



**Charlottesville-Albemarle Metropolitan Planning Organization
of the Thomas Jefferson Planning District Commission**
POB 1505, 401 E. Water St, Charlottesville, VA 22902 www.tjpdc.org
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DRAFT
CHART Advisory Committee Meeting
June 3rd, 2009 Minutes

Present

Members

Stephen Bach
Bobby Burke
Jim Currie
Marc Evans
Mac Lafferty, Vice Chair
Tom Loach
Jeff Monroe
Bruce Odell
John Pfaltz
Peggy Westfall
Bill Wuensch

Representing

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

Not Attending

Linda Seaman, Chair City-At-Large

Staff:

Melissa Barlow TJPDC
Sarah Eissler TJPDC
Chuck Proctor VDOT
Steve Williams TJPDC

Mr. Lafferty called the meeting to order and asked the committee members to introduce themselves for the benefit of the CHART committees new members Peggy Westfall and Bruce Odell, and the TJPDC's new Executive Director Steve Williams.

Matters from the Public

No Matters

Approval of the Minutes

Upon a motion from Mr. Bach, seconded by Mr. Currie, the February 4, 2009 meeting minutes were unanimously approved.

Upon a motion from Mr. Pfaltz, seconded by Mr. Burke, the April 1, 2009 meeting minutes were unanimously approved.

Welcome New TJPDC Executive Director, Steve W. Williams

Ms. Barlow introduced Mr. Williams briefly and asked him to elaborate on his experience in transportation planning. Mr. Williams introduced himself to the committee and stated that he has been working with MPOs for over 25 years. Mr. Williams also stated that he has worked at a diverse range of MPOs including, the Monterey California MPO, an MPO in Iowa, and an MPO in New Hampshire. Mr. Williams also stated that he has worked on numerous transportation projects ranging from small projects in rural areas to large projects in urban areas. Mr. Williams stated that he is excited to be at the TJPDC and that he is looking forward to working with the CHART committee in the future.

Ms. Barlow announced the on June 4th 2009 the TJPDC will be hosting an open house allowing the public to meet Mr. Williams. Ms. Barlow encouraged committee members to attend the event.

Discussion on the role of CHART and its Relationship with other Committees

Ms. Barlow stated that TJPDC staff has been discussing the role of the CHART committee now that UnJAM 2035 was approved in May 2009. The committee previously expressed the continuing monthly meetings in order to consider other aspects of transportation planning. Ms. Barlow explained that currently staff time is limited and she wanted to re-open a dialog with the committee about limiting the meeting schedule for a period. Ms. Barlow suggested that the next CHART meeting be held in October 2009. Mr. Lafferty stated that October is perhaps too far in the future but he also stated that summer months are traditionally vacation months and committee members might be away. Mr. Lafferty suggested that the next meeting be held in September. Mr. Currie agreed.

Mr. Pfaltz commented that before the next meeting the committee should review the LRPT. Mr. Pfaltz expressed concern that Long Range Transportation Plan does not appear to promote any new transportation ideas or alternatives. Mr. Pfaltz continued that he concerned about transit in the region, particularly would the RTA have an effect on improving transit in the region. Mr. Pfaltz suggested for its next phase the committee should focus more on transit options and opportunities in the region. Mr. Pfaltz suggested that the head of CTS, Bill Watterson, could attend the next committee meeting and educate the committee on transit issues in the region. Ms. Barlow stated that she would extend an invitation to Mr. Watterson to participate in an informal dialog for the next meeting.

Mr. Lafferty asked if there was any new information regarding a study of rail market demand/expansion of rail service discussed at the MPO Policy Board meeting. Mr. Lafferty was particularly interested in a Resolution the MPO Policy Board made that supported the study but also expressed concern about the recent train scheduling changes for train service from Lynchburg, VA to Washington DC. Ms. Barlow stated that she spoke with Meredith Richards of CVilleRail. Ms. Richards expressed to Ms. Barlow that CVilleRail was preparing to express concern over the scheduling change and been looking for other organizations that also disagree with the scheduling change.

Ms. Barlow explained the new train service was originally scheduled for arrival in Washington DC at approximately 8:30 in the morning. However the schedule was changed due to trackage competition and the new schedule is for arrival in Washington DC at approximately 11:30.

Mr. Lafferty asked what the committee could impact to protest the schedule change. Ms. Barlow stated that the committee could vote on a resolution but that MPO Policy Board is already working toward a Resolution for this same issue.

Mr. Lafferty gave the example of the Proffit Road project, mentioning that the project had issues because not all the committees voted on it. Mr. Lafferty stated that a resolution from the CHART committee could only aid the process. Mr. Pfaltz asked when the MPO Policy Board would vote on the Resolution. Ms. Barlow said that the board would vote on the resolution at their regular meeting scheduled for June 24th 2009. Mr. Odell asked about the content of the MPO Policy Board's resolution. Ms. Barlow stated that the MPO Policy Board will diplomatically ask for the new service to return to the original schedule.

Mr. Pfaltz asked if Meredith Richards could forward the prepared statement to Mr. Lafferty and Ms. Seaman for their review and revision. Mr. Currie asked if the rest of the committee would have the chance to review and comment on the resolution. The committee members agreed that the committee would have the opportunity to review the resolution after Ms. Seaman and Mr. Lafferty reworked the resolution to work for the CHART committee.

Upon a motion from Mr. Pfaltz, seconded by Mr. Odell, a Resolution to support the new rail service at the originally scheduled time was unanimously approved.

Mr. Burke asked if the option for a resolution could be brought to other committees from the TJPDC such as CMC, in order for other committees to contribute their support. Ms. Barlow stated that the option could be presented.

Ms. Barlow provided a brief update on the RTA. She stated that the RTA Workgroup met again on May 14th 2009 to assess the current progress of the RTA. Planning on the RTA has slowed due to lack of funding.

Ms. Barlow also mentioned the RTA toolkit survey. The on-board marketing survey from the CTS Marketing Study will contribute to the survey work done specifically for the RTA Toolkit.

Ms. Barlow also reiterated the issue of scheduling the next committee meeting for September. Mr. Pfaltz agreed that September is a good time to have Mr. Watterson come in as a guest speaker.

The committee agreed to reconvene in September.

Update on the CTS Marketing Study and an Update on the RTA Toolkit RTA Toolkit

Ms. Barlow presented an update on the Transportation Tomorrow forum an event held on May 21st 2009 at the Albemarle County Office Building located on Preston Avenue. At the event the findings from two transportation surveys distributed in the region, one a short form survey one a phone survey, were presented to attendees. The TJPDC staff requested that the South Eastern Institute of Research (SIR) perform a series of transportation-based surveys. Ms. Barlow discussed SIR's presentation which focused on the role of Transit in the region, potential transit enhancements, opinion on a regional transit authority, and efforts to improve public awareness of transit. Ms. Barlow also stated that the presentation is available on the TJPDC's website.

CTS Marketing Study

Ms. Eissler presented highlights from the CTS Marketing Study. This study was implemented from March 14th to March 21st utilizing an on-board survey technique. The study focused on gaining information from CTS riders about who they were and what they thought of the service. This data was then utilized to determine the most successful methods of marketing CTS. The Marketing Study surveying process illustrated that CTS riders were highly satisfied with CTS' service. Other important features of the survey showed that about half of all riders were affiliated with the University of Virginia and that the majority of riders use CTS for commuting to school or work. Also a significant majority of riders were in favor of establishing an RTA in order to improve the transit system. The study concluded that three marketing changes were needed in order to make CTS more prevalent in the community; a rebranding of the CTS logo, better passenger information, and an advertising program implemented over a four-year period. Ms. Eissler stated that any detailed questions about the study should be directed to Kristen Gleason, the head of Marketing for CTS. She also stated that the full CTS Marketing Study presentation was available on the Charlottesville Tomorrow website.

Mr. Pfaltz commented that he was extremely impressed with the CTS Marketing Study and he thought the data should be used in order to create measures to see if the marketing campaign were affecting ridership.

Other Business

Mr. Lafferty mentioned that 2000 bicyclists with BikeVirginia will be in Charlottesville on June 19. BikeVirginia is a 5-day ride that will take the bikers to Scottsville, Culpepper, Orange and back to Charlottesville on Wednesday, June 24. The 2000 bikers will be staying at "tent city" on the athletics fields at Charlottesville High School on Friday and Saturday nights.

BikeVirginia will be teaming up with the Boys & Girls Club of Charlottesville to promote bicycle safety and will be featured on the downtown mall at Fridays After Five on the June 19th as well.

Matters from the Public

There were no additional matters from the public.

The meeting was adjourned.



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Memorandum

TO: CHART Committee
FROM: MPO Staff
DATE: August 24, 2009
RE: Northern Commuter Bike Route Project

The purpose of this memo is to inform CHART about the TJPD's involvement with this project. The City of Charlottesville Neighborhood Development Services Office and the Albemarle County Office of Community Development have asked TJPD staff to determine possible locations for a commuter bicycle route along the 29 North corridor. This analysis focuses on one of Albemarle County's designated growth areas, specifically Neighborhood Two. Neighborhood Two is bounded on the east by the Rivanna River, on the south by the City, on the west by Route 29 North and on the north by the South Fork Rivanna River. While the initial focus of this project only extends to the South Fork of the Rivanna River the eventual goal of this analysis is to determine a continuous, safe, and efficient commuter bicycle route from Hollymead to Downtown Charlottesville.

Neighborhood Two contains two major roadways, Route 29 North and Rio Road. Route 29 North does maintain continuous sidewalks which can be utilized by bicyclists; however the use of sidewalks is not ideal for a commuter bikeway. Rio Road includes on-street bike lanes; however these lanes are only along the portions of Rio Road that are four-lanes wide. Other bicycle facilities include on-street lanes along Hillsdale Drive, and sidewalks along Hydraulic Road. Both Greenbriar Drive and Brandywine Drive use share the road signs to facilitate biking along these roadways.

Also the planned roadways Meadowcreek Parkway and McIntire Road Extended have been designed to include bicycling facilities. The planned locations for the Meadowcreek Parkway and McIntire Road Extended will connect with Schenks Greenway along McIntire Road in the City of Charlottesville. Schenks Greenway will be the major connector for all possible commuter bike paths from Neighborhood Two into downtown Charlottesville.

Attached with this memo is the planned scope of work for this project. TJPD staff is currently working on steps one, two and three. In order to complete this project TJPD staff is working with selected representatives from the City of Charlottesville and Albemarle County as well.



To: CHART
From: Stephen Williams, MPO Director
Date: August 24, 2009

Subject: Work Program for Neighborhood Two Commuter Bike Trail Project

The following is the proposed work program for the study of the Downtown Trail discussed at the June meeting. The goal of this study will be to identify the preferred trail alignment and concept and implementation activities/measures that must be undertaken to move forward with development of the trail.

- 1) Identification of Study Area
- 2) Review of Previous Studies/Plans
- 3) Analysis of Existing Conditions
 - a) Identification and Prioritization of Bicycle and Pedestrian Trip Origins and Destinations
 - b) Identification of Existing Bicycle/Pedestrian Facilities
 - c) Identification of Potential Bicycle/Pedestrian Rights of Way
 - d) Identification of Bicycle/Pedestrian Barriers
 - e) Identification of Critical Environmental Resources
 - f) Future Development Plans in Study Area
 - g) Multimodal Coordination
 - h) Public Input
- 4) Development of Concepts
 - a) Trail Beginning and Ending Points and Cross Connections
 - b) Preferred Facility Type
 - c) Preliminary Trail Concepts
 - d) Matrix Evaluation of Preliminary Concepts and Selection of Final Concepts
 - e) Public Input
 - f) Analysis of Final Concepts
 - i) Access to Priority Origin and Destination Points
 - ii) Utilization of Existing Bicycle/Pedestrian Facilities
 - iii) Utilization of Potential Bicycle/Pedestrian Rights of Way
 - iv) Estimate of Requirements for Final Concepts
 - (1) Right of Way
 - (2) New or Improved Trail Facilities
 - (3) Crosswalks/Signals
 - (4) Structures
 - (5) Multimodal Coordination
 - g) Public Input
 - h) Selection of Preferred Concept
- 5) Implementation Plan
 - a) Prioritization of Trail Segments for Development
 - b) Right of Way Acquisition Program
 - c) Trail Facility Plans
 - d) Funding Strategies
 - e) Coordination with Potential Development
 - f) Multimodal Coordination



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Memorandum

TO: CHART Committee
FROM: MPO Staff
DATE: August 24, 2009
RE: Next Steps: The Future Role of the CHART Committee

With the completion of most required MPO documents, the Long Range Transportation Plan, the Transportation Improvement Plan, the Unified Planning Work Program and the Public Participation Plan, all the major programs that the CHART Committee advises on have been completed in the past year. With this lull in the planning and approval of required federal documents, it has been difficult to find a niche for CHART. It is the hope of TJPD staff, in conjunction with the CHART Committee, to define a clear project and purpose for the committee during this interim period.

The CHART Committee currently has no bylaws of its own. The Committee is defined as an extension of the MPO Policy Board. Article IV, Section 2 of the MPO Policy Board's bylaws outline the CHART Committee or Citizen Advisory Committee as follows.

Long Range Plan Citizen Advisory Committee – The MPO shall appoint a citizen committee to develop and recommend updates to the long range (CHART) plan for review by the MPO Technical Committee and Policy Board. The Committee will meet frequently as needed during the plan updates and no less than annually during the interim years to evaluate plan progress and recommend amendments and updated project description.

This description restricts CHART to only advising on the Long Range Transportation Plan. While the LRTP is an important aspect of the Committee's work, CHART's role has moved beyond this limited capacity.

While this issue of direction has been discussed in previous Committee meetings no clear consensus has been reached. TJPD staff believes that the CHART Committee would be an excellent platform to organize and encourage public participation in transportation planning, particularly multimodal transportation options. The Public Participation Plan focuses on making transportation planning information available to the public; it does not consider how to encourage public participation. Other options include creating a guiding document for the construction and establishment of the next long range transportation plan or establishing Committee bylaws in order to ensure that this type of uncertainty does not affect CHART in the future. Given these, and other possibilities for CHART's future, it is the hope of TJPD staff that CHART can establish a beneficial and worthwhile direction that satisfies all involved.