

MPO Policy Board Meeting

Minutes, October 23, 2024

DRAFT

Video of the meeting can be found here:

<https://www.youtube.com/watch?v=BAqhXEb6sO4>

VOTING MEMBERS & ALTERNATES		STAFF	
Ann Mallek, Albemarle *	x	Gretchen Thomas, TJPDC	x
Ned Gallaway, Albemarle	x	Sara Pennington, Rideshare	
Brian Pinkston, Charlottesville	x	Lucinda Shannon, TJPDC	x
Natalie Oschrein, Charlottesville	x	Sarah Simba, TJPDC *	x
Sean Nelson, VDOT		Gorjan Gjorgjievski, TJPDC *	x
Stacy Londrey, VDOT (alternate)	x		
NON-VOTING MEMBERS		GUESTS/PUBLIC	
Jason Espie, Jaunt	x	Ben Chambers, City of Charlottesville	x
Christine Jacobs, TJPDC	x	Jessica Hersh-Ballering, Albemarle	x
Julia Monteith, UVA		Sean Tubbs *	x
Garland Williams, CAT		Jay Taylor *	x
Steven Minor FHWA *	x	Richard Minturn *	x
Dan Koenig, FTA		Charles Proctor, VDOT *	x
Lee Kondor, CTAC *	x	Peter Krebs, PEC	x
Chuck Proctor, VDOT *	x		
Mitch Huber, DRPT (alternate) *	x		
Mike Murphy, Jaunt			
Sandy Shackelford, VDOT	x		

* attended online via Zoom

1. CALL TO ORDER (0:00)

The MPO Policy Board Chair, Mr. Gallaway, presided and called the meeting to order at 4:03 p.m. Christine Jacobs called roll.

Ann Mallek stated that she was joining remotely because she was sick.

Motion/Action: Brian Pinkston made a motion to allow Ms. Mallek to join the meeting. Natalie Oschrein seconded and the motion passed unanimously.

Ms. Jacobs called roll.

2. MATTERS FROM THE PUBLIC (MINUTE 4:02)

- a. **Comments from the Public:** Bill Emory, resident from East Market Street in Charlottesville, noted that there was no listing of this meeting on the TJPDC home page and suggested that the meetings be more



City of Charlottesville

Albemarle County

Fluvanna County

Greene County

Louisa County

Nelson County

401 East Water Street ▪ Post Office Box 1505 ▪ Charlottesville, Virginia 22902-1505

Telephone (434) 979-7310 ▪ Fax (434) 979 1597 ▪ Virginia Relay Users: 711 (TDD) ▪ email: info@tjpd.org ▪ web: www.tjpd.org

“up front” and accessible to the public. He noted that it is online, but it takes a little while to find it.

He noted that in 1988, the Woolen Mills neighborhood started asking for traffic calming measures. He noted that 36 years later, they are continuing to ask. He said their local neighborhood pathways existed prior to the invention of the automobile. If they are now FF classified as collector roads, that will weigh against the neighborhood’s use of the commons for the next 100 years. He said there is a stark difference between applying labels thoughtful planning. He noted that long-time Route 20 commuters use Free Bridge Lane as a shortcut between Route 20 and Charlottesville. He said hundreds of drivers turn right onto Elk Drive and left onto Free Bridge Lane and then turn right onto 250 to enter Charlottesville. November 1, Free Bridge Lane will begin a one-year trial to make Free Bridge Lane available to only people. That is planning. He asked the board to consider the counterfactual: Free Bridge Lane is still in use and is carrying 3,000 vehicles per day and is proposed to be classified as a minor collector. County elected officials and staff make assurances to residents and property owners that the classifications don’t mean much of anything and perhaps the classifications will be positive for the VDOT paving schedule funding or possible grants. That is applying a label.

Responding quantitatively to the inappropriate use of using local neighborhood streets and applying a label doesn’t benefit anyone. It masks issues at play. A qualitative response is needed. A thoughtful response. Not a spreadsheet. Not a road to hell paved with professional credentials and automatic advice. So I ask you to listen to the people who have invested their lives in this neighborhood. I ask that you experience the ground truth. Walk the streets. I ask that you examine the merits and deficiencies of this FFC process as applied to Chesapeake and Market and as not applied to Broadway.

If approved today, the collector designation will paper over and further pile onto an existing problem. Woolen Mills doesn’t have an HOA or a neighborhood association and our City Councilors are at large. The petition (attached), was walked around the neighborhood and 99% of the residents signed it. Please hear us. Please respond clearly to the questions citizens have submitted via email. Vote for 25 of the 27 FFC proposed today. He asked that the Board refrain from requesting 47% of Woolen Mills neighborhood’s local streets (Chesapeake, Market, and Franklin Streets) be federally functionally reclassified as “minor collector streets.”

Kevin Cox, resident on Fairway Avenue close to Market Street, said he is a resident of 27 years. He said every day of those 27 years he has either walked or driven on those streets and said they are neighborhood streets and are not connector streets. They may periodically provide that function, but by design they are neighborhood streets, and that is what they should remain. He is concerned that the change in classification is only for funding, but he said he suspects that it is not what it is for. He said the pedestrian who was just hit and killed had requested a marked crosswalk at Elliott and 2nd. That request was denied by City staff because that road is classified as an arterial street. “Arterial” is a much higher use than Elliott sees. City staff used that classification to deny a critical marked crosswalk at a dangerous, but legal, crossing that people use every day. Don’t make promises you can’t keep and that the change in designation won’t change design.

He also said he has a problem with transportation planners who are separated from the community, because they only see a map and they do not see the people who that decision impacts. He asked to Board to reconsider the designation and the impact it will have on the neighborhood and on the people who reside there.

Peter Krebs, Piedmont Environmental Council, announced that they are hosting a community Halloween-

themed, costumed bike ride that starts at 4:00 p.m. at Ix Park this Sunday. There will be prizes and sees it as a fun way to experience the roads and do a little street-level intelligence. He also said several people in the room participated in the walk audit in May. He said the CAA is back with locally-focused webinars about walkability. They will be held at noon on Wednesdays, starting on October 30 and ending on November 20. If there are any questions, please contact him at pkrebs@pec.org. There is a flyer at the back of the room with additional information.

Comments provided via email, online, web site, etc.: There was an email from Judy Marie Johnson. She is a resident of East Market in Charlottesville and asked that the Woolen Mills neighborhood not be used as a connector route. She is travelling now and could not attend in person. (attached)

Mr. Gallaway asked that any other emails received be put into the minutes for official recording.

3. GENERAL ADMINISTRATION (MINUTE 15:14)

Review and Acceptance of the Agenda

Motion/Action: Natalie Oschrein made a motion to approve the agenda, Brian Pinkston seconded the motion, and the motion passed unanimously.

Approval of the August 28, 2024 Meeting Minutes

Motion/Action: Ann Mallek noted in the public comment section, the gentleman's last name is "Pfaltz" and needs to be amended. Briant Pinkston made a motion to approve the minutes as amended. Ann Mallek seconded and the motion passed unanimously.

4. HIGHWAY SYSTEMS FUNCTIONAL CLASSIFICATION (FFC) FINAL RECOMMENDATION FOR CONSIDERATION & ADOPTION (MINUTE 16:34)

Christine Jacobs gave a brief introduction to the FFC, and the reasoning for the development of the new guidance, the process that is underway thus far.

Mr. Pinkston asked Ms. Jacobs to describe what the MPO Technical committee does and who comprises its members and what they considered for making their recommendations on the FFC to the Policy Board.

Ben Chambers, Charlottesville Transportation Planner and member of MPO Tech, spoke in more detail about the decisions made about the streets.

Jessica Hersh-Ballering, from Albemarle County Community Development, said they have a similar process as the City.

Ann Mallek said on a procedural basis, one of the problems the County has is the speed limits and the potential need to reduce them in necessary.

Sandy Shackelford, VDOT Culpeper District, gave a high-level answer on how that might be considered. Ben Chambers said that is not the process for the City.

Chuck Proctor, VDOT, said as long as the road is below an arterial classification, the locality can do a lot of things for traffic calming. Once you go above that classification, it is more difficult. He gave additional details on the difference between collector roads and arterial roads.

There was an extended discussion about how the City has come to their conclusions on the classifications. He said that the majority of the reasons to change street classifications is to affect funding for the maintenance.

VDOT is collecting the information from the MPOs and then they send it to FHWA who makes the final decision about the classifications.

There was a discussion about specific roads in the area.

If the Market Street and Chesapeake roads are approved as an arterial collector road, Mr. Chambers said that they would consider asking for funding for sidewalks for Market Street. He was not certain of the long-term plans for Chesapeake Street. He said the classification was primarily for funding.

Ms. Oschrein said she has been struggling with the re-classifications, because she feels like, in the past, cities have been destroyed by being more car-friendly and less bike and ped friendly. She feels like this isn't that.

Brian Pinkston noted the City Manager, at their last Council meeting, spoke to the need for safety on the streets.

Motion/Action: Brian Pinkston made a motion to approve the FFC classifications resolution with the proposed updates. Ann Mallek seconded, and the motion passed unanimously.

6. VDOT UPDATE ON PROJECTS (MINUTE 50:48)

DDI at 5th St/I64

Chuck Proctor reviewed the I-64/5th Street Diverging Diamond Interchange (DDI). He gave an overview of the project, including the application development process and constraints. He continued with the issues identified during the study, the project goals, and the alternatives that were identified.

He then reviewed the alternatives identified including the optimized diamond interchange, diverging diamond interchange, single point urban interchange, and existing conditions plus a sidewalk.

He showed the concept included with the application, the diverging diamond interchange (DDI), as preferred by the public. The cost estimate was \$79 million because of the inclusion of the bridge repair.

He continued with the application development timeline for the DDI application, and then shared the next steps including waiting on Smart Scale funding award announcement and if not funded, VDOT can evaluate other alternatives.

Ivy Corridor Study Update

Mr. Proctor continued with the Ivy Road study update. He said they are wrapping up the study and gathering up all the comments. He presented the preferred solution He said there are other long-term considerations, but presented what the public comments most focused on.

He presented the other Ivy Rd Corridor Improvements, including potential long-term western, middle and eastern corridor scenarios. These were included for future consideration as needs change.

He said the next steps are to review the analysis for the eastern underpass scenario to ensure it will not overly impact travel on BUS250 to validate the preferred solution, developing planning level cost estimates for the preferred scenarios, and then compiling the final report.

There was an extended question and answer session with members of the Board and Chuck Proctor about the Ivy Corridor Study.

STARS and Pipeline Studies – Locations and Processes

Mr. Proctor gave a brief background on STARS and the locations chosen for the study.

He said the study locations are Emmet St/US29 between Barracks Rd and Hydraulic Rd and include the 250 interchange. The second study location is tUS29 between Hydraulic Rd and Woodbrook Rd. The third location is W. Main St/Ridge McIntier/W Water St/South St intersection. He gave a brief description of each project.

He continued with the project pipeline proposed locations which include 5th Street including further analysis on 5th St/I64 DDI and re-examine the 5th St/5th St Station Intersection. The other study is US29 at the I64 Exit 118 interchange.

7. STAFF UPDATES (MINUTE 1:41:33)

Safe Streets and Roads for All (SS4A) Update

Gorjan Gjorgjevski gave an update on the SS4A program. He said they have visited numerous jurisdictions. They are working on prioritizing solutions. They will be going out to the public for a second round of engagement. There will be a formal presentation on this topic in December.

Sarah Simba said they will be having public engagement events throughout the County and City and asked the Board to be on the lookout for them.

December Meeting Date & Time

Ms. Jacobs noted the change in the meeting schedule. The December meeting will be on December 18 from 4:30 – 6:00 p.m. in the Water Street Center.

8. ROUNDTABLE UPDATES (MINUTE 1:44:56)

CTAC – Lee Kondor had nothing to report .

DRPT – Mitch Huber had nothing to report.

Jaunt – Jason Espie said they are presenting the results from numerous studies they have completed. The next presentation will be mobility on demand, which is a micro-transit study. The last one is the bus electrification study, but that will not be presented until after the new calendar year starts. He said he will be travelling to Champaign-Urbana tomorrow to see their hydrogen fuel fleet in action.

Albemarle County – Jessica Hersh-Ballering the Free Bridge Lane promenade pilot project will begin on November 1 at 10:00 a.m.

City of Charlottesville – Mr. Chambers reported there was a pedestrian fatality with large ripples throughout the community. There have been changes along that road to help mitigate any other accidents in the future. He said they are looking to reduce speed limits throughout the city. That includes traffic calming. He said it is time to do a comprehensive plan in the City.

He also said they are working on traffic calming with the fire department. He is looking to get funding from the SS4A grant. If they get that funding, they will have more money for traffic calming projects. They are wrapping up their Tier 1 sidewalk designs. West Main striping designs will begin in the next few months. He said they are

working with VDOT on 5th Street and is working with County for the Regional Transit Authority. Lastly, he said the City is working on e-bike subsidies in the form of a voucher through a lottery system at the beginning of the year.

VDOT – Stacy Londrey said the Hydraulic project construction on the road will be completed in November and they are working on the pedestrian bridge. Next is the Albemarle bundle of improvements starting with the 240/250 roundabout in Crozet. She said they are working on funding deficits for the Fontaine Avenue project.

FHWA – No report.

9. ADDITIONAL MATTERS FROM THE PUBLIC (MINUTE 1:53:57)

None.

The meeting was adjourned at 5:56 p.m.

**Committee materials and meeting recording may be found at
<https://campo.tjpd.org/committees/policy-board/>**

+From: bill emory <billemory@gmail.com>

Sent: Wednesday, October 23, 2024 5:01:10 PM

To: Christine Jacobs <cjacobs@tjpd.org>; Natalie Oschinn <oschinn@charlottesville.gov>; Brian Pinkston <pinkstonb@charlottesville.gov>; Ned Gallaway <ngallaway@albemarle.org>; Ann Mallek <amallek@albemarle.org>; Stacy (<Stacy.Londrey@vdot.virginia.gov> <Stacy.Londrey@vdot.virginia.gov>)

Subject: 241023 MPO Policy Board, FFC comments and petition

In 1988 the Woolen Mills neighborhood began to ask for traffic calming measures. Thirty six years later we continue to ask. Our local neighborhood pathways existed prior to the invention of the automobile. If they are now federally functionally classified as collector roads that designation will weigh against the neighborhood's use of the commons for the next 100 years.

There is a stark difference between applying labels and thoughtful planning. Long time route 20 commuters know Free Bridge Lane as a short cut between route 20 and Charlottesville. In the past, hundreds of drivers daily turned right on Elk Drive, turned left on Free Bridge Lane, turned right on 250 and entered Charlottesville.

November 1st Free Bridge Lane will begin a one year trial as a space for people. That is planning.

Consider the counterfactual. Free Bridge Lane is still in use, carrying 3000 vehicles per day. It's proposed to be labeled a minor collector. County elected officials and staff make assurances to residents and property owners that the classification doesn't mean much of anything. That perhaps the collector designation will be a positive for the VDOT paving schedule funding or possible grants. That is applying a label.

Responding quantitatively to the inappropriate use of local neighborhood streets and applying a label doesn't benefit anyone, it masks the issues at play.

A qualitative response is needed. A thoughtful response, not a spreadsheet, not a road to hell paved with professional credentials and automatic advice.

So I ask you to listen to the people who have invested their lives in this neighborhood. I ask that you experience the ground truth, walk the streets. I ask that you examine the merits and deficiencies of this FFC process as applied to Chesapeake and Market and as not applied to Broadway.

If approved today, the collector designation will paper over and further pile on to an existing problem.

The Woolen Mills doesn't have an HOA, or a neighborhood association and our City Councilors are at large.

This petition. I walked around with sheets of paper and the ninety-nine percent signed. Please hear us. Please respond clearly to the questions citizens have submitted via email.

Vote for 25 of the 27 FFC reclassifications proposed today. As you know, this is a decennial process. After the public's questions have been answered, after meditation and contemplation, vote on the Market and Chesapeake classifications in the spring.--Bill Emory



bill emory <billemory@gmail.com>

Chesapeake and Market Streets federal reclassification

Beverly Wann <bevwann@gmail.com>

Wed, Oct 23, 2024 at 10:37 AM

To: bill emory <billemory@gmail.com>

I ask the Thomas Jefferson Planning District Commission MPO Policy Board to refrain from requesting 43% of the Woolen Mills Neighborhood's "local streets" (Chesapeake and Market Streets) be Federally functionally reclassified as "minor collector streets. Bev Wann [1733 Chesapeake St 22902](#)

[Quoted text hidden]



bill emory <billemory@gmail.com>

Chesapeake and Market Streets federal reclassification

Will Kerner <will@willkerner.com>

Tue, Oct 22, 2024 at 5:51 PM

To: bill emory <billemory@gmail.com>

I ask the Thomas Jefferson Planning District Commission MPO Policy Board to refrain from requesting 43% of the Woolen Mills Neighborhood's "local streets" (Chesapeake and Market Streets) be Federally functionally reclassified as "minor collector streets".

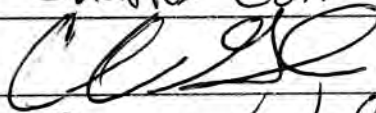
On Oct 22, 2024, at 5:29 PM, bill emory <billemory@gmail.com> wrote:

[Quoted text hidden]

We, the undersigned, appeal to the Thomas Jefferson Planning District Commission MPO Policy Board. We ask that you refrain from requesting 47% of the Woolen Mills Neighborhood's "local streets" (Chesapeake, Market and Franklin streets) be Federally functionally reclassified as "minor collector streets".

Name	Address	Date
Lise Stoesel	413 Arbor Cir, Cuille 22902	10/11/24
Margaret Perritt	3803 Richmond Rd, Keswick	10/11/24
Jacob Melton	525 caroline ave,	10/11/24
M. CHANDLER-MELTON	" "	10/11/2024
Robin Hanes	1709 E Market St	10/11/24
RYAN JONES	1606 E Market St.	10/12/24
MADISON FAIRBURN	3406 13TH ST NE	10/12/24
Katie Chester	1812 East Market St	10/12/24
Allison James	1717 East Market St	10/12/24
Jessica Voisine	1907 E. Market St 22902	10/12/24
Taylor Herman	100 Norwich St #205	10/12/24
Rachel Moschler	2889 Angus Rd. #9	10/12/24
Roger Voisine	1907 East Market St	10/12/24
Betty Dominich	1610 East Market St.	10/12/24
Tennifer Adelman	1611 E. Market St.	10/12/24
Bill Lankford	1400 East Market Street	10/12/24
Kathleen Clark-Gelburt	1612 E. Market St	10/12/24
Pete Syme	1600 E. Market St	10/12/24
Michele Martin	1600 E Market St	10/17/24
Mary K. Bulee	1607 E. Market St.	

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Name	Address	Date
Lindsay Mully	1517 East Market ST	10.13.24
David Eddy Spicer	1515 E Market St	10.13.24
Nancy Murphy Spicer	1515 E. Market St.	10.13.24
Carolyn Ruocco	1513 E. Market St.	10.13.24
Charles Cox	1513 E. Market St.	10.13.24
	1507 E. Market St	10/13/24
Robert Gordon	1507 E. Market St	10/13/24
Robert Gordon	1507 E. Market St	10/13/24
Kris Papp A.	1507 E. Market St	10/13/24
Richard S. Minton	1504 E. Market St	10/13/24
Suzanne Freeman	1504 E Market St	10/13/24
Joe Akman	1411 E. Market St	10/14/24
Jeanne Hargreaves	1470 DECATUR DR	10/14/24
Greg Gelburd	1612 E Market	10-14-24
Steve Riggs	1610 E Market	10/14/24
Sonya Silver	1412 Chesapeake St.	10/15/24
Mikaela Silver		
Susan Allison	1705 E. Market St	10/15/24
BARRY UMBERGER	1701 E. Market St.	10/15/24
David Mijer	1602 E Market St	10/16/24

[illegible][illegible]

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[illegible]