



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

TO: CHART Committee
FROM: Ann Whitham
DATE: August 25, 2008
RE: Draft UnJAM 2035 Vision

In advance of the September 3, 2008 CHART Committee meeting, Committee members drafted and circulated their own suggestions for a new vision statement for TJPDC's long range transportation plan, UnJAM 2035. Committee members were encouraged to think regionally and develop draft visions that reflect the MPO and greater Planning District emphasis on mobility, connecting land use and transportation planning, and considering the transportation system's effect on the environment.

The UnJAM 2025 Vision:

The Thomas Jefferson Planning District transportation system will provide an appropriate blend of transportation alternatives to support the movement of people, goods, services and information in the most efficient and effective manner possible, addressing regional and statewide transportation needs in a manner consistent with local goals to maintain and enhance quality of life.

MPO staff has gathered Committee members' vision statements as well as visions from other MPO's around the Country [Please see Attachment A]. Taking all of these into account, staff suggests the following DRAFT Vision Statement for UnJAM 2035:

The Thomas Jefferson Planning District transportation system will offer safe, sustainable, efficient, and attractive multi-modal choices; be supportive of the movement of people, goods and services; and protective of the environment, communities throughout the region and our quality of life, while addressing regional and statewide transportation needs.

Attachment A

I. Examples of Other MPO's Vision Statements

a. Durham-Chapel Hill-Carrboro:

"A safe, sustainable, efficient, attractive, multi-modal transportation system that: supports local land use; accommodates trip-making choices; maintains mobility; protects the environment and neighborhoods; and improves the quality of life for urban area residents.

b. Okaloosa-Walton TPO (Florida):

"Our vision is to provide a safe and efficient multi-modal transportation system that supports the economic vitality of the area, protects the environment, promotes efficient system management and operation, and emphasizes the preservation of the existing transportation system.

II. CHART Committee Recommendations

a. Jim Currie's Draft with changes from Stephen Bach, Jon Schroeder and Mac Lafferty

(DRAFT)

UnJAM 2035 Regional Vision Overview

The Thomas Jefferson Planning District's vision for the region's overall transportation system is as follows:

The era of cheap and abundant oil is over. This fact, coupled with the adverse effects on our climate caused by the consumption of oil, will increase the need and demand for alternatives to the automobile. Therefore, the Thomas Jefferson Planning District will support compact, transit-oriented development, expand clean-technology mass transit and rail services, welcome increased usage of electric vehicles and construct safe facilities for walking and bicycling throughout the district. The district also recognizes that privately-owned automobiles will continue to be a major mode of travel and will improve our road system to decrease congestion and improve safety. This mix of enhanced transportation alternatives will meet the needs of our citizens to affordably and effectively move people and freight in a manner consistent with our goals to improve our quality of life and address the transportation needs of the region and Commonwealth.

Comment [RML1]: Regardless of the price of petroleum products,

Comment [RML2]: Alternative-fueled

Also, the individual localities of the district share many goals to create an effective and efficient regional transportation system. These may be classified under region-wide mobility, local or neighborhood mobility, and the creation of livable communities.

* **Improve mobility throughout the region:**

- Expand the reach, scope, and convenience of public transit, including rail service.
- Support more park and ride lots.
- Decrease traffic congestion, particularly at chokepoints that hinder the flow of freight, and create a network of parallel roads to major thoroughfares.

* **Improve mobility within neighborhoods, towns, and counties:**

- Construct safe, connected facilities for biking and walking throughout the district and support similar facilities throughout the region.
- Construct pedestrian and bicycle bridges over high-speed roads as needed.
- Create interconnected streets.

* **Create livable communities:**

- Target growth in compact, transit-ready developments that provide a mix of residential, employment, shopping, and recreational opportunities.
- Create such developments in a manner protective of the natural environment.
- Provide such developments with safe, reliable, and convenient mass-transit, and safe, connected facilities for walking and biking.
- Discourage strip commercial development.

To achieve the vision outlined above requires a coordinated, multi-modal regional transportation plan due to the numerous transportation systems operating in the region (including JAUNT, CTS, UTS, and Green County Transit) and the thousands of people throughout the region who need affordable transportation to travel to the district for employment and to shop and recreate. Without such a plan, the region will not flourish and our quality of life will suffer.

b. Linda Seaman

Vision:

The Thomas Jefferson Planning District plans and advocates for a mixed regional transit and transportation system that encourages clean-technologies, reduced congestion, and improved safety to meet the needs of all citizens.

Goal 1: Improve mobility throughout the region

Objective 1: Expand the reach, scope, and convenience of public transit including rail service.

Objective 2: Support more park and ride lots

Objective 3: Decrease traffic congestion, particularly at chokepoints that hinder the flow of freight, and create a network of parallel roads to major thoroughfares

Goal 2: Improve mobility within neighborhoods, towns, and counties

Objective 1: Construct safe, connected facilities for biking and walking throughout the district and support similar facilities throughout the region

Objective 2: Construct pedestrian and bicycle bridges over high-speed roads as needed

Objective 3: Create interconnected streets

Goal 3: Create livable communities

Objective 1: Target growth in compact, transit-ready developments that provide a mix of residential, employment, shopping, and recreational opportunities

Objective 2: Create such developments in a manner protective of the natural environment

c. Bobby Burke

1. The residents of the planning district should live in a community that is based on the community square model in which the businesses and houses are in squares around a common community green.
2. We should go back to a day in which we walked and used our bicycles to get around in the community.
3. That we should stop building new roads a just keep up the roads that we have in existence. We should figure out a way so that there is a change in the composition of fuels that cars use, instead of gasoline, so that we are not depended on foreign countries.
4. That we spend more money on buses and trains to get people out of their cars.
5. Also figure out a way we can use our rivers to move people and commodities from one area to another.