SHRP2 Interstate 64 Corridor Plan

Shenandoah Piedmont area Collaborative Effort (SPaCE)

Final Working Group Meeting #6

September 22, 2017
Agenda

1. Status update
2. Plan Update
3. Draft Project Recommendations
4. Next Steps
Status Update

- Project Webpage – Completed
- Draft MOU – Pending Review
- Database of Plans and Studies – Map Online
- Joint MPO Meetings – Completed
- Draft Corridor Study Report – Drafting
Status Update

SHRP2 Interstate 64 Corridor Study

The SHRP2 Interstate 64 Corridor Study is a collaborative effort between the Charlottesville Albemarle MPO and the Staunton Augusta Waynesboro MPO. The project focuses on the 40 mile Interstate 64 corridor between Charlottesville and Staunton.

The project is made possible by funding provided by FHWA SHRP2 Implementation Assistance Program. The corridor study focuses on using the PlanWorks Decision Guide to inform the corridor study process and increase cooperation and collaboration between agencies and localities.

Why do the study?

The Interstate 64 corridor between Charlottesville and Staunton was constructed in the 1960s and has been incrementally upgraded over the intervening years. However, the roadway still remains primarily a four lane rural Interstate. As the regions at either end of the study area have grown so has the demands on the roadway. Demographic and social trends have resulted in a significant number of commuting trips utilizing the corridor as people make their way from home to work. This demand mixed with increasing freight and through traffic demands have resulted in a number of high profile traffic incidents and road closures. Furthermore, the corridor passes through three VDOT construction districts and four regional transportation planning districts (two MPOs and two Rural Areas). This structure has resulted in a number of parties having interests in the corridor but infrequently working together to look at the corridor holistically.

Who is involved?

The study is being guided by the Policy Boards of the Charlottesville Albemarle MPO and the Staunton Augusta Waynesboro MPO who will be meeting jointly three times during the study. Information about joint meeting dates and scheduled is available at the CA-MPO or SAW-MPO Policy board web pages. The Policy boards and MPO staff are being supported by a working group whose membership includes representatives from VDOT construction districts, MPOs, local government staff, and experts from state and federal transportation agencies.
MEMORANDUM OF UNDERSTANDING BETWEEN THE CHARLOTTESVILLE-ALBEMARLE METROPOLITAN PLANNING ORGANIZATION AND THE STAUNTON-AUGUSTA-WAYNESBORO METROPOLITAN PLANNING ORGANIZATION REGARDING INTER REGIONAL TRANSPORTATION PLANNING WITHIN THE I-64 CORRIDOR BETWEEN THE CITIES OF CHARLOTTESVILLE AND STAUNTON, VIRGINIA

This Memorandum of Understanding is made and entered into as of September 27, 2017, by and between the Charlottesville-Albemarle Metropolitan Planning Organization, hereinafter referred to as the CA-MPO, and the Staunton-Augusta-Waynesboro Metropolitan Planning Organization, hereinafter referred to as the SAWMPO.

WHEREAS, the 37 mile east-west segment of Interstate 64 connecting the cities of Charlottesville, Waynesboro and Staunton, Virginia, and the counties of Augusta and Albemarle, Virginia, is the primary multi-modal transportation corridor linking the Piedmont and Shenandoah Valley regions of Virginia, functioning as a critical link within the State’s comprehensive transportation network for both inter-regional and interstate commerce and

WHEREAS, the formal coordination of short- and long-range planning activities among local, regional, state and federal government agencies is instrumental to the improvement of transportation planning activities and the development of new transportation facilities within this corridor to produce an efficient, safe and cost effective transportation network and

WHEREAS, the CA-MPO and the SAWMPO enter into this MOU to conduct transportation and transit planning and development activities within the I-64 corridor in a mutually beneficial manner to each MPO’s unique transportation needs, and to the larger area as a whole; and

WHEREAS, transportation planning activities shall address planning for all transportation modes including, but not limited to, rail, bike and pedestrian planning, transit and travel demand management; and

WHEREAS, this MOU provides the framework for each MPO to review, commented, and provide letters of support for each other’s transportation projects, Long Range Transportation Plans, grant applications, Transportation Improvement Program, and when necessary, for projects under other transportation and transit activities located within, or that may affect, the corridor;

NOW THEREFORE, be it recognized and agreed that the CA-MPO and the SAWMPO will conduct inter-regional transportation planning in a collaborative manner within the I-64 corridor. It is also agreed that the following articles shall guide the inter-regional cooperation efforts.

Article 1
Corridor Boundaries

The corridor boundary is defined as Interstate 64 from mile marker 124 westward to Interstate 81 south to mile marker 220 and to Interstate 64 north to mile marker 222, and US-250 from the Charlottesville US-19/US-250 bypass westward to the US-250 intersection in Staunton with Frontier Drive and North Frontier Drive. The corridor boundary includes the city of Charlottesville, Waynesboro and Staunton and the counties of Augusta, Albemarle, and Nelson; and includes major transportation and multi-modal routes and connections that provide important corridor access points located within one-half mile of either I-64 or US-250. These connections include rail facilities serving Buckingham Branch, Norfolk Southern and Amtrak rail operations.

Article 2
Planning Activities

Each MPO’s Policy Board shall remain the sole decision making body regarding projects and transportation plans that fall within their respective jurisdictions. However, this MOU recognizes that transportation planning activities and projects within the corridor boundaries, listed in Article 1, should receive special attention if they may have an
Status Update

Database of Plans

SHRP II I-64 Corridor Study

The SHRP2 Interstate 64 corridor project is a joint study between the Charlottesville Albemarle MPO and the Staunton Augusta Waynesboro MPO. The goal of the project is to utilize the Federal Highway Administration's SHRP II PlanWorks corridor planning decision guide.

Project Location

The study area spans the I-64 Corridor from Pantops, east of Charlottesville to the City of Staunton. The study area crosses multiple jurisdictional boundaries and interests, including two Federal MPOs, five localities, and three VDOT Districts.
Draft Plan Sections

- Executive Summary
- Introduction ✓
- Background ✓
- Use of PlanWorks ✓
- Public and Working Group Involvement ✓
- Existing Conditions ✓
- Recommendations and Hotspots
- Implementation
- Lessons Learned
Draft Project Recommendations

- **Safety**
  - Address slow moving vehicles at Afton and Ivy
  - Address over capacity interchanges
  - Reduce vehicle wildlife conflicts
  - Improve problem intersections

- **Truck Traffic**
  - Provide truck climbing lanes for slower moving vehicles

- **TDM/Transit**
  - Add additional park and ride facilities
  - Support transit within the corridor

- **Communication and coordination**
  - Work with VDOT & DRPT to coordinate planning
Draft Recommendations

- Draft recommendations identified by working group and local planning staff
- Recommendations address issues identified during the deficiency analyses and from other plans, studies or reports
- Recommendations fall into 3 categories
  - Bike and Pedestrian
  - Capacity and Operations
  - Safety
- Recommendations are either specific (x intersection) or general (develop a communications plan)
# Draft Recommendations

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Draft Recommendations

- Project recommendations sourced from studies, working group input and from deficiency analyses.
- Recommendations include bike ped improvements, congestion mitigation and TDM.
## Draft Recommendations

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<td>C&amp;O</td>
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<td>App based weather and roadway condition notifications for drivers</td>
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<td>Signage warning about sun blindness at key locations east and west bound</td>
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<td>Afton incident management plan and communications upgrades</td>
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<tr>
<td>S</td>
<td>Detour plan for I 64 between MM 107 and 94</td>
<td>Safety</td>
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Vehicle Wildlife Conflict Hotspots

- Crashes involving wildlife are the number 1 source of accidents in the corridor.
- These crashes can be reduced or eliminated through low cost solutions
- Increased habitat connectivity
Park and Ride Lots

- Additional park and ride lots in the corridor would help reduce roadway volume and provide options for travelers.
- Eventually park and ride lots could be linked with transit service.
Truck Climbing Lanes

- Continue to monitor traffic and accidents and congestion at MM 105-99 (W) and 114-118 (E & W)
- Explore temporary or interim solutions such as shoulder running lanes or extended weave lanes
Interchanges & Intersections

- Implement specific interchange improvements along I-64 to add capacity, enhance safety, and reduce cut through truck traffic.
- Implement intersection improvements consistent with local government visions at key locations along US 250 and other primary roadways.
Next Steps

- Provide a draft to the working group by late October
- Comments from working group by mid-November
- Finalize plan by December
- Submit at least one corridor related project for Smart Scale Round 3 (Spring 2019)
Lessons Learned

- To collaborate effectively between regions you must communicate early and often.
- Focus on shared problems and challenges.
- Understand behavior in the corridor as a whole.
- Involve all relevant agencies in discussions.
- Focus on cost effective solutions that improve overall corridor efficiency.
- No one size fits all approach or solution. Guidance like PlanWorks must be flexible.
QUESTIONS