CA-MPO

Citizen Transportation Advisory Committee
Draft Summary Minutes
July 17, 2024

	RHP Committee Members		Staff
X	Lee Kondor, Albemarle County	X	Laurie Jean Talun
X	Nathan Moore, Albemarle		Christine Jacobs
	Jose Gomez, Albemarle		Gretchen Thomas
X	Marty Meth, Albemarle County	X	Sarah Simba
X	Peter Thompson, Albemarle (online)		
	Sarah Medley, City of Charlottesville		
	Greg Weaver, City of Charlottesville		
	Ethan Heil, City of Charlottesville		**Guests / Public**
	Betsy Roettger, City of Charlottesville		Alan Simpson, EPR
	Patrick Healy, City of Charlottesville	X	Chuck Proctor, VDOT
	Donna Chen, MPO		Will Cockrell, EPR
	Chapman Munn, MPO	X	Sandy Shackelford, VDOT
X	Stuart Gardner, MPO		

0. Call to Order

Chair Lee Kondor called the meeting to order at 7:00 p.m.

1. Attendance

Laurie Jean Talun took attendance.

2. Matters from the Public

None present.

3. Approval of minutes

Due to the lack of a quorum, minutes were unable to be approved.

4. Ivy Corridor Pipeline Study

Charles Proctor from VDOT reviewed the Ivy Road Corridor Improvements. A study will identify the causes of crashes in this region.

Some improvements are suggested as mid- to long-term improvements, as there is not high demand at this time.

The focus group whittled down the recommendations to a smaller group of projects, specifically the mid term package.

Nathan Moore suggested that we look at the southbound 250 where cars attempt to move to 64, and how often cars rear-end due to high speeds and sudden stand-still traffic – is there the possibility of flashing signs when the traffic backs up so much?

For example, a sensor that warns drivers to slow down.

VDOT is aware of this, and will be focusing on it in the future.

Eastern Corridor is also not extremely high needs, so may be more mid- to long-term.

Next steps involve the MPO choosing to seek funding for the appropriate sections that would be eligible to submit for SMART SCALE.

A question was posed about why this section of road is a focus. Mr. Proctor clarified that many are being looked at. Currently waiting for those studies to be fleshed out. Will be going back to other corridors to identify the next high priority locations, coordinated with the MPO.

Pipeline studies have to meet VTRANS eligibility standards. The Office of Intermodal Planning and Investment determines these standards.

A question was posed about the increase in student housing that will be at that area, and the limited public transportation, and how much are these things being considered at this stage? They are looking at a shared use path along Old Ivy Road. Transit was identified as a need in this area, but no commitment from CAT or JAUNT yet.

5. SMART SCALE application for Barracks and Fifth Street and Pantops

Charles Proctor continued the presentation.

Regarding Barracks road, there was a question about pedestrian crossings and controls at the roundabout crossings. Mr. Proctor confirmed either rapid flashing beacons or hawk signals. They will have a study to determine what the actual controls will be.

Will that stop cars who are going around the roundabout? They will have to yield at those locations.

There are new rules for these situations, as of the past year, which increased requirements for such situations.

A preliminary recommendation plan for the intersection of Hillsdale and Old Brook Road with Rio Road was reviewed, recognizing this is in the earliest stages.

The deadline for submission is August 1st, in two weeks. Then they will be evaluated and scored over the course of 5 months, presented in January. In the spring, the CTB will talk to localities and constituents about which projects to fund. About a third are funded in the end, across the state.

How are sidewalks and shared use paths incorporated? VDOT works with the localities to determine the plan.

6. Additional matters from the committee (as no public were present)

NEVI is interesting to some members – a desire to hear about this in the future. TJPDC staff can pull in a speaker to discuss the money that might be available. Sandy suggested a meeting link that could be sent to the group from past trainings as well.

A member mentioned a desire to provide more advising to the MPO, not only receiving information. Seeking more influence.

Another member shared that this was sometimes the case – getting a lot of staff updates, wanting more of a chance to advise and give feedback.

Long Range Transportation Plan – opportunities to give feedback. Ultimately, data wins out.

VDOT has a stable of consulting and engineering firms they deal with, mostly from Newport News, Richmond, or Northern Virginia. The consultants come and draw up a plan, and that's usually the plan, although for a few projects, multiple options are presented.

Another member mentioned that there were some healthy debates and feedback about SMART SCALE projects, and those pieces of advice were given to the Policy Board, and even if the advice isn't taken, it is okay. If anything horrible was mentioned in the presentations, the Advisory Board could speak up and it would go back to the Policy Board. It is on the members to escalate influence if there is a specific need.

Staff mentioned that the CTAC is not required like the Tech committee is, but this region decided that it's important, and decided to have this recurring citizens committee to be able to have feedback and advice. The LRTP is where most of the advice happens. Then in the off cycles, when not just submitting an LRTP or SMART SCALE app, we are uncertain of the role. It's not always clear because there is no code dictating the work of the CTAC.

Our CTAC is unique in the level of technical expertise among the members.

One member said he appreciates being a bridge between CTAC and the Planning Commission.

When the representative from CTAC sits in the Policy board meetings, that's the time to share important feedback.