Charlottesville-Albemarle
Metropolitan Planning Organization (CA-MPO)
Citizens Transportation Advisory Committee (CTAC)
Wednesday, November 20, 2024, 7:00 p.m.
In-Person Meeting
407 East Water Street, Charlottesville 22902

AGENDA

Join Zoom Meeting
https://us02web.zoom.us/j/83277478800
(For Remote Participation in Compliance with Adopted Remote Meeting Policy, Guest Speakers, and Member of Public)
Meeting ID: 832 7747 8800
Dial in +1 301 715 8592

Item	*Description*	*Time†*
1	**Call to Order & Attendance** —*Chair Lee Kondor*	7:00 – 7:05
2	**Matters from the Public**—*Chair Lee Kondor* Members of the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – limit three minutes per speaker	7:05 – 7:20
3	***General Administration**—*Chair Lee Kondor* a. *Review and Acceptance of the Agenda b. *Draft September 18, 2024, Meeting Minutes	7:20 – 7:25
4	**New Business—** *Sarah Simba* Safe Streets and Roads for All (SS4A) Update — *Gorjan Gjorgjievski & Sarah Simba*	7:25 — 7:45
5	**VDOT Update on Projects** — *Chuck Proctor & Sandy Shackleford* a. SSVI 5th Street DDI Cost Estimate b. Ivy Corridor Update c. STARS and Pipeline Studies — Locations and Processes	7:45 — 8:15
6	**Staff Updates & Meeting Schedule**—*Sarah Simba* a. Federal Functional Classification (FFC) — *The Policy Board approved the Proposed changes.* b. Next CTAC meeting: January 22, 2024—All Virtual Meeting	8:15 —8:20
8	**Round table Updates** — Chair Lee Kondor	8:20 – 8:25
9	**Additional Matters from the Committee and Public—***Chair Lee Kondor* *Members of the Committee and the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – limit three minutes per non-Committee speaker*	8:25 - 8:30
10	**Adjourn** — Chair Lee Kondor	8:30pm

† Times are approximate ** Requires a vote/action of the Committee*

COMMITTEE MEMBERS
Lee Kondor, Albemarle County, Chair
Donna Chen, MPO – Vice-Chair
VOTING MEMBERS
Stuart Gardner, MPO
Jose Gomez, Albemarle County
Patrick Healy, Charlottesville
Ethan Heil, Charlottesville
Sarah Medley, Charlottesville
Marty Meth, Albemarle County
Nathan Moore, Albemarle County
Chapman Munn, MPO
Betsy Roettger, Charlottesville
Peter Thompson, Albemarle County
Greg Weaver, Charlottesville
STAFF
Christine Jacobs, TJPDC
Lucinda Shannon, TJPDC
Ruth Emerick, TJPDC
Logan Ende, TJPDC
Isabella O'Brien, TJPDC
Gorjan Gjorgjievski, TJPDC
Gretchen Thomas, TJPDC
Sarah Simba, TJPDC
GUESTS / PUBLIC

CA-MPO

Citizen Transportation Advisory Committee
Draft Summary Minutes
September 18, 2024

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Sarah Simba, TJPDC
GUESTS / PUBLIC

Item	*Description*	*Time†*
1	**Call to Order**—*Chair Lee Kondor* **Attendance**—*Sarah Simba* **Staff Update:** Gorjan Gjorgjievski – *Christine Jacobs*	7:00 – 7:05
2	**Matters from the Public**—*Chair Lee Kondor* Members of the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – limit three minutes per speaker	7:05 – 7:10
3	**General Administration**—*Chair Lee Kondor* a. *Review and Acceptance of the Agenda b. *Draft April 17 & July 17, 2024, Meeting Minutes	7:10 – 7:15
4	**New Business** – *Christine Jacobs* **Remote Electronic Participation and All-Virtual Meeting Policy** – *Informational* a. Electronic Meetings Policy Staff Memo b. Remote Participation Virtual Meeting Policy red-lined version c. CLEAN Remote Participation Virtual Meeting Policy	7:15 – 7:25
5	**Highway Systems Functional Classification (FFC)**— *Sarah Simba* Federal Highway Functional Classification (FFC)— Informational a. Culpeper Functional Classification GIS Map (Proposed Changes, 2024) b. FFC Resolution of the MPO i. Saff Memo on Federal Functional Classification ii. FFC Resolution of Support	7:25—7: 30
6	**VDOT Update on Projects**—*Chuck Proctor, VDOT* Updated Cost Estimates for the MPO Smart Scale Projects – Informational	7:30 – 8:00
7	**Discussion - Staff Updates and Meeting Schedule**—*Christine Jacobs* a. CTAC Bylaws b. Next meeting: November 20, 2024	8:00—8:15
8	**Additional Matters from the Committee and Public—***Chair Lee Kondor* *Members of the Committee and the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – limit three minutes per non-Committee speaker*	8:15 – 8:30
10	Adjourn—Chair Lee Kondor	8:30pm

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. —This item requires a correction suggested by Lee.

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.

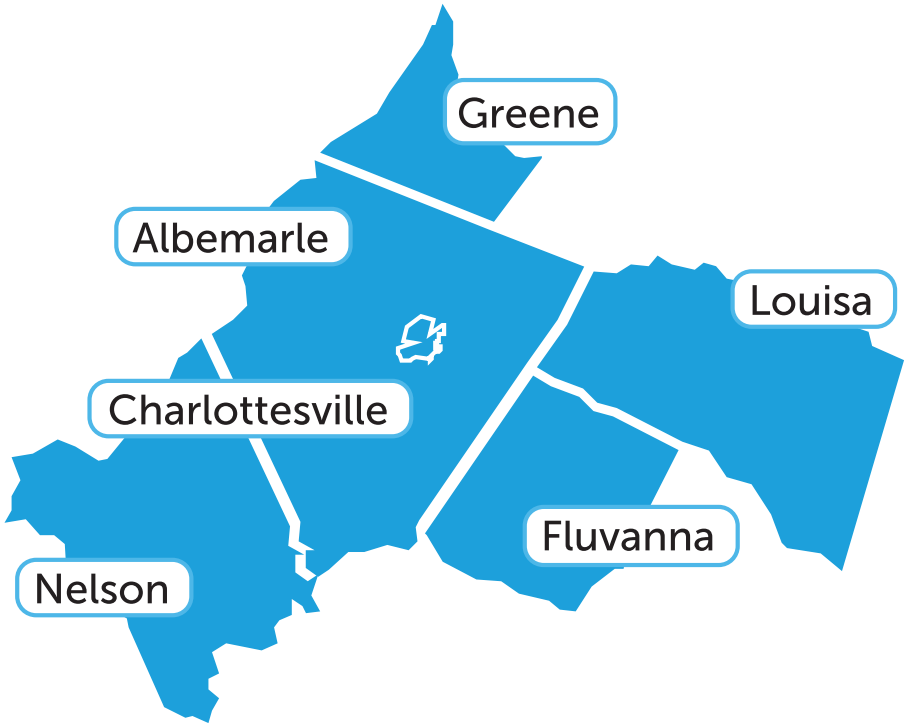
Staff mentioned that the CTAC is not required like the Tech committee is, but this region decided that it's important, and decided to have this recurring citizens committee to be able to have feedback and advice. The LRTP is where most of the advice happens. Then in the off cycles, when not just submitting 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.

move SAFELY blue ridge



…the region's community driven plan to reduce roadway fatalities and serious injuries for all road users

Thomas Jefferson Planning District Commission

Safe Streets and Roads for All (SS4A)

- Bipartisan Infrastructure Law established SS4A discretionary program
- Supports USDOT National Roadway Safety Strategy
- Long-term goal of zero traffic fatalities using a Safe Systems Approach

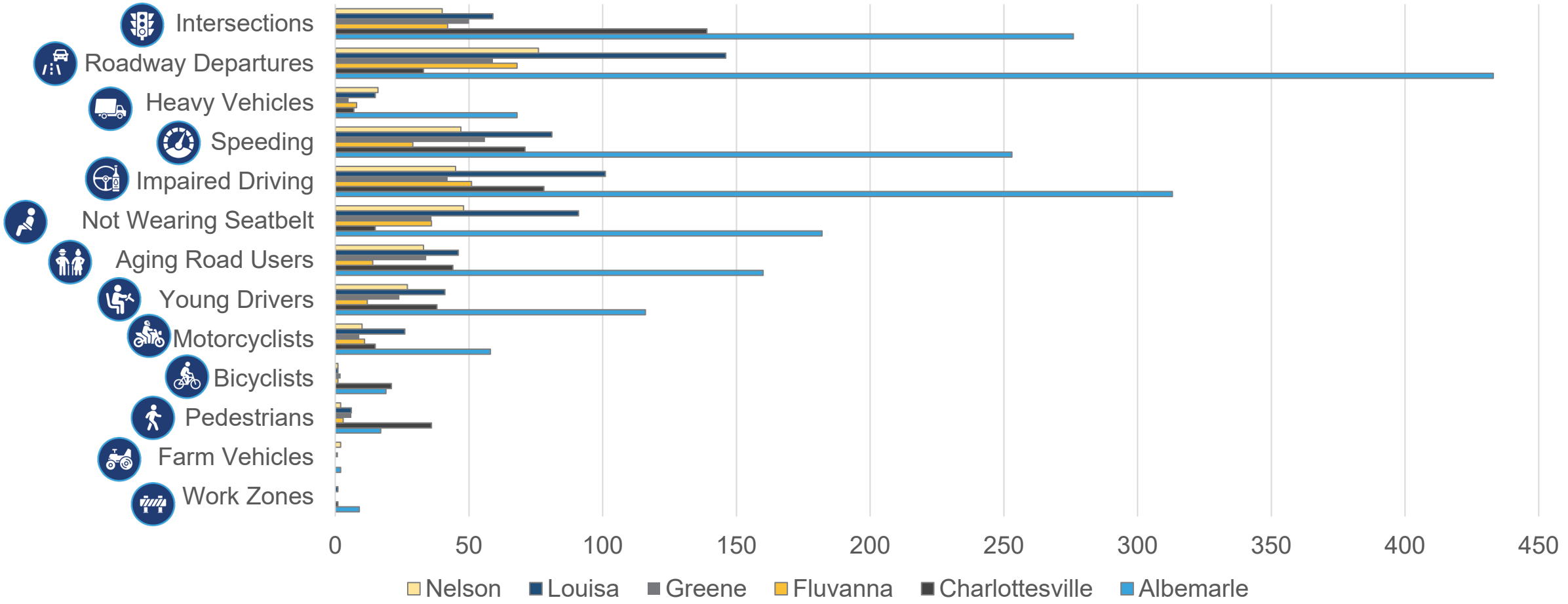
Emphasis Areas

- Evaluated trends and contributing factors to fatal and serious injury crashes within established emphasis areas
- Developed high injury network to identify intersections and roadway segments in need of safety improvement



- Emphasis area from SHSP
- New emphasis area for Move Safely Blue Ridge

Fatalities & Serious Injuries by Emphasis Areas, 2018 - 2022



Comprehensive Safety Action Plan Components

- Leadership commitment
- Oversight group to develop, implement, and monitor
- Comprehensive safety data analysis
- Robust public and stakeholder engagement
- Inclusive and representative process in the plan development
- Evaluation of processes and policies
- Comprehensive identification/prioritization of projects and strategies
- Ongoing monitoring and Reporting

Specific Components and Funding opportunities

- Locality contribution for regional components were assessed on a per capita basis

- Albemarle-specific Components: $84,000

- Charlottesville-specific Components: $205,000
  - $121,000 estimated for charrette and project design demonstration

- Fluvanna, Greene, Louisa and Nelson counites-specific components: $72,000
  - $33,000 for public engagement

- This Safety Action plan will enable future funding opportunities for roadway safety.

Countermeasure Identification

- Countermeasures and strategies will be focused on the 4 Es of roadway safety



ENGINEERING
Designing safer facilities for all users



EDUCATION
Building a culture of traffic safety

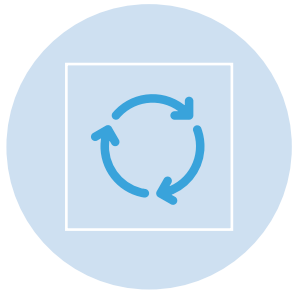


ENFORCEMENT
Reinforcing safe travel behaviors

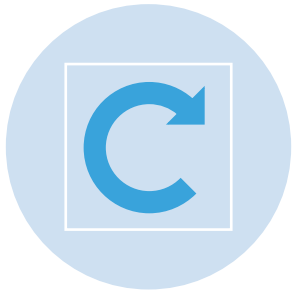


EMERGENCY RESPONSE
Saving lives through rapid response

Process Overview



Step 1: Identify Issues and Opportunities (Winter 2024/Spring 2024)



Step 2: Establish Priorities (Summer 2024/Fall 2024)



Step 3: Develop Strategies (Winter 2024)



Step 4: Plan Development and Review (Spring 2025)

Activities to Date

- **Project Coordination:**
  - Working group member meetings
  - Partner coordination meetings
- **Public Engagement – Round I:**
  - Six in-person public meetings (one in each jurisdiction)
  - One virtual meeting for all jurisdictions
  - 21 pop-up events across the TJPDC jurisdictions
- **HIN Site Visits:**
  - Project team conducted site visits in each of the six participating jurisdictions.

Survey Results Overview

- 300+ total responses – collected both online and on paper

- Driver behavior is a concern
  - Over 60% of respondents disagree or strongly disagree that “people drive safely” in the region

- Respondents want safe facilities for all road users
  - 46% of respondents mentioned a need for additional sidewalks and/or bike lanes in the survey

Survey Results Overview

- Road and street design is the most common concern for respondents when walking, biking, or rolling

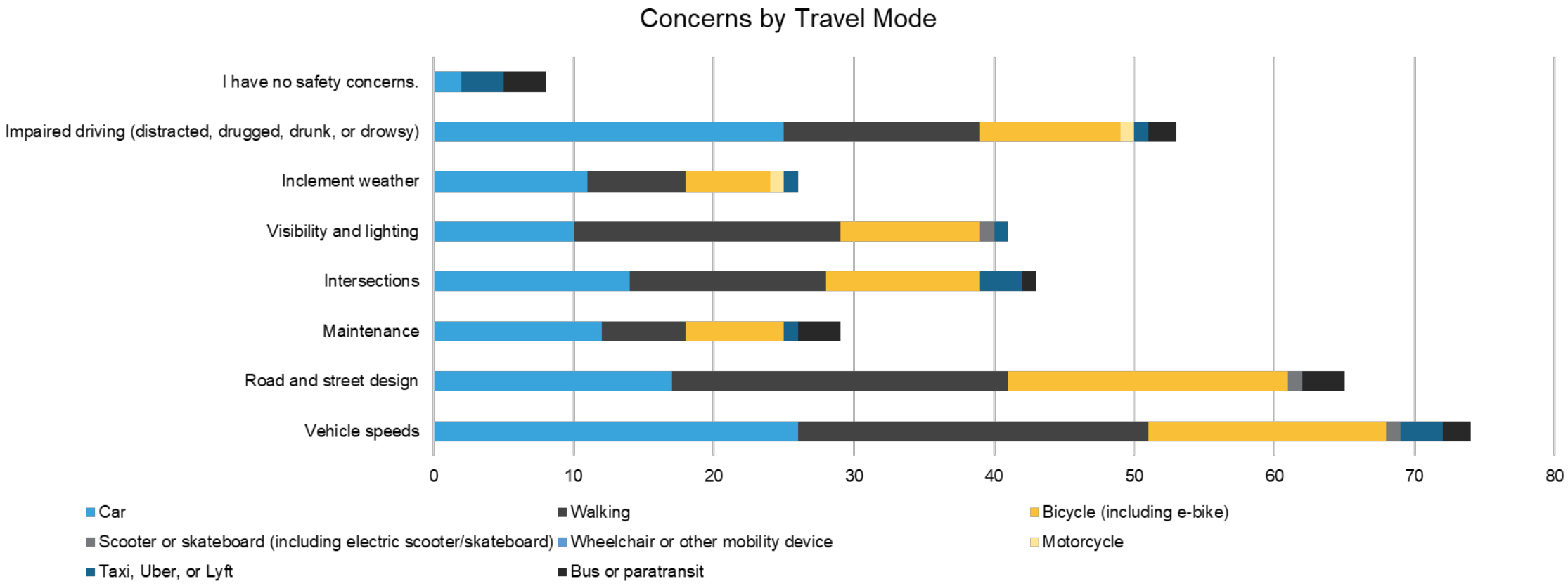
- Vehicle speeds are the most common concern for respondents when driving a car

- Impaired driving is the most common concern for respondents when driving a motorcycle

Survey Response Highlights - Albemarle

- Over 70% of respondents disagree or strongly disagree that "people drive safely."
- Over 60% of respondents disagree or strongly disagree that "I feel safe traveling on both urban and rural streets and roads."
- Top concerns include vehicle speeds, road & street design, and impaired driving, across users of different travel modes.

Survey Response Highlights - Albemarle



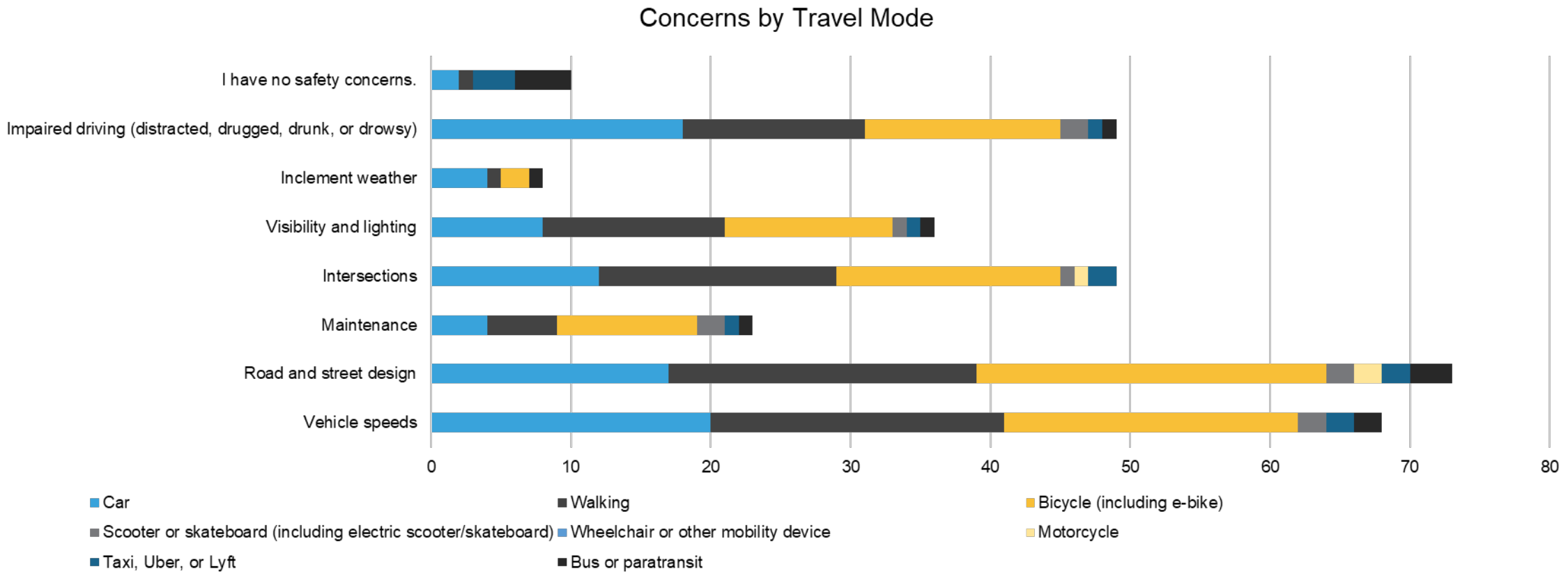
Survey Response Highlights - Charlottesville

- Over 70% of respondents disagree or strongly disagree that "people drive safely."

- Over 45% of respondents disagree or strongly disagree that "information about safe driving practices is readily available and easy to understand."

- Road and street design is a concern for respondents across travel modes, especially pedestrians and bicyclists.

Survey Response Highlights - Charlottesville

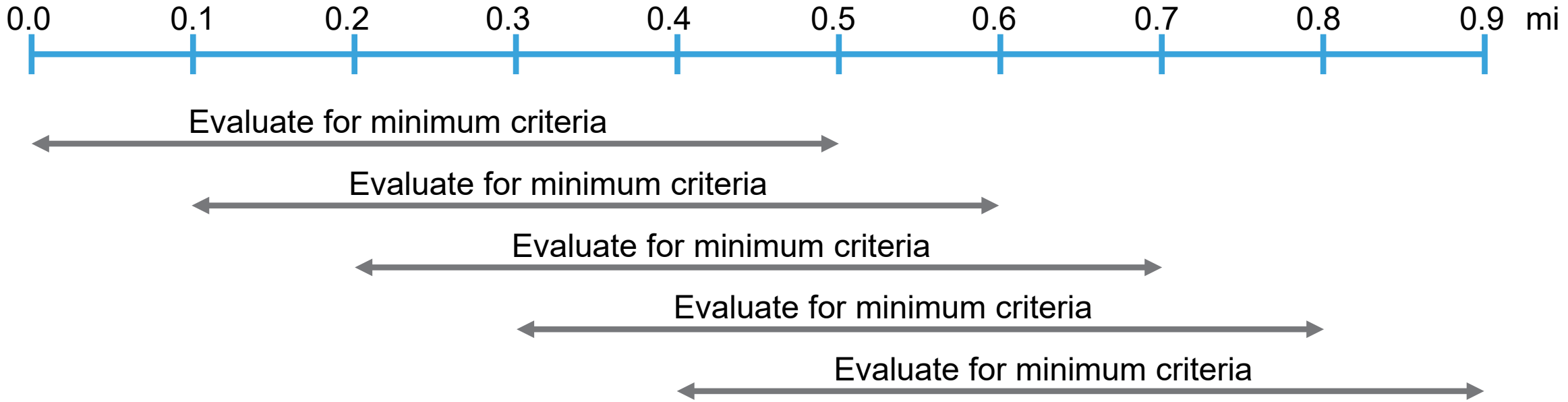


Ongoing Work

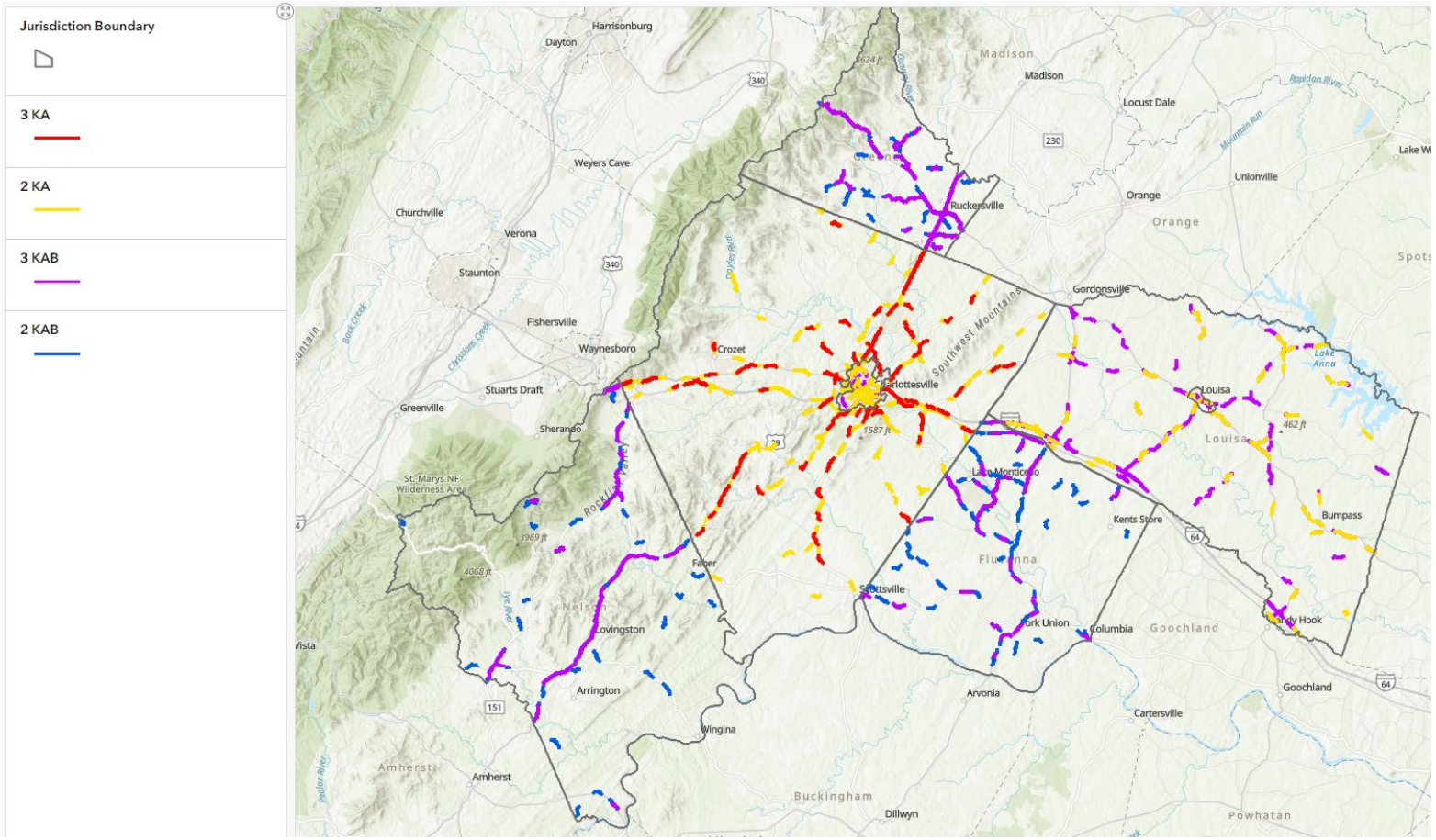
- Round II of public engagement
  - Presenting solutions by roadway type for feedback
    - Ex. Edge line rumble strips for rural roads, high visibility crosswalks
  - Project team holding “pop-ups” at events open to the public in each jurisdiction from November 11 to November 23.
  - Survey: The Survey is active from November 7 to December 6

HIN Methodology

- Roadway segments divided into 0.1-mile segments
- Sliding window analysis used to identify 0.5-mile segments that meet minimum crash criteria



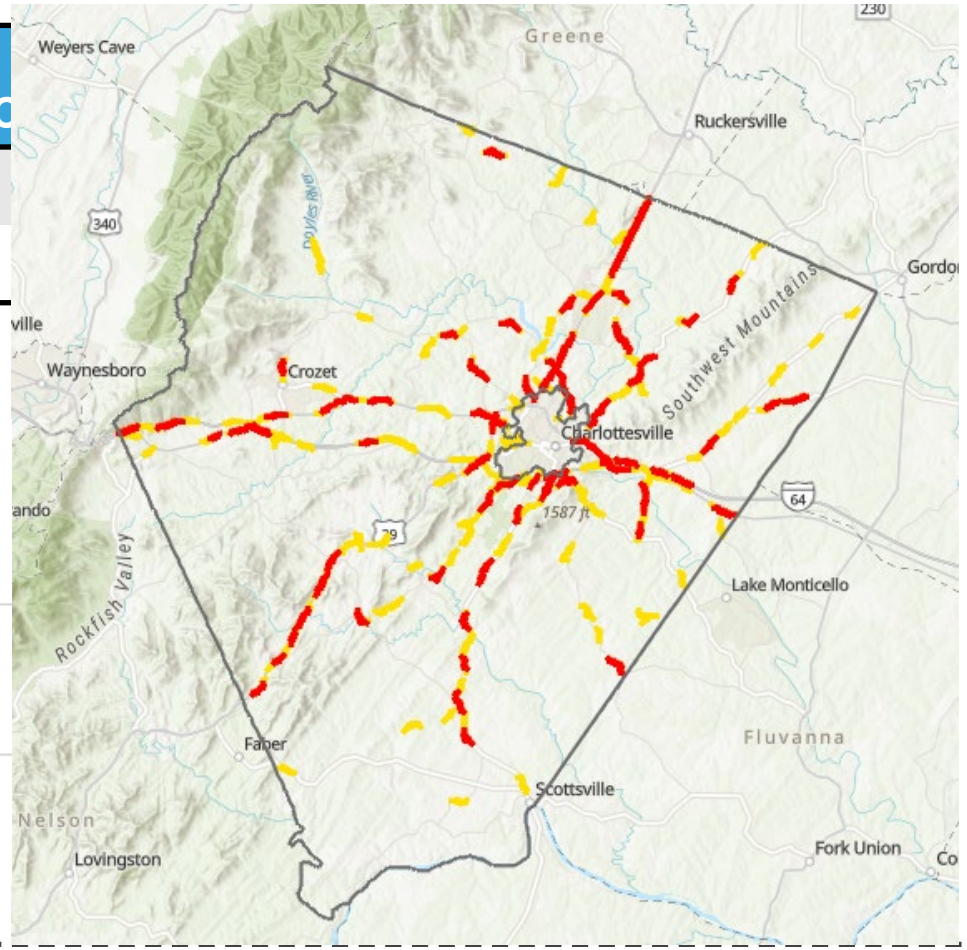
HIN Criteria Options



- Each jurisdiction using the larger network (ex. 2KA criteria for Albemarle) as the HIN for the purpose of funding applications, etc.
- Each jurisdiction prioritizing countermeasures on the smaller network (ex. 3KA criteria for Albemarle)

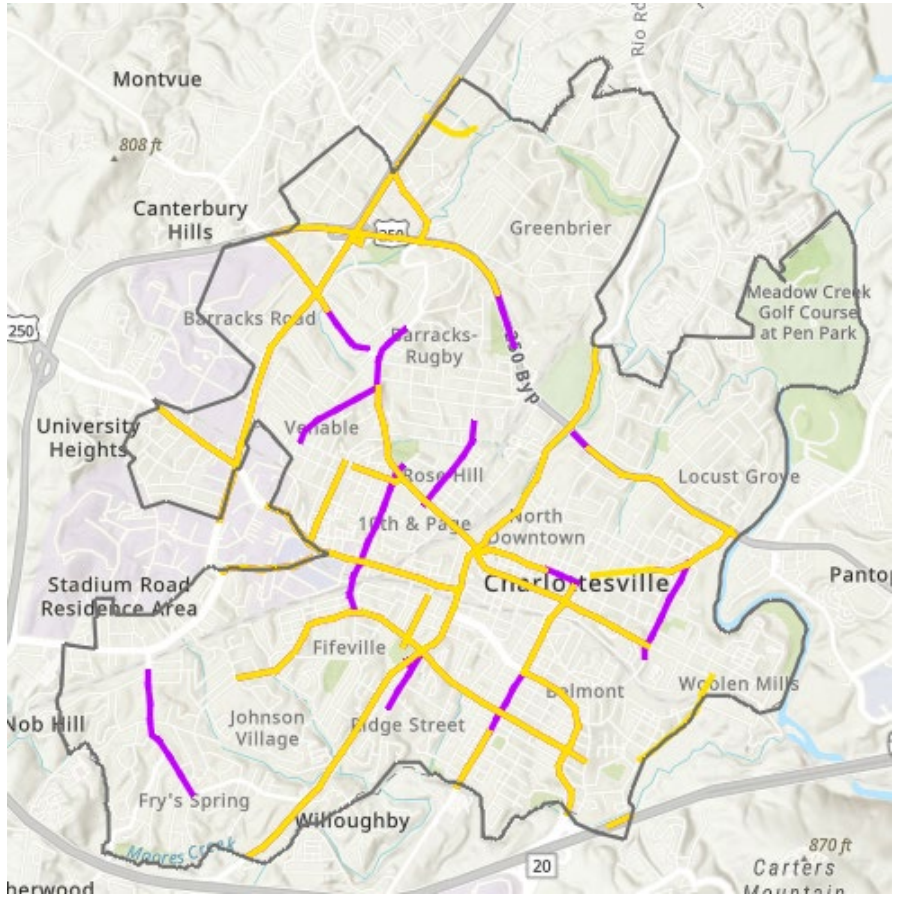
HIN Criteria Options – Albemarle

Albemarle Criteria	Segment Miles	% Miles	Crashes	C
2 KA Crashes	125	7%	560	
3 KA Crashes	56	3%	365	



HIN Criteria Options - Charlottesville

C'ville Criteria	Segment Miles	% Miles	Crashes	% Crashes
2 KA Crashes	22	14%	147	77%
3 KAB Crashes	26	17%	342	84%




Plan Development
Collect & Analyze Data
Visit Sites & Develop Countermeasures
Prioritize Strategies & Projects
Draft & Revise Safety Action Plan
Fall 2023
Spring 2024
Fall 2024
Spring 2025
move SAFELY blue ridge
Safety Action Plan
Engagement
Round 1: Identify Values, Issues, and Opportunities
Round 2: Collaborate on Strategies & Priorities
Round 3: Provide Feedback on Safety Action Plan
Stakeholder Meetings
Regional Safety Summit
Virtual Meetings
Pop-Up Events
Public Survey

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Thank You


VDOT
Virginia Department of Transportation

64/5TH STREET DIVERGING DIAMOND INTERCHANGE PROJECT SCOPE DEVELOPMENT AND COST ESTIMATE

MPO Policy Board

Charles Proctor & Sandy Shackelford

October 23, 2024

Outline

- Application Development Process Overview
- Process Constraints
- Alternative Selection
- Cost Estimate
- Application Timeline
- Next Steps



Application Development Process

1. Assess Existing Conditions
2. Identify Alternatives
3. Evaluate Alternatives
4. Select Preferred Alternative
5. Develop concept/base cost estimate/application materials
6. Identify risks/contingencies
7. Final Cost Estimate



Application Development Constraints

- **Compressed schedule due to SMART SCALE program review process**
- **Additional project readiness requirements introduced**
- **Conceptual design development iterative process involving multiple disciplines**

Planning	Environment	Structure & Bridge
Location & Design	Traffic	Estimator
Utilities	Right of Way	Consultants

- **Concepts developed in-house or by consultants**
  - Consultant-developed work reviewed/approved by VDOT
- **Limited time/resources to conduct pre-scoping activities**
  - Competing priorities for VDOT staff impacts review turnaround
- **Cost estimates have limited shelf lives**
  - Estimates have to be re-developed each round



- **Issues identified during the 5th Street Corridor Study/updated in late 2023/early 2024:**
  - High crash volumes
  - Long queues
  - Operational concerns
  - Lack of multimodal connections
- **Project goals:**
  - Improve interchange operations and safety
  - Enhance multimodal accessibility and connectivity for pedestrians, bicyclists, and transit users
- **Identified alternatives included:**
  - Optimized Diamond Interchange
  - Single Point Urban Interchange
  - Diverging Diamond Interchange
  - Existing Condition + Sidewalk



Optimized Diamond Interchange

- Negligible safety benefits
- Minor operational improvements
- Low relative cost

Diverging Diamond Interchange

- Substantive safety benefits
- Moderate operational benefits
- Moderate-high relative cost

Single Point Urban Interchange

- Limited safety benefits
- Highest operational benefits
- Highest relative cost

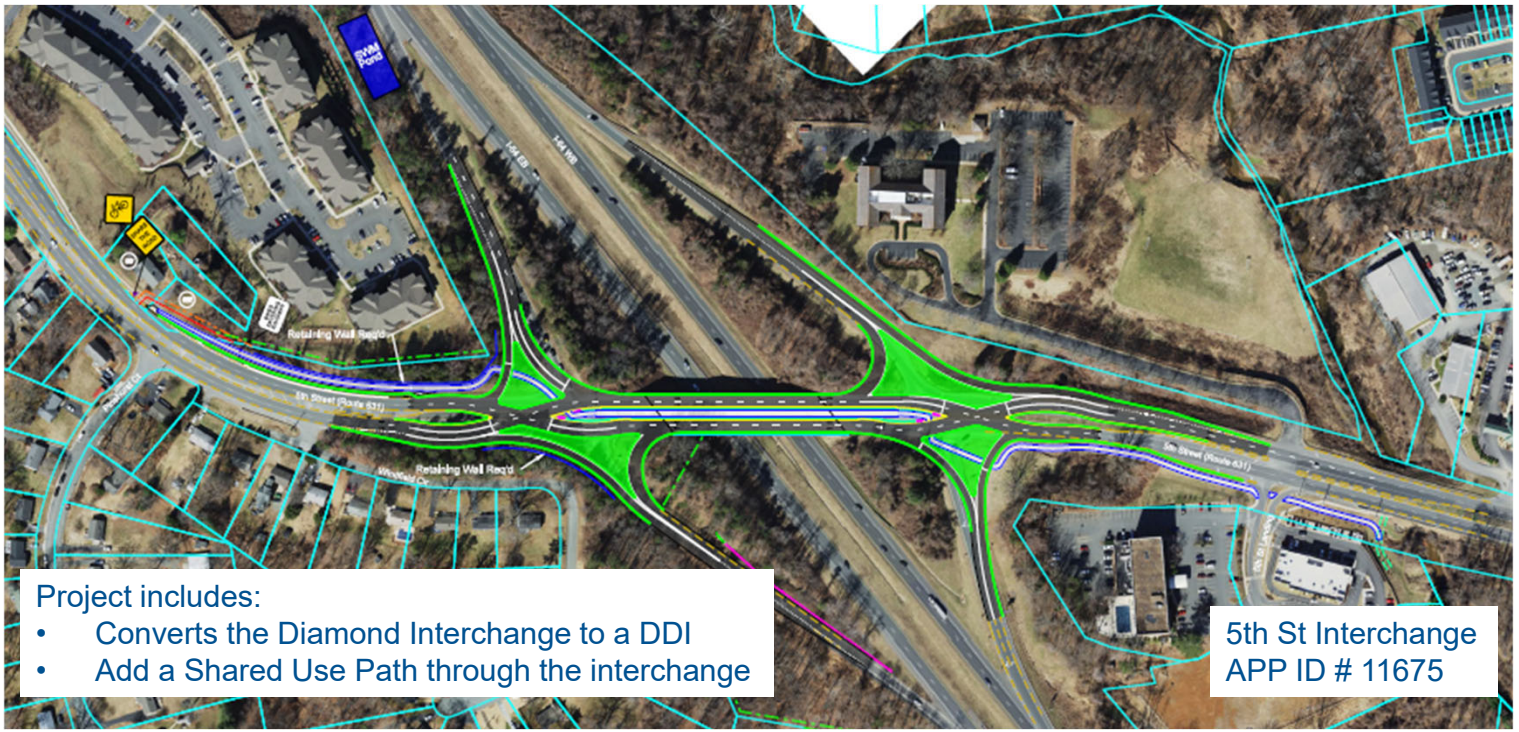
Existing Condition + Sidewalk

- Not eligible MPO/PDC application
- Safety benefits only apply to pedestrian-related crashes

Factor	Safety	Congestion Mitigation	Accessibility	Land Use	Economic Development	Environmental Quality
Category B – Round 5	20%	15%	20%	15%	20%	10%
Category B – Round 6	20%	25%	25%	Multiplier	20%	10%

1. Existing Conditions | 2. Identify Alternatives | 3. Evaluate Alternatives | **4. Preferred Alternative** | 5. Concept Development | 6. Risk/ Contingency | 7. Final Cost Estimate

- Public feedback favored DDI
- DDI selected as preferred alternative



Project includes:
- Converts the Diamond Interchange to a DDI
- Add a Shared Use Path through the interchange

5th St Interchange
APP ID # 11675



PROPOSED ESTIMATE					PROPOSED SCHEDULE	
Phase	**Base**	**% Cont.**	**Uninflated Total (2024)**	**Inflated Total**	**Phase (Task)**	**Target Date**
PE	$6,270,000	12%	$7,022,400	$8,207,079	PE Start (12)	9/1/2027
RW/UT	$510,000	41%	$719,100	$954,318	RW Start (52)	5/8/2031
CN (Cont)	$31,600,000	38%	$49,612,000	$69,848,735	CN Start (80)	7/13/2032
CN (CEI)		19%			CN End (91)	5/1/2034
Total Estimate			**$57,353,500**	**$79,010,131**		

SCOPE DESCRIPTION

- Convert existing traditional diamond interchange to a Diverging Diamond Interchange.
- Include a shared use path across the interchange to tie into existing pedestrian facilities to the northeast and southwest.
- A bridge replacement is likely required due to the proposed changes to the superstructure.

Bridge specific line items (uninflated):

- **PE: $3,203,829 (51% of uninflated total)**
- **CN: $16,571,606 (52% of uninflated total)**

5th Street/64 DDI Application Development Timeline



Next Steps

- **Wait on SMART SCALE funding award announcements**
  - **Difficult to predict likely funding outcomes due to SMART SCALE program changes**
- **If not funded, can evaluate other alternatives**
  - **Build off of information discovered during Round 6 application development**
  - **DDI provides best safety outcomes and improves operations**
    - Safety improvements more than double compared to next best alternative (SPUI, Optimized Diamond, Sidewalk-Only)
    - Had strongest public support
  - **Submitted concept required significant changes to deck configuration due to addition of shared use path**
    - Reconfigure bridge to DDI without the shared use path on existing structure
    - Add a second bike/ped structure adjacent to existing bridge

Questions?



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VDOT
Virginia Department of Transportation

IVY ROAD STUDY UPDATE

MPO Policy Board

Charles Proctor

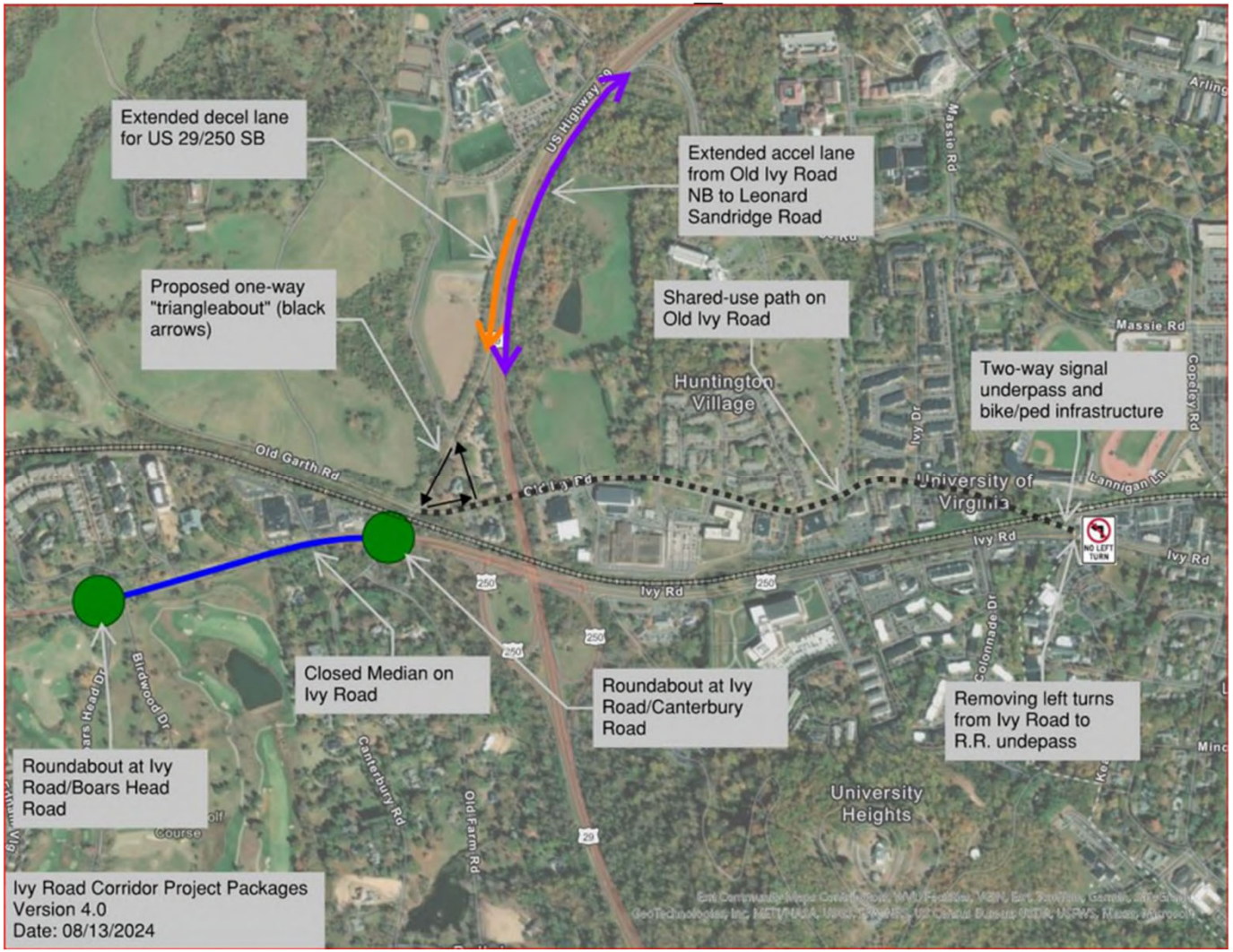
October 23, 2024

Meeting Agenda

1. Ivy Rd Corridor and US 29/250 Bypass Interchange Pipeline Study
   - Proposed Scenario Plan
   - Recommendation Strategy

Ivy Rd Corridor Improvements

Preferred Scenario



Ivy Rd Corridor Improvements

Potential Long Term Western Corridor Scenario

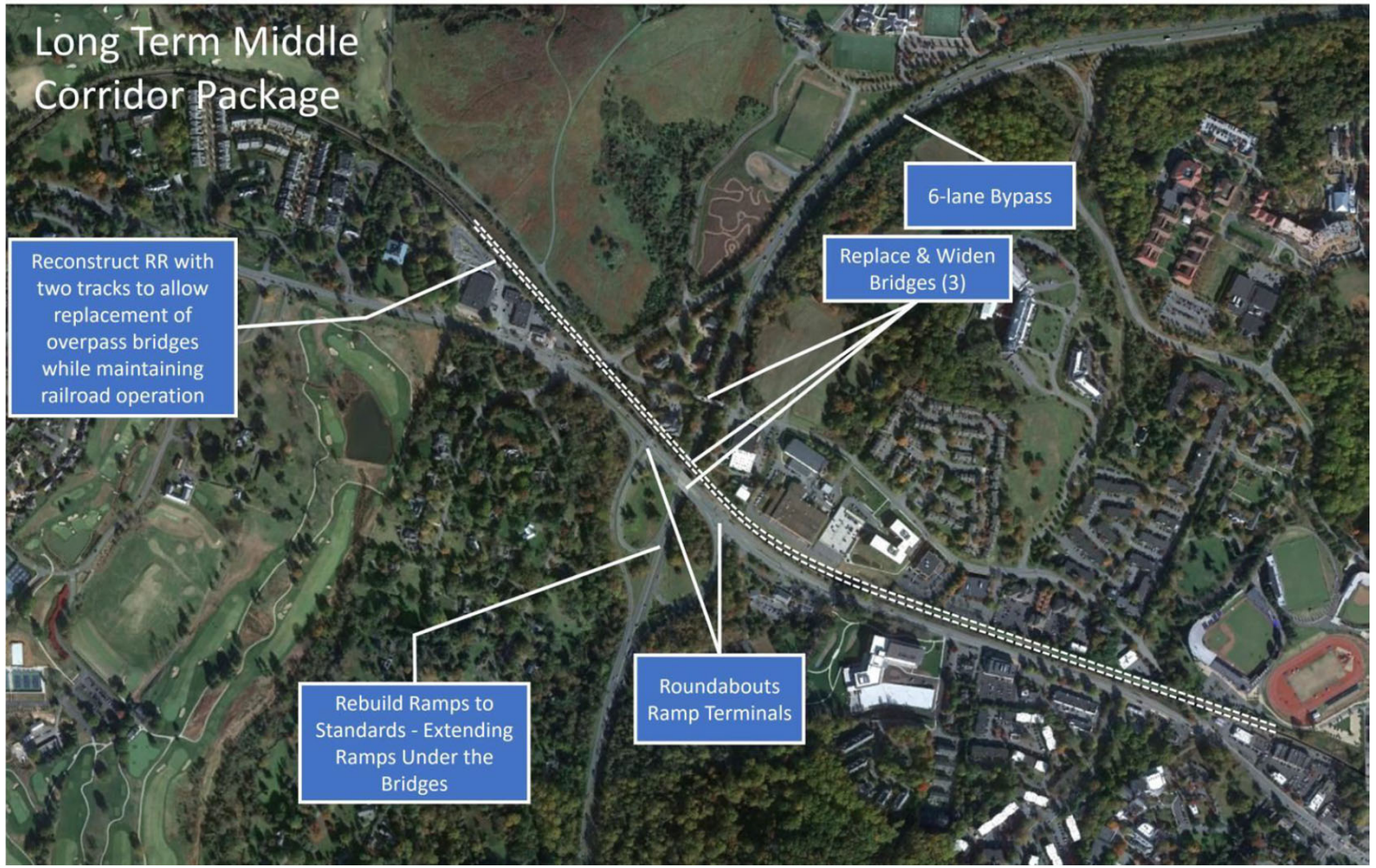
These will be included for future consideration as needs changes



Ivy Rd Corridor Improvements

Potential Long Term Middle Corridor Scenario

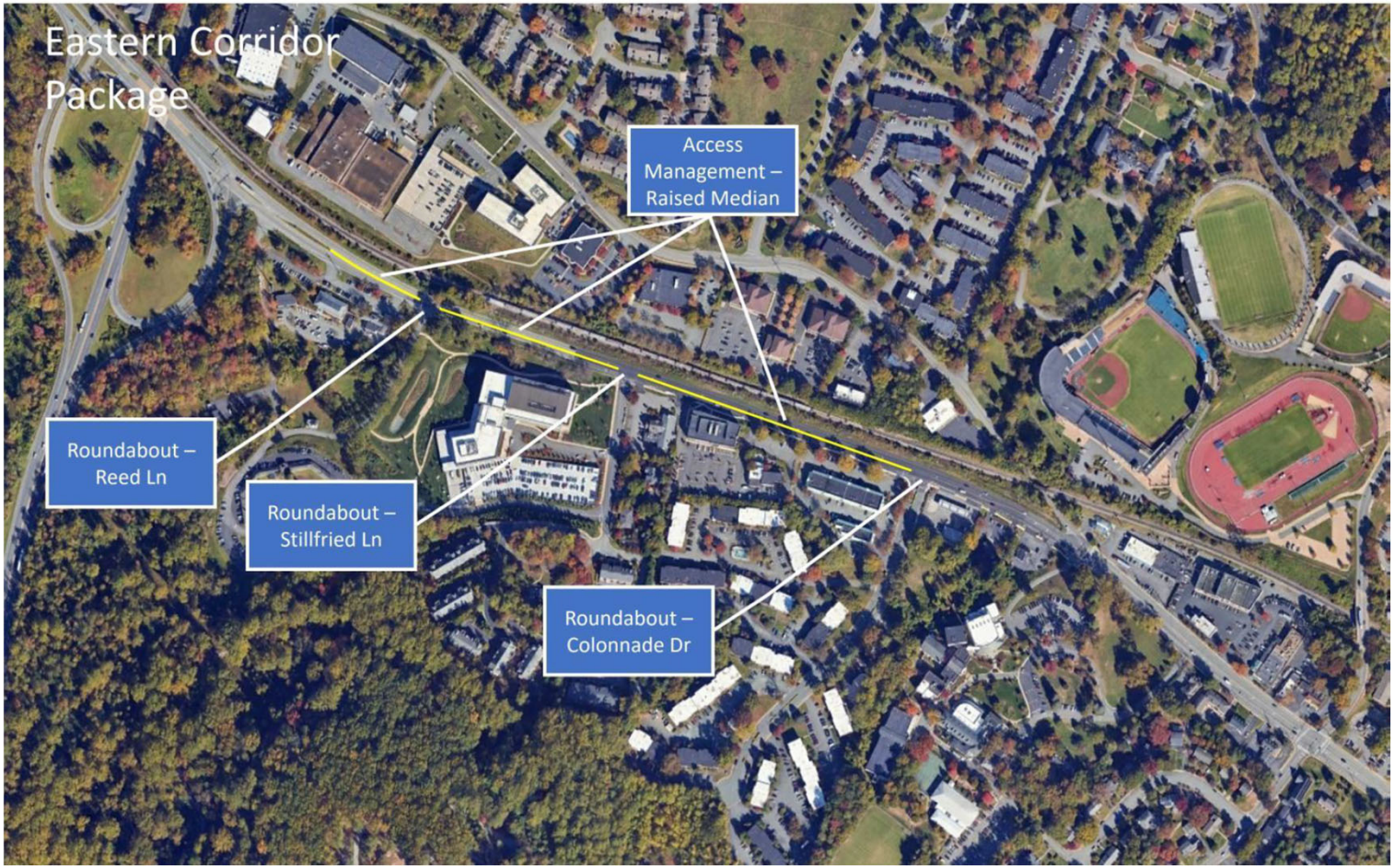
These will be included for future consideration as needs changes



Ivy Road Corridor Improvements

Potential Eastern Corridor Scenario

These will be included for future consideration as needs changes



Ivy Road Corridor Improvements

Next Steps

- Reviewing the analysis for the Eastern underpass scenario to ensure it will not overly impact travel on BUS 250 to validate the preferred solution;
- Developing Planning Level Cost estimates for the Preferred Scenarios;
- Compile the final report.


VDOT
Virginia Department of Transportation

STARS AND PROJECT PIPELINE STUDIES

MPO Policy Board

Charles Proctor & Sandy Shackelford

October 23, 2024

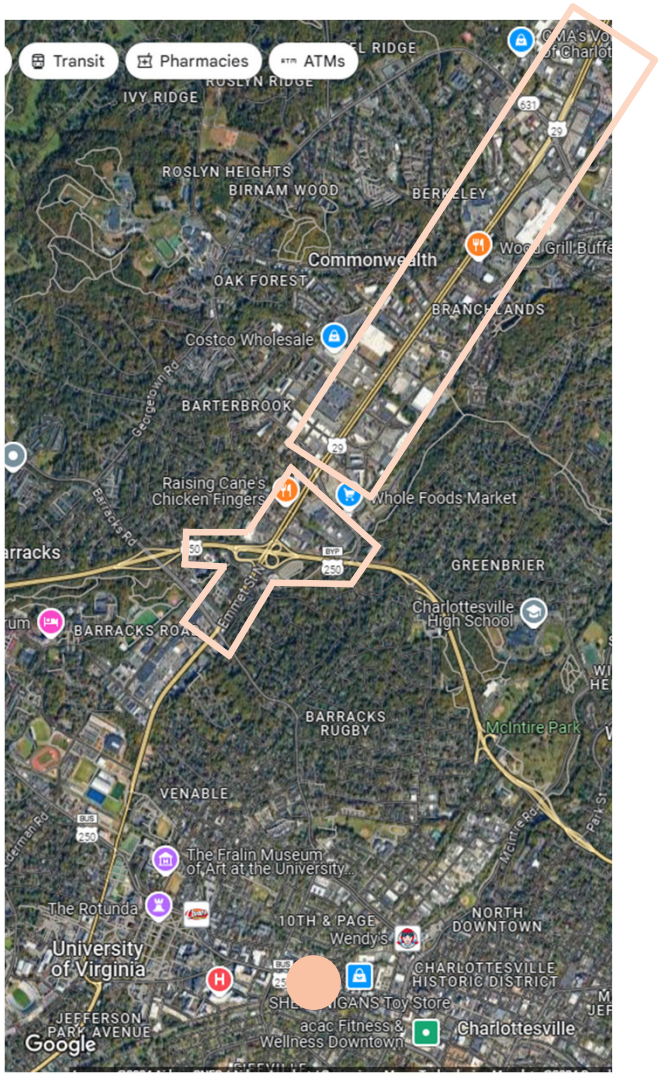
Agenda

- Program Guidelines Overview
- STARS Study Locations
- Proposed Project Pipeline Study Locations

	STARS Program Guidelines	Project Pipeline Program Guidelines
Administration	Transportation & Mobility Planning Division (TMPD)	Office of Intermodal Planning & Investment (OIPI)
Purpose	Provide a continuous stream of transportation improvement recommendations eligible for programming/funding	Performance-based planning program to identify cost-effective solutions to multimodal transportation needs
Project Goals	Identify multi-modal solutions that improve safety and reduce congestion	Identify multi-modal solutions that address CTB-adopted VTrans needs
Suggested Study Work Group Members	• VDOT District & CO Planning • Local/Regional Stakeholders • Location & Design Engineers • Residency Engineers • Transit Operators • Traffic Operations • Environmental	• Local/Regional Stakeholders • Design Engineers • District Subject Matter Experts • Residency Engineers • Transit Operators • Communications Staff • Local Law Enforcement/EMS Personnel
Program Cycle	Annual	Biennial
Study Process/ Phasing	1. Framework Phase • Kickoff and Diagnosis 2. Study Phase • Data Collection & Public Feedback • Alternatives Evaluation • Preferred Alternatives Selection	1. Kickoff, Diagnosis, and Preliminary Alternatives 2. Alternatives Evaluation, Public Feedback, and Preferred Alternative Selection 3. Preferred Alternative Development, Risk Assessment, and Investment Strategy + Application

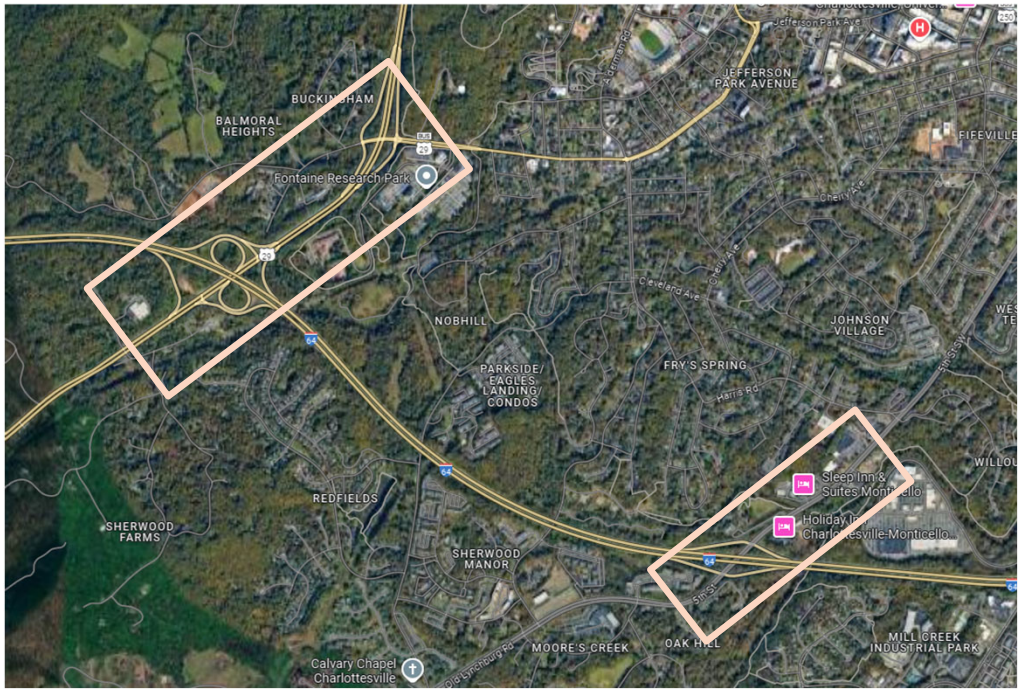
STARS Study Locations

1. Emmet Street/US 29 between Barracks Rd and Hydraulic Rd
   - Will include the 250 interchange
2. US 29 between Hydraulic Rd and Woodbrook Dr
3. W. Main/Ridge McIntire/W Water St/South Street Intersection



Project Pipeline Proposed Locations

1. 5th Street
   - Further analysis on 5th Street/I-64 DDI
   - Re-examine the 5th Street/5th Street Station intersection
2. US 29 at the I-64 Exit 118 interchange



*An alternative solution at Barracks Road was developed in the previous Project Pipeline study and could be submitted as a Round 7 SMART SCALE project

Questions?

