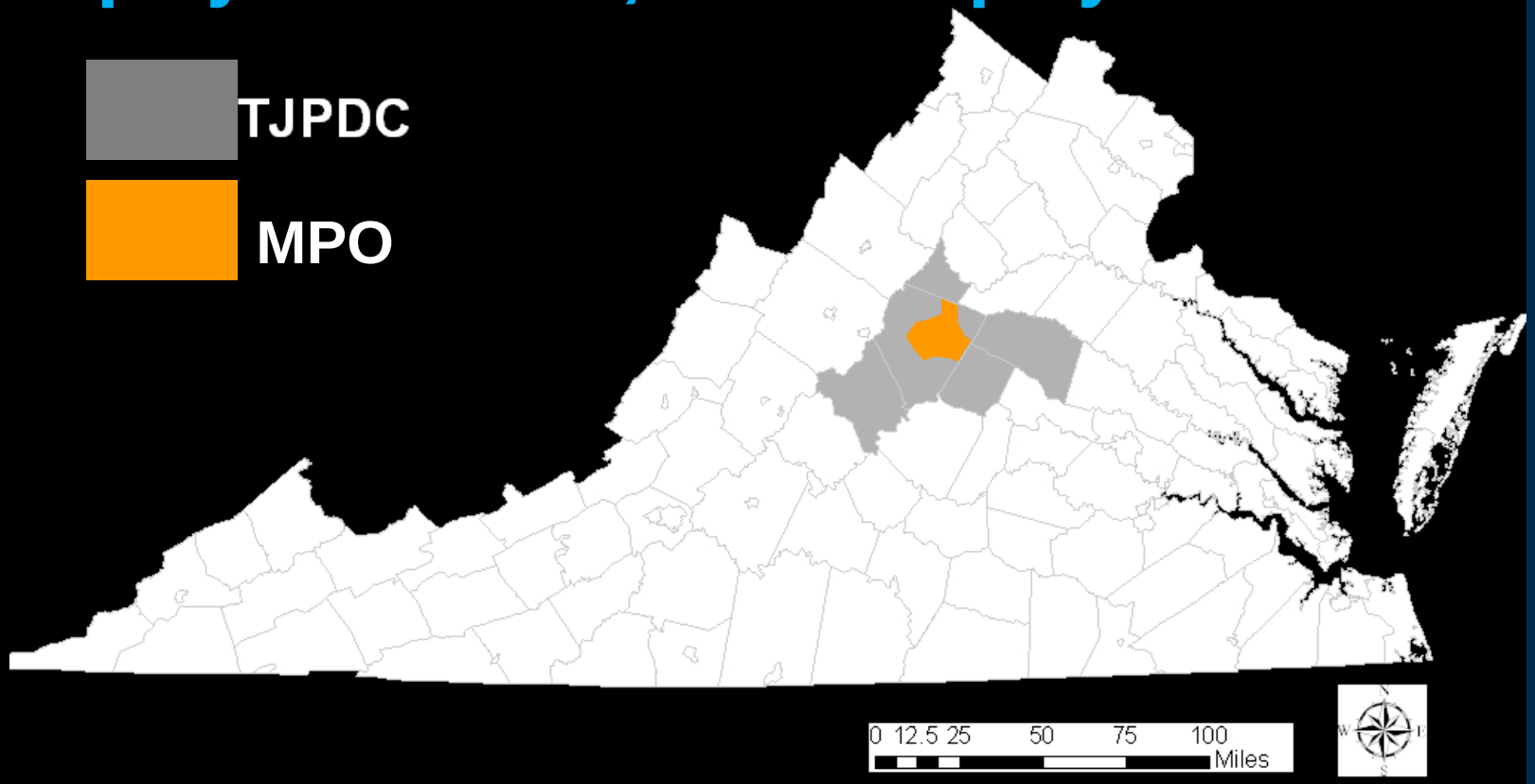
Charlottesville-Albemarle MPO

December 8th 2010

Commonwealth Transportation Board

Charlottesville-Albemarle MPO

2007	2035
Population = 117,339	Population = 160,000
Employment = 69,607	Employment = 101,000



MPO Transportation Priorities

Improvements In Fiscally Constrained Long Range Transportation Plan	Conceptual Costs
Improvements on Route 29 North	$54 Million
Berkmar Drive Extended (roadway parallel to US 29 North)	$45 Million
Improving Interstate 64 interchanges	$37 Million
Improving Route 250 east in Pantops area	$43 Million
Establishing a Regional Transit Authority	Capital = $42 mil Operating = $17 mil
Improving Bicycle and Pedestrian Facilities	$10 Million
Transportation Demand Management and Intelligent Transportation Systems	$2 Million
Sunset/Fontaine Connector	$29 Million
Hillsdale Drive Extended (roadway parallel to US 29 in Charlottesville)	$25 Million
Replacement of Belmont Bridge	$9 Million

Goal of Charlottesville-Albemarle MPO

Transportation System Vision…

"The transportation system will provide safe, sustainable, efficient and attractive multimodal choices, support the movement of people, goods and services and protect the environment, our communities and quality of life, while addressing regional and statewide transportation needs."




Transportation Demand Management Strategy

- Recognize the severe transportation funding limitations facing Virginia & local governments
- Transportation Demand Management (TDM) solutions:
  - **Strategically Investment** in new construction to provide increase capacity and improve safety using both public and private resources
  - **Reduce Vehicle Trips** through land use-transportation coordination and transportation demand management
  - **Increase Role of Transit, Bike and Pedestrian**

Strategic Investments

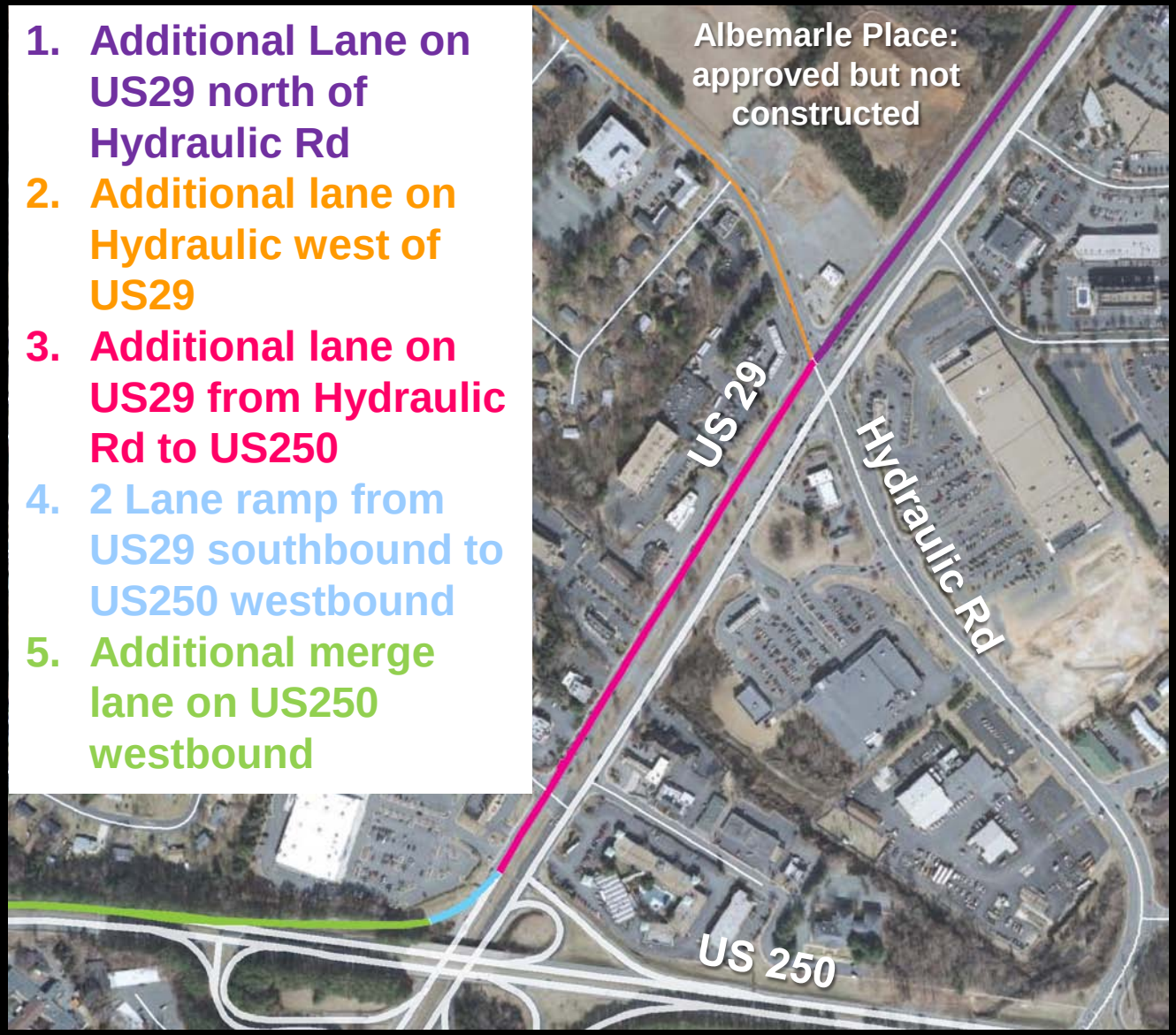
Example #1: Hydraulic/US29/US250 Lane Additions

- City, County, developer, state and federal government coming together to fix largest bottleneck on US29 in the region
- Developer funded lane additions on US29/Hydraulic
- Lane additions on US29/US250 funded by City, County, Developer, State and Federal
- Total Cost: $5.2 million

Charlottesville	$500,000
Alb Co Developer Proffer	$1,000,000
Revenue Sharing	$1,000,000
State	$2,200,000
Federal Earmark (design)	$500,000

Strategic Investments

1. Additional Lane on US29 north of Hydraulic Rd
2. Additional lane on Hydraulic west of US29
3. Additional lane on US29 from Hydraulic Rd to US250
4. 2 Lane ramp from US29 southbound to US250 westbound
5. Additional merge lane on US250 westbound



Planned Hydraulic Rd - US29 - US250 Improvements

Strategic Investments

Example #2: Hillsdale Drive

- Construction: $9.3 million
- Utility: $500,000
- Right of Way: $15.5 million (donated)
- TOTAL: $25.3 million
- Revenue Sharing is advancing the project

Phase I completed using combination of local funds and developer proffers

Phase II in design, first public hearing mid November

Strategic Investments

Example #3:

Route 250 Interchange at McIntire Road

- Costs: $33,395,000
- Funding Breakdown: $1.5 million local, $7.6 million state, $24.4 million federal earmark
- Estimated Construction Start: Summer 2011

McIntire Road Extended

- Costs: $9,875,000
- Funding Breakdown: $299,000 local, $9.5 million state
- Estimated Start: Summer 2011

Meadow Creek Parkway

- Costs: $11,800,000
- Estimated Completion: October 2011

Land Use-Transportation Coordination

Places29 – Master Plan for areas along US 29 corridor in north Albemarle County

Transportation element funded and developed with VDOT and MPO

Challenges:

1. **Balance competing state, regional & local traffic on US 29**
2. **Address backlog of needed roadway improvements that are needed whether or not the Places 29 Master Plan is adopted**

Land Use-Transportation Coordination

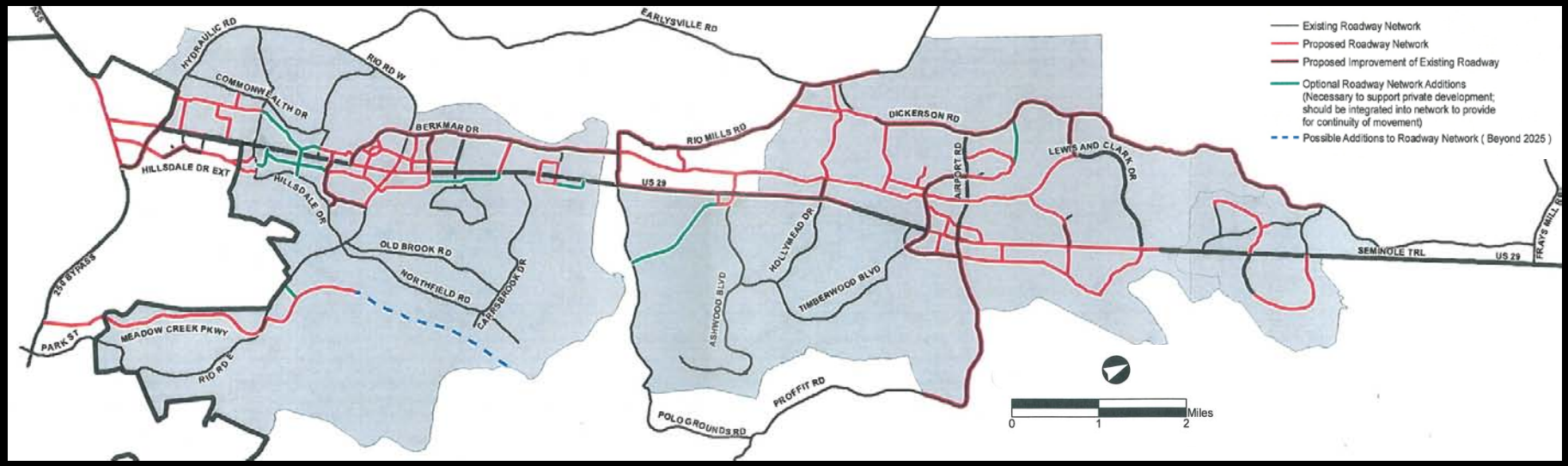
Places29 – Concepts/strategies to address transportation needs:

- Encourage a pattern/form of development that lessens the need for vehicular travel
- Implement a multi-modal transportation system by enhancing transit and improving bike and sidewalk facilities

Land Use-Transportation Coordination

Places29 (cont)

- Create a parallel and perpendicular street system to better distribute local traffic and improve access
- Manage/plan accesses and traffic flow
- Strategic improvements to US 29 that maintain traffic volume and flow to serve both regional and local needs.



Expanding Transit

Charlottesville has very high transit use :

Charlottesville Area Transit

- 2,195,455 riders during FY10

University Transit System

- About 3 million riders during 2009/10 school year

JAUNT

- 304,624 riders during FY10

AMTRAK Rail Service

- 41.9% of Lynchburg Train Riders from Charlottesville Station
- Charlottesville 5th highest station in Virginia
- 94,570 riders for all Charlottesville trains in FY10

Expanding Transit

Establishment of Regional Transit Authority

- **Purpose:** *Formation of a regional transit authority is intended to promote the development of regional transit services and to provide travelers with an attractive alternative to driving on increasingly congested roadways throughout the Charlottesville-Albemarle area.*
- **Expected Results:** *Breaking down jurisdictional barriers will allow transit service to spread throughout the Charlottesville-Albemarle area based on need.*
- **Need:** *Enabling legislation for a local option tax that can be dedicated to establishing and operating the Regional Transit Authority.*

UVa Transportation Demand Management Plan

University of Virginia is the one of the largest employers in the state and has a day time population of about 40,000

The goal of the University of Virginia TDM program is to:

1) **Improve multi-modal transportation systems to offset demand for additional parking, road enlargement, preserve historic elements and maximize land use efficiency and economic investments.**
2) **In partnership with the City and County, reduce environmental impact associated with University-related transportation including emissions and congestion.**

UVa Transportation Demand Management Plan

Without TDM

78.1% Drive Alone (~10,700)

10.0% Carpool (~1,350)

11.9% Other (~1,630)

2015	2020
70.4% Drive Alone	64% Drive Alone
17.7% Carpool	24.1% Carpool
+/- 11.9% Other	+/- 11.9% Other

-1.3% Drive Alone per Year through 2020
+1.3% Carpool per Year through 2020

Mode-split Allocation provides the basis for the various TDM modes for Faculty and Staff commutes – does not address midday mobility on Grounds or student travel.

UVa TDM Implementation Timeline

2008 2009 **2010** 2011 2012 2013 2014 2015 2016

UTS-CTS Fare Reciprocity Program

Occasional Parking Program

Guaranteed Ride Home

Carpool Preferred Parking

ZipCar Carsharing

Full-Time UVa Transportation Coordinator

Carpool Get-Togethers

Flexible Work Schedule Policy

Commuter Survey

Marketing Budget

Parking Permit Price Increase

50% Carpool Subsidy

In-House Carpool Matching

Conclusions

- We are working hard at meeting transportation needs in the most cost effective manner possible
- Revenue Sharing has helped Charlottesville-Albemarle area to move forward with transportation improvements in very difficult times.
- We need legislation to allow localities or regions to expand funding options that would help us to meet our needs.
- We believe that only with adequate revenue and the approaches outlined in the presentation we can meet our transportation needs and our share of the statewide transportation need.

Questions?

Thank You!