-24	n/a	Ivy Road From Emmet Street to Canterbury Road	U3R	Improve roadway to include restriping to accommodate new sidewalk and bike lanes	Improve safety, Add capacity	\$478,000	\$478,000	\$0	In Urban SYP to cover previous expenditures only
I-25	n/a	Traffic calming (county wide)	n/a	Traffic calming for selected neighborhoods (\$50K/year)	Improve safety, Enhance community character	n/a		\$1,000,000	"Place Holder" - not inflated
I-26	n/a	Transit Corridor Improvements	n/a	Contribution to transit improvements	Improve safety, Provide travel choices	n/a		\$6,500,000	"Place Holder" - not inflated
I-27	U-14	Transit Operations	n/a	Contribution to transit operations	Improve safety, Provide travel choices	n/a		\$8,000,000	"Place Holder" - not inflated
	S-2	Route 1427 - Hillsdale Drive Safety Project		Rio Road to Greenbrier Road	Improve safety, Provide travel choices	\$300,000	\$300,000	\$0	In Secondary SYP
<b>New Construction Projects</b>									
<b>Roadway Projects</b>									
N-1	n/a	Berkmar Drive Extended (Town Center Road)	R2	Extend existing roadway from northern terminus of Hilton Heights Road to Rivanna North Fork	Alternate route	\$44,100,000		\$22,000,000	Inflated cost to 2018. Assumes Developers to build, donate ROW, and/or donate cash for approximately half of the project
N-2 <sup>2</sup>	n/a	Eastern Connector (southern route)**	R2	Study potential location connecting 29N to 250E contribution to funding; includes construction cost (See footnote 2)	Alternate route	\$11,700,000		\$11,700,000	Inflated cost to 2014
N-3 <sup>3</sup>	U-12	Hillsdale Drive Extended	U2	Add new roadway from southern terminus of existing Hillsdale (at Greenbrier) to Hydraulic Road (See footnote 3)	Alternate route; Increase safety	\$24,401,780		\$14,000,000	Assumes Developer to donate ROW
N-4	U-4	Meadow Creek Parkway Phase I (City)	U4R	City portion of MCP; southern terminus beginning on 250 Bypass, northern terminus at Northern Corporate Limit; includes parkland; County matching City's Design; VDOT will help fund	Alternate route	\$13,511,000	\$8,419,000	\$5,092,000	In Urban SYP
N-5	S-6	Meadow Creek Parkway Phase I (County)	U2	County portion of MCP; southern terminus Melbourne Road, northern terminus Rio Road	Alternate route	\$25,632,000	\$25,632,000	\$0	In Secondary SYP
N-6	S-8	Meadow Creek Parkway Phase I Bridge over Norfolk Southern Railroad	U2	Bridge of MCP Phase I over CSX Railroad	Alternate route	\$1,880,500		\$0	Included in N-5
N-7	S-7	Meadow Creek Parkway Phase I Bridge over Meadow Creek	U2	Bridge of MCP Phase I over Meadow Creek	Alternate route	\$2,204,500		\$0	Included in N-5

Project #	TIP # (Funding source)	Project	Type*	Project Description	Project Purpose	Total Cost	Previous Allocations	Remaining Cost	
N-8	U-5	Meadow Creek Parkway/McIntire Interchange	n/a	Construct grade-separated interchange at McIntire and Meadow Creek Parkway as part of MCP roadway project	Alternate route	\$29,645,000	\$15,441,000	\$14,204,000	In Urban SYP
N-9 <sup>4</sup>	S-9	Northern Free State Road** (formerly Meadow Creek Parkway Phase 2)	R2	Location study for new road, connecting at its southern terminus of 631, extending to Rt 29, contribution to funding (See footnote 4)	Alternate route	\$4,200,000	\$482,000	\$3,718,000	In Primary SYP for PE & RW Only
N-10 <sup>5</sup>	P-7	Route 29 Bypass (Funding to resolve current litigation of ROW purchases only)	R4	Bypass road with southern terminus from 29/250 Bypass, northern terminus to 29 above Berkmar Drive (See footnote 5)	Alternate route	\$47,167,000	\$45,318,000	\$1,849,000	In Primary SYP for PE Only
N-14	n/a	Southern Parkway	R2	Connector road from Avon Street to 5th Street Extended to include sidewalks and bike lanes	Alternate route	\$3,380,000		\$3,380,000	In Secondary SYP, but no estimate or allocations shown
<b>Transit/Bicycle/Pedestrian/Traffic Calming Projects</b>									
N-12	n/a	Park and Ride Lots	n/a	Construct, maintain park and ride lots in area	Provide travel choices, Better access	\$500,000		\$500,000	"Place Holder" - not inflated
<b>Studies</b>									
<b>Roadway Projects</b>									
ST-1	U-13	Route 250 / 29 Safety /Mobility Study	n/a	Conceptual design study leading to PE (29H250)	Improve safety, Better access, Alternate route	\$390,496	\$390,496	\$0	Study Complete
ST-2	n/a	Route 29 Corridor Study (29H250 Phase 3)	n/a	Completion of 29H250 as presented in original scope (from Barracks Road to North Fork Rivanna)	Improve safety, Better access, Add capacity, Alternate route	\$600,000	\$600,000	\$0	Study Underway
		Rte. 29 Corridor & Access Management Study	n/a	From Amherst to I-66	Improve safety, Better access, Add capacity, Alternate route	\$250,000	\$0	\$250,000	Only accounts for portion passing through Albemarle County
ST-3	n/a	UVA North Grounds Connector Road to Hydraulic/Barracks/Georgetown (Mobility and Location Study)	n/a	Study extending NGC to Hydraulic/Barracks/Georgetown (Feasibility and Location Study)	Alternate route	\$500,000		\$500,000	"Place Holder" - not inflated
<b>Transit/Bicycle/Pedestrian/Traffic Calming Projects</b>									
ST-4	n/a	Route 250 East Pantops (Multi-modal)	n/a	Study multi-modal options on the corridor	Provide travel choices, Improve safety, Better access	\$500,000		\$500,000	"Place Holder" - not inflated
ST-5	n/a	Transit Corridor Analysis	n/a	Study feasibility of BRT/LRT along various corridors	Add capacity, Provide travel choices	\$800,000		\$800,000	"Place Holder" - not inflated
ST-6	n/a	Crozet Rail Transit Study	n/a	To study transit use of the existing CSX tracks and improvements needed from Crozet to downtown Charlottesville	Provide travel choices, Improve safety and mobility	\$250,000		\$250,000	"Place Holder" - not inflated
ST-7	n/a	Feasibility of Freight Bypass	n/a	To determine the feasibility of a freight bypass around the City of Charlottesville using CSX railway from Woolen Mills to Cherry Hill	Provide alternative mode for transporting goods through the region	\$250,000		\$250,000	"Place Holder" - not inflated
								251,245,993	
<b>Funding Totals</b>									
	n/a	Total funds available		From FY08 through FY25				\$251,245,993	
		Remaining funds available						(\$0)	
<b>Vision Projects (Not Fiscally Constrained)</b>									
V-1	n/a	Barracks Road (Rt. 654) from Western City Limits to Old Garth Road (Rt. 601)	Spot						n/a
V-3	n/a	Bicycle Lanes on Rugby Road	n/a						n/a
V-4	n/a	Complete Rt. 29 Corridor Study (Charlottesville-North Carolina Border)							n/a
V-5	n/a	Dairy Road/Route 250 Bypass Bridge from Dairy Road to Dairy Road							n/a
V-6	n/a	Decca Lane (Rt. 678) from Decca Lane (Rt. 678) to Owensville Road (Rt. 676)	Int						n/a
V-7	n/a	East High Street from Long Street (Rt.250 Bypass) to Ninth Street	U3						n/a

Project #	TIP # (Funding source)	Project	Type*	Project Description	Project Purpose	Total Cost	Previous Allocations	Remaining Cost
V-8	n/a	Emmet Street (Rt. 29 Business) from Ivy Road (Rt. 250 Business) to Arlington Boulevard	U3					n/a
V-9	n/a	Emmet Street/Stadium Road from Emmet Street to Jefferson Park Avenue	Int					n/a
V-10	n/a	Garth Road (Rt. 601) to Barracks Farm Road (Rt. 658)	Int/spot					n/a
V-11	n/a	Hydraulic Road (Rt. 743) from Rio Road (Rt.631) to Woodland Road (Rt. 676)	Int					n/a
V-12	n/a	Implement Entrance Corridor design guidelines developed in Southern Charlottesville Transportation Study. See also land Project	n/a					n/a
V-14	n/a	Intersection at Forest Hills, Prospect and 9th streets.	n/a					n/a
V-15	n/a	Interstate 64 interchanges at Rt. 29, Rt. 250, Rt. 20 and Rt. 250 from Rt. 250 (High Street) to Fontaine Ave (Rt. 29)	Int					n/a
V-17	n/a	McCormick Road/Emmet Street Bridge from McCormick Road to McCormick Road	Br					n/a
V-18	n/a	Millmont to Massie Road Connector	n/a					n/a
V-19		Polo Grounds to Proffit Road Connector	n/a					n/a
V-20	n/a	Rio Road (Rt. 631) from Albemarle Square to Fashion Square	Int	Int- look at during phase II 29H250				n/a
V-21	n/a	Rt. 250 East (Richmond Road) from Rt.20 to Louisa Road (Rt.22)	U5					n/a
V-22	n/a	Rt. 29 Seminole Trail Intersections (east-west movement) Barracks Road (Rt. 654) to Airport Road (Rt. 649)	Int					n/a
V-23	n/a	Thomas Jefferson Parkway (Rt.53) to James Monroe Parkway (Rt. 795)+C69	Int					n/a
V-24	n/a	Tilman Road (Rt. 676) from Tilman (Rt. 676) to Ivy Road Rt. 250)	Int/spot					n/a
V-25	n/a	Transportation Safety Studies	n/a					n/a
V-26	n/a	UVA Project- Maywood Connector from Maywood Drive to Crispell Road				\$20,000,000		n/a
V-27	n/a	UVA Project- North Grounds Connector Interchange from Rt. 250 Bypass to Massie Road	Spot					n/a
V-28	n/a	UVA Project- Pedestrian Bridge/Bicycle-Pedestrian Terrace over Jefferson Park Avenue	Int/Br			\$20,000,000		n/a
V-29	n/a	West Main Street from Jefferson Park Avenue to Ridge Street/McIntire Road	Spot					n/a
V-30	n/a	Woodland Road (Rt. 676) from Hydraulic Road (Rt.743) to Free Union Road (Rt. 601)	Spot					n/a

**TIP Funding Sources**

- I= Interstate
- U= Urban
- P= Primary
- S= Secondary
- n/a= No funds allocated in TIP

**Project types**

- U= Urban Roadway -typically with curb and gutter, and sidewalks
- R= Rural Roadway -typically with swales and paths
- # (after U or R)= # of travel lanes
- Spot= Spot Improvements
- Int= Intersection Improvements
- Br= Bridge Improvements
- TSM= Transportation Systems Management

1 Segments of the connection will be funded by others.

Project #	TIP # (Funding source)	Project	Type*	Project Description	Project Purpose	Total Cost	Previous Allocations	Remaining Cost
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2 Eastern Connector project is to study potential alignment connecting the 250 East-Pantops area to Rio Road or 29 North. If no feasible alignment can be found, the funds from this project remaining after the study will be reallocated. The study of this project will be concurrent with that of Northern Free State Road.

3 Segments of the Hillsdale Road Extention project may be funded by others.

4 Northern Free State Road is proposed as the similar route of the former Meadow Creek Parkway Phase 2 (County portion). Some segments likely to be funded by others. If no feasible alignment can be found, the funds from this project remaining after the study will be reallocated. The study of this project will be concurrent with that of Eastern Connector. **On May 16, 2007, \$2,200,000 was reallocated from this project to the Advance Mills Bridge project.**

5 Route 29 Bypass project is in the listing only to allow for existing right-of-way transactions currently in litigation to be completed. The current amount listed is the latest figure given for existing transactions and is subject to change. Any remaining unspent funds should be reallocated to Project # I-13 (Route 29 corridor improvements-partial funding for improvements to be recommended from 29H250 Ph2 Study), which has the same function.

\*\* Eastern Connector and Northern Free State Road are separate projects, but will be studied concurrently.

## DRAFT

# Summary of UnJAM 2035 Online Survey Response

### Executive Summary

Public involvement is a major component in the creation of UnJAM 2035. The most recent public outreach effort was the UnJAM 2035 Online Survey, which concluded on June 30<sup>th</sup> 2008. 420 people from all localities in the Thomas Jefferson Regional Planning District responded to the survey, which identified the public's concerns with transportation in the region and aided TJPDC's update to the long range plan.

This survey consisted of 17 questions that addressed multiple issues related to the region's transportation network. Many of these questions focused on the specific concerns of participants and often allowed for respondents to include additional comments. The survey was presented in three major sections titled, "Tell Us About Your Commute," "Identify the Issues," and "Finding Transportations Solutions."

The first section, "Tell Us About Your Commute," consisted of four questions that determined each respondent's typical method of transportation. During their daily commute, 69% of respondents drove alone, and 66% of respondents drove between 1 to 15 miles to get to their workplace. For 53% of survey respondents, the typical time for a daily commute was either between 5 and 15 minutes or 15 and 25 minutes. When traveling for reasons other than a daily commute, the majority of respondents still drove alone, but a significant number chose to walk to their various destinations. These questions provided a snapshot of the average commute in the region. The data shows that the single-occupancy vehicle is still the most popular mode of transportation.

The second section, "Identify the Issues," consisted of six questions that dealt with the current transportation system, local transit and carpool/vanpool usage, transportation safety concerns, and environmental concerns. To begin, survey respondents were asked to rate their level of satisfaction with the existing transportation network. While 30% of respondents were satisfied with the network, another 30% were dissatisfied. Furthermore, a significant percentage of respondents, 22%, had no opinion or were neutral on the state of the current transportation system. Survey participants were, however, frustrated by a number of issues with the current transportation system. Specifically, respondents expressed frustration with the existing transit system, lack of commuter trails for cyclists and pedestrians, backups at major intersections, unsynchronized stoplights and the volume of traffic (these issues are the top five issues chosen by survey respondents and are in priority order).

For this portion of the survey, respondents also had the opportunity to leave personal comments about their transportation frustrations. Some of the themes that appeared throughout these comments included a need to improved bike/pedestrian infrastructure, a lack of awareness on the road between various modes of transportation, unsafe drivers/driving, and a lack of transportation options for rural areas.

On the topic of transit and vanpool/carpool options, respondents stated that they do not rideshare because of the lack of availability or a lack of convenience of these transportation alternatives. The majority of respondents found transit or vanpool/carpool options too difficult because these options did not serve convenient locations, were slower than driving, were not available in their community, or were not conducive to their working schedule (in priority order). With regards to transportation safety, the majority of respondents were concerned about bike and pedestrian safety and unsafe drivers/driving. Respondents again had the opportunity to leave personal comments and many were concerned about drivers not obeying traffic laws and a lack of appropriate infrastructure for bicyclists and pedestrians.

Finally, in response to the question about transportation and the environment, the majority of respondents expressed concern about air pollution and climate change. However, other environmental issues like loss of green space, water pollution, noise pollution, and disruption of ecosystems (in priority order) were also of significant concerns to respondents. In the comments for this issue, many respondents also noted dependency on oil as an environmental concern.

The third section, "Finding Transportation Solutions," asked survey participants about possible solutions to current transportation problems in the region. Respondents strongly felt that redesigning the existing transportation network was the best solution to the region's transportation problems and generally supported more compact development plans. Respondents also agreed that if gas prices continued to rise then they would consider alternative modes of transportation. However, respondents were split on the issue of constructing new roads as a method for alleviating congestion problems, with about 38% in support of new construction and 42% in opposition.

Concerning other community improvements, a majority of respondents felt that their communities would be improved if bike and pedestrian infrastructure was enhanced and maintained and if transit options were made more convenient. Respondents also generally agreed that they would use public transit more readily if it was near their home/work, and more convenient than driving. Regarding the funding required for these transportation improvements, 55% of survey respondents stated that they would support a statewide tax for the maintenance of transportation infrastructure, while the majority of respondents also felt that they could support a tax increase if it meant the improvement of bike/pedestrian infrastructure and improved public transit. 55% of respondents felt a motor fuels tax was a viable option to fund these improvements, while 24% felt a sales tax was a reasonable alternative.

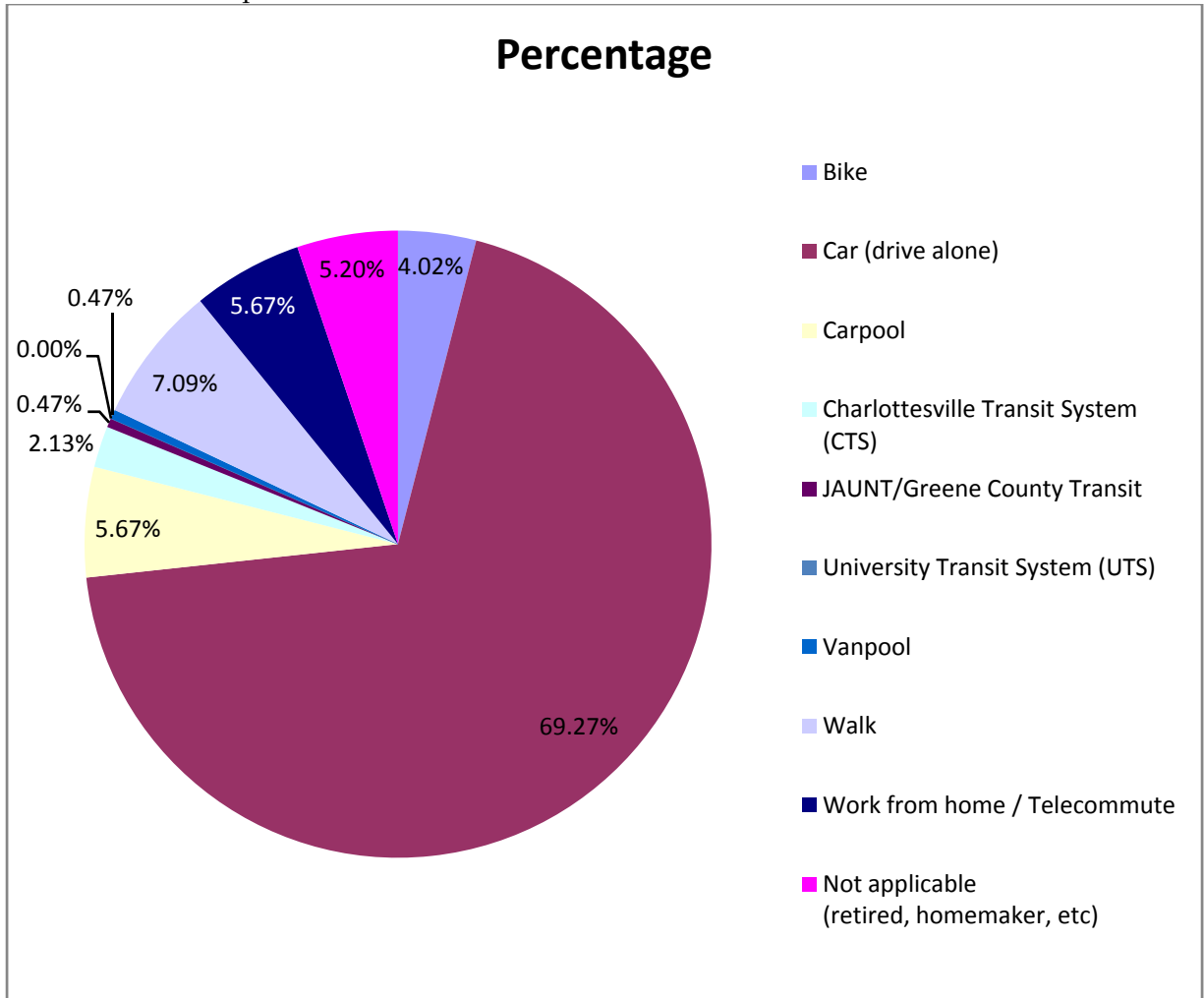
The fourth and final section of this survey, "Tell Us About Yourself," allowed TJPDC to see where most respondents work and also determine which areas of the region still needed more public outreach. Over 75% of the 420 survey respondents were from the City of Charlottesville or Albemarle County. The large number of respondents from the MPO area could explain the strong support for public transit improvements and expanding bike and pedestrian infrastructure, although these needs are widespread and regionally significant.

### Survey Responses

#### Tell Us about Your Commute

1) I usually get to school or work by...

The vast majority of respondents stated that they drove alone, and only about 30% used any other modes of transportation.

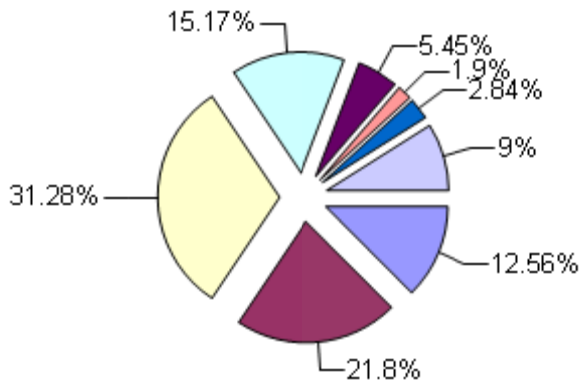


2) How many miles do you travel to work or school?

A majority of respondents stated that their daily commute was within 1 to 15 miles. About 35% of respondents either had longer commutes or did not have a commute.

Choose One	Public	How many miles do you travel to work or school?	422	422	N/A
		0-1		53	12.56 %
		1-5		92	21.80 %
		5-15		132	31.28 %
		15-25		64	15.17 %
		25-35		23	5.45 %

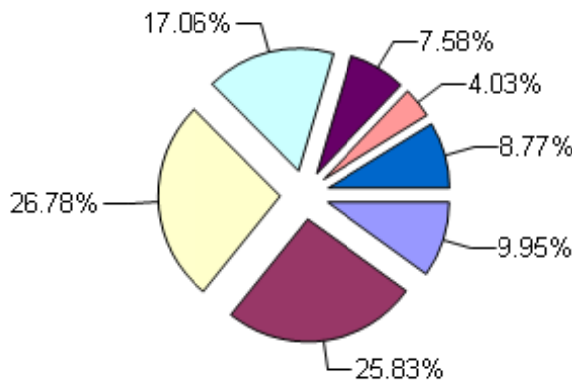
<span style="color: red;">■</span>	35-50	8	1.90 %
<span style="color: blue;">■</span>	50+	12	2.84 %
<span style="color: purple;">■</span>	Not applicable	38	9.00 %



3) How long does it usually take you to get to work or school?

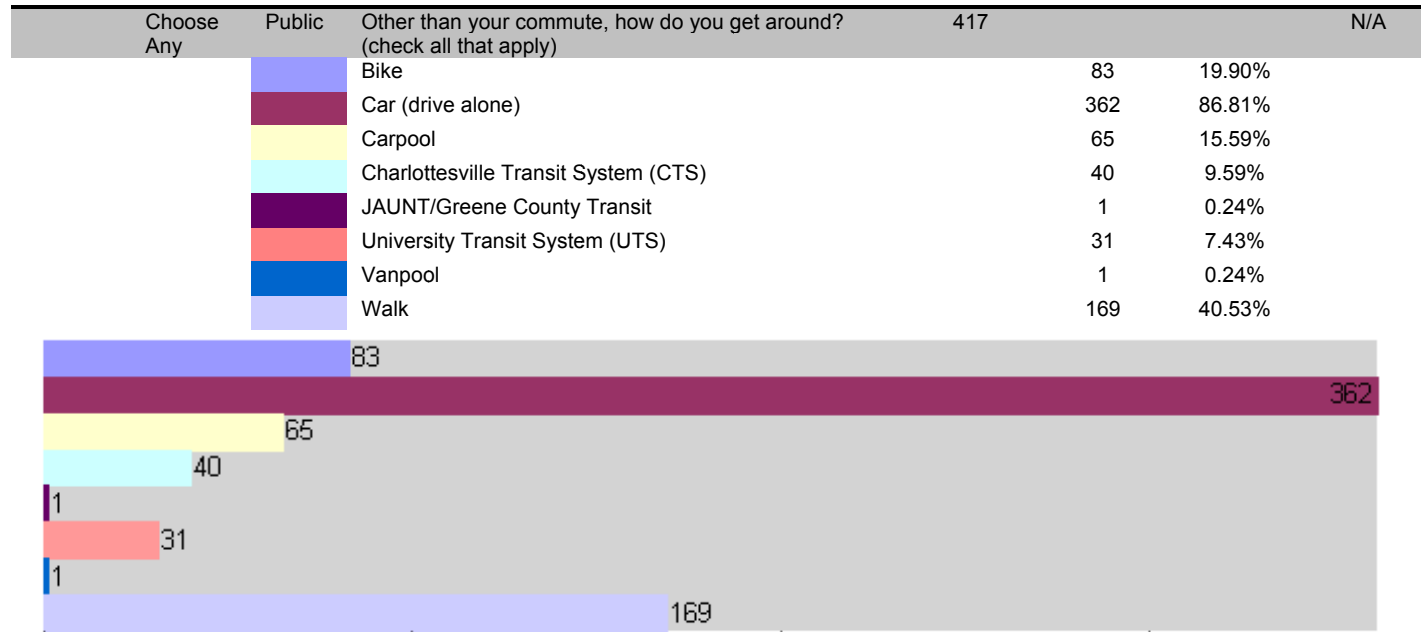
Corresponding to the previous question, the majority of respondents stated that their commute is between 0 and 35 minutes. The remaining respondents had a longer commute or did not have a commute.

Choose One	Public	How long does it usually take you to get to work or school?	422	422	N/A
<span style="color: purple;">■</span>		0-5 minutes		42	9.95 %
<span style="color: maroon;">■</span>		5-15 minutes		109	25.83 %
<span style="color: yellow;">■</span>		15-25 minutes		113	26.78 %
<span style="color: cyan;">■</span>		25-35 minutes		72	17.06 %
<span style="color: darkpurple;">■</span>		35-45 minutes		32	7.58 %
<span style="color: red;">■</span>		45+ minutes		17	4.03 %
<span style="color: blue;">■</span>		Not applicable		37	8.77 %



4) Other than your commute, how do you get around?

An overwhelming majority of respondents still drive alone for travel other than their standard commute; however more respondents either rode their bike or walked for non-commute travel. Carpooling was also fairly popular as 9% of respondents used this option. Public transit options like JAUNT, CTS, and UTS were the least chosen transportation options. Vanpool was the least chosen option.

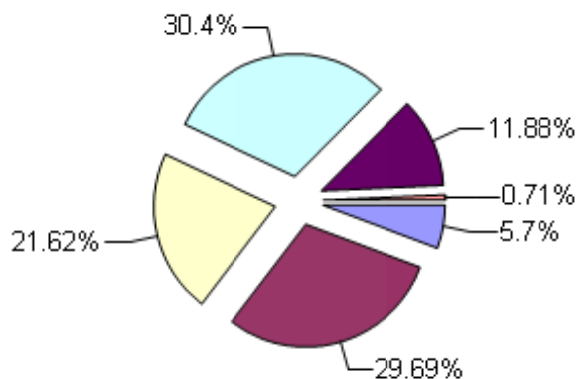


**Identify the Issues**

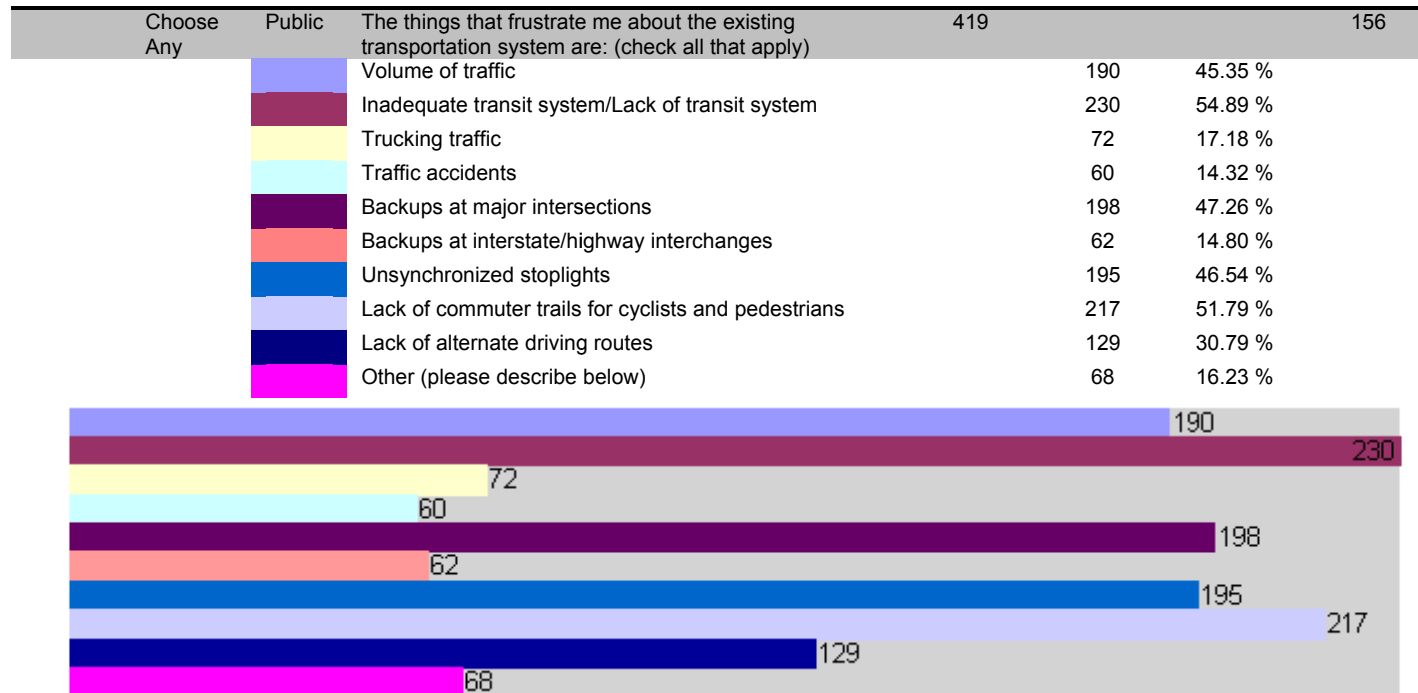
- 5) Rate your level of satisfaction with your ability to travel in your community.

Most respondents were Satisfied, Neutral, or Unsatisfied with their ability to travel in their community. 6% of respondents were Very Satisfied with their ability to travel in their community, while 11% were Very Dissatisfied.

Choose One	Public	Identifying the Issues	421	421	N/A
		We will ask a number of specific transportation questions, but first, please rate your level of satisfaction with your ability to travel in your community:			
		Very Satisfied	24	5.70 %	
		Satisfied	125	29.69 %	
		Neutral	91	21.62 %	
		Dissatisfied	128	30.40 %	
		Very Dissatisfied	50	11.88 %	
		Not Applicable	3	0.71 %	

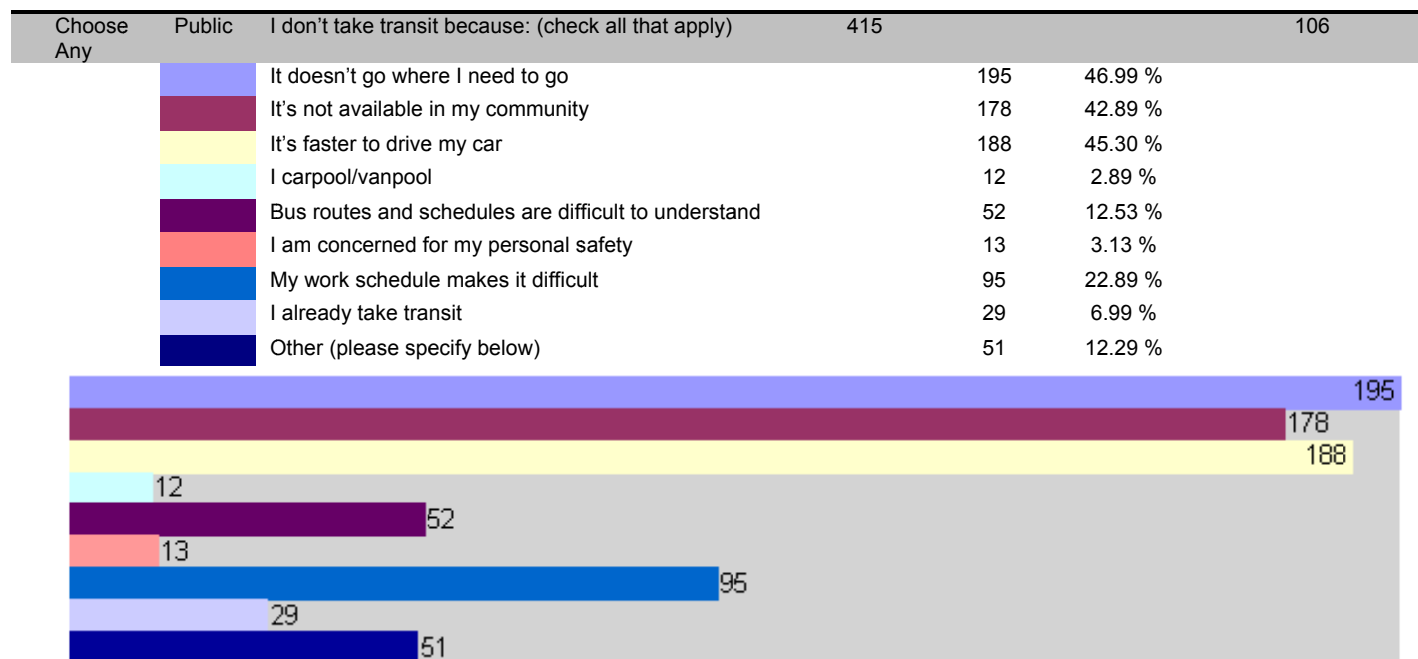


The results for this question were fairly evenly spread as the majority respondents chose the volume of traffic, inadequate transit system/lack of transit system, backups at major intersections, unsynchronized stoplights and lack of commuter trails for cyclists and pedestrians as the most frustrating elements of the existing transportation system.

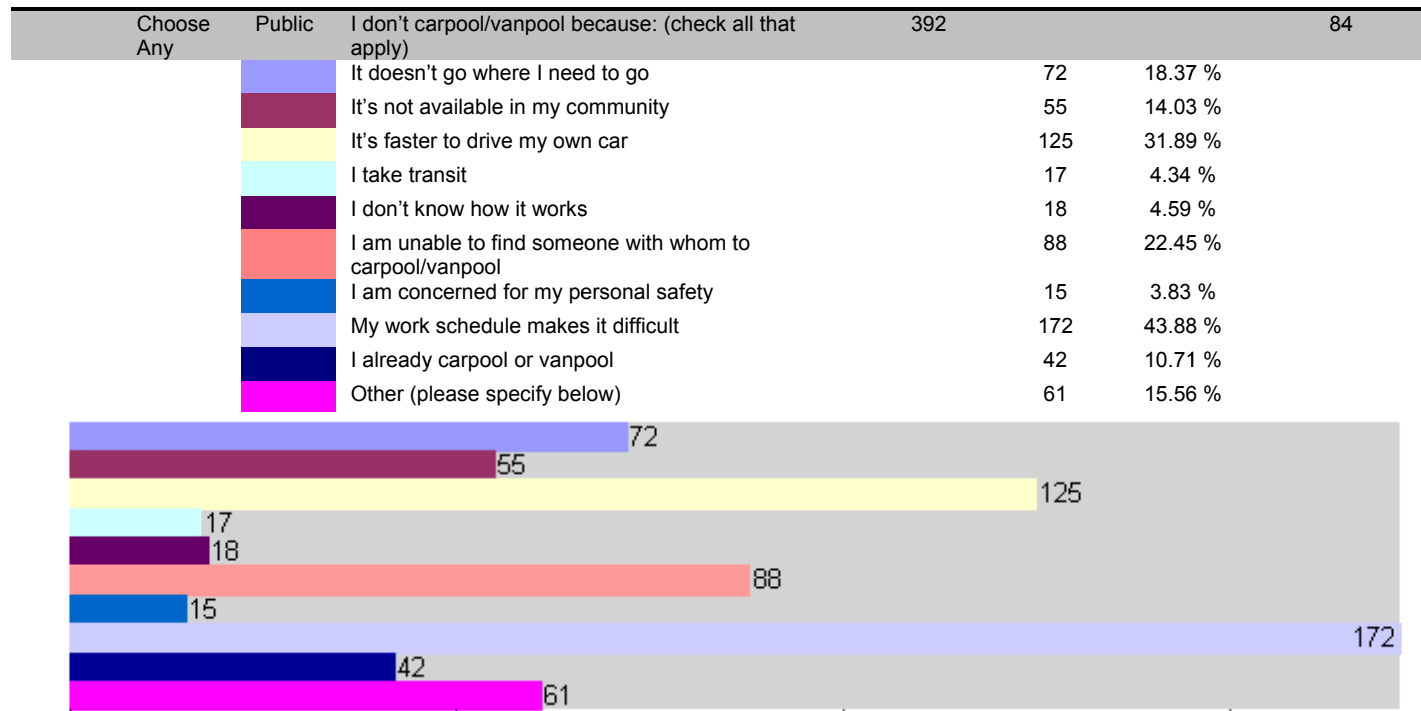


7) I don't take transit because...

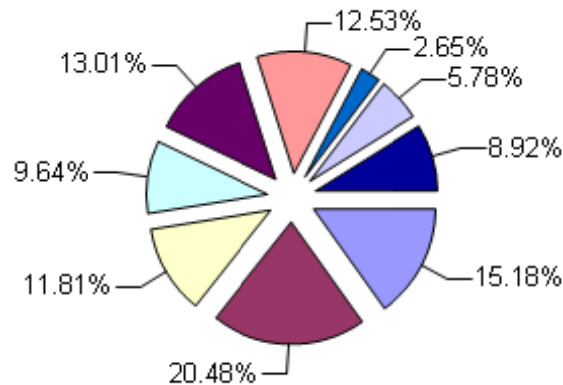
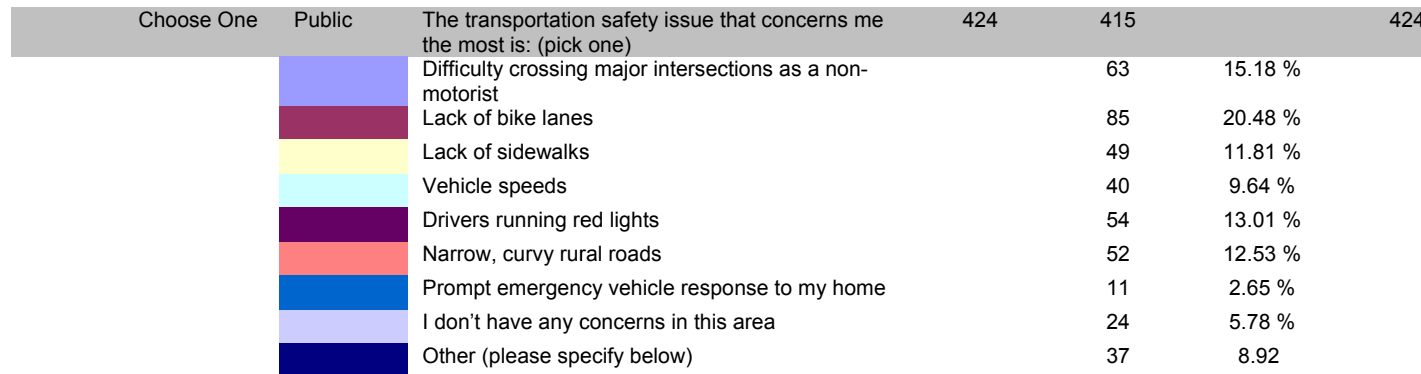
Most respondents stated that they did not take public transit because it didn't go where they needed it to go, it wasn't available in their community, or it was faster to drive their car. A significant amount stated that their work schedule made it difficult to use public transit.



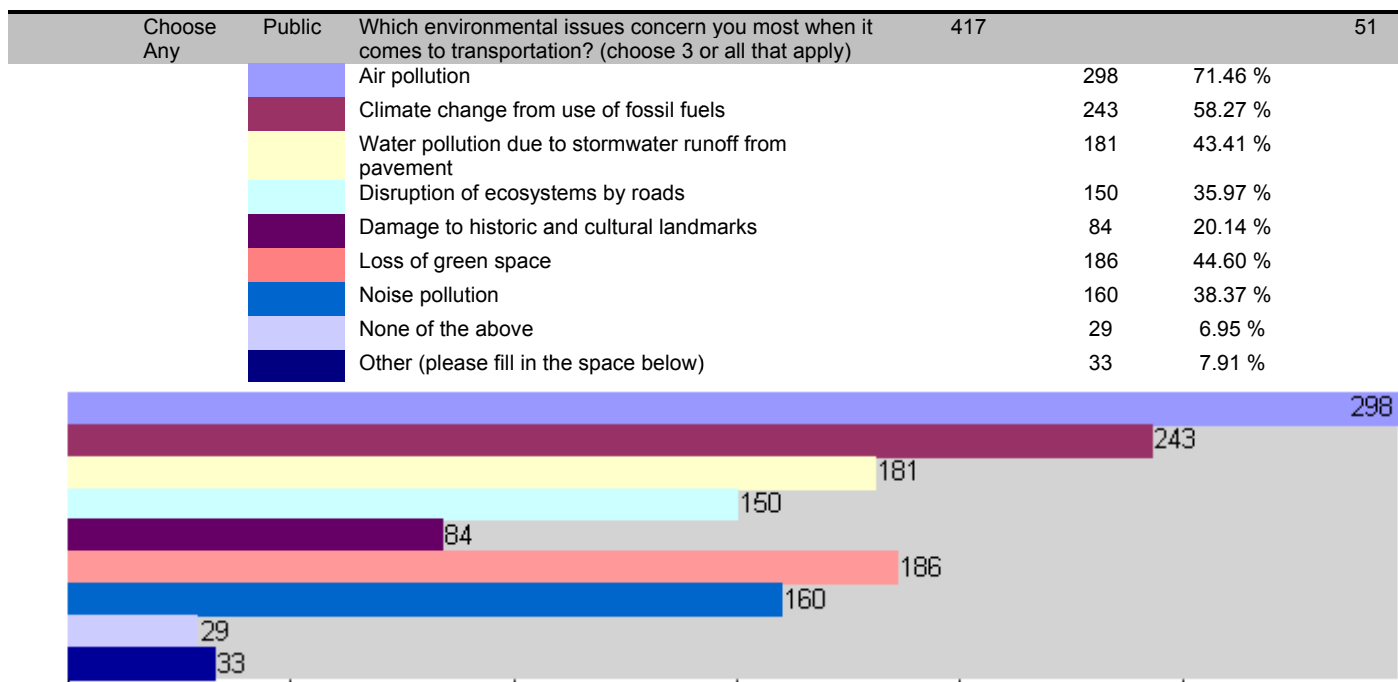
8) I don't carpool/vanpool because...



9) The transportation safety issue that concerns me the most is...



10) Which environmental issues concern you most when it comes to transportation?



**Finding Transportation Solutions**

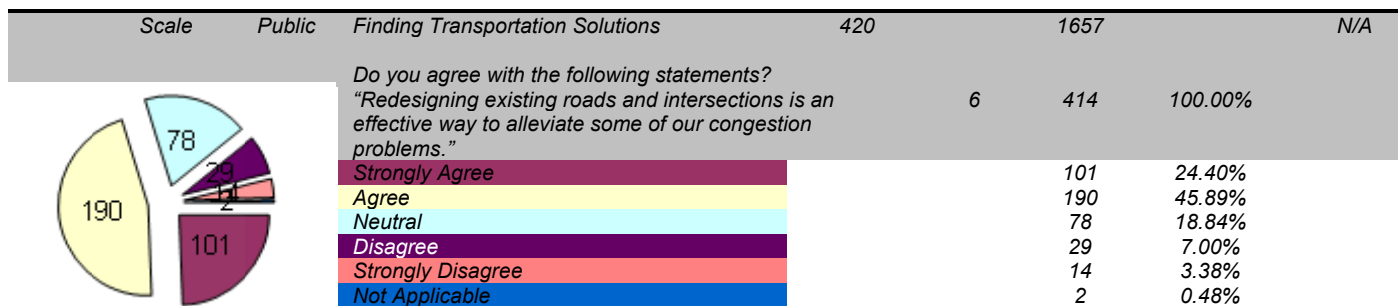
11) Do you agree with the following statements?

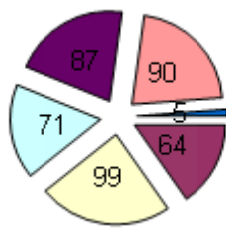
*“Redesigning existing roads and intersections is an effective way to alleviate some of our congestion problems.”*  
 -Respondents strongly agreed or agreed with this statement.

*“Constructing new roads is an effective way to alleviate our congestion problems.”*  
 -Respondents opinions varied greatly concerning this issue. No conclusive opinion could be determined.

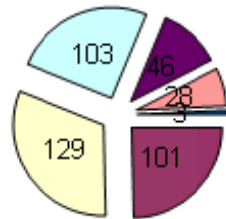
*“More compact land development is an effective way to avoid congestion problems.”*  
 -Respondents generally strongly agreed or agreed with this statement. A significant number of respondents were neutral on the issue.

*“If gas prices keep rising I will more likely consider taking alternative modes of transportation or using Rideshare programs”*  
 -Respondents generally agreed with this statement.

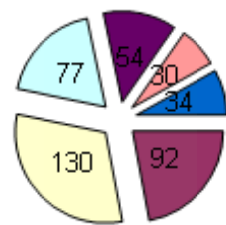




Statement	Count	Total	Percentage
<i>"Constructing new roads is an effective way to alleviate our congestion problems."</i>	4	416	100.00%
Strongly Agree	64		15.38%
Agree	99		23.80%
Neutral	71		17.07%
Disagree	87		20.91%
Strongly Disagree	90		21.63%
Not Applicable	5		1.20%



Statement	Count	Total	Percentage
<i>"More compact land development is an effective way to avoid congestion problems."</i>	10	410	100.00%
Strongly Agree	101		24.63%
Agree	129		31.46%
Neutral	103		25.12%
Disagree	46		11.22%
Strongly Disagree	28		6.83%
Not Applicable	3		0.73%



Statement	Count	Total	Percentage
<i>"If gas prices keep rising I will more likely consider taking alternative modes of transportation or using Rideshare programs"</i>	3	417	100.00%
Strongly Agree	92		22.06%
Agree	130		31.18%
Neutral	77		18.47%
Disagree	54		12.95%
Strongly Disagree	30		7.19%
Not Applicable	34		8.15%

12) My community would be easier to get around if there were...  
(This is a Ranking Question.)

Rank	Public	Statement	Count	Total	Percentage
		<i>My community would be easier to get around if there were: (please rank: use up and down arrows to prioritize)</i>	845	2544	0
		<i>More local road connections to nearby neighborhoods and commercial areas</i>	421	424	100.00%
		1		70	16.51 %
		2		95	22.41 %
		3		75	17.69 %
		4		118	27.83 %
		5		62	14.62 %
		6		4	0.94 %
		<i>More bike and pedestrian trails</i>	421	424	100.00%
		1		108	25.47 %
		2		107	25.24 %
		3		91	21.46 %
		4		65	15.33 %
		5		48	11.32 %
		6		5	1.18 %
		<i>More sidewalks and crosswalks</i>	421	424	100.00%
		1		43	10.14 %

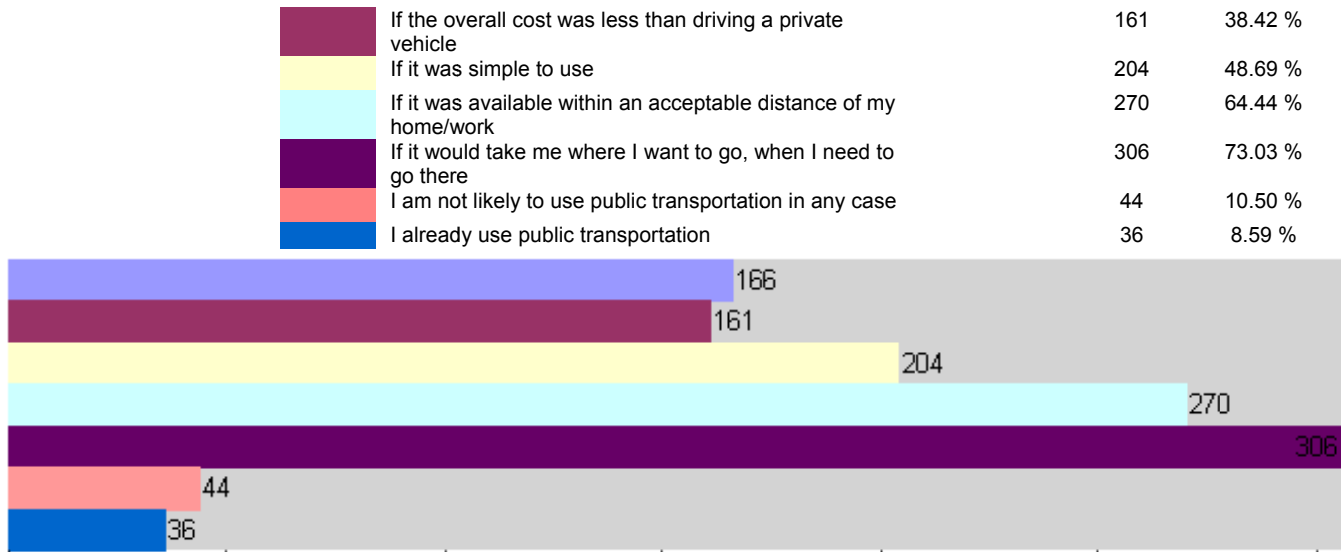
2	102	24.06 %	
3	123	29.01 %	
4	101	23.82 %	
5	48	11.32 %	
6	7	1.65 %	
<i>More bypass/express roads</i>	421	424	100.00%
1	83	19.58 %	
2	42	9.91 %	
3	44	10.38 %	
4	64	15.09 %	
5	155	36.56 %	
6	36	8.49 %	
<i>A more extensive transit system</i>	421	424	100.00%
1	108	25.47 %	
2	72	16.98 %	
3	79	18.63 %	
4	61	14.39 %	
5	97	22.88 %	
6	7	1.65 %	
<i>Other (please describe below)</i>	421	424	100.00%
1	12	2.83 %	
2	6	1.42 %	
3	12	2.83 %	
4	15	3.54 %	
5	14	3.30 %	
6	365	86.08 %	









13) I would start using existing or future public transportation...

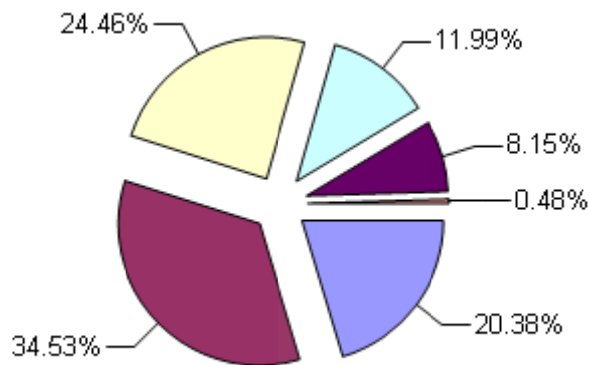
Most Respondents felt that they would use public transportation more if it was simple to use, if it was available within an acceptable distance of their home/work, or if it would take them where they wanted to go when they needed to go there. Other significant answers included if public transportation were faster than driving and if the overall cost of using public transportation cost less than driving alone.

Choose Any	Public	I would start using existing or future public transportation: (check all that apply)	419	N/A
		If it was faster than driving a private vehicle	166	39.62 %



14) "I support a state-wide tax increase for the maintenance of bridges, tunnels, railroad crossings and other transportation infrastructure."  
 Most Respondents generally agreed that they would support a statewide tax for maintaining a transportation infrastructure.

Choose One	Public	"I support a state-wide tax increase for the maintenance of bridges, tunnels, railroad crossings and other transportation infrastructure." (Please rate your level of agreement with the statement)	417	417	N/A
	Strongly Agree		85	20.38 %	
	Agree		144	34.53 %	
	Neutral		102	24.46 %	
	Disagree		50	11.99 %	
	Strongly Disagree		34	8.15 %	
	Not Applicable		2	0.48 %	



15) In this region, trucking and rail are the most prevalent modes of freight transportation and both systems face congestion, resulting in decreased business capacity and efficiency. The region should explore the following freight initiatives. (Ranking Question)

Rank	Public	In this region, trucking and rail are the most prevalent modes of freight transportation and	424	2120	N/A

both systems face congestion, resulting in decreased business capacity and efficiency.				
The region should explore the following freight initiatives: (please rank)				
	Identify strategies to improve highway and rail connections to freight destinations	0	424	100.00%
	1		140	33.02 %
	2		61	14.39 %
	3		83	19.58 %
	4		98	23.11 %
	5		42	9.91 %
	Improve and add rail tracks where needed to allow more trains along each corridor	0	424	100.00%
	1		85	20.05 %
	2		178	41.98 %
	3		80	18.87 %
	4		52	12.26 %
	5		29	6.84 %
	Increase the quantity of freight moved by rail and reduce the number of trucks on roadways	0	424	100.00%
	1		126	29.72 %
	2		80	18.87 %
	3		157	37.03 %
	4		40	9.43 %
	5		21	4.95 %
	Improve services so freight and passengers can both move efficiently on the same railway	0	424	100.00%
	1		59	13.92 %
	2		73	17.22 %
	3		77	18.16 %
	4		175	41.27 %
	5		40	9.43 %
	Facilitate public/private partnerships for finance freight-related infrastructure expansions	0	424	100.00%
	1		14	3.30 %
	2		32	7.55 %
	3		27	6.37 %
	4		59	13.92 %
	5		292	68.87 %

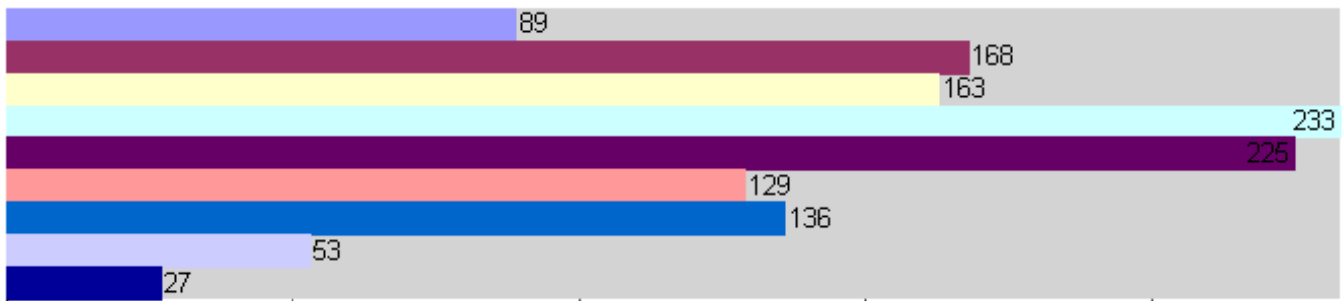
  

Initiative	Rank 1	Rank 2	Rank 3	Rank 4	Rank 5
Identify strategies to improve highway and rail connections to freight destinations	140	61	83	98	42
Improve and add rail tracks where needed to allow more trains along each corridor	85	178	80	52	29
Increase the quantity of freight moved by rail and reduce the number of trucks on roadways	126	80	157	40	21
Improve services so freight and passengers can both move efficiently on the same railway	59	73	77	175	40
Facilitate public/private partnerships for finance freight-related infrastructure expansions	14	32	27	59	292

Choose Any	Public	I would support a tax increase to further fund: (check all that apply)	420	63
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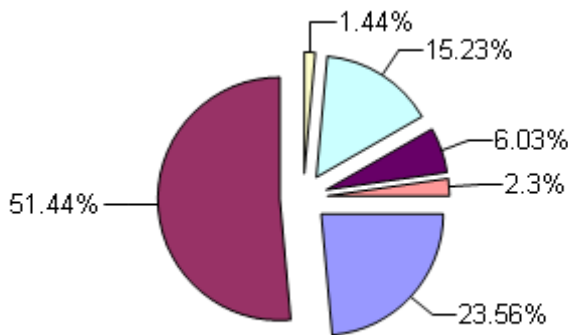
New roadway construction to increase capacity	89	21.19%
Bus system expansion	168	40.00%
Better maintenance of existing infrastructure	163	38.81%
Commuter rail development	233	55.48%
Bike and pedestrian trail construction	225	53.57%
Improving roadway safety	129	30.71%
Freight rail expansion	136	32.38%
None of the above	53	12.62%
Other (please fill in below)	27	6.43%



17) If yes, would you support an increase in...

About half of all respondents felt that they could support a motors fuels tax, while another 24% of respondents felt they could support a local sales tax. A significant number of respondents felt a motor vehicle rental tax was a viable tax option.

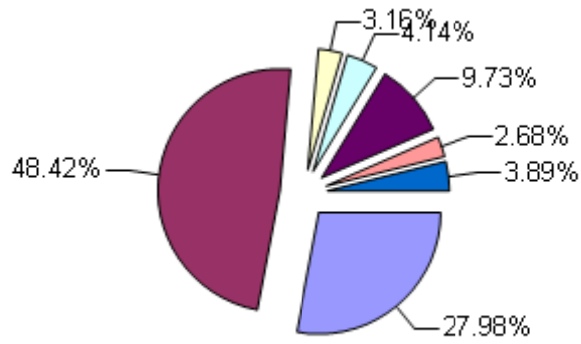
Choose One	Public	If yes, would you support an increase in: (choose one)	348	348	N/A
		Local sales tax	82	23.56%	
		Motor fuels sales tax	179	51.44%	
		Grantors tax	5	1.44%	
		Motor vehicle rental tax	53	15.23%	
		Property tax	21	6.03%	
		Real estate tax	8	2.30%	



18) I work in...

Over 75% of respondents worked in Charlottesville or Albemarle County. The remaining respondents worked in Fluvanna, Greene, Louisa, or Nelson. There were a significant number of respondents who worked in Louisa County, rather than the other three.

Choose One	Public	Tell us about yourself:	411	411	N/A
		I work in:			
		Albemarle County	115	27.98 %	
		City of Charlottesville	199	48.42 %	
		Fluvanna County	13	3.16 %	
		Greene County	17	4.14 %	
		Louisa County	40	9.73 %	
		Nelson County	11	2.68 %	
		Outside the region	16	3.89 %	



## Charlottesville- Albemarle Metropolitan Planning Organization (MPO) Area Transportation Projects Project Status Matrix

	Project Name/Description	Lead Jurisdiction	Project Lead	Last Milestone Completed & Jurisdiction Responsible	Upcoming Milestone & Jurisdiction Responsible	Date of Next Milestone	Current Project Status	Estimated Project Completion Date
1	<u>Hillsdale Drive Safety Improvements</u>  <b>UPDATED</b>	Albemarle County	Juan Wade	Final plans completed.	Bids were at the beginning of June and came in under budget.	July/August 2008	Project plans completed. Construction likely to start in late July or August.	Fall 2008
2	<u>Hillsdale Drive Extension</u>  <b>UPDATED</b>	Charlottesville	Jeanette Janiczek	Location Study complete. FONSI approved 4/06.	SC Meeting #5	Mid 2008	City staff and VDOT currently reviewing 30% plans.	2010 pending sufficient funding
3	<u>Meadowcreek Parkway</u> New 2-lane road connecting McIntire Rd. to Rio Rd.	VDOT	Greg Krystyniak	Right of Way (RW) acquisition authorized for County portion -- VDOT	Utility relocation for City -- VDOT	(Delayed pending right of entry agreements)	RW acquisition ongoing for County portion. RW phase for City portion is pending subject to final interchange limits. Alt. SWM design by committee approved by City Council.	Target Ad date -- Late 2008 Construction phase start (pending resolution of R/W phase)
4	<u>Rt. 250 Bypass Interchange at McIntire Rd</u>  <b>UPDATED</b>	Charlottesville	Jeanette Janiczek	Citizen Info Meetings (CIM) #1 held 2/23/06, #2 held 6/14/06. CC presentation 8/7/06, MPO Policy presentation held 11/15/06. Planning Comm. presentation held 6/12/07. CC presentation 7/2/07. CC Work Session 6/4/08.	Currently working with Consulting Parties concerning Section 106 -- Historic Resources	2008	City Council selected a preferred alternative design concept -- G1 with modified trail system. Design work will continue -- focus on bridge, ped connections, etc.	2009
5	<u>Eastern Connector Location Study</u>  <b>UPDATED</b>	Albemarle County	Juan Wade and Jack Kelsey	Steering Committee met in July to finalize their recommendations.	The SC will also review the presentation for the City Council and BOS. The presentation to the CC and BOS will take place August.	August 2008	The consultant will forward the SC the recommendations for final review. The SC will also review the presentation for the City Council and BOS. The presentation to the CC and BOS will take place in the August 2008.	December 2008
6	<u>ITS</u>  <b>UPDATED</b>	Charlottesville	Jeanie Alexander	Traffic data collected, modeling underway. Weather stations installed and operating. Additional communications equipment purchased. VDOT to install variable message signs at key locations entering City. Schedule TBD.	Model 7 corridors using Synchro and develop timing plans.	Spring 2008	Ongoing -- Ridge, W. Main, Emmet, JPA and Preston implemented. Avon and Market currently being analyzed.	Ongoing

**Charlottesville- Albemarle Metropolitan Planning Organization (MPO) Area Transportation Projects  
Project Status Matrix**

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7	<u>Belmont Bridge</u>	Charlottesville	Jeanette Janiczek	Cost benefit analysis supports full replacement	Environmental EQ 429 form submitted for approval. Design RFP being developed.	Fall 2008	Replacement Bridge - Federally funded; Working on RFP for Consultant concerning Bridge Replacement ; Repair work completed.	Unknown
8	<u>JPA Bridge</u> Bridge replacement over Norfolk Southern Rail Road	VDOT	Greg Krystyniak	Right of Way Acquisition Authorized - VDOT	Completion of utility relocations -- VDOT	Spring 2009	RW acquisition process ongoing. Design detail coordination with city staff. Revision of plans started.	Nov 2009 Ad date. CN in Spring of 2010.
9	<u>Southern Parkway</u> New East-West connection between Avon St. and 5th St.	VDOT	Joel DeNunzio	Project placed in Secondary Six Year Plan – VDOT & Albemarle	PE Authorization (2012) - VDOT		Awaiting accrual of PE Funds	Unscheduled Construction
10	<u>Water Street Bike/Ped Path</u>  <b>UPDATED</b>	Charlottesville	Chris Gensic	\$303,000 Federal grant awarded. Advising Coal Tower developer of grant conditions.  No land to be acquired – transfer funds	Design roadway section to add multi-use trail  Pre-construction paperwork.	Property Survey complete  Historic & Enviro. Appvl– Summer 2008	No lease from Railroad, build without extra land using City funds – TEA grant project shifted to “Water Street Extd. to Meade Park”	2009
11	<u>29H250 Phase II</u> Priority projects include possible lane addition on 29S from Hydraulic to 250W ramp, addition of lane on ramp, and addition of lane on 250W to Barracks road exit.	Charlottesville	Jeanette Janiczek	Funding allocated for PE (mixture of primary funds, revenue sharing grant, proffer, and local funding)	Continued Coordination between City, VDOT and developer	Early 2008	Traffic Analysis Being Completed for VDOT Approval and Albemarle Place Proffer Amended	Unknown
12	<u>Georgetown Rd.</u> Rte 656 – Spot Imp., sidewalk & safety features	VDOT	Greg Krystyniak	Scoping - VDOT	Preliminary Design – VDOT	Winter -Spring 2008	Preliminary design work ongoing. County staff checking for older drainage easements. County considering assisting with acquisition of R/W .	Ad date –Feb 2011 Construction phase start.

**Charlottesville- Albemarle Metropolitan Planning Organization (MPO) Area Transportation Projects  
Project Status Matrix**

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13	<u>Rio Mills Rd.</u> Hard-surfacing Rte. 643	VDOT	Joel DeNunzio	SERP completed	Develop preliminary plans and stream crossing design	undetermined	Project removed from Albemarle County SSYP.	Unknown
14	<u>Dickerson Rd.</u> Hard surfacing Rte. 606	VDOT	Joel DeNunzio	PE Authorized – VDOT Project approved as Priority 12 of the County Six Year Secondary Road Priority List in January 2006.	Project put on hold due to funding			undetermined
15	<u>Jarman's Gap Rd.*</u> Pedestrian, bicycle, and turn lane improvements on Rte. 691	VDOT	Brian Arnold	Design Public Hearing held	Right of Way Acquisition	August 2008	Proceeding with administrative adjustments as a result of splitting project into 2 phases. Phase I cost, from Route 240 to Jarman Lake Road. Phase II cost, from Jarman Lake Road to Route 684. <b>VDOT Chief Engineer approved Public Hearing on May 7, 2008.</b>	2010 Construction Start
16	<u>Fontaine Avenue</u> Pedestrian, bicycle and turn lane improvements	VDOT	Greg Krystyniak	Design Public Hearing approved	Project put on hold due to funding		Project currently without CN funding. Scope to be reevaluated	Unscheduled Construction
17	<u>Regional Transit Authority Plan:</u> Plan to explore issues associated with expanding current transit system  <b>UPDATED</b>	MPO	Melissa Barlow	Watching for outcomes of GA Special Session.	Consultant completion of final Study tasks which include an RTA staffing plan, cost allocation plan, service standards, and a transition plan. Joint Worksession planned for August	August 2008	Currently reviewing consultant tasks	2009

\* Project located outside of MPO area.