Charlottesville-Albemarle
Metropolitan Planning Organization (CA-MPO)
**Citizens Transportation Advisory Committee (CTAC)**
Wednesday, March 19 2025, 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 Sarah Medley & Sarah Simba*<br>a. Staff Update—Taylor Jenkins, Transportation Director — Christine Jacobs<br>b. *Remote participation Policy for Voting Board Members—if needed | 7:00 – 7:05 |
| 2 | **Matters from the Public** —*Chair Sarah Medley*<br>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 Sarah Medley*<br>a. *Review and Acceptance of the Agenda<br>b. *Approval of Draft January 22, 2025, Meeting Minutes | 7:25 – 7:30 |
| 4 | **New Business** — *Chair Sarah Medley*<br>a. FY26 Unified Planning Work Program (UPWP) *Taylor Jenkins*<br>i. FY26 UPWP — DRAFT<br>ii. FY26 UPWP — Presentation | 7:30— 7:45 |
| 5 | **Informational —** *Chair Sarah Medley*<br>a. Innovation and Technology Transportation Fund (ITTF) – *Michael Fontaine, Ph.D., P.E.*<br>i. (ITTF) Smart Intersection Project — Albemarle County | 7:45— 8:15 |
| 6 | **Staff Updates & Meeting Schedule**<br>a. Safe Streets and Roads for All — *Gorjan Gjorgjievski*<br>b. Next CTAC Meeting Schedule May 19, 2025: 7pm to 9pm—in person | 8:15— 8:20 |
| 7 | **VDOT Updates on Projects** — *Chuck Proctor & Sandy Shackleford*<br>a. STARS and Pipeline Studies — Updates | 8:20 —8:30 |
| 8 | **Round table Updates** —*Chair Sarah Medley* | 8:30— 8:50 |
| 9 | **Additional Matters from the Committee and Public**—*Chair Sarah Medley*<br>*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* | 8:50 —9:00 |
| 10 | **Adjourn** —*Chair Sarah Medley* | 9:00 |

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

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| COMMITTEE MEMBERS |
|---|
| Sarah Medley, Charlottesville, Chair |
| Donna Chen, MPO – Vice-Chair |
| |
| **VOTING MEMBERS** |
| Stuart Gardner, MPO |
| Jose Gomez, Albemarle County |
| Patrick Healy, Charlottesville |
| Ethan Heil, Charlottesville |
| Lee Kondor, Albemarle County, Chair |
| Marty Meth, Albemarle County |
| Nathan Moore, Albemarle County |
| Chapman Munn, MPO |
| Danny Yoder, Charlottesville |
| Peter Thompson, Albemarle County |
| Greg Weaver, Charlottesville |
| |
| **STAFF** |
| Christine Jacobs, TJPDC |
| Taylor Jenkins, 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** |
| Charles Proctor, VDOT |
| Sandy Shackleford, VDOT |
| Michael Fontaine, VTRC |
| |
| |

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# CA-MPO

Citizen Transportation Advisory Committee
Draft Summary Minutes
January 22, 2025

A recording of this meeting can be found at: https://www.youtube.com/watch?v=JuA_mH9fIM8

| OFFICERS | | STAFF | |
|---|---|---|---|
| Lee Kondor, Albemarle County, Chair | x | Christine Jacobs, TJPDC | x |
| Donna Chen, MPO – Vice-Chair | x | Taylor Jenkins, TJPDC | x |
| | | Gretchen Thomas, TJPDC | |
| | | Sarah Simba, TJPDC | x |
| | | Gorjan Gjorgjievski, TJPDC | x |
| **VOTING MEMBERS** | | **GUESTS / PUBLIC** | |
| Stuart Gardner, MPO | | Sandy Shackelford, VDOT | x |
| Jose Gomez, Albemarle County | x | Chuck Proctor, VDOT | x |
| Patrick Healy, Charlottesville | x | | |
| Ethan Heil, Charlottesville | x | | |
| Sarah Medley, Charlottesville | x | | |
| Marty Meth, Albemarle County | x | | |
| Nathan Moore, Albemarle County | x | | |
| Danny Yoder, Charlottesville | | | |
| Peter Thompson, Albemarle County | x | | |
| Greg Weaver, Charlottesville | | | |
| | | | |

*This meeting was an all-virtual meeting held by Zoom.*

## Call to Order

Chair Lee Kondor called the meeting to order at 7:00 p.m. Sarah Simba read the notice of electronic meeting.

## 1. Attendance (Minute 3:11)

Sarah Simba took attendance.

## 2. Matters from the Public (Minute 4:25)

None from the public, but Mr. Kondor said he attended one of the public meetings for Safe Streets for All (SS4A) and observed that one of the highest causes of serious accidents is roadway departures. He noted that most of those accidents happen in rural areas, and yet those types of accident are not frequent enough in any five-mile stretch to make any portion of those roads to make the list of high-hazard areas. He noted that fixing all those roads would be prohibitively expensive, but nevertheless they do have their problems.

3. **General Administration (Minute 6:50)**

Christine Jacobs introduced Taylor Jenkins, TJPDC's new Director of Transportation, and her roles and responsibilities at the TJPDC and MPO.

Acceptance of Agenda

**Action:** There was no objection to the agenda as presented, so Chair Kondor approved it with no motion.

Acceptance of the September 18 and November 20, 2024 Meeting Minutes

**Motion/Action:** Patrick Healy made a motion to approve both meeting minutes. Jose Gomez seconded to motion, and it passed unanimously.

Election of Officers

According to the bylaws, there must be an election of officers at the first meeting of the new calendar year. Lee Kondor asked for volunteers to fill the positions of Chair and Vice Chair. Sarah Medley was nominated as Chair and she accepted.

**Action:** Patrick Healy nominated Sarah Medley as Chair and she was approved unanimously through consensus.

Sarah Healy took over as Chair and asked for nominations for the Vice Chair position. Donna Chen volunteered to continue her position as Vice Chair.

**Motion/Action**: Lee Kondor made a motion to accept Donna Chen as Vice Chair. Ethan Heil seconded, and the motion was approved unanimously.

**4. New Business (Minute 18:52)**

Performance Safety Targets

Gorjan Gjorgjievski gave background on and purpose of the Performance Safety Targets requirements from both the federal and state governments. He provided recent and long-term trendline projections. He noted that establishing targets equals a commitment to pursuing projects/objectives that support the achievement of those targets. He reminded the committee that regardless of what safety targets get adopted, the goal is to remain fully committed to safety for everyone who uses the transportation system.

He presented the differences in aspirational safety targets between 2024, adopted aspirational targets, and 2025 proposed aspirational targets.

RAISE Grant

Christine Jacobs gave background on the RAISE grant and the reasons for re-applying for the grant this year. She was told that it scored very high the last time and was encouraged to submit an application again, and this application will be for the first 30% preliminary

engineering of the project to reduce some of the future contingencies in the second and third phases.

She shared that the TJPDC board has approved the submission. The application is due at the end of the month, and she hopes to be able to share in the future that an award was given. She will keep the committee posted.

## 5. Staff Updates and Meeting Schedule (Minute 35:08)

Safe Streets and Roads for All

Mr. Gjorgjievski reported that staff wrapped up Round Two of engagement which included asking the public what kind of projects they think would make the most difference in reducing the number of fatalities and serious injuries. There were 12 pop-up events with approximately two events in each jurisdiction.

He reported that they did data analysis on the surveys received. He said they also included SS4A in the Let's Talk Albemarle podcast. He said staff is currently working on the coordination efforts for the City's Demo project at Easy High Street and Meade Avenue. There will be a survey launch in February to gather feedback which will run through March 7.

He said staff are planning a public meeting on February 25 at 5 p.m. to gather feedback on which of the three implementation plans the public thinks would work best for that intersection.

Mr. Gjorgjievski said Round Three will focus on gathering feedback on the draft comprehensive safety action plan.

When asked what committee members can do to help support SS4A, he said the committee members could be involved in providing feedback. Ms. Jacobs also said it is important to better position local governments to be able to apply for funding for implementation. She said it will be important for citizens to show interest in these projects when they come up for discussion at that level.

Ms. Simba said committee members can also share this information with their communities.

Next CTAC Meeting

Ms. Medley noted that the next CTAC meeting will be held on March 19 in person at the Water Street Center, 401 E Water Street, Charlottesville, VA from 7:00 – 8:30 p.m.

## 6. VDOT Updates on Projects (Minute 45:30)

MPO Smart Scale Projects

Sandy Shackelford presented the committee with background information on Smart Scale, the funding allocation process, and updates on Round 6.

She continued by reporting that Round 6 estimated funding allocations for the Culpeper District is $68 million, futher reduced by $6.6 million for projects covered in previous rounds.

She showed a comparison of funding amounts among rounds and noted that Round 6 is more in line with the funds available in Round 1.

She shared changed from Round 5 and initial scoring outcome observations. She noted that there were four total project out of 24 recommended in the Culpeper District. One project that was recommended for funding was the US 250/Peter Jefferson Parkway and Rolkin Road Pipeline bundle for $36.4 million. She shared the projects that were not recommended for funding as well.

Ms. Shackelford shared how the consensus scenario process works. She noted that the CTB has the opportunity to adjust the final list of funded projects. The consensus scenario will be presented to CTB on May 20, 2025 and public hearings on the recommendations prior to the final adoption.

Chuck Proctor note that Culpeper District is doing very well and reported that it brought in the third highest amount of funding in the state.

STARS and Pipeline Studies

Mr. Proctor gave an update on the STARS study including the corridor from Barracks Road through the intersection at Hydraulic into the County at Woodbrook. One of the studies is at the interchange at Hydraulic North and the other is at Ridge/Main Street intersection in the City.

Mr. Proctor said regarding the pipeline studies, the CTB is going to adopt the locations at their February meeting. VDOT is looking at the Exit 118 interchange at I-64 and the 29 bypass, and the other is to re-look at the 5th Street interchange (Exit 120) to potentially reduce the cost by amending the current project by moving the bike/ped facilities off the bridge.

He said they are also looking at the Park and Rid lot at Exit 118.

There was a question-and-answer session after Mr. Proctor's presentation.

7. **Round Table Updates (Minute 1:15:30)**

Peter Thompson said the Charlottesville Area Alliance is applying to get a grant through AARP Virginia to help with walkability. They have had walk audits and bus rider training in the past. They are looking at rural transportation needs now and will be working with Jaunt.

Sarah Medley said the Equity Center at UVA is co-hosting an MLK event that will be about increasing access to outdoor activities with a keynote and panel discussion. There was going to be a hike this weekend, but that has been postponed.

Nathan Moore shared an update on the Eastern Connector bridge and road in Crozet to

connect the neighborhoods in 240 to be connected to the neighborhoods near 250 at the grocery store. He said there was a developer who was going to proffer some of the land to get started on building part of that road, but it did not get recommended for approval.

**8. <u>Additional matters from the public (Minute 1:20:24)</u>**

None

The meeting was adjourned at 8:20 p.m.







# Unified Planning Work Program (UPWP)

Fiscal Year 2026

July 1, 2025 – June 30, 2026

Approved _____, 2025

Thomas Jefferson Planning District Commission

Charlottesville/Albemarle MPO

VDOT Virginia Department of Transportation

DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation Federal Highway Administration

FTA Federal Transit Administration

# Preface

Prepared on behalf of the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) by the staff of the Thomas Jefferson Planning District Commission (TJPDC) through a cooperative process involving the City of Charlottesville and the County of Albemarle, Charlottesville Area Transit (CAT), Jaunt, University of Virginia (UVA), the Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

The preparation of this work program was financially aided through grants from FHWA, FTA, DRPT, and VDOT.

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# Table of Contents

Preface ..... 2
List of Acronyms ..... 4
Introduction ..... 7
Purpose of the Unified Planning Work Program ..... 7
Purpose of the Metropolitan Planning Organization ..... 7
The Metropolitan Planning Process and Long Range Transportation Plan ..... 8
Public Participation/Title VI Implementation ..... 9
Funding ..... 9
Highlights of FY25 UPWP ..... 12
FY26 Unified Planning Work Program by Task ..... 15
Task 1: Program Administration ..... 15
Task 2: Long Range Transportation Planning ..... 18
Task 3: Short Range Transportation Planning and Local, State, and Federal Agency Assistance ..... 21
UPWP Public Participation Process ..... 24
Appendix ..... 25
Attachment A: Memorandum of Understanding (2019) ..... 25
Attachment B: Tasks Performed by VDOT ..... 25
Attachment C: PL-FHWA/VDOT and FTA/DRPT Section 5303 ..... 25
Attachment D: Resolution ..... 25

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# List of Acronyms

The following transportation-related acronyms are used in this document:

| | |
|---|---|
| **3-C Planning Process** | Federal Planning Process which ensures that transportation planning is continuing, comprehensive, and coordinated in the way it is conducted |
| **AADT** | Annual Average Daily Traffic |
| **BUILD** | Better Utilizing Investments to Leverage Development Grant Program |
| **BRT** | Bus Rapid Transit |
| **CA-MPO** | Charlottesville-Albemarle Metropolitan Planning Organization |
| **CARTA** | Charlottesville Area Regional Transit Authority |
| **CAT** | Charlottesville Area Transit |
| **CTAC** | Citizens Transportation Advisory Committee |
| **CTB** | Commonwealth Transportation Board |
| **DRPT** | Virginia Department of Rail and Public Transportation |
| **EV** | Electric Vehicle |
| **FHWA** | Federal Highway Administration |
| **FTA** | Federal Transit Administration |
| **FY** | Fiscal Year (refers to the state fiscal year July 1 – June 30) |
| **GIS** | Geographic Information System |
| **JAUNT** | Regional transit service provider to Charlottesville City, and Albemarle, Fluvanna, Louisa, Nelson, Buckingham, Greene and Orange Counties |
| **LRTP** | Long Range Transportation Plan |
| **MAP-21** | Moving Ahead for Progress in the 21st Century (legislation governing the metropolitan planning process) |
| **MPO** | Metropolitan Planning Organization |
| **OIPI** | Office of Intermodal Planning and Investment |
| **PL** | FHWA Planning Funding (used by MPO) |
| **RAISE** | USDOT Rebuilding American Infrastructure with Sustainability and Equity |
| **RTP** | Regional Transit Partnership |

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| | |
|---|---|
| **RideShare** | Travel Demand Management (TDM) services housed at TJPDC that promote congestion relief and air quality improvement through carpool matching, vanpool formation, Guaranteed Ride Home, employer outreach, telework consulting and multimedia marketing programs for the City of Charlottesville, and Albemarle, Fluvanna, Louisa, Nelson, and Greene Counties. |
| **RLRP** | Rural Long Range Transportation Plan |
| **RTA** | Regional Transit Authority |
| **RTP** | Rural Transportation Program |
| **SAFETEA-LU** | Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (legislation that formerly governed the metropolitan planning process) |
| **SAWMPO** | Staunton-Augusta-Waynesboro Metropolitan Planning Organization |
| **SOV** | Single Occupant Vehicle |
| **SPR** | FHWA State Planning and Research Funding (used by VDOT to support MPO) |
| **SS4A** | Safe Streets and Roads for All (USDOT Discretionary Grant) |
| **STIP** | The Statewide Transportation Improvement Program (STIP) is a required four-year planning document developed in coordination with MPOs and public transportation providers. It incorporates the MPO's TIP. |
| **SYIP** | The Six Year Improvement Plan (SYIP) is Virginia's annually updated budget document that identifies planned spending for transportation projects statewide. |
| **TAZ** | Traffic Analysis Zone |
| **TDP** | Transit Development Plan (for CAT and JAUNT) |
| **TDM** | Travel Demand Management |
| **TIP** | The Transportation Improvement Program (TIP) is a required four-year planning document with all federally funded, regionally significant transportation projects. It is updated every four years and maintained by CA-MPO staff. |
| **TJPDC** | Thomas Jefferson Planning District Commission |
| **TMPD** | VDOT Transportation and Mobility Planning Division |
| **TSP** | Transit Strategic Plan |
| **UPWP** | Unified Planning Work Program (also referred to as Work Program) |
| **UTS** | University Transit Service |
| **UVA** | University of Virginia |

| | |
|---|---|
| **VDOT** | Virginia Department of Transportation |
| **VMT** | Vehicle Miles Traveled |
| **VPRA** | Virginia Passenger Rail Authority |
| **Work Program** | Unified Planning Work Program (also referred to as UPWP) |

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# Introduction

## Purpose of the Unified Planning Work Program

The Unified Planning Work Program (UPWP) for transportation planning identifies all activities to be undertaken by the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) for fiscal year 2026 (FY26). The UPWP provides a mechanism for coordination of transportation planning activities in the region and is required as a basis and condition for all federal funding assistance for transportation planning by the joint metropolitan planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The CA-MPO develops its UPWP each spring.

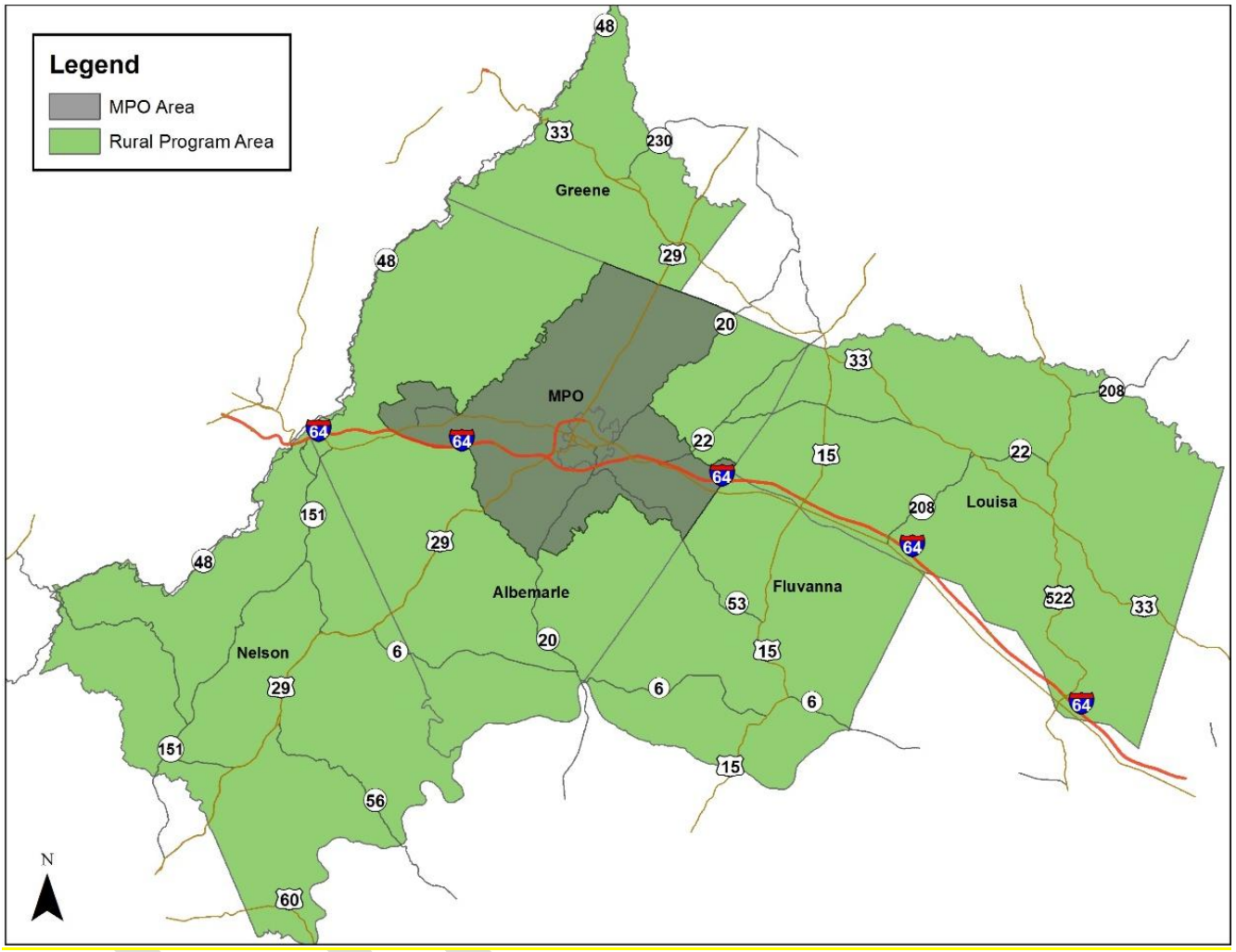
## Purpose of the Metropolitan Planning Organization

CA-MPO provides a forum for conducting continuing, comprehensive, and coordinated (3-C) transportation decision-making among the City of Charlottesville, County of Albemarle, University of Virginia (UVA), Jaunt, Charlottesville Area Transit (CAT), Virginia Department of Rail and Public Transportation (DRPT) and Virginia Department of Transportation (VDOT) officials. In 1982, Charlottesville and Albemarle officials established the MPO in response to a federal mandate through a memorandum of understanding signed by the Thomas Jefferson Planning District Commission (TJPDC), Jaunt, VDOT and the two localities. The same parties adopted a new agreement on July 25, 2018 (Attachment A).

The CA-MPO conducts transportation studies and ongoing planning activities, including the Transportation Improvement Program (TIP), which lists road and transit improvements approved for federal funding. The TIP is updated every four years and amended as necessary. The CA-MPO maintains the 25-year long range plan for the overall transportation network, which is updated every five years. Projects funded in the TIP are required to be in the long-range plan.

The policy making body of the CA-MPO is its Board, consisting of two representatives from the City of Charlottesville and two representatives from Albemarle County. A fifth representative is from the VDOT Culpeper District. Non-voting members include DRPT, CAT, Jaunt, UVA, the Federal Highway Administration (FHWA), the Federal Aviation Administration (FAA), the Federal Transit Administration (FTA), the Thomas Jefferson Planning District Commission, and the Citizens Transportation Advisory Committee (CTAC). CA-MPO is staffed by the TJPDC, which works in conjunction with partner and professional agencies, to collect, analyze, evaluate, and prepare materials for the Policy Board and MPO Committees at their regularly scheduled meetings, as well as any sub-committee meetings deemed necessary.

The MPO area includes the City of Charlottesville and the portion of Albemarle County that is either urban or anticipated to be urban within the next 20 years. In 2013, the MPO boundaries were updated and expanded to be more consistent with 2010 census data. The Commonwealth's Secretary of Transportation approved these new boundaries in March 2013. A map of the MPO area appears on the next page:




## The Metropolitan Planning Process and Long Range Transportation Plan

The transportation studies and planning efforts outlined in the UPWP are guided by the regional transportation vision, goals, issues, and priorities developed through the extensive long-range planning process. Federal law also requires that MPOs address ten planning factors in the metropolitan planning process:

- **Economic Vitality:** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- **Safety:** Increase the safety of the transportation system for motorized and non-motorized users
- **Security:** Increase the security of the transportation system for motorized and non-motorized users
- **Accessibility:** Increase the accessibility and mobility of people and freight

- **Environmental Quality:** Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- **Connectivity:** Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- **Efficiency:** Promote efficient system management and operation
- **Maintenance:** Emphasize the preservation of the existing transportation system
- **Resiliency and Reliability:** Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- **Travel and Tourism:** Enhance travel and tourism

The Long Range Transportation Plan (LRTP) is updated every five years and guides improvements to the region's transportation system for the next 20 years. Last adopted by the CA-MPO Policy Board in May 2024, the LRTP update included an extensive visioning process with community input to develop a regional framework from which the transportation program is developed.

In addition to the ten federally identified planning factors, the following framework lenses will also be considered and addressed through Work Program tasks and deliverables:

- **Equity:** Ensure all community members, regardless of their socio-economic status, race, or ability, have access to transportation options
- **Quality of Life:** Facilitate the movement of people and goods to connect people to places they need, love, and care about
- **Climate Action:** Reduce greenhouse gas emissions from the transportation system
- **Land Use:** Connect community destinations in a manner that aligns with growth management priorities

## Public Participation/Title VI Implementation

The CA-MPO makes every effort to include minority, low-income, and limited-English speaking populations in transportation planning. Throughout this document there are several tasks that specifically discuss the CA-MPO's efforts to include these populations. In addition to the UPWP, the CA-MPO also maintains a Public Participation Plan and a Title VI Implementation Plan. Both plans specify that the CA-MPO must post public notices in key locations for low-income, minority and limited-English speaking populations. Both plans state that the CA-MPO must make all official documents accessible to all members of our community. The Title VI Implementation Plan also outlines a complaint process, should a member of these specialized populations feel as though they have been discriminated against. These documents work in tandem with the UPWP to outline the CA-MPO's annual goals and processes for regional transportation planning.

## Funding

Two federal agencies fund the CA-MPO's planning activity. This includes FHWA's funds, labeled as "PL," and FTA, labeled as "FTA." The FHWA funds are administered through VDOT, while FTA funds are administered through the DRPT. Funds are allocated to the TJPDC to carry out CA-MPO staffing and the 3-C process. The CA-MPO budget consists of 10% local funds, 10% state funds, and 80% federal funds.

VDOT receives federal planning funds from FHWA for State Planning and Research. These are noted with the initials "SPR." The total budget for SPR items reflects 80% federal funds and 20% state funds. Attachment B shows the tasks to be performed by VDOT's District Staff, utilizing SPR funds. VDOT's Transportation and Mobility Planning Division (TMPD), located in the VDOT Central Office, will provide statewide oversight, guidance, and support for the federally mandated Metropolitan Transportation Planning & Programming Process. TMPD will provide technical assistance to VDOT District Planning Managers, local jurisdictions, regional agencies, and various divisions within VDOT in the development of transportation planning documents for the CA-MPO areas. TMPD will participate in special studies as requested. DRPT staff also participate actively in MPO studies and committees, although funding for their staff time and resources is not allocated through the CA-MPO process.

The following tables provide information about the FY26 Work Program Budget. These tables outline the FY26 Program Funds by Source and by Agency. The second table summarizes the budget by the three Work Program tasks: Program Administration (Task 1), Long Range Transportation Planning (Task 2), and Short-Range Transportation Planning and Local, State, and Federal Agency Assistance (Task 3).

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**Table 1. FY26 Work Program: Funding by Source**

| Funding Source | Federal | State | Local | Total |
|---|---|---|---|---|
| | *80%* | *10%* | *10%* | *100%* |
| FY-26 PL-FHWA/VDOT Funding | $ 234,318.06 | $ 29,289.76 | $ 29,289.76 | $ 292,897.58 |
| FY-24 PL-FHWA/VDOT Passive Rollover | $ 35,802.23 | $ 4,475.28 | $ 4,475.28 | $ 44,752.79 |
| FY-25 PL-FHWA/VDOT Active Rollover | | | | |
| **FY-26 PL-FHWA/VDOT Total** | **$ 270,120.30** | **$ 33,765.04** | **$ 33,765.04** | **$ 337,650.37** |
| FY-26 FTA/DRPT Funding | $ 109,480.80 | $ 13,685.10 | $ 13,685.10 | $ 136,851.00 |
| FY-25 FTA/DRPT Active Rollover | | | | |
| **FY-26 FTA/DRPT Total** | **$ 109,480.80** | **$ 13,685.10** | **$ 13,685.10** | **$ 136,851.00** |
| **PL-FHWA/VDOT + FTA/DRPT Total** | **$ 379,601.10** | **$ 47,450.14** | **$ 47,450.14** | **$ 474,501.37** |
| **VDOT SPR** | **$ 162,000.00** | **$ 40,500.00** | | **$ 202,500.00** |
| **Total FY26 Work Program** | **$ 541,601.10** | **$ 87,950.14** | **$ 47,450.14** | **$ 677,001.37** |

***Note:*** *FTA and VDOT SPR funds are placeholder amounts. Values will be corrected in future drafts once actual budgets are provided late FY25.*

**Table 2. FY26 Work Program: Funding by Task**

| Funding Source | Task 1: Program Administration | Task 2: Long-Range Transportation Planning | Task 3: Short-Range Transportation Planning and Local, State, and Federal Agency Assistance | Total |
|---|---|---|---|---|
| | *25%* | *30%* | *45%* | *100%* |
| FY-26 PL-FHWA/VDOT Funding | $ 73,224.40 | $ 87,869.27 | $ 131,803.91 | $ 292,897.58 |
| FY-24 PL-FHWA/VDOT Passive Rollover | $ 11,188.20 | $ 13,425.84 | $ 20,138.76 | $ 44,752.79 |
| FY-25 PL-FHWA/VDOT Active Rollover | $ - | $ - | $ - | |
| **FY-26 PL-FHWA/VDOT Total** | **$ 84,412.59** | **$ 101,295.11** | **$ 151,942.67** | **$ 337,650.37** |
| FY-26 FTA/DRPT Funding | $ 34,212.75 | $ 41,055.30 | $ 61,582.95 | $ 136,851.00 |
| FY-25 FTA/DRPT Active Rollover | $ - | $ - | $ - | |
| **FY-26 FTA/DRPT Total** | **$ 34,212.75** | **$ 41,055.30** | **$ 61,582.95** | **$ 136,851.00** |
| **FY26 PL-FHWA/VDOT + FTA/DRPT Total** | **$ 118,625.34** | **$ 142,350.41** | **$ 213,525.62** | **$ 474,501.37** |
| **VDOT SPR** | **$ 50,625.00** | **$ 60,750.00** | **$ 91,125.00** | **$ 202,500.00** |
| **Total FY26 Work Program** | **$ 169,250.34** | **$ 203,100.41** | **$ 304,650.62** | **$ 677,001.37** |

***Note:*** *FTA and VDOT SPR funds are placeholder amounts. Values will be corrected in future drafts once actual budgets are provided late FY25.*

# Highlights of FY25 UPWP

In FY25, CAMPO staff continued administering operations through reporting and compliance with regulations, staffing CA-MPO Committees as well as utilizing the CA-MPO's function as a conduit for sharing information between local governments, transportation agencies, state agencies, other CA-MPOs, other stakeholders and the public. Below are highlights of several FY25 projects and initiatives, helping to give context for the FY26 activities.

**Comprehensive Safety Action Plan**

Launched in FY24, CA-MPO staff continued to work in partnership with VDOT and member jurisdictions to advance the development of the Comprehensive Safety Action Plan. This included stakeholder engagement, data collection, and the initial identification of safety strategies tailored to regional needs. The initiative is largely funded through a US DOT Safe Streets and Roads for All (SS4A) Discretionary Grant, with additional support from CA-MPO, Rural Transportation, and TJPDC staff. The completion date is mid-FY26.

**Regional Transit Planning / Regional Transit Authority**

CA-MPO staff have continued their involvement in overseeing the Regional Transit Partnership. In FY25, staff completed a Regional Transit Governance Study through a DRPT Technical Assistance Grant. The Regional Transit Governance Study provides guidance on the appropriate governing and funding structure for a transit authority. CA-MPO staff will continue to support regional transit planning through the Transit Strategic Plans of Jaunt and Charlottesville Area Transit and through coordination of the newly formed Charlottesville Regional Transit Authority (CARTA).

**Transportation Improvement Program (TIP)**

CA-MPO continued to maintain the TIP in collaboration with VDOT, DRPT, Jaunt, and CAT, and corrected a long-standing inconsistency by removing Jaunt's funding allocations from inclusion in the TIP document.

**SMART SCALE**

SMART SCALE is a data-driven prioritization process that scores and ranks transportation projects statewide. The objective analysis is intended to improve transparency and accountability of project selection, helping the Commonwealth Transportation Board (CTB) to select projects that provide maximum benefits for tax dollars spent. In FY25, staff followed the comprehensive program review and, through VDOT District partners, provided regular updates and presentations to CA-MPO Committees and stakeholders regarding proposed changes and funded projects.

**STARS Program**

Led by the VDOT Transportation and Mobility Planning Division, the STARS Program conducts studies to identify cost-effective measures to improve safety and reduce congestion. In FY25, staff followed multiple STARS studies in the region:

- US 29/US 250 Bypass & Emmet Street Interchange
- Culpeper US 29 Corridor Study
- STARS Ridge St/W Main St (BUS US-250)/Water St Intersection Study

Through VDOT District partners, staff provided regular updates and presentations to CA-MPO Committees and stakeholders regarding framework documents, proposed changes, and projects to be considered for applications.

**Project Pipeline Studies**

Led by the Office of Intermodal Planning and Investment, Project Pipeline is a performance-based planning process that conducts studies to align VTrans priority needs with multiple transportation solutions. Following the Pipeline process, project alternatives may be considered for funding through programs including SMART SCALE, Revenue Sharing, interstate operations program funding, and others. In FY25, staff followed multiple Project Pipeline studies in the region:

- Ivy Rd Corridor and US 29/250 Bypass Interchange Study
- Barracks Road Corridor Study
- 5th Street Interchange and Shared Use Path Study
- US 29 at the I-64 Exit 118 Interchange

Through VDOT District partners, staff provided regular updates and presentations to CA-MPO committees and stakeholders regarding framework documents, proposed changes, and projects to be considered for applications.

**Grant Applications**

CA-MPO staff prepared and submitted applications for federal and state funding through the following grant programs:

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE), now Better Utilizing Investment to Leverage Development (BUILD), grant application to complete preliminary engineering for the Rivanna River Bike and Pedestrian Bridge Crossing.
- 5310 Mobility Management Program to develop a regional one-call-one-click center to provide support for seniors and individuals with disabilities to access transportation services.
- DRPT MERIT Technical assistance grant application to conduct a Service Prioritization and Implementation Feasibility Study using data from the Regional Transit Vision Plan (2022).

**National Transportation Performance Measures**

Performance Based Planning and Programming requirements for transportation planning are laid out in Moving Ahead for Progress in the 21st century (MAP-21), enacted in 2012 and reinforced in the 2015 FAST Act, which calls for states and MPOs to adopt targets for national performance measures. Each MPO adopts targets for a set of performance measures in coordination with the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT), and these measures are used to help in the prioritization of TIP and Long-Range Transportation Plan projects. In FY25, the CA-MPO Policy Board voted to adopt aspirational safety targets based on regionally specific trends, aligned with the Comprehensive Safety Action Plan (SS4A).

**Title VI Implementation/Public Participation**

CA-MPO Staff continued improving implementation of the Title VI Plan in conformance with feedback received from VDOT and DRPT.

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# FY26 Unified Planning Work Program by Task

This section identifies which transportation planning activities will be conducted by CA-MPO staff in FY26 by task and funding source. The following task categories are covered:

1. Program Administration
2. Long Range Planning
3. Short Range Transportation Planning and Local, State, and Federal Agency Assistance

## Task 1: Program Administration

*Total Funding: $118,625*

| Task 1: Program Administration | | | | |
|---|---|---|---|---|
| **FY26** | **Federal** | **State** | **Local** | **Total** |
| **PL** | $ 67,530.07 | $ 8,441.26 | $ 8,441.26 | $ 84,412.59 |
| **FTA** | $ 27,370.20 | $ 3,421.28 | $ 3,421.28 | $ 34,212.75 |
| **Total** | **$ 94,900.27** | **$ 11,862.53** | **$ 11,862.53** | **$ 118,625.34** |

**A. General Administration, Reporting, and Compliance with Regulations**

There are several reports and documents that the CA-MPO is required to prepare or maintain, including:

- FY26 Unified Planning Work Program implementation
- FY27 Unified Planning Work Program Development
- Monthly progress reports and invoices
- Other funding agreements

TJPDC staff will also provide for the use of legal counsel, accounting, and audit services for administering federal and state contracts.

*End Products:*

- Provide all required administrative functions including accounting, financial reporting, personnel administration, auditing requirements, meeting organization, office management, contract administration and legal review of contracts/agreements and related certifications and assurances, and necessary purchases such as technology, software, and equipment for transportation planning activities of CA-MPO staff
- Prepare and submit monthly invoicing and progress reports
- Manage the FY26 UPWP and develop the FY27 UPWP to meet the requirements of 23 CFR Part 420 and 23 CFR Parr 450, in cooperation with VDOT and DRPT
- Process UPWP amendments, as needed
- Coordinate with VDOT and DRPT staff, CA-MPO Technical Committee and Policy Board members, etc., to review and amend plans and policies to ensure that all program elements are compliant with applicable state and federal regulations and guidance
- Administer state and federal grants (and other funding, as appropriate)

### B. Staffing Committees

TJPDC staff is responsible for staffing the CA-MPO Policy Board and Committees. These efforts include preparation of agendas, public notice, minutes, and other materials for the committees listed below. The CA-MPO continues to urge localities to appoint committee representatives from minority and low-income communities.

The CA-MPO staffs the following groups:

- CA-MPO Policy Board
- CA-MPO Technical Committee
- Citizens Transportation Advisory Committee (CTAC)
- Regional Transit Partnership (RTP)
- Charlottesville Area Regional Transit Authority (CARTA)
- Other committees as directed by the CA-MPO Policy Board

*End Products:*

- Support the activities of CA-MPO through maintaining committee membership, organizing regular meetings among stakeholders, preparation of reports, presentations, agendas, minutes, and mailings for all committees and attendance/staffing at all meetings.
- Coordinate with VDOT and DRPT staff, CA-MPO Technical Committee and Policy Board leadership, to develop and review committee agendas and upcoming topics to ensure timely delivery of information

### C. Public Outreach, Public Particiption, Title VI Implementation

TJPDC and CA-MPO are required to prepare and maintain documents related to public outreach, participation, and nondiscrimination. These include the Public Outreach Plan, Public Participation Plan, and Title VI Implementation Plan. Staff will support document management and update as revisions are necessary.

*End Products:*

- Provide the public with complete information, timely notice of Public Hearings, and full access to key decisions of the CA-MPO
- Support early and continuing involvement of the public, including disadvantaged populations, in developing plans, the TIP, and other documents in accordance with the Public Participation Plan (PPP)
- Manage the CA-MPO and TJPDC websites and develop new content to inform the public about the activities of the CA-MPO. Updates may contain information required by federal and state regulations and guidance.
- Review, amend, and implement the agency Title VI Implementation Plan, as needed.
- Review, amend, and implement the Public Participation Plan, as needed

- Coordinate with VDOT and DRPT staff, CA-MPO Technical Committee and Policy Board members, etc., to review and amend plans and policies to ensure that all CA-MPO program elements are compliant with applicable state and federal regulations and guidance.

**D. Information Sharing and Professional Development**

The CA-MPO functions as a conduit for sharing information between local governments, transportation agencies, state agencies, other MPOs, and the public. CA-MPO staff will provide data and maps to State and Federal agencies, localities, and the public as needed. Staff will also contribute articles to TJPDC's newsletters and Quarterly Report. The CA-MPO will continually monitor and report on changes to federal and state requirements related to transportation planning and implementation policies. Staff will attend seminars, meetings, trainings, workshops, and conferences related to CA-MPO activities as necessary. Staff will also conduct ongoing intergovernmental discussions, coordinate transportation projects, and attend/organize informational meetings and training sessions. CA-MPO staff will attend additional meetings with local planning commissions and elected boards to maintain a constant stream of information with local officials to include transportation, transit, and environmental topics.

*End products:*

- Represent CA-MPO on the Virginia Association of Metropolitan Planning Organizations (VAMPO)
- Attend monthly and quarterly transportation meetings, including: VAMPO, Office of Intermodal Planning and Investment (OIPI), VA Commonwealth Transportation Board (CTB) workshop and action meetings, etc.
- Coordinate and co-host the bi-annual joint CA-MPO meetings with the Staunton-Agusta-Waynesboro MPO (SAWMPO)
- Attend state agency, federal agency, non-governmental agency, and state and federal association-sponsored training, workshops, seminars, summits, and conferences relative to transportation planning, including but not limited to: the Governor's Transportation Conference, the AMPO annual conference, the APA National Planning conference, the APA Virginia Chapter Annual Conference, WTS International conference, and/or National Association of City Transportation Officials (NACTO), etc.
- Support applicable transportation planning training for CA-MPO staff, including but not limited to Geographic Information Systems (GIS) Professional Certificate
- Provide on-going training and professional development to staff and Policy Board and Technical Committee members to make certain they are familiar with new and updated federal and state transportation regulations/guidelines, and are prepared to respond to challenges and demands in the region

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# Task 2: Long Range Transportation Planning

*Total Funding: $142,350*

| Task 2: Long Range Transportation Planning | | | | |
|---|---|---|---|---|
| **FY26** | **Federal** | **State** | **Local** | **Total** |
| **PL** | $ 81,036.09 | $ 10,129.51 | $ 10,129.51 | $ 101,295.11 |
| **FTA** | $ 32,844.24 | $ 4,105.53 | $ 4,105.53 | $ 41,055.30 |
| **Total** | **$ 113,880.33** | **$ 14,235.04** | **$ 14,235.04** | **$ 142,350.41** |

### A. Comprehensive Safety Action Plan

In FY23, the TJPDC was awarded a Safe Streets and Roads for All (SS4A) discretionary grant to develop a Comprehensive Safety Action Plan for all jurisdictions within the TJPDC region. To best leverage the funding for the grant, the TJPDC staff are providing additional support for the development of this Safety Action Plan through both the Unified Planning Work Program and the Rural Work Program. The Comprehensive Safety Action Plan will develop a better understanding of crash risk factors throughout the regional transportation system and identify strategies specific to improving safety outcomes by taking a multi-faceted approach that includes infrastructure improvements, enforcement practices, information sharing, and education.

This activity demonstrates compliance with the required Complete Streets planning activities found in IIJA/BIL § 11206. Staff will continue to support the Comprehensive Safety Action Plan through its FY26 completion.

*End Products:*

- Analysis of regional crash data detailing the high injury networks and multimodal system deficiencies to provide better understanding of factors that contribute to crashes developed in support with VDOT's Highway Safety Improvement Program
- Coordination of the stakeholder group to provide feedback on planning processes and consideration
- Implementation of a public engagement strategy to conduct robust and comprehensive outreach throughout the region
- Prioritized strategies for each locality, as well as regional priorities
- Support project development and SS4A implementation applications for the City of Charlottesville and County of Albemarle
- Template for ongoing monitoring and reporting of regional safety data
- Finalized and adopted Comprehensive Safety Action Plan applicable to all TJPDC member jurisdictions

### B. Travel Demand Model Update

A travel demand model is used to estimate future travel patterns and behaviors based on data including population, employment, and land use. VDOT maintains and updates the regional travel demand model for the Charlottesville-Albemarle MPO area. Following the required schedule, CA-

MPO's model update began in FY24 and will continue into FY26. CA-MPO staff will coordinate with local government staff and VDOT to provide needed data and inform updates to the model.

*End Products:*

- Coordinate meetings between local and state stakeholders related to model assumptions and data needs
- Support the collection and gathering of regional data, as needed
- Coordinate with local government staff to provide feedback on growth projections and land use decisions
- Review drafts of the travel demand model and provide feedback on any requested changes.

### C. Travel Demand Management Study

Through the development of the 2050 LRTP, the CA-MPO identified the need for a comprehensive travel demand management (TDM) study to identify long-term initiatives that would reduce vehicle miles traveled specifically within Charlottesville City limits. This study will provide a high-level understanding of travel demand factors and support the identification of longer-term infrastructure and multimodal transportation improvements needed to support mode-shift for those traveling into the downtown areas.

*End Products:*

- Review and synthesis of existing literature and studies previously completed in the region
- Review of regional transportation demand model to determine future growth impacts and assess existing parking capacity within the City of Charlottesville
- Identification of TDM strategies to accommodate future traffic volumes, including park and ride infrastructure, bicycle and pedestrian infrastructure, and transit service improvements

### D. Coordinated Human Services Mobility (CHSM) Plan Update

The Virginia Department of Rail and Public Transportation (DRPT) completes a comprehensive update to the CHSM plan once every six years in accordance with guidance set forth by the Federal Transit Administration (FTA). The plan evaluates services and transportation needs of seniors and individuals with disabilities, develops strategies to address gaps in service, and prioritizes projects for implementation.

As an FTA 5310 program recipient, the TJPDC and CA-MPO may support DRPT staff in updating the CHSM plan through participation that could include working groups, focus groups, survey completion, etc.

*End Products:*

- Provide program data and review draft content, as necessary
- Participate in working groups, focus groups, etc.
- Complete surveys, as requested

- Coordinate with providers, as necessary

### E. Long Range Transportation Plan (LRTP)

Moving Toward 2050 is the federally required long range transportation plan (LRTP) for the City of Charlottesville and urbanized portions of Albemarle County, which is the area served by the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO). This plan identifies long range transportation needs, considers possible infrastructure improvements, and establishes priorities to implement projects based on anticipated funding.

As necessary, the LRTP may be amended based on changes in federal guidance, transportation needs, or funding (federal/state/local).

*End Products:*

- Review and amend the LRTP, as necessary

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# Task 3: Short Range Transportation Planning and Local, State, and Federal Agency Assistance

*Total Funding: $213,525*

| Task 3: Short Range Transportation Planning and Local, State, and Federal Agency Assistance | | | | |
|---|---|---|---|---|
| **FY26** | **Federal** | **State** | **Local** | **Total** |
| **PL** | $ 121,554.13 | $ 15,194.27 | $ 15,194.27 | $ 151,942.67 |
| **FTA** | $ 49,266.36 | $ 6,158.30 | $ 6,158.30 | $ 61,582.95 |
| **Total** | **$ 170,820.49** | **$ 21,352.56** | **$ 21,352.56** | **$ 213,525.62** |

### A. Transportation Improvement Program (TIP)

In accordance with federal law, any federally funded transportation project (FHWA, FTA, etc.) within the CA-MPO must be programmed in the TIP. Done in coordination with the state and transit agencies, the TIP includes regionally significant transportation projects and must cover at least four years.

Each project included in the TIP must include the following information:

- Project description
- Implementing agency
- Project location/service area
- Cost estimates, funding sources, and funding amounts actual or scheduled for allocation
- Type of improvement
- Overall financial plan, and other information

CA-MPO staff prepared the FY24-FY27 TIP adopted by the Policy Board in FY23. This task will support the ongoing maintenance and update of the developed TIP.

*End Products:*

- Process the Annual Obligation Report
- Process TIP amendments and adjustments as necessary
- Monitor the TIP as necessary, ensuring compliance with federal planning regulations.

### B. SMART SCALE, STARS, Project Pipeline, and Other Grant Planning and Support

CA-MPO staff will continue to work with VDOT, DRPT, and City and County staff to identify appropriate funding sources for regional priority projects. CA-MPO staff will coordinate with localities and VDOT to identify potential SMART SCALE projects and support engagement needed to prepare applications. Staff will participate in STARS and Pipeline studies as required. Staff will additionally support localities in identifying, preparing materials for, and submitting to other grant funding sources, as requested.

*End Products:*



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- Provide regular updates to CA-MPO Committees on the SMART SCALE process
- Provide technical assistance to localities for SMART SCALE application drafting and submission, including evaluation of previously identified high-priority projects that remain unfunded
- Participate in VDOT Project Pipeline and STARS studies
- Review performance of applications submitted in past rounds and review projects for consideration in upcoming round
- Coordinate the sharing of economic development, and other relevant information, between localities in support of SMART SCALE applications
- Identify, develop, and/or administer transportation-related grants for the CA-MPO, TJPDC, and/or the CA-MPO member localities, to include but not be limited to: RAISE/BUILD, SS4A, RideShare, PATH Mobility Management, rail, Transportation Alternatives, etc.

### C. Regional Travel Demand Management (TDM), Transit and Rail Planning, Human Service Planning for Transit, and Bike/Pedestrian Support

The RideShare program, housed by the TJPDC, is an essential program for the CA-MPO's planning process. RideShare, continued coordination for bike and pedestrian travel, and transit/rail planning all support regional TDM efforts. Staff will also participate in statewide rail initiatives under this subtask that may impact the region, as necessary.

*End Products:*

- Continue efforts to improve carpooling and alternative modes of transportation in the MPO
- Integrate TDM into all CA-MPO recommendations and projects
- Support Charlottesville Area Transit (CAT) and Jaunt Transit Development Plan (TDP) and Transit Strategic Plan (TSP) development
- Participate in service provider or locality transit studies/plans that impact the CA-MPO region, as needed
- Assist with transit plans for existing or new services with the Afton Express service between the SAWMPO region and the CA-MPO region
- Participate in statewide initiatives to expand and improve transit and rail service to the CA-MPO region
- Address immediate transit coordination needs
- Formalize transit agreements, as requested
- Improve communication between transit providers, localities and stakeholders
- Explore shared facilities and operations for transit providers
- Provide continued support to coordinating bike/pedestrian planning activities between the City of Charlottesville, Albemarle County, the University of Virginia (UVA), and rural localities
- Provide information related to specific planning work items as requested by FTA, FHWA, DRPT, the Virginia Passenger Rail Authority (VPRA), and VDOT including but not limited to: multimodal planning, human services transportation planning, passenger rail and freight planning, and assistance with components of the statewide transportation plan

- Review the completed resource guide(s) for pedestrian navigation of innovative intersections and explore opportunities for use

### D. Annual Performance Targets

MPOs are asked to participate in the federal Transportation Performance Management process by coordinating with the state to set regional targets based on the state targets and trend data provided by the state. The CA-MPO will need to set and document the regional safety and performance targets adopted.

*End Products:*

- Prepare workbook and background materials for CA-MPO Committees and Policy Board members to review
- Facilitate discussion of performance targets with the CA-MPO Committees and Policy Board members
- Complete all documentation notifying the state of the adopted safety and performance targets
- Update the TIP when updated performance targets are adopted

### E. Special Studies, Projects, Programs, and Contingency

CA-MPO staff will assist local, regional, and state efforts with special studies, projects, and programs as requested.

As requested by our planning partners, CA-MPO staff began exploring an on-call consultant program in FY24 to provide efficient access to technical consultants as needed. CA-MPO staff will continue coordination and learning efforts to explore the need for on-call consulting services.

*End Products:*

- Participate in the completion of any special transportation-related study or project for any transportation mode for the CA-MPO localities, as requested
- Participate in studies, projects, and/or programs for local, state, and federal agency partners
- Assist localities with updates to Comprehensive Plans or other planning documents related to transportation or transit, as requested
- Explore the need for on-call consulting services through local government staff coordination, benchmarking other on-call models, and developing a list of desired services

# UPWP Public Participation Process

**Review and Approval of Tasks**

| Action | Body | Date |
|---|---|---|
| Initial draft provided to the MPO Technical Committee and VDOT/DRPT | MPO Technical Committee | February 18, 2025 |
| Initial draft provided to the MPO Policy Board | MPO Policy Board | February 26, 2025 |
| Initial draft provided to Citizens Transportation Advisory Committee (CTAC) | CTAC | March 19, 2025 |
| Final draft provided to the MPO Technical Committee and VDOT/DRPT | MPO Technical Committee | April 15, 2025 |
| Final draft provided to the MPO Policy Board | MPO Policy Board | April 23, 2025 |
| Final draft provided to CTAC | CTAC | May 21, 2025 |

**Online Posting**

The UPWP will be posted online as part of meeting agendas for the following meetings captured above:

- February 18, 2025 – MPO Technical Committee
- February 26, 2025 – MPO Policy Board
- March 19, 2025 – CTAC
- April 23, 2025 – MPO Policy Board

The UPWP will be posted on the TJPDC website (https://tjpdc.org/) for a 15-day public comment period on April 3, 2025. It will be posted as Public Notice in the local newspaper on April 3, 2025, for 15-day public comment period.

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# Appendix

**Attachment A: Memorandum of Understanding (2019)**

**Attachment B: Tasks Performed by VDOT**

**Attachment C: PL-FHWA/VDOT and FTA/DRPT Section 5303**

**Attachment D: Resolution**

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# Charlottesville-Albemarle MPO

## FY26 Unified Planning Work Program Draft

*July 1, 2025 – June 30, 2026*

Citizens Transportation Advisory Committee
March 19, 2025
Taylor Jenkins, AICP

# Background and Purpose

- The Unified Planning Work Program (UPWP) identifies all transportation planning activities to be undertaken by the CA-MPO for FY26 (July 1 – June 30)
- Serves as the CA-MPO budget and work plan
- Major regional priorities and deliverables

# Background and Purpose

- Federal law requires that the metropolitan planning process addresses ten planning factors:

| | | | | |
|---|---|---|---|---|
| **Economic Vitality** | **Safety** | **Security** | **Accessibility/ Mobility** | **Environmental Quality** |
| **Connectivity** | **Efficiency** | **Maintenance** | **Resiliency and Reliability** | **Travel and Tourism** |

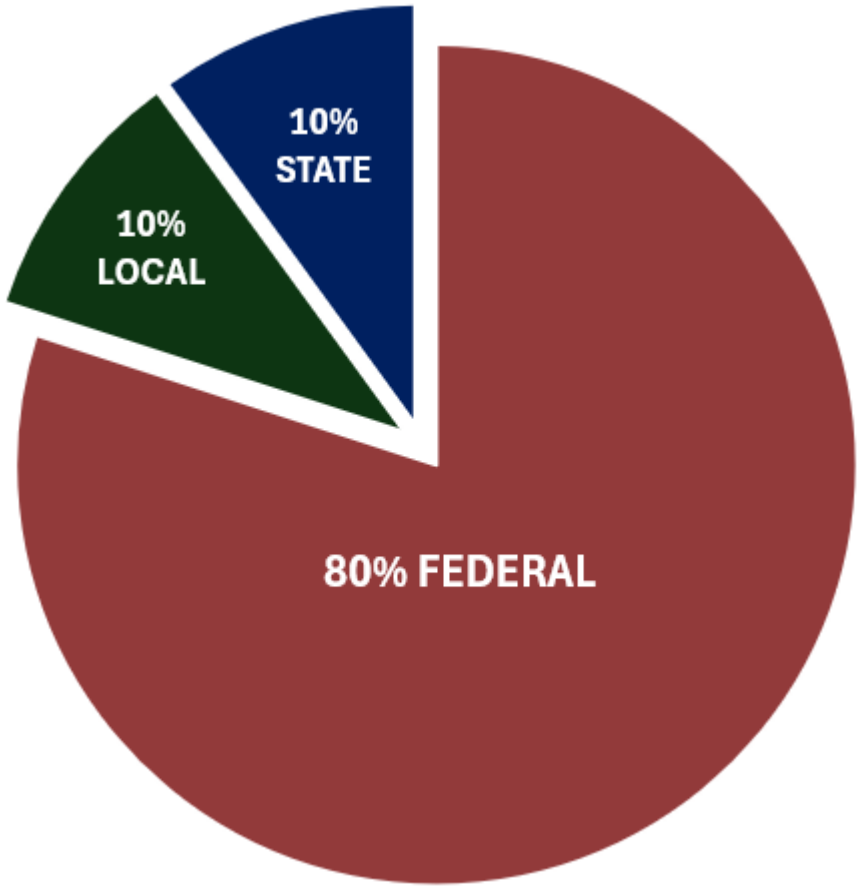
# UPWP Priorities and Vision

- Long Range Transportation Plan (LRTP) adopted in FY24 included the following framework lenses/goals
  - Equity
  - Quality of Life
  - Climate Action
  - Land Use
- To bring the UPWP in alignment with the LRTP, staff recommend adoption of these additional framework factors



# Funding Sources

- Two federal agencies fund the CA-MPO's planning activities
  - FHWA (PL) – Administered through VDOT
  - FTA – Administered through DRPT
- Additionally, VDOT receives state planning funds from FHWA for State Planning and Research (SPR)



# FY26 Work Program: Funding by Source

| Funding Source | Federal | State | Local | Total |
|---|---|---|---|---|
| | *80%* | *10%* | *10%* | *100%* |
| FY-26 PL-FHWA/VDOT Funding | $ 234,318.06 | $ 29,289.76 | $ 29,289.76 | $ 292,897.58 |
| FY-24 PL-FHWA/VDOT Passive Rollover | $ 35,802.23 | $ 4,475.28 | $ 4,475.28 | $ 44,752.79 |
| FY-25 PL-FHWA/VDOT Active Rollover | | | | |
| **FY-26 PL-FHWA/VDOT Total** | **$ 270,120.30** | **$ 33,765.04** | **$ 33,765.04** | **$ 337,650.37** |
| FY-26 FTA/DRPT Funding | $ 109,480.80 | $ 13,685.10 | $ 13,685.10 | $ 136,851.00 |
| FY-25 FTA/DRPT Active Rollover | | | | |
| **FY-26 FTA/DRPT Total** | **$ 109,480.80** | **$ 13,685.10** | **$ 13,685.10** | **$ 136,851.00** |
| **PL-FHWA/VDOT + FTA/DRPT Total** | **$ 379,601.10** | **$ 47,450.14** | **$ 47,450.14** | **$ 474,501.37** |
| **VDOT SPR** | **$ 162,000.00** | **$ 40,500.00** | | **$ 202,500.00** |
| **Total FY26 Work Program** | **$ 541,601.10** | **$ 87,950.14** | **$ 47,450.14** | **$ 677,001.37** |

***Note:*** *FTA and VDOT SPR funds are placeholder amounts. Values will be corrected in future drafts once actual budgets are provided late FY25.*

# FY26 Work Program: Funding by Task

| Funding Source | Task 1: Program Administration | Task 2: Long-Range Transportation Planning | Task 3: Short-Range Transportation Planning and Local, State, and Federal Agency Assistance | Total |
|---|---|---|---|---|
| | *25%* | *30%* | *45%* | *100%* |
| FY-26 PL-FHWA/VDOT Funding | $ 73,224.40 | $ 87,869.27 | $ 131,803.91 | $ 292,897.58 |
| FY-24 PL-FHWA/VDOT Passive Rollover | $ 11,188.20 | $ 13,425.84 | $ 20,138.76 | $ 44,752.79 |
| FY-25 PL-FHWA/VDOT Active Rollover | $ - | $ - | $ - | |
| **FY-26 PL-FHWA/VDOT Total** | **$ 84,412.59** | **$ 101,295.11** | **$ 151,942.67** | **$ 337,650.37** |
| FY-26 FTA/DRPT Funding | $ 34,212.75 | $ 41,055.30 | $ 61,582.95 | $ 136,851.00 |
| FY-25 FTA/DRPT Active Rollover | $ - | $ - | $ - | |
| **FY-26 FTA/DRPT Total** | **$ 34,212.75** | **$ 41,055.30** | **$ 61,582.95** | **$ 136,851.00** |
| **FY26 PL-FHWA/VDOT + FTA/DRPT Total** | **$ 118,625.34** | **$ 142,350.41** | **$ 213,525.62** | **$ 474,501.37** |
| **VDOT SPR** | **$ 50,625.00** | **$ 60,750.00** | **$ 91,125.00** | **$ 202,500.00** |
| **Total FY26 Work Program** | **$ 169,250.34** | **$ 203,100.41** | **$ 304,650.62** | **$ 677,001.37** |

***Note:*** *FTA and VDOT SPR funds are placeholder amounts. Values will be corrected in future drafts once actual budgets are provided late FY25.*

# Administrative Changes in the FY26 UPWP

- Removed line-item budgets for subtasks to align with similar practices of other MPOs and reduce administrative burden
  - There will still be a line-item budget maintained internally
- Increased percentage of work program budget allocated to Program Administration
  - **FY25:** 18.29%
  - **FY26:** 25%

# Administrative Changes in the FY26 UPWP

| FY25 | | FY26 | |
|---|---|---|---|
| **Task 1** | **Administration** | **Task 1** | **Program Administration** |
| **Task 2** | **Long Range Transportation Planning** | **Task 2** | **Long Range Transportation Planning** |
| **Task 3** | **Short Range Planning** | **Task 3** | **Short Range Transportation Planning and Local, State, and Federal Agency Assistance** |

# Task 1: Program Administration

***Task 1 PL and FTA:*** *$118,625*

| 190 (PL) | | |
|---|---|---|
| **1A. General Administration, Reporting, and Compliance with Regulations** | *Monthly progress reports and invoices*<br>*FY26 UPWP Implementation*<br>*FY27 UPWP Development* | $ 16,882.52 |
| **1B. Staffing Committees** | *Attendance and prep for Policy Board, Technical Committee, CTAC, RTP, CARTA* | $ 31,654.72 |
| **1C. Public Outreach, Public Participation, Title VI** | *Public notices*<br>*Website updates*<br>*Public Outreach Plan, Public Participation Plan, Title VI Implementation Plan* | $ 8,441.26 |
| **1D. Information Sharing and Professional Development** | *Monthly and quarterly transportation update meetings (VAMPO, OIPI, CTB)*<br>*Biannual joint MPO meetings with SAWMPO*<br>*Relevant training, workshops, seminars, summits, conferences* | $ 27,434.09 |
| Total | | $ 84,412.59 |

| 191 (FTA) | | |
|---|---|---|
| **1A. General Administration, Reporting, and Compliance with Regulations** | *Monthly progress reports and invoices*<br>*FY26 UPWP Implementation*<br>*FY27 UPWP Development* | $ 6,842.55 |
| **1B. Staffing Committees** | *Attendance and prep for Policy Board, Technical Committee, CTAC, RTP, CARTA* | $ 12,829.78 |
| **1C. Public Outreach, Public Participation, Title VI** | *Public notices*<br>*Website updates*<br>*Public Outreach Plan, Public Participation Plan, Title VI Implementation Plan* | $ 3,421.28 |
| **1D. Information Sharing and Professional Development** | *Monthly and quarterly transportation update meetings (VAMPO, OIPI, CTB)*<br>*Biannual joint MPO meetings with SAWMPO*<br>*Relevant training, workshops, seminars, summits, conferences* | $ 11,119.14 |
| Total | | $ 34,212.75 |

# Task 2: Long Range Transportation Planning

## ***Task 2 PL and FTA:*** *$142,350*

| 195 (PL) | | |
|---|---|---|
| **2A. Comprehensive Safety Action Plan** | *Safe Streets and Roads for All (SS4A) discretionary grant with mid-FY26 completion date* | $ 25,323.78 |
| **2B. Travel Demand Model Update** | *Coordinate meetings and collect data*<br>*Collect local government staff feedback on growth projections* | $ 25,323.78 |
| **2C. Travel Demand Management Study** | *Review and synthesis of previously-completed regional studies*<br>*Review of regional travel demand model and assess existing parking capacity*<br>*Identify TDM strategies including park and ride, bike/ped, transit* | $ 40,518.04 |
| **2D. Coordinated Human Services Mobility (CHSM) Plan Update** | *Provide human services program data, as requested*<br>*Coordinate with providers, as necessary*<br>*Participate in working groups, focus groups, etc. and complete surveys, as requested* | $ - |
| **2E. Long Range Transportation Plan** | *Review and amend the LRTP, as necessary* | $ 10,129.51 |
| Total | | $ 101,295.11 |

| 196 (FTA) | | |
|---|---|---|
| **2A. Comprehensive Safety Action Plan** | *Safe Streets and Roads for All (SS4A) discretionary grant with mid-FY26 completion date* | $ - |
| **2B. Travel Demand Model Update** | *Coordinate meetings and collect data*<br>*Collect local government staff feedback on growth projections* | $ 8,211.06 |
| **2C. Travel Demand Management Study** | *Review and synthesis of previously-completed regional studies*<br>*Review of regional travel demand model and assess existing parking capacity*<br>*Identify TDM strategies including park and ride, bike/ped, transit* | $ 16,422.12 |
| **2D. Coordinated Human Services Mobility (CHSM) Plan Update** | *Provide human services program data, as requested*<br>*Coordinate with providers, as necessary*<br>*Participate in working groups, focus groups, etc. and complete surveys, as requested* | $ 12,316.59 |
| **2E. Long Range Transportation Plan** | *Review and amend the LRTP, as necessary* | $ 4,105.53 |
| Total | | $ 41,055.30 |

# Task 3: Short Range Transportation Planning and Local, State, and Federal Agency Assistance

***Task 3 PL and FTA:*** *$213,525*

| 198 (PL) | | |
|---|---|---|
| **3A. Transportation Improvement Program (TIP)** | *Process the annual obligation report*<br>*TIP amendments and adjustments* | $ 15,194.27 |
| **3B. SMART SCALE, STARS, Project Pipeline, and Other Grant Planning and Support** | *Regular updates to CA-MPO committees*<br>*Technical assistance to localities for SMART SCALE application drafting and submission*<br>*Participate in Project Pipeline and STARS studies*<br>*Review performance of past applications*<br>*Coordinate info sharing between localities for applications*<br>*Identify, develop, or administer transportation-related grants as needed* | $ 37,985.67 |
| **3C. Regional Travel Demand Management (TDM), Transit and Rail Planning, Human Service Planning for Transit, and Bike/Ped Support** | *Improve carpooling and alternative modes of transportation*<br>*Support CAT and Jaunt TDP/TSP development*<br>*Participate in local transit studies/plans that impact the region*<br>*Participate in statewide initiatives to expand and improve transit/rail service to the region*<br>*Support coordination of bike/ped activities* | $ 37,985.67 |
| **3D. Annual Performance Targets** | *Prepare background materials and facilitate discussion*<br>*Complete documentation to notify the state of adopted targets*<br>*Update the TIP once adopted* | $ 15,194.27 |
| **3E. Special Studies, Projects, Programs, and Contingency** | *Participate in special transportation-related studies or projects for CA-MPO localities, as requested*<br>*Assist localities with updates to Comprehensive Plans or other planning documents related to transportation*<br>*Continue exploring an on-call consulting program in coordination with local partners* | $ 45,582.80 |
| Total | | $ 151,942.67 |

| 199 (FTA) | | |
|---|---|---|
| **3A. Transportation Improvement Program (TIP)** | *Process the annual obligation report*<br>*TIP amendments and adjustments* | $ 6,158.30 |
| **3B. SMART SCALE, STARS, Project Pipeline, and Other Grant Planning and Support** | *Regular updates to CA-MPO committees*<br>*Technical assistance to localities for SMART SCALE application drafting and submission*<br>*Participate in Project Pipeline and STARS studies*<br>*Review performance of past applications*<br>*Coordinate info sharing between localities for applications*<br>*Identify, develop, or administer transportation-related grants as needed* | $ 15,395.74 |
| **3C. Regional Travel Demand Management (TDM), Transit and Rail Planning, Human Service Planning for Transit, and Bike/Ped Support** | *Improve carpooling and alternative modes of transportation*<br>*Support CAT and Jaunt TDP/TSP development*<br>*Participate in local transit studies/plans that impact the region*<br>*Participate in statewide initiatives to expand and improve transit/rail service to the region*<br>*Support coordination of bike/ped activities* | $ 15,395.74 |
| **3D. Annual Performance Targets** | *Prepare background materials and facilitate discussion*<br>*Complete documentation to notify the state of adopted targets*<br>*Update the TIP once adopted* | $ 6,158.30 |
| **3E. Special Studies, Projects, Programs, and Contingency** | *Participate in special transportation-related studies or projects for CA-MPO localities, as requested*<br>*Assist localities with updates to Comprehensive Plans or other planning documents related to transportation*<br>*Continue exploring an on-call consulting program in coordination with local partners* | $ 18,474.89 |
| Total | | $ 61,582.95 |

# Next Steps and Approval Timeline

| Action | Body | Date |
|---|---|---|
| Initial draft provided to the MPO Technical Committee and VDOT/DRPT | MPO Technical Committee | February 18, 2025 |
| Initial draft provided to the MPO Policy Board | MPO Policy Board | February 26, 2025 |
| Initial draft provided to Citizens Transportation Advisory Committee (CTAC) | CTAC | March 19, 2025 |
| Final draft provided to the MPO Technical Committee and VDOT/DRPT | MPO Technical Committee | April 15, 2025 |
| Final draft provided to the MPO Policy Board | MPO Policy Board | April 23, 2025 |
| Final draft provided to CTAC | CTAC | May 21, 2025 |


VTRC
Virginia Transportation
Research Council


VDOT

# VDOT Smart Intersection Deployment Pilot

*Michael Fontaine, P.E., Ph.D.*

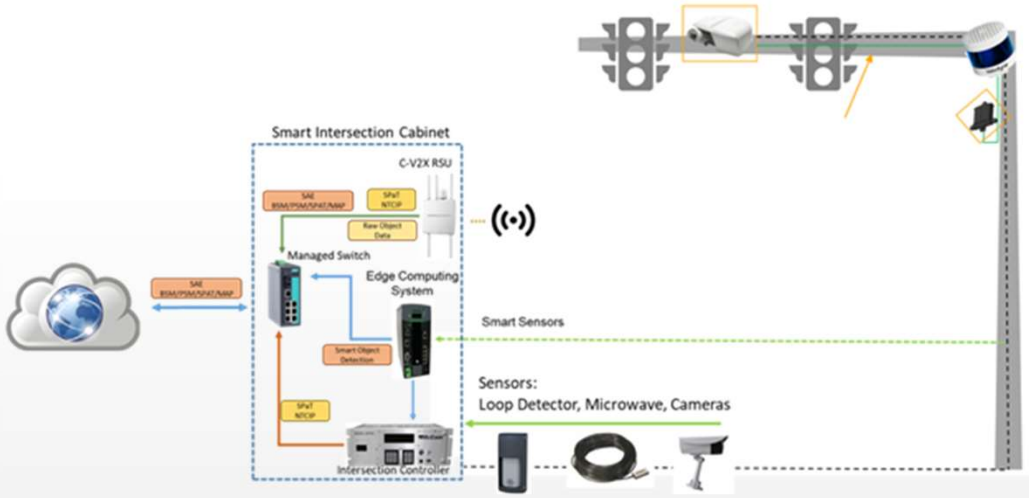
*February 18, 2025*

# Intersection Safety in Virginia

- Crashes and serious injuries frequently occur near intersections
  - About 27% of all fatalities and 36% of serious injuries between 2016-2020 occurred at an intersection
  - Vulnerable road users are at even higher risk at intersections:
    - About 34% of pedestrian fatalities
    - About 58% of bicyclist fatalities

# What is a Smart Intersection?

- **Recent advances have produced lidar, machine vision, and radar detection systems that can identify safety concerns in real time.**
- **Potential to:**
  - **Identify safety concerns (near misses) before crashes happen**
  - **Interact with signal controller to improve safety and operations**
  - **Enable future connected vehicle applications**



# Smart Intersection Pilot

- **The Innovation and Technology Transportation Fund (ITTF) was established by the General Assembly to fund pilot projects for high technology infrastructure improvements. Projects funded under this program must:**
  - Reduce congestion
  - Improve mobility
  - Improve safety
  - Provide up-to-date travel data
  - Improve emergency response
- **In 2022, ITTF allocated $1 million to perform a pilot of smart intersection technology to improve safety and mobility**

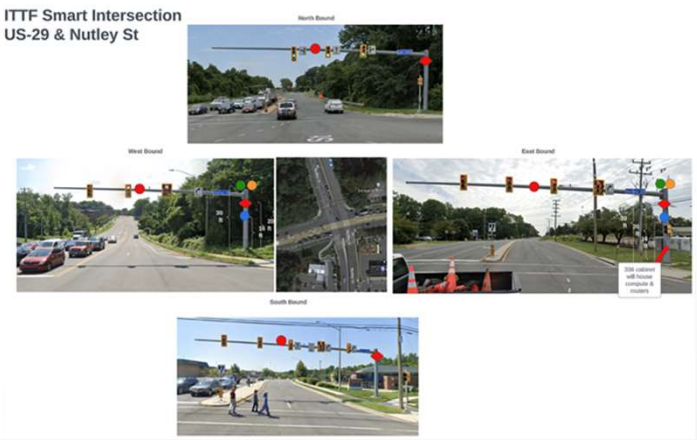
# VDOT Smart Intersection Pilot

- **Phase 1: Technology testing (1/23-9/24, $482k)**
  - Assessed performance of 4 technologies to identify most promising systems
  - Systems tested in parallel at 2 intersections in Fairfax County
- **Phase 2:  Expansion to more intersections (12/24-5/26, $500k)**
  - Expand testing to broader cross section of locations using most promising systems
  - 4 in VDOT Salem District
  - 4 in VDOT Culpeper District
- **Virginia Tech Transportation Institute (VTTI) is the contractor for the project (PIs: Mike Mollenhauer, Reg Viray)**

# Phase 1: Technology Testing

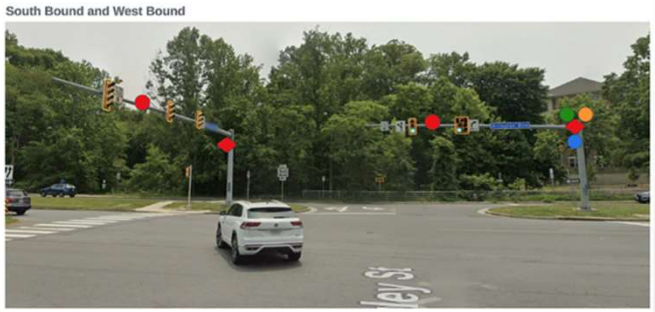
- **Testing  at US 29/Nutley and US 50/Nutley in Fairfax County**
- **Technologies tested:**
  - Lidar ($36k/intersection)
  - Machine Vision ($18k/intersection)
  - Machine Vision+ Radar ($36k/int)
- **Phase 1 measures of effectiveness:**
  - Accuracy of vehicle and bike/ped counts
  - Accuracy of safety critical event detection
- **Ground truth video data collection by VTTI**

# Phase 1 System Installation







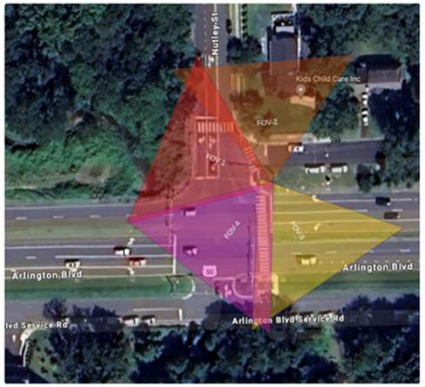





# System Configuration and Validation Data Collection





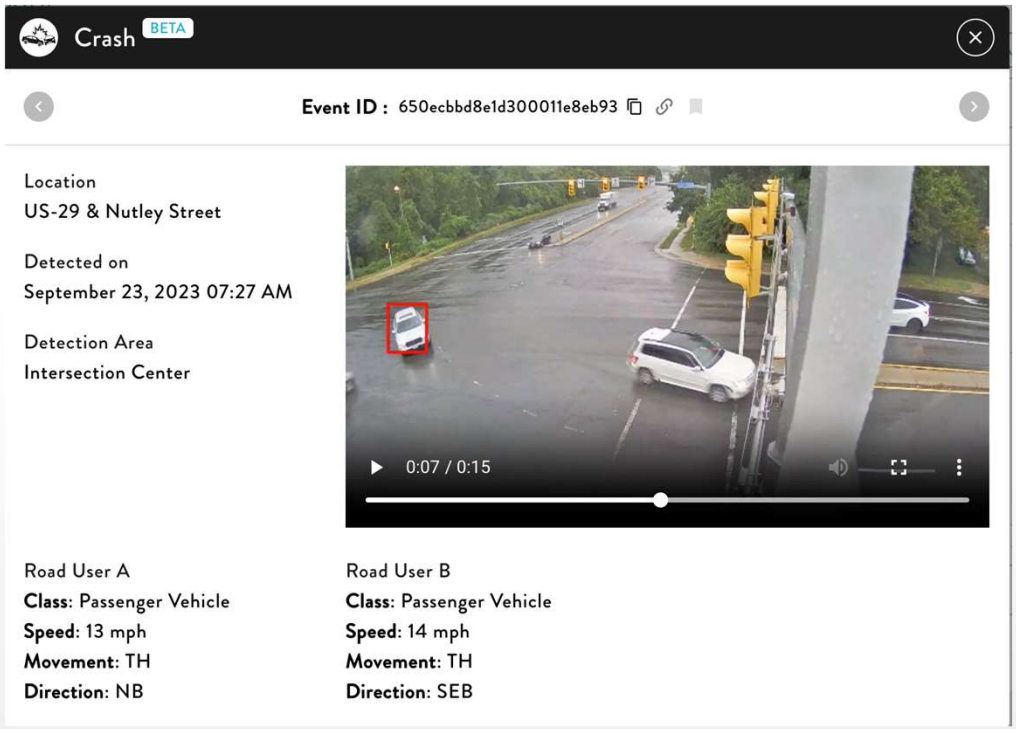






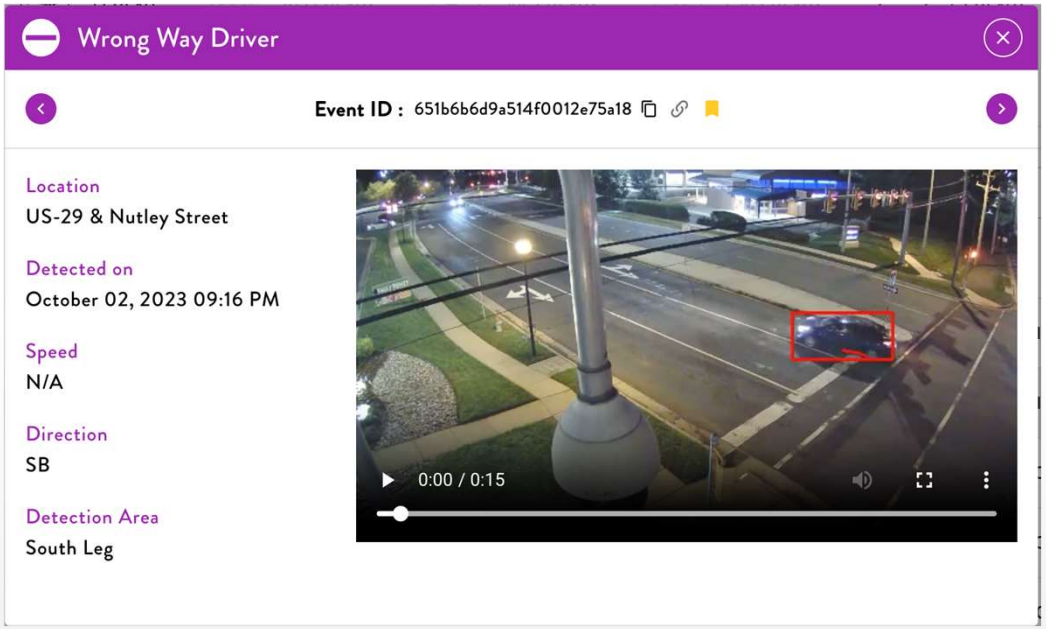


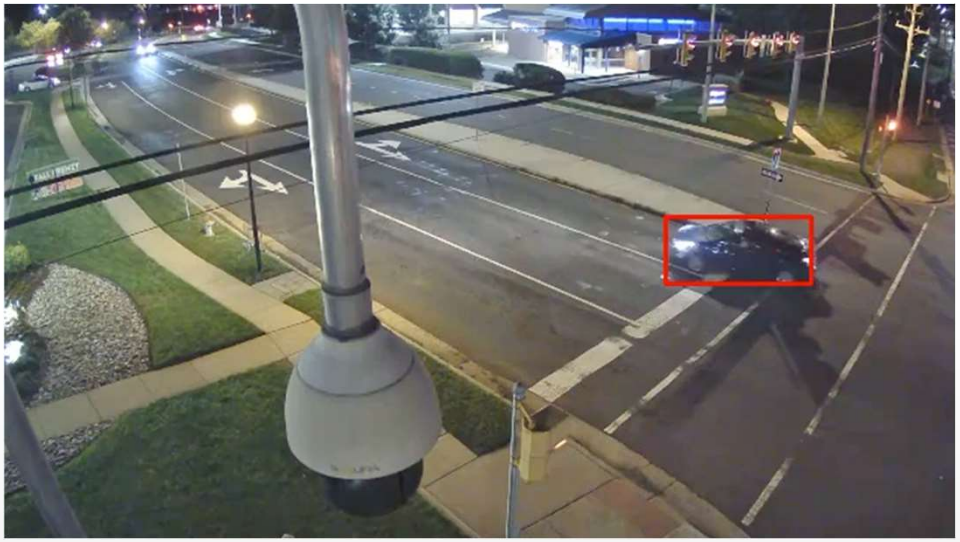

# Safety Event: Crash Detection






# Wrong Way Driver



# Vehicle-Vehicle Near Miss Detection

Vehicle-Vehicle Near Miss

Event ID : 65032c3224606400134b45f7

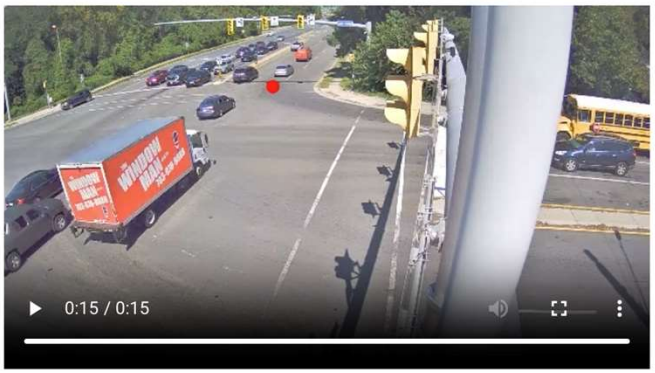
Location
US-29 & Nutley Street

Detected on
September 14, 2023 11:52 AM

Speed
32 mph

Near Miss Type
Cutoff

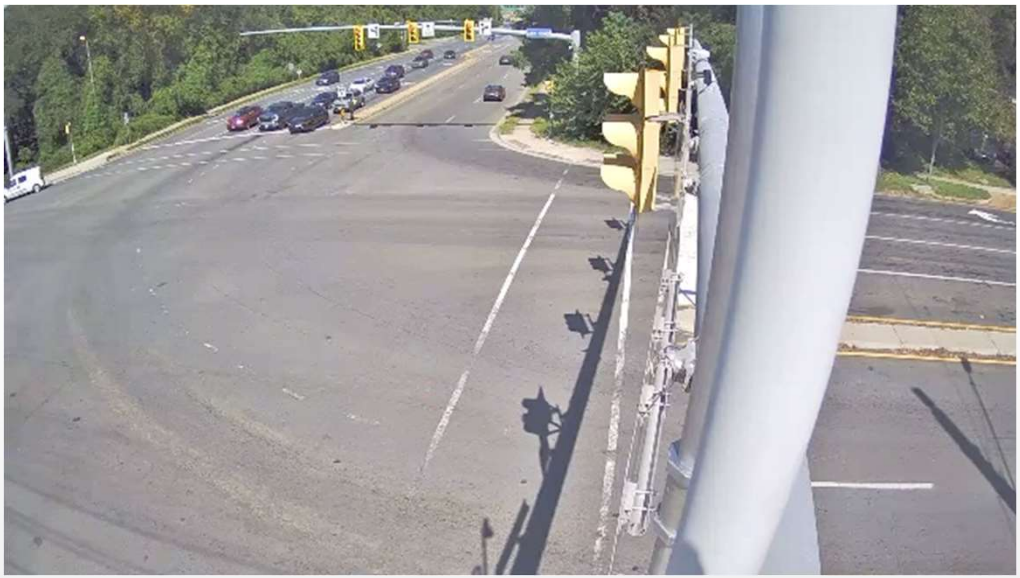
Detection Area
North Leg




**Road User A**
**Class:** Passenger Vehicle
**Speed:** 32 mph
**Movement:** TH
**Direction:** NB

**Road User B**
**Class:** Passenger Vehicle
**Speed:** 22 mph
**Movement:** RT
**Direction:** NWB

**Surrogate Safety Measures**
**PET** : 0.9s
**TTC** : N/A
**Gap Time** : 0.9s
**Severity** : Low
**Max Speed** : 32 mph



# Vehicle-Pedestrian Near Miss Detection

Vehicle-VRU Near Miss

Event ID : 652efeeb1f92070012a764c0

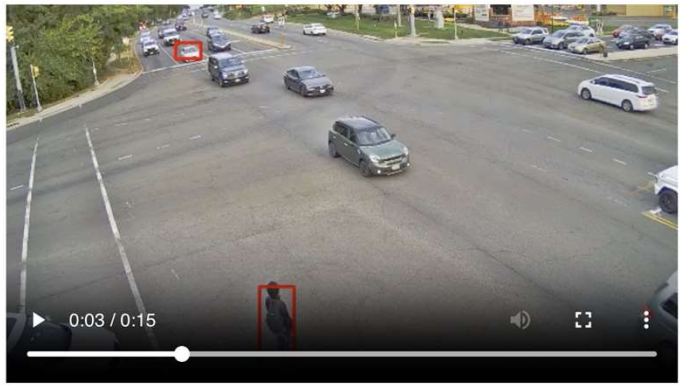
Location
US-29 & Nutley Street

Detected on
October 17, 2023 05:38 PM

Speed
25 mph

Near Miss Type
Cutoff

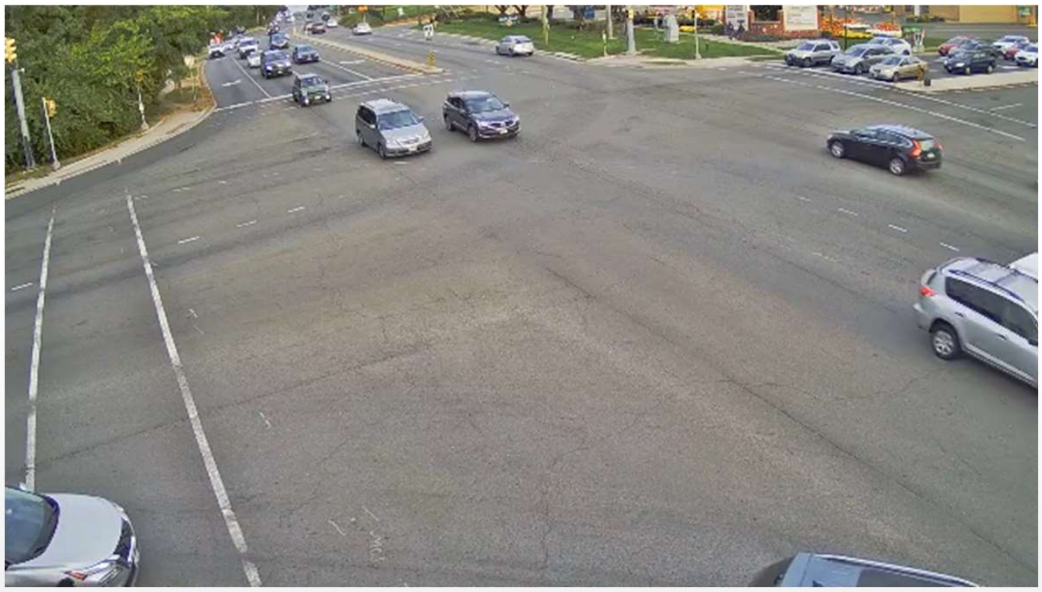
Detection Area
Intersection Center




Road User A
**Class**: Pedestrian
**Speed**: 3 mph
**Movement**: TH
**Direction**: SEB

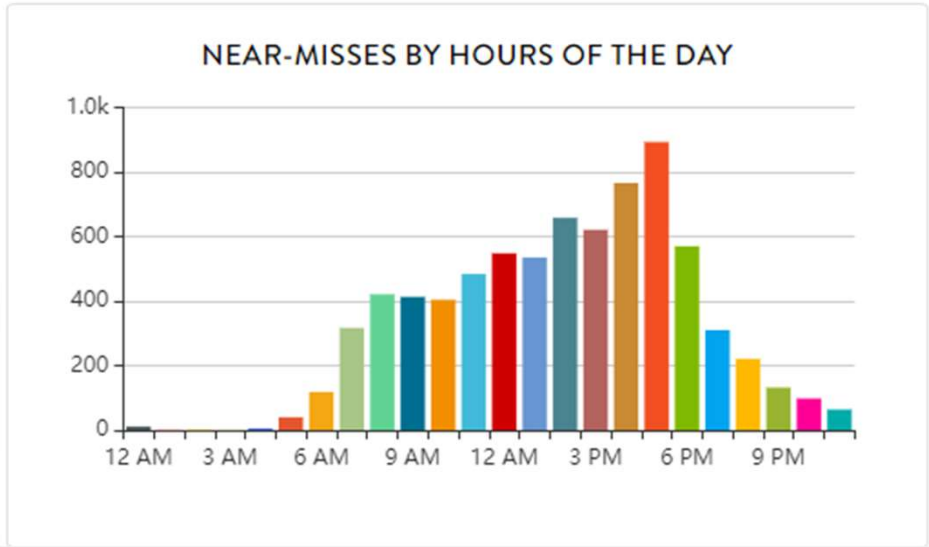
Road User B
**Class**: Passenger Vehicle
**Speed**: 25 mph
**Movement**: TH
**Direction**: WB

Surrogate Safety Measures
**PET** : N/A
**TTC** : 2s
**Gap Time** : 0.4s
**Severity** : Low
**Max Speed** : 30 mph



# Intersection Risk Heatmap



# Vendor Count Performance

- **Compared against about 2 weeks of manually counted data**
  - Mix of weather and light conditions
- **Trends**
  - Lidar system significantly undercounted traffic, especially during rain
  - Video B system had more reliability issues, but tracked counts well
  - Video C system overcounted, but results were more consistent for vehicles
  - Bike/ped counts had larger errors for video systems, but small sample sizes

| Measure | Location | Lidar A | Video B | Video C |
|---|---|---|---|---|
| Vehicle Counts | US 29/Nutley | -28.6% | -0.9% | +8.8% |
| | US 50/Nutley | -47.9% | -3.8% | +4.4% |
| Bike/Ped | US 29/Nutley (N=89) | -44.9% | -10.1% | -8.1% |
| | US 50/Nutley (N=44) | -36.4% | -8.8% | +44.1% |

# Safety Analytics Assessment

- **Two systems produced automated safety analyses**
- **Human verification of a subset of flagged events:**
  - Lidar system results showed significant discrepancies
  - Video based system showed good performance - but engineering judgement still needed to interpret the results appropriately.

| Event Type | Intersection | Detection Accuracy | | Subjective Relevance | | Total Assessed Events |
|---|---|---|---|---|---|---|
| | | Counts | % | Counts | % | |
| Near Miss - VRU | US 29/Nutley | 70 | 100% | 16 | 23% | 70 |
| | US 50/Nutley | 9 | 90% | 5 | 50% | 10 |
| Near Miss - Vehicle | US 29/Nutley | 16 | 100% | 6 | 38% | 16 |
| | US 50/Nutley | 13 | 100% | 4 | 31% | 13 |
| Stopped Vehicle | US 29/Nutley | 19 | 100% | 19 | 100% | 19 |
| Wrong Way | US 29/Nutley | 16 | 53% | 16 | 53% | 30 |

# Phase 2: Testing Expansion

- **Installation on broader cross section of sites:**
  - 4 in Montgomery County
    - Lee/Cloverdale, Ogden/Starkey, Beamer/Southgate, US 460B/Professional Park
  - 4 in Albemarle County
  - Albemarle sites will use video based system that performed well in phase 1

**Alderman/McCormick**




**Hydraulic/Lambs**




**Ivy/Old Ivy**




**US 29/Rio Overpass**



# Phase 2 Assessment

- **VTTI installing independent video verification system**
- **Culpeper District deployments will assess system performance in terms of:**
  - Detection accuracy
  - Safety critical event accuracy
  - Ability to interact with traffic signal controller
    - Signal actuation performance
    - Red light running reports
    - Red light extension functionality
    - Crosswalk conflict extensions
  - Cybersecurity

# Phase 2 Anticipated Schedule

- **Procurement/installation through June 2025**
- **Evaluation and Assessment:  July 2025 – January 2026**
- **System transition/handover:  By May 2026**

# Questions?

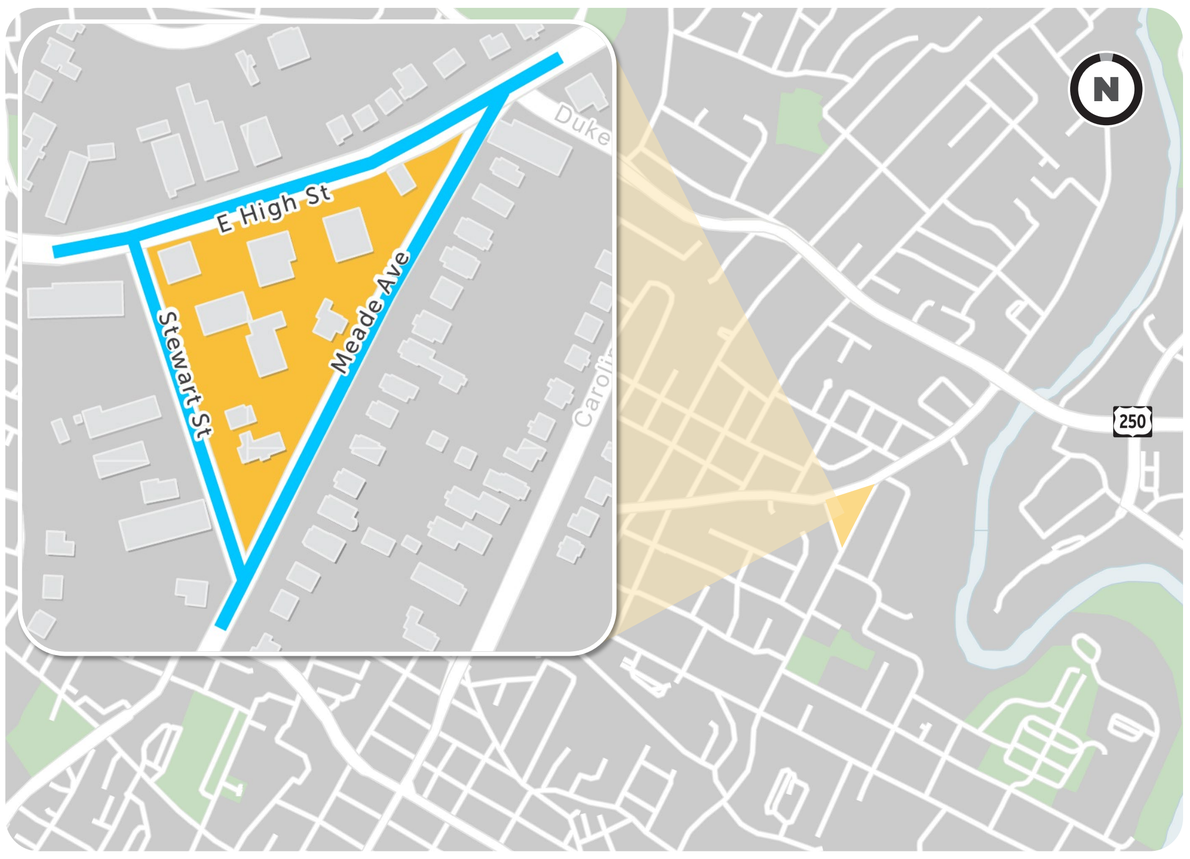
- Michael Fontaine, PE, PhD
- Associate Director, Virginia Transportation Research Council
- Michael.Fontaine@VDOT.Virginia.Gov

# East High Street Safety Demonstration Project

## Project Overview

**The City of Charlottesville plans to launch a safety improvement project along East High Street between Meade Avenue and Stewart Street to address safety concerns.**

**This project is part of the region's Move Safely Blue Ridge initiative to reduce roadway fatalities and serious injuries for all road users.**






Southeast corner of East High Street and Meade Avenue intersection



Southwest corner of East High Street and Meade Avenue intersection




East High Street and Meade Avenue intersection facing north

### Safety Concerns

Between 2018-2022, five vehicle collisions occurred in this area, highlighting the need for improvements to address:

- Limited visibility for drivers at the East High Street and Meade Avenue intersection
- Inadequate sidewalks and crossings for pedestrians
- Poor access and infrastructure for people walking through this area

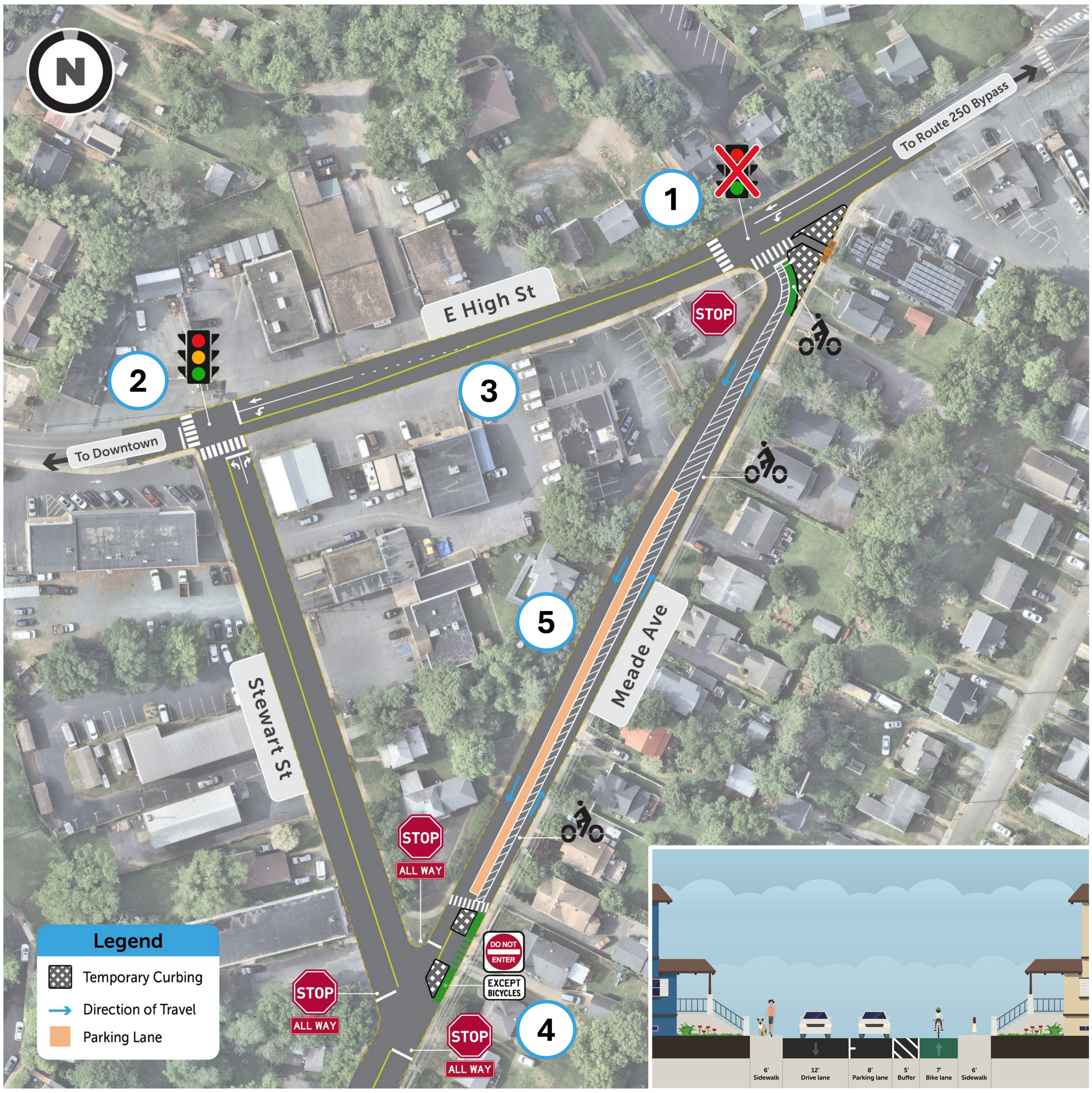
### Demonstration Project

The selected improvement will be installed as a demonstration project that:

- Uses temporary, cost-effective materials
- Tests how well the changes work in real conditions
- Allows for evaluation and adjustments, if needed
- Helps inform decisions about permanent improvements

# East High Street Safety Demonstration Project

## Improvement Concept 1:
## Meade Avenue Southbound Only




## Concept Overview

**1**
- Remove signal at East High Street and Meade Avenue
- Change the Meade Avenue and East High Street intersection to shorten the pedestrian crossing distance
- Allow drivers heading west to turn left from East High Street onto Meade Avenue
- Remove the right turn from Meade Avenue onto East High Street

**2**
- Add new signal at East High Street and Stewart Street intersection
- Improve pavement markings at East High Street and Stewart Street
- Add a dedicated westbound left-turn lane on East High Street

**3**
- Add pavement markings for new travel lanes and turn movements
- Narrow travel lanes with pavement markings, flex-posts, and temporary curbing

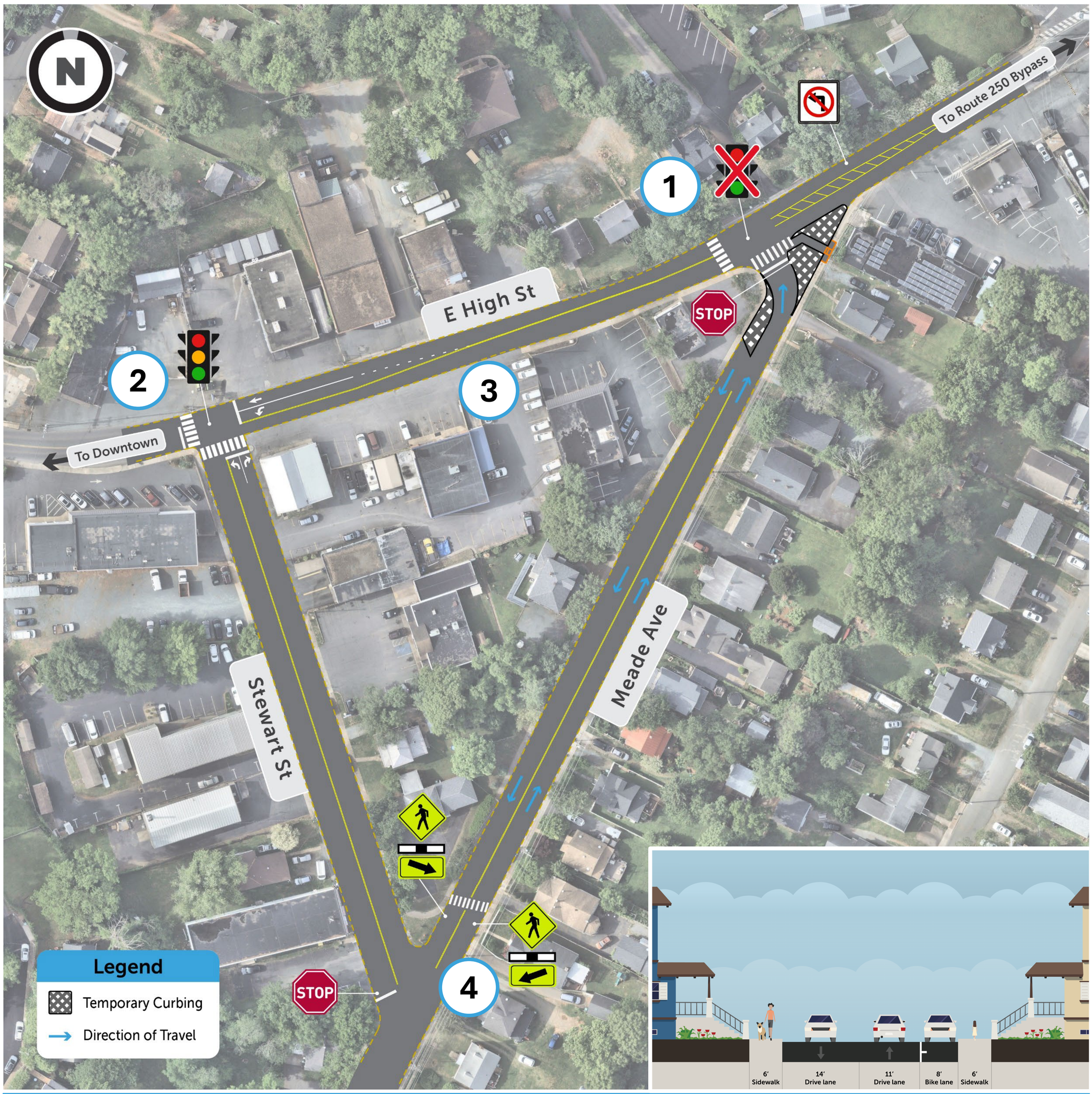
**4**
- Convert Meade Avenue and Stewart Street to all-way stop
- Reroute drivers heading north to Stewart Street

**5**
- Add a protected bike lane heading north along Meade Avenue
- Convert current on-street parking on Meade Avenue to “floating parking”

# East High Street Safety Demonstration Project

## Improvement Concept 2:

## Meade Avenue Two-Way; Northbound at East High Street




## Concept Overview

**1**

- Remove signal at East High Street and Meade Avenue
- Change the East High Street and Meade Avenue intersection to shorten the pedestrian crossing distance
- Remove the left turn from East High Street to Meade Avenue

**2**

- Add new signal at East High Street and Stewart Street
- Improve pavement markings at East High Street and Stewart Street
- Add a dedicated westbound left-turn lane on East High Street
- Reroute drivers heading south to Stewart Street

**3**

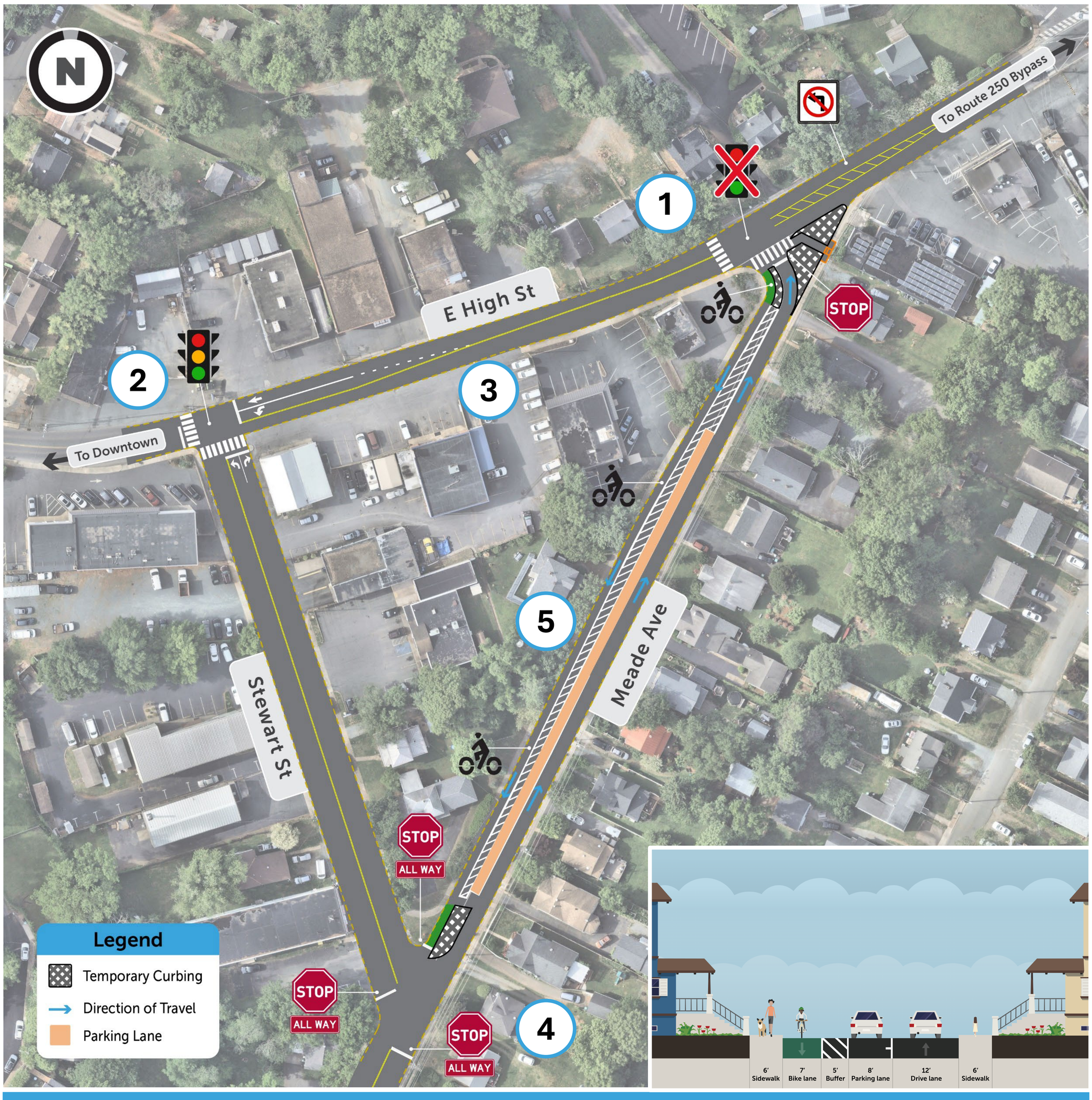
- Add new pavement markings to reinforce travel lanes and roadway uses
- Narrow travel lanes with pavement markings, flex-posts, and temporary curbing

**4**

- Add Rectangular Rapid Flashing Beacon (RRFB) for a crosswalk on Meade Avenue and Stewart Street

# East High Street Safety Demonstration Project

## Improvement Concept 3:
## Meade Avenue Northbound Only




## Concept Overview

**1**
- Remove signal at East High Street and Meade Avenue
- Change the East High Street and Meade Avenue intersection to shorten the pedestrian crossing distance
- Remove the left turn from East High Street onto Meade Avenue

**2**
- Add new signal at East High Street and Stewart Street
- Improve pavement markings at East High Street and Stewart Street
- Add a dedicated westbound left-turn lane on East High Street
- Reroute drivers heading south to Stewart Street

**3**
- Add new pavement markings to reinforce travel lanes and roadway uses
- Narrow travel lanes with pavement markings, flex-posts, and temporary curbing

**4**
- Convert Meade Avenue and Stewart Street to all-way stop

**5**
- Add a protected bike lane heading south along Meade Avenue
- Convert current on-street parking on Meade Avenue to “floating parking”

# Implementation and Next Steps

We are here!

**March 2025**

Gather community feedback on potential design improvements

**April 2025**

Present recommended design improvement to City Council

**May 2025**

Finalize design plans for implementation

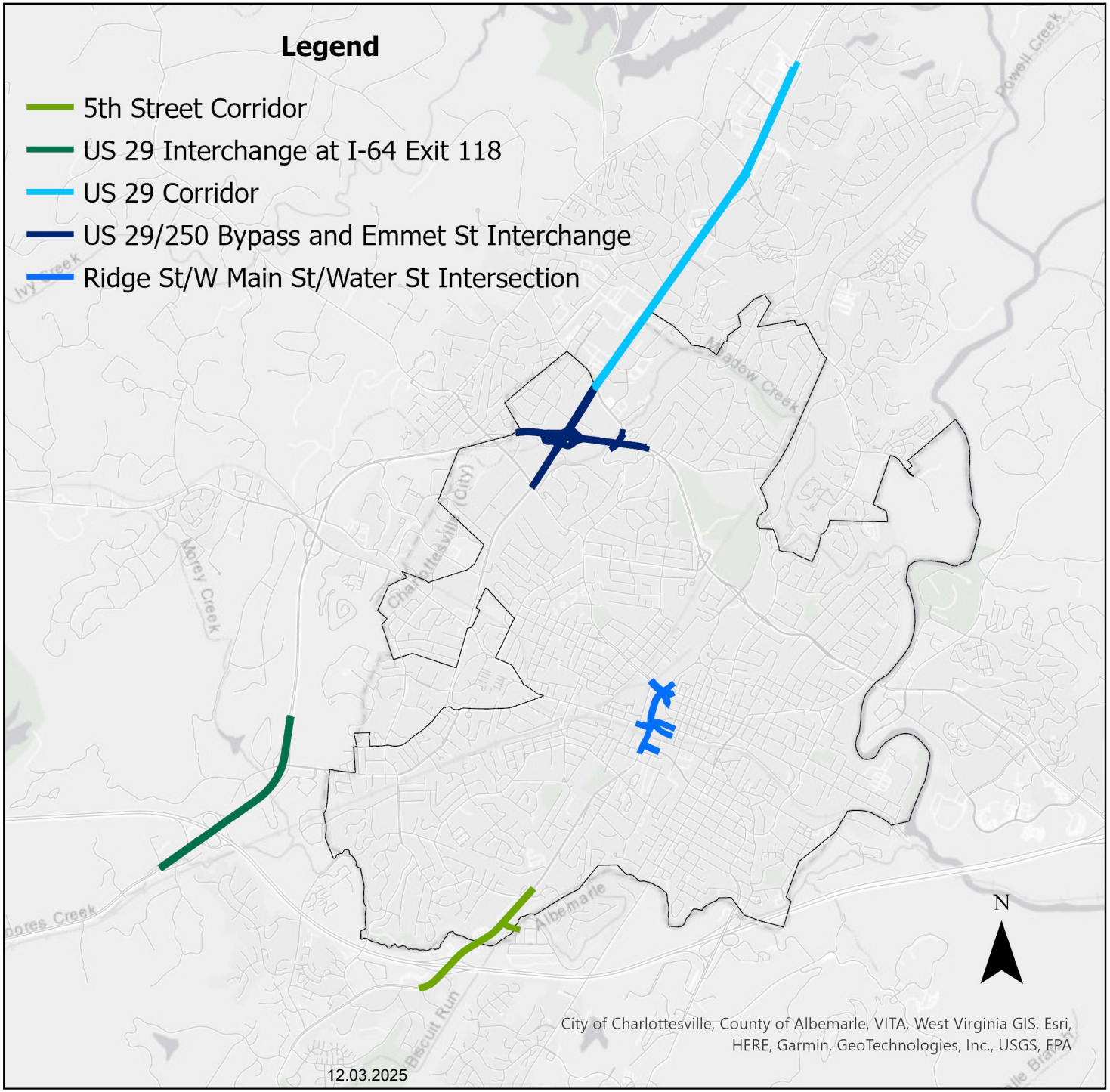
**Summer 2025**

Implement recommended improvement project

Seek feedback from the public on the demonstration project

**ACTION**

**Complete survey by March 7th**


Legend
5th Street Corridor
US 29 Interchange at I-64 Exit 118
US 29 Corridor
US 29/250 Bypass and Emmet St Interchange
Ridge St/W Main St/Water St Intersection
Powell Creek
Meadow Creek
Charlottesville (City)
Morey Creek
Albemarle
Biscuit Run
N
City of Charlottesville, County of Albemarle, VITA, West Virginia GIS, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA



12.03.2025