Thomas Jefferson Planning District Commission
Charlottesville/Albemarle MPO

401 E. Water St, Charlottesville, VA 22902 www.tjpdc.org
• (434) 979-7310 • info@tjpdc.org email

Agenda
MPO CTAC
Wednesday January 16th, 2018 @ 7:00 p.m.
Water Street Center, 407 E. Water Street, Charlottesville, VA 22902

Item	Time	Description
1	7:00-7:05	**Matters from the Public: limit of 3 minutes per speaker** • *Members of the Public are welcome to provide comment on any public-interest, transportation-related topic, including the items listed on this agenda.*
2	7:05-7:10	**Approval of September 19th draft Meeting minutes*;** *Click here for a copy* • *The November meeting was canceled*
3	7:10-7:20	**Election of Officers for calendar year 2019***
4	7:20-7:50	**Jefferson Area Bicycle and Pedestrian Plan* -** MPO Staff • Review draft *Click here for Memo and links to plan*

5	7:50-8:30	**Long Range Transportation Plan* -** MPO Staff
		• Round 3 scenario results presentation and discussion *Click here for Memo*
		• Recommendations for Constrained list of roadway projects
		• Bridges and Intersections *Click here for Memo*
		• Plan Next steps:
		  ○ Visioning list local priorities
		  ○ Cost estimates for bridges and intersections

6	8:30-8:40	**Staff Updates:** • TIP Adjustments - none • Smart Scale Update - Chuck Proctor (VDOT) • Regional Transit Partnership Update
7	8:40-8:50	**Additional Matters from the Public: limit of 3 minutes per speaker** • *Members of the Public are welcome to provide comment on any public-interest, transportation-related topic, including the items listed on this agenda.*

*Indicates that MPO Staff will be seeking a recommendation or formal action.

Upcoming Meetings:
MPO Policy Board January 23rd
MPO CTAC, March 20th

Charlottesville-Albemarle Metropolitan Planning Organization
POB 1505, 401 E. Water Street, Charlottesville, VA 22902
(434) 979-7310 phone ● www.tjpdc.org ● info@tjpdc.org email

Citizen Transportation Advisory Committee

DRAFT Meeting Minutes: September 19, 2018

Committee – Voting Members	Staff
Travis Pietila (Charlottesville) - Present	Jakob zumFelde (MPO)
Mike Dunn (Albemarle) - Present	Chuck Proctor (VDOT)
Ray Heron (Charlottesville) – Present	
Michael Smith (Charlottesville) – Present	
Adam Moore (Charlottesville) - Present	
Fran Hooper (Albemarle) - Present	
Ted Coates (Albemarle) - Present	
David Shreve (Albemarle) – Present	
Chair David Hurst (MPO) – Present	
Vice-chair Pam Riley (Albemarle PC) – Absent	
Nancy Carpenter (MPO) – Absent	
Mac Lafferty (MPO) – Absent	
Hunter Smith (Albemarle PC) - Absent	

Call to Order:
Mr. Hurst called the meeting to order at 7:05 PM.

Matters from the Public:
There were no matters from the public.

Approval of meeting minutes:
The May 16, 2018 meeting minutes were presented. Ms. Hooper made a motion to approve the minutes, Mr. Dunn seconded the motion, and the minutes were approved unanimously.

Discussion regarding election of officers:
Mr. zumFelde explained that the committee's bylaws indicate that election of officers is to take place at the first meeting of the calendar year. Currently, the last elections were held in September of 2017, so there have not been any elections held this calendar year. With this in mind, staff is asking the committee to decide whether to hold elections at this meeting (as indicated on the agenda) or whether to wait until January 2019, when elections will need to be held per the bylaws. A brief discussion was had regarding whether to pursue a change to when the bylaws indicate to hold elections, and no committee members expressed a desire for this change. Ms. Hooper then made a motion to wait until January 2019 to hold the next election of officers. Mr. Pietila seconded the motion and the committee unanimously passed the motion. The next election of officers will take place at the January meeting. Mr. Coates indicated a desire for committee members, including the elected officers, to continue to ensure that the purpose of the committee is clear. There was additional discussion about this topic, with Mr. Proctor indicating

that the LRTP items to be discussed at the meeting are a primary role of the MPO and CTAC. Since the LRTP is only updated every 5 years, this is an important time for the committees.

MAP-21 Performance Measures

Mr. zumFelde provided background on this item, including that federal legislation (MAP-21) has required states and MPOs to set targets for many measures. Mr. zumFelde and Mr. Proctor explained that VDOT has been working to make information available to the MPOs, but this process has been slow and a meeting where information was to be provided was canceled due to the hurricane. Nonetheless, the MPO Policy Board will need to take action at their upcoming meeting, so Mr. zumFelde showed the committee the available information regarding baseline conditions and proposed targets for the performance measures. The measures are related to pavement condition, bridge condition, and system performance and the roadways in the region that are identified as part of the national highway system (NHS). There was some discussion about the measures and suggested targets.

Long Range Transportation Plan (LRTP) Update

Mr. zumFelde provided information about the timeline for the LRTP update, with the deadline for approval being May of 2019. He explained that since project evaluation is now available, the next step of the process will be beginning to funnel down the number of projects being considered for inclusion in the constrained long-range plan.

Mr. zumFelde provided information about Round 1 of the scenario evaluation, including which projects were included in each scenario. He presented and explained the scenario results, with committee members providing feedback on how the results are presented and how to interpret them.

The committee then discussed general questions about the projects. Mr. zumFelde clarified that the multimodal projects do not indicate specific improvements because in most cases the detailed improvements have yet to be determined. Mr. zumFelde then explained that the project review pages had been printed and posted on the wall for the members to review. Mr. zumFelde provided all members with dots to put on the projects on the wall – green dots were used to indicate projects that committee members consider most important to include in the LRTP and blue dots were used to indicate projects that members consider least important to include in the LRTP. Some time was allowed for members to review the projects and place their dots on them. After this, there was a brief discussion in which committee members noted that there was generally agreement on which projects to move forward and which to not include. Mr. zumFelde thanked the committee for their input and explained that the information would be conveyed to the Policy Board, along with similar feedback provided by the MPO Tech committee.

Staff Reports

Mr. zumFelde provided a brief update on the 3-C agreement that was approved by the MPO Policy board in July. It has also been approved by the PDC and the City of Charlottesville and is pending approval by JAUNT and Albemarle County.

Mr. zumFelde and Mr. Proctor provided information about an adjustment made to the TIP (Transportation Improvement Program) to reflect a transfer of funds, with no changes made to the overall amount of money allocated. Additional updates have been made to the TIP to include language related to the MAP-21 performance measures.

Mr. zumFelde reported that the last meeting of the Regional Transit Partnership (RTP) included discussions regarding future funding for transit in the region, among other things. The next meeting will be held October 24 at 4 PM.

Mr. zumFelde provided an update on the Jefferson Area Bicycle and Pedestrian plan, and indicated that this will be a main source of bicycle and pedestrian projects for inclusion in the LRTP. He showed maps of the existing bicycle and pedestrian infrastructure in the region, planned bicycle and pedestrian infrastructure, and a regional network of corridors that staff have created for inclusion in the Plan. Projects on these corridors will be scored using the ActiveTrans Priority Tool and 5 different categories: destinations, equity, improvement over existing conditions, and connectivity. Mr. zumFelde then provided additional details about the timeline for the Plan, and indicated that it will be completed by December of 2018, with approval by the MPO and other stakeholders in early 2019.

Finally, Mr. zumFelde informed the committee that the next CTAC meeting is scheduled for November 21, which is the day before Thanksgiving. As such, staff are suggesting to hold the meeting on the prior Wednesday, November 14, instead. There was consensus among the committee that this was preferable, with no one expressing concern.

Additional Matters from the Public:
There were no matters from the public.

The meeting was adjourned at 8:50 PM.

Thomas Jefferson Planning District Commission
Charlottesville/Albemarle MPO

Charlottesville-Albemarle Metropolitan Planning Organization
POB 1505, 401 E. Water St, Charlottesville, VA 22902 www.tjpdc.org
(434) 979-7310 phone • info@tjpdc.org email

Memorandum

To: MPO CTAC
From: Jakob zumFelde, Transportation Planner
Date: January 9, 2019
Reference: Jefferson Area Bike and Pedestrian Plan

Purpose: Update CTAC on the regional bicycle and pedestrian planning process and ask CTAC to make a recommendation to the Policy Board regarding adoption of the draft Plan document.

Background: The Jefferson Area Bike and Pedestrian Plan is a regional plan, including both the urban and rural areas of the TJPDC region, which is focused on guiding implementation of bicycle and pedestrian infrastructure in the region. Efforts have been ongoing for over a year, including significant public engagement done in partnership with Piedmont Environmental Council (PEC) and analysis done to identify and prioritize regional corridors in the urban areas of Charlottesville and Albemarle. Staff have compiled the results of these efforts into the Plan document.

Summary:

1. The complete draft of the Jefferson Area Bicycle and Pedestrian Plan can be found at https://tjpdc-my.sharepoint.com/:f:/g/personal/jzumfelde_tjpdc_org/EqRAsUZocAVCrgf3oIiC17MB0BcPFLHkM-xc-De-kV2tDg?e=VWZzif
2. A brief overview of the plan is provided on the next two pages.
3. An interactive map with the regional corridors is available on the webpage: http://tjpdc.org/transportation/jefferson-area-bike-and-pedestrian-plan/

Action Items: At the January 16 MPO CTAC meeting, staff will present the draft Plan document and answer any questions. Staff will ask CTAC to make a recommendation to the MPO Policy Board regarding adoption of the document.

If there are any questions or comments, please contact Jakob zumFelde at jzumfelde@tjpdc.org or 434-979-7310 ext. 116.

Jefferson Area Bicycle and Pedestrian Plan Overview

Context:

The last bicycle and pedestrian plan for the TJPDC region was approved in 2004. An update to the Plan has been created to reflect the many changes that have occured and the multiple new plans that have been approved since 2004. This Plan brings together multiple planning efforts to provide a guide for implementation on a regional scale.

Summary:

This Plan seeks to encourage implementation by providing a focused list of regionally-significant bicycle and pedestrian projects that enhance regional connectivity and provide routes connecting the region's important residential and economic centers. The urban areas in the City of Charlottesville and Albemarle County are emphasized. Recommendations are also provided for towns, development areas and rural areas in Albemarle, Greene, Louisa, Nelson and Fluvanna Counties.





Process:

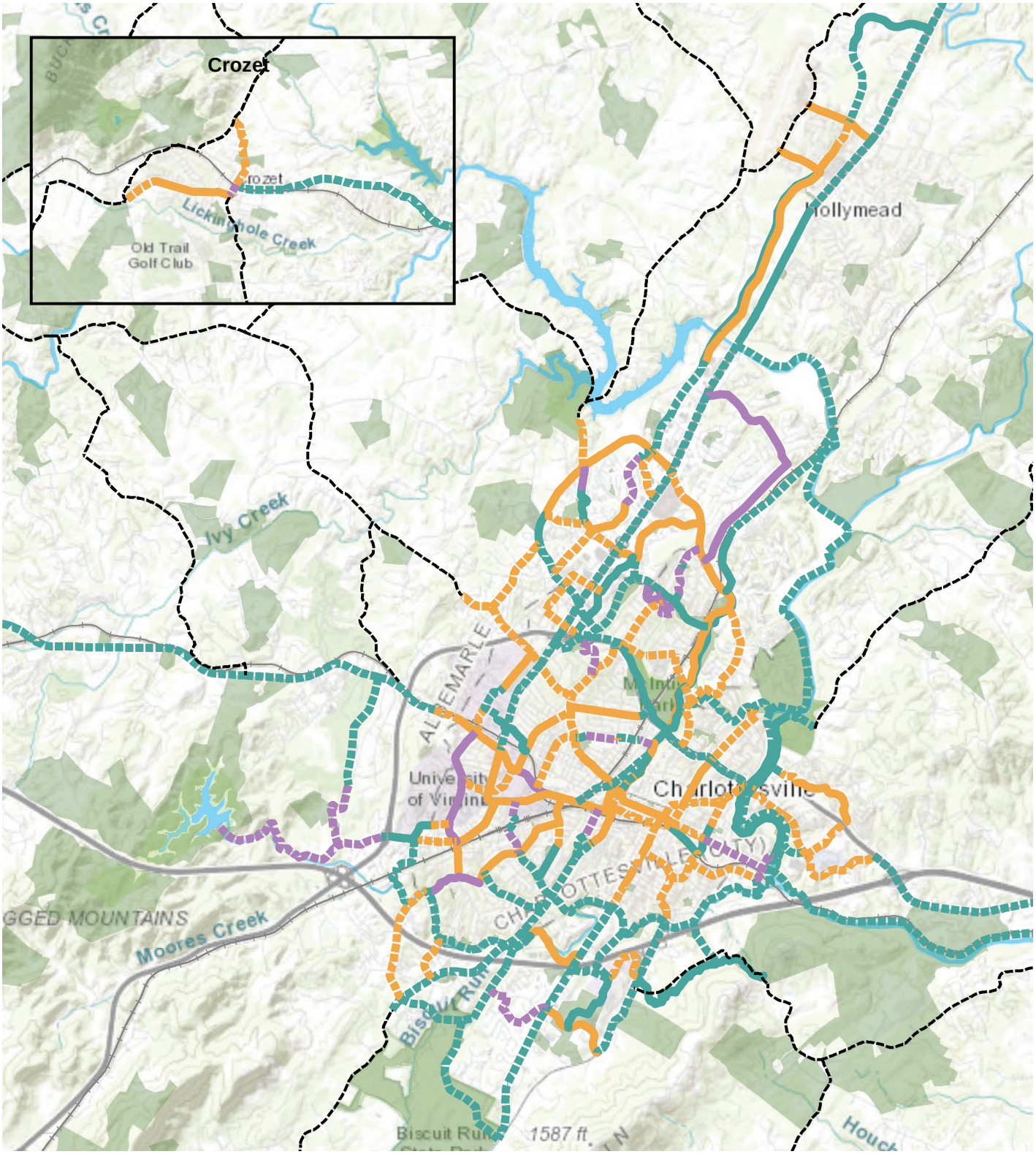
Creation of this Plan involved extensive public engagement in the urban areas, made possible through a grant awarded by the Charlottesville Area Community Foundation to TJPDC and Piedmont Environmental Council. Public involvement informed the Plan and will be important for encouraging implementation.

Results:

This Plan identified bicycle and pedestrian corridors of regional significance, and prioritized the corridors in the urban area. The urban corridors are shown on the back of this page. All corridors are shown in the Plan document and online: www.tjpdc.org/transportation/jefferson-area-bike-and-pedestrian-plan/

Next Steps:

Significant effort will be needed by many stakeholders to create a regional and accessible network of bicycle and pedestrian infrastructure.



Map 7.1
Regional Corridors

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network.

2 Miles

N

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Proposed Bike Lane and Sidewalk
- Existing Bike Lane and Sidewalk
- Proposed Shared Road and Sidewalk
- Existing Shared Road and Sidewalk
- Proposed Shared Use Path
- Existing Shared Use Path

Thomas Jefferson Planning District Commission
Charlottesville/Albemarle MPO

Charlottesville-Albemarle Metropolitan Planning Organization
POB 1505, 401 E. Water St, Charlottesville, VA 22902 www.tjpdc.org
(434) 979-7310 phone • info@tjpdc.org email

Memorandum

To: MPO CTAC
From: Wood Hudson, Transportation Planning Manager
Date: January 9, 2019
Reference: Long Range Transportation Plan

Purpose: To update the MPO CTAC on the status of the LRTP scenario evaluation process.

Background: The MPO's Long Range Transportation Plan must be updated every five years. The Updated Plan (LRTP 2045) must be approved by May of 2019.
Three rounds of scenario evaluation have now been completed. The results of the third round of evaluation are included as attachments.

Summary:

1. Attachment A indicates the projects that were included in each of the scenarios. Round 1 included scenarios A, B and C, round 2 included scenarios D and E, and round 3 included scenario F.
2. The results of the scenario evaluation are shown in Attachment B. The table provides values for the many metrics that are calculated as part of the scenario evaluation measures, with data for the base year (2015), future year (2045) if no new projects are built, and for 2045 for each scenario. The results are also presented graphically to show how each scenario improves, or worsens, each of the 10 measures. Each scenario is shown based on the percent improvement or decline from the 2045 "no-build" scenario, with bars to the right of the baseline indicating an improvement and bars to the left of the baseline indicating a worsening score on the measure.
3. An interactive map of project locations can be accessed online at http://campo.tjpdc.org/process-documents/lrtp/.

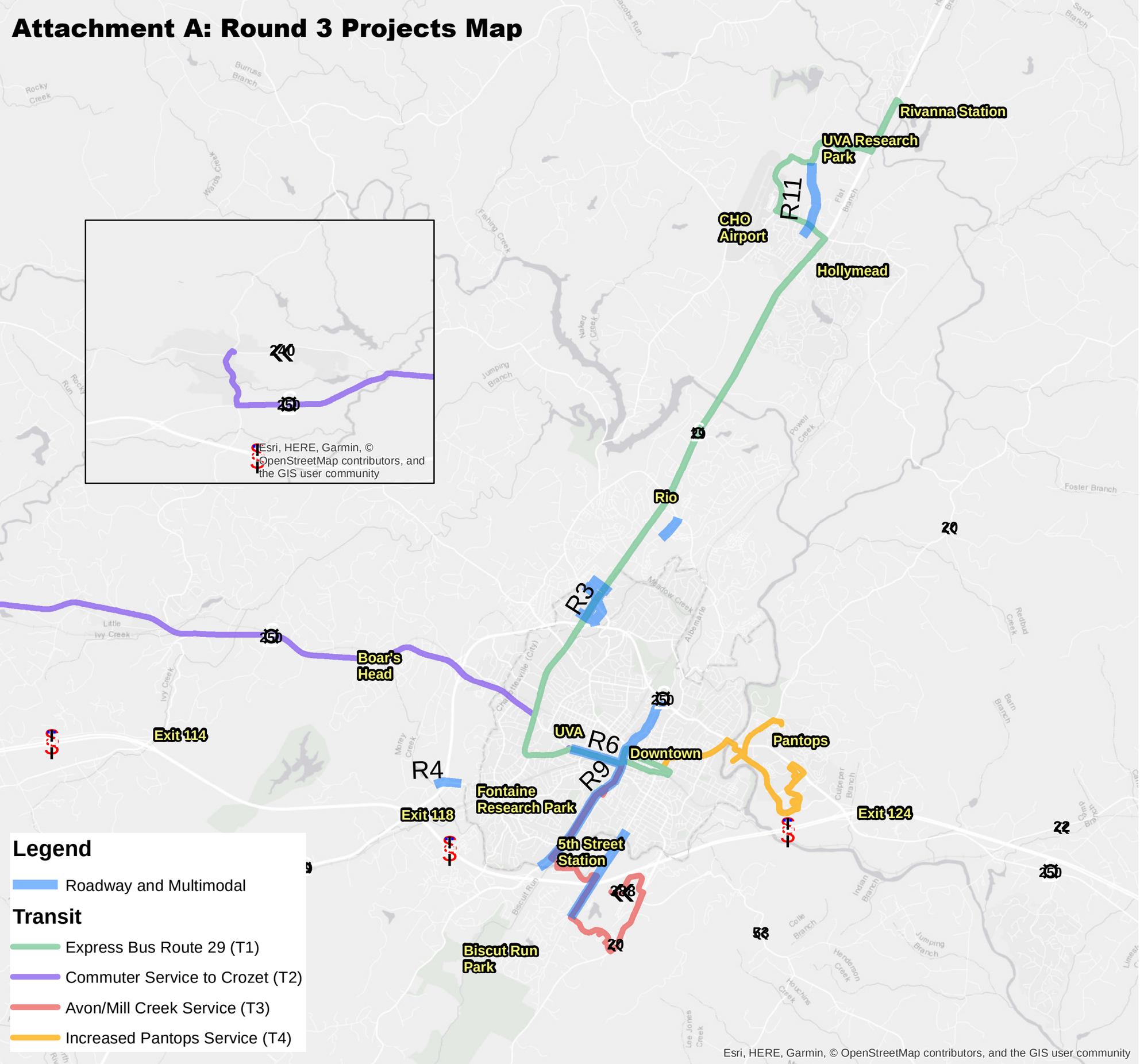
Action Items: At the January MPO CTAC meeting, staff will ask committee members to continue to identify projects that are priority for inclusion in the constrained LRTP. At this time, we are awaiting scoring results for the Smart Scale applications. Once the results are made available, MPO staff will have a clearer picture of which projects would need to be included on the constrained project list for Smart Scale purposes.

If there are any questions or comments, please contact Wood Hudson at whudson@tjpdc.org or 434-979-7310.

Attachment A: Scenario Matrix

ID	Project Name	Planning Cost	Round 1			Round 2		R3	Notes
			A	B	C	D	E	F	
R1	US 29/250 Bypass widening	$ 292.6	x						MPO Policy board action. Removed after round 1
R2	US 250 widening - Shadwell	$ 19.9	x				x		
R3	Hydraulic and US 29 - all projects	$ 170.1	x	x	x	x	x	x	
R4	Bypass/Fontaine Interchange	$ 19.2	x	x	x	x	x	x	
R5	250 Free Bridge widening	$ 39.5	x				x		Replaced with R20 by consensus of the Policy Board at November meeting
R6	West Main Street multimodal	$ 21.1	x	x	x	x	x	x	
R7	Route 20 multimodal	$ 6.7			x	x			
R8	Rio Road multimodal	$ 13.3			x	x	x		
R9	Fifth/Ridge/McIntire multimodal	$ 7.1			x	x	x	x	
R10	Avon Street multimodal	$ 14.5			x	x	x	x	
R11	Berkmar extension	$ 11.2		x		x	x	x	
R12	Sunset/Fontaine connector	$ 10.8		x		x			
R13	Eastern Ave connector	$ 8.5		x				X	To Vision list in round 2, Added to F at Request of PB
R14	Old Lynchburg multimodal	$ 8.7			x	x	x		
R15	Ivy Road East multimodal	$ 2.4			x				To Vision list in round 2
R16	I-64 truck lanes	$ 43.8	x						To Vision list in round 2
R17	Ivy Road West multimodal	$ 4.5			x				To Vision list in round 2
R18	Hillsdale Drive North	$ 9.3		x		x		x	Replaced with R20
R19	South Pantops Drive Bridge	$ 31.4		x		x			
R20	Free Bridge area capacity evaluation with bike + ped and transit improvements	$ 1.0						x	Replaces R5 and R19 as a study only. R5 and R19 included on vision list
T1	Express Bus on US 29 Corridor	$ 1.5			x	x	x	x	
T2	Commuter Bus to Crozet	n/a			x	x	x	x	
T3	Bus Route to Avon/Mill Creek	n/a			x	x	x	x	
T4	Increased Bus service to Pantops	n/a			x	x	x	x	
T5	Fontaine Research Park Bus route	n/a			x				Removed after round one. UVA implementing
T6	Commuter Service from Valley	n/a							Visioning list project added in round 2
	Total Scenario Costs		$ 606.2	$ 281.7	$ 269.0	$ 324.9	$ 326.0	$ 263.5	
	Estimated funding difference	$ 126.9	$ (479.3)	$ (154.8)	$ (142.1)	$ (198.0)	$ (199.1)	$ (136.6)	

Attachment A: Round 3 Projects Map



Attachment B

LRTP Goal	LRTP Objective	Aspect to Quantify	Performance Measure	Desired Trend	Method
Congestion	Improve the efficiency of the existing transportation system and services whenever possible.	Delay due to Congestion	Vehicle-hours of delay	Decrease	Model
Accessibility & Mobility	Improve access to transit for all users. Ensure the diverse needs of a changing population are met including the elderly, disabled, limited English proficiency, and persons lacking access to private vehicles.	Resident access to Transit	Total population within 1/4 mile of a transit stop* (multiply by 2 if peak-hour headway is 20 minutes or less, divide by 2 if peak-hour headway is 45 minutes or more)	Increase	GIS, using ACS data
			Population below poverty line (present-day) within 1/4 mile from transit stop		
			Minority population (present-day) within 1/4 mile from transit stop		
			Population age 65+ (present-day) within 1/4 mile from transit stop		
			Limited-English proficiency (LEP) population (present-day) within 1/4 mile from transit stop		
	SMART SCALE: Access to jobs	Commute time	Average commute time - driving	Decrease	Model
	Enhance connectivity among and between various modes of transportation through identifying and filling gaps in networks.	Access to mode transfers	# of park-and-ride spaces in the region	Increase	Manual count
	Increase awareness and continue to support Rideshare and Travel Demand Management (TDM) services.		# of bike rack spaces at transit stops in the region		
Economic Development and Land Use	Assure activity centers are designed to accommodate a range of transportation modes.	Access to activity centers by bus, bike and walking	# of transit stops* within (or immediately adjacent to) activity center TAZs, with each express bus stop* counting as 2 stops	Increase	GIS
			Length of bicycle facilities within (or immediately adjacent to) activity center TAZs		
			Length of pedestrian facilities within (or immediately adjacent to) activity center TAZs		
	Target transportation improvements to support local land use and development priorities.	Transportation projects within or connected to activity centers	Miles of road that are within (or immediately adjacent to) activity center TAZs	Increase	GIS
	Improve the effectiveness of the existing transportation network, recognizing internal and external future travel demands from tourism, freight, and commuters.	VMT (vehicle-miles traveled) per capita	VMT per capita	Decrease	Model
Safety	Reduce the number and severity of crashes	Crashes	Fatality crashes, multiplied by 540	Decrease	Model
			Injury crashes, multiplied by 10		
			Property damage only crashes		
	Identify key safety deficiencies in regional networks across all modes including the needs of bike and pedestrian users.	Bicycle and Pedestrian network	Length of regional shared-use paths and bike lanes	Increase	GIS
			Length of regional sidewalks and shared-use paths		
Environment & Community	Promote use of alternative transportation modes and alternative fuel vehicles.	Non-SOV Commute Mode Share	% of trips non-motorized	Increase	Model
			% of trips transit		

*excludes stops that serve only peak-hour (commuter) routes

Attachment B

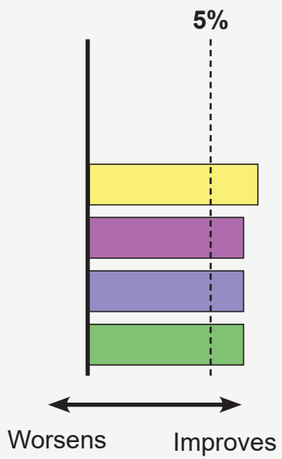
Measure	Metric	Base year (2015)	2045 'no-build'	Scenario A Capacity	Scenario B Connectivity	Scenario C Multimodal	Scenario D	Scenario E	Scenario F
Congestion	Vehicle-hours of delay	7065	10668	9362	9952	10491	9922	9818	10168
Access to Transit	Population near stop* with peak headway of 20 minutes of less	31267	41946	41948	41948	46421	46131	46131	46131
	Population near stop* with peak headway of 20-45 minutes	23529	26629	26625	26625	31066	31068	31068	31068
	Population near stop* with peak headway of more than 45 min	12153	15059	15058	15058	9261	9261	9261	9261
	Poverty population living within 1/4 mile (2016)	13460	13492	13492	13492	13667	13608	13608	13608
	Minority population living within 1/4 mile (2016)	23734	23680	23680	23680	24076	23941	23941	23941
	Age 65+ population living within 1/4 mile (2016)	6221	6034	6034	6034	6252	6141	6141	6141
	LEP population living within 1/4 mile (2016)	595	598	598	598	606	601	601	601
Commute time	Average commute time - driving	11.6	12.9	12.5	12.8	12.8	12.7	12.5	12.7
Access to mode transfers	# of park-and-ride spaces	272	360	360	360	609	579	579	579
	# of bike rack spaces at transit stops	93	95	95	95	247	239	239	239
Bus, bike and pedestrian network within activity centers	# of local bus transit stops* within (or immediately adjacent to) activity center TAZs	146	148	148	148	200	191	191	191
	# of express bus transit stops* within (or immediately adjacent to) activity center TAZs	0	0	0	0	13	13	13	13
	Length of bike facilities within (or immediately adjacent to) activity center TAZs	29.7	38.1	39.6	41.3	41.5	43.4	41.8	41.7
	Length of pedestrian facilities within (or immediately adjacent to) activity center TAZs	117.5	123.0	123.6	125.9	125.9	128.0	126.0	126.3
Roadways within activity centers	Miles of road that are within (or immediately adjacent to) activity center TAZs	47.6	51.2	51.8	54.2	51.8	54.0	52.9	53.5
VMT per capita	VMT per capita	27.2	32.8	32.9	32.7	32.8	32.7	32.7	32.8
Safety/Crashes	Number of Fatality crashes	15	19	19	19	19	19	19	19
	Number of Injury crashes	1157	1433	1469	1432	1447	1431	1462	1436
	Number of Property damage only crashes	2625	3291	3332	3307	3343	3304	3316	3315
Bike/Ped network	Length of regional bicycle paths and lanes	46.7	55.4	59.5	59.6	64.5	64.5	64.9	60.2
	Length of regional sidewalks and paths	106.6	113.0	115.9	116.8	121.4	121.6	121.3	117.6
Non-SOV Mode Share	% of trips non-motorized	4.60	4.77	4.65	4.77	4.76	4.78	4.74	4.77
	% of trips transit	0.33	0.33	0.33	0.33	0.41	0.40	0.39	0.39

*excludes stops that serve only peak-hour (commuter) routes

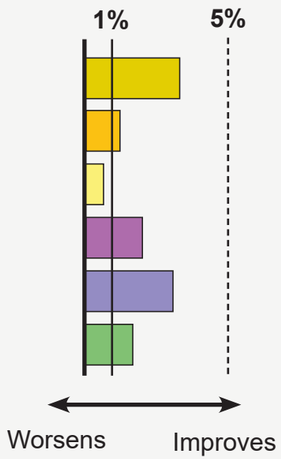
Attachment B

Accessibility and Mobility

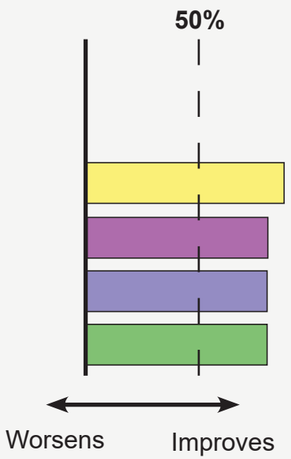
Resident Access to Transit



Reduction in vehicle commute time

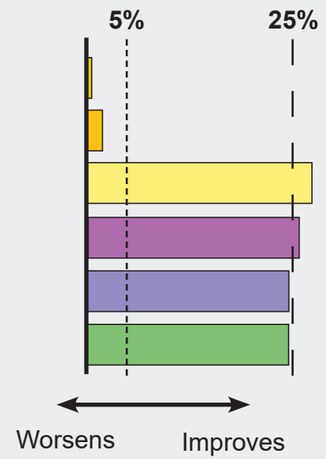


Access to Mode Transfers

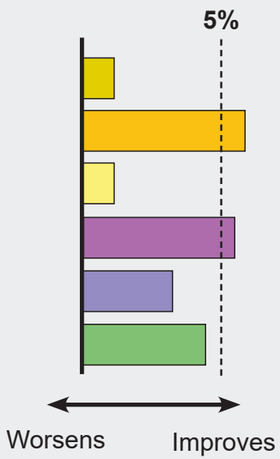


Economic Development and Land Use

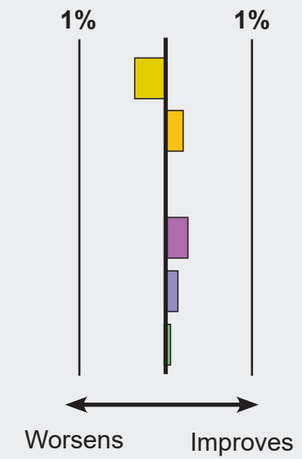
Multimodal Activity Centers



Activity Center Road Miles

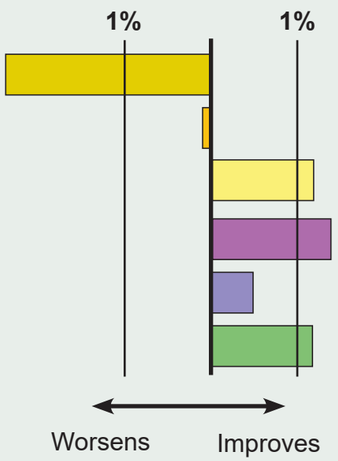


Network efficiency
(measure for VMT per capita)



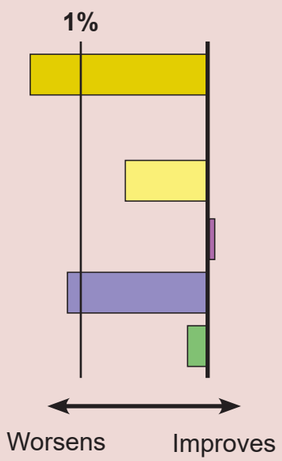
Environment and Community

Transit/Non-motorized Commute Mode Share

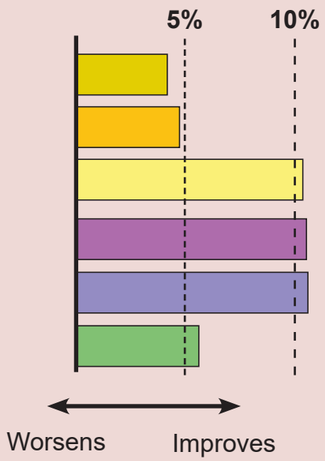


Safety

Roadway safety
(measure for crashes)

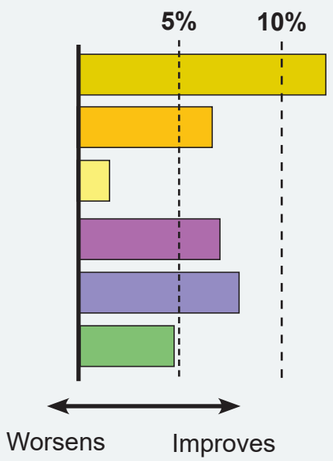


Bicycle and Pedestrian Network



Congestion

Congestion Mitigation
(measure for hours of delay)



Scenario A ***Capacity***

Scenario B ***Connectivity***

Scenario C ***Multimodal***

Scenario D

Scenario E

Scenario F

Thomas Jefferson Planning District Commission
Charlottesville/Albemarle MPO

Charlottesville-Albemarle Metropolitan Planning Organization
POB 1505, 401 E. Water St, Charlottesville, VA 22902 www.tjpdc.org
(434) 979-7310 phone • info@tjpdc.org email

Memorandum

To: MPO CTAC
From: Wood Hudson, Transportation Planner
Date: November 5, 2018
Reference: Long Range Transportation Plan

Purpose: Provide draft bridge and intersection deficiencies lists to the MPO CTAC and solicit input

Background: MPO Long Range Transportation funding for the 2045 LRTP is divided into 4 pots of funding. Roadways, bridges, intersections, and bike+ped. A key component in the plan is a constrained List (based on expected funding) and a Visioning list (unconstrained). Projects are presented in one of the four constrained or vision lists based on the broad funding categories listed below.

Table 1: Funding estimates for 2045 LRTP

Category	Estimated Future Funding Amounts (Millions)
Roadways and multimodal	$126.9
Bridge repair and rehabilitation	$101.7
Intersections	$82.3
Bike and Pedestrian	$43.1
TOTAL	**$354.0**

Summary:

Bridges:
The bridge list is primarily developed using VDOT bridge condition and inspection data. The dataset provides an overall assessment of all bridges and large culverts within the MPO Area. Bridges receive a sufficiency rating score (0-100) and a verbal condition based on the sufficiency rating of good fare and poor. Bridge condition is a key MAP21 performance measure for which the MPO has set 4-year targets. A table and map of the current (unconstrained) bridge list is included as attachment A. Note: many of these bridges were included in the 2040 LRTP.

MPO staff is looking for feedback on the current list and wants to know if the ranked order of priority (based on sufficiency rating) is acceptable? Next steps are to update costs and constrain based on the funding assumption in table 1.

Intersections:

The intersection deficiency list was developed using VDOT provided intersection crash data known as PSI rankings. The PSI dataset includes intersection lists ranked across the Culpeper VDOT District based on the number and severity of crashes at each intersection. The dataset is used to prioritize safety improvements in the Smart Scale scoring system. For the purposes of the Long Range Plan the top 17 ranked intersections in the MPO were selected. Also added to the list are local priority intersections that were included in the 2018 round of Smart Scale applications. A detailed list and map of the intersections is provided in Attachment B.

MPO staff is looking for feedback on the current list and wants to know if the ranked order of priority (based on PSI) is acceptable? Next steps are to update costs and constrain based on the funding assumption in table 1.

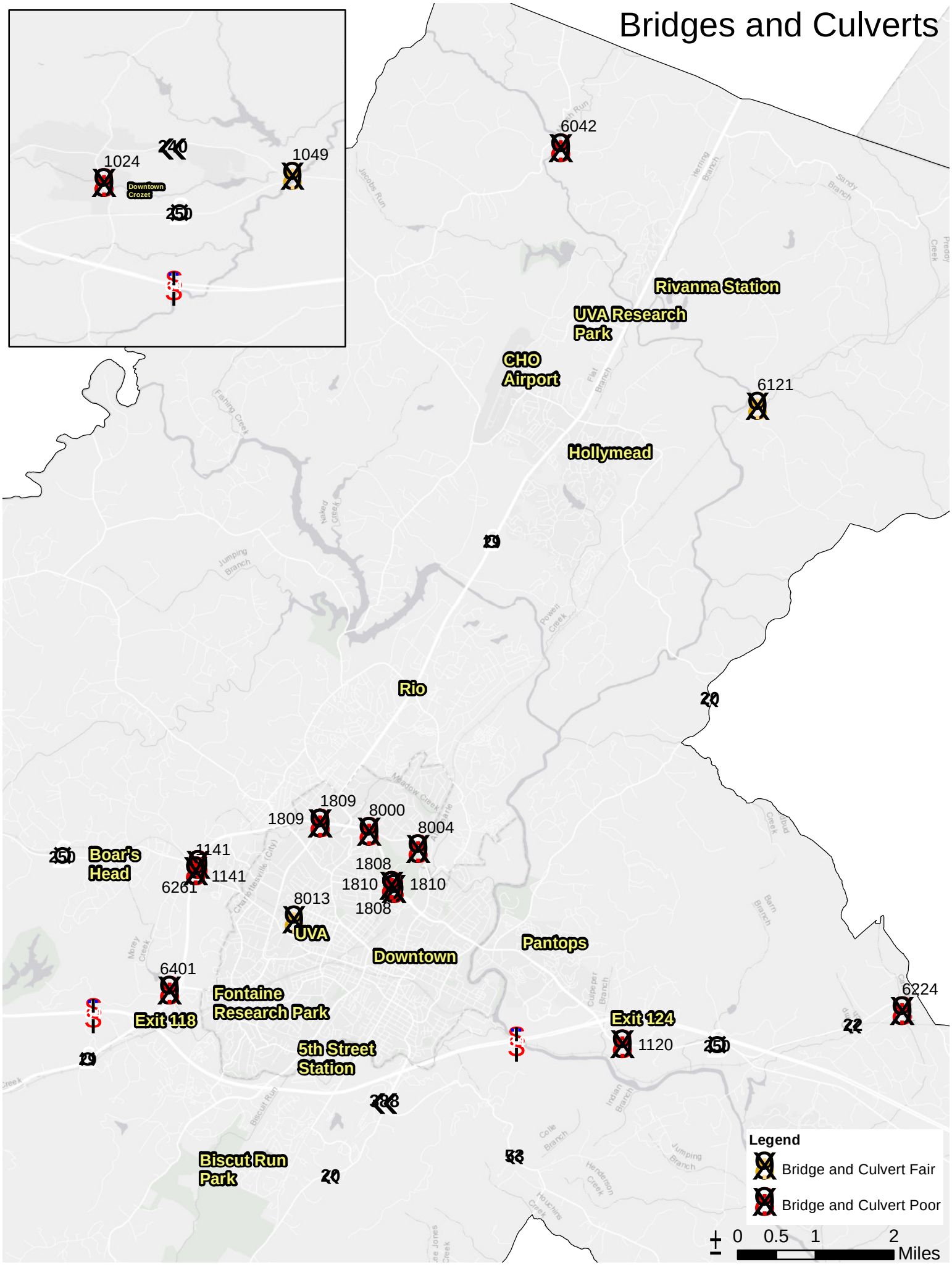
Action Items: Item is for discussion.

If there are any questions or comments, please contact Wood Hudson at whudson@tjpdc.org or 434-979-7310 ext. 101.

Attachment A

Bridge and Culvert List 1/8/2019

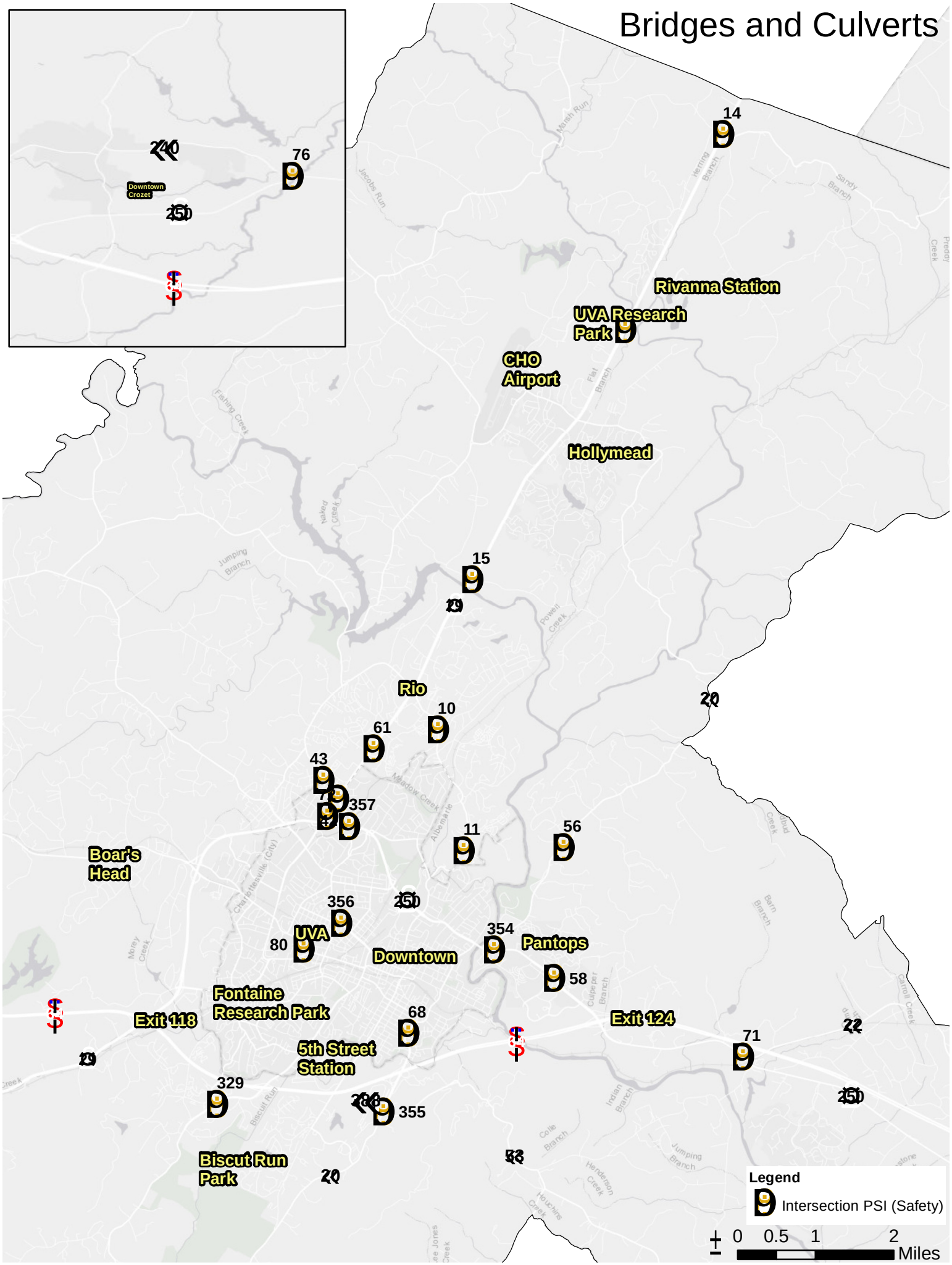
VA Structure #	FACILITY	FEATURES_INTERSECTED	SUFF_RATE	RatingTypeCombo	LRTP ID/Status
6401	FOUNTAINE AVENUE	MOREY CREEK	24	Poor Bridge	B17
8000	ROUTE 0000	DAIRY RD O RTE 250 BP	35	Poor Bridge	B15
1120	RICHMOND ROAD	SHADWELL CREEK	38	Poor Bridge	B4
6261	OLD IVY ROAD	ROUTE 29 & 250 BYPASS	39	Poor Bridge	B3
8013	ROUTE 0000	RUGBY RD O CSX RAILWAY	49	Fair Bridge	B14
1810	ROUTE 250 BYPASS	NORFOLK SOUTHERN RAILWAY	49	Poor Bridge	B11
1810	ROUTE 250 BYPASS	NORFOLK SOUTHERN RAILWAY	49	Poor Bridge	B11
1024	CROZET AVENUE	LICKINGHOLE CREEK	49	Poor Bridge	B5
6042	FRAYS MILL ROAD	MARSH RUN	50	Poor Bridge	B16
6224	KESWICK ROAD	CARROLL CREEK	50	Poor Bridge	B6
1808	ROUTE 0250	RUGBY AVE	52	Poor Bridge	B10
1808	ROUTE 0250	RUGBY AVE	52	Poor Bridge	B10
1809	ROUTE 0250	RTE 29 BUSINESS	53	Poor Bridge	B13
1809	ROUTE 0250	RTE 29 BUSINESS	53	Poor Bridge	B13
1141	IVY ROAD	ROUTE 29 & 250 BYPASS	58	Poor Bridge	B2
1141	IVY ROAD	ROUTE 29 & 250 BYPASS	58	Poor Bridge	B2
6121	WATTS PASSAGE	PREDDY CREEK	65	Fair Bridge	B9
8004	MELBOURNE ROAD	NORFOLK SOUTHERN RAILWAY	77	Poor Bridge	B12
1049	IVY ROAD	MECHUMS RIVER	86	Fair Bridge	B8
1801	9TH STREET	CSX & WATER STREET	41	Poor Bridge	In SYIP
1801	9TH STREET	CSX & WATER STREET	41	Poor Bridge	In SYIP


Bridges and Culverts
1024
Downtown Crozet
1049
6042
Rivanna Station
UVA Research Park
CHO Airport
6121
Hollymead
Rio
1809
1809
8000
8004
1808
1810
1810
1808
8013
UVA
Pantops
Downtown
1141
1141
6261
Boar's Head
6401
Fontaine Research Park
Exit 118
5th Street Station
Exit 124
1120
6224
Biscut Run Park
Legend
Bridge and Culvert Fair
Bridge and Culvert Poor
0
0.5
1
2
Miles

Attachment B

Intersection List 1/8/2019

OBJECTID	District Ranking	Rank Category	Intersection Name	Notes
42	1	4	Hydraulic Road at US29	2018 Smart Scale Application
14	12	4	2018/19 Smart Scale application	2018 Smart Scale Application
80	14	4	14th street and Main Street	
10	15	4	Rio and Oldbrook, Northfield Rd	
76	17	4	2018 Smart Scale Application	2018 Smart Scale Application
337	20	4	Route 29 at Lewis and Clark Dr	
71	21	4	Route 250 at Louisa Rd (Shadwell)	
15	22	4	Route 29 and Polo Grounds Road	Improved as part of 29 Solutions?
72	26	4	Angus Road and Route 29	2018 Smart Scale Application
329	43	4	Old Lynchburg Rd at 5th Street	
61	61	4	US 29 at Westfield Road	
68	61	4	Elliot Ave at Monticello Ave (City)	
58	72	4	US250 at State Farm Blvd	
38	74	4	Milton Rd at Thomas Jefferson Parkway	
51	80	4	Ivy Road (US 250) at Ivy Depot Rd	
56	86	4	Stoney Point Road and Key West Drive	
11	92	3	Rio Road at Pen Park Lane	
43	92	3	Hydraulic at Ingelwood Drive	2018 Smart Scale Application
354	0	0	US 250 at Stoney Point Road	2018 Smart Scale Application
355	0	0	Route 20 at Route 53	2018 Smart Scale Application
356	0	0	Preston Ave at Grady Ave	2018 Smart Scale Application
357	0	0	US 250 Bypass at Hydraulic Road	2018 Smart Scale Application


Bridges and Culverts
Downtown Crozet
Rivanna Station
UVA Research Park
CHO Airport
Hollymead
Rio
Boar's Head
UVA
Downtown
Pantops
Fontaine Research Park
Exit 118
Exit 124
5th Street Station
Biscut Run Park
Legend
Intersection PSI (Safety)
0 0.5 1 2
Miles