

Agenda

MPO Citizens Transportation Advisory Committee

Wednesday, November 16, 2022 @ 7:00 p.m.

****In-Person Meeting at:** Water Street Center, 407 E. Water Street, Charlottesville, VA 22902

Zoom Meeting Link Meeting ID: 862 3371 290 Password: 405311

<https://us02web.zoom.us/j/86233712909?pwd=UkdnU0VxM2JsdEorN3hZUjBoR2RZUT09>

(for Remote Participation in Compliance with Adopted Remote Meeting Policy, Guest Speakers, and Members of Public)

Item	Time	Description
0	7:00-7:05	Attendance
1	7:05-7:10	Matters from the Public: Limit of 3 minutes per speaker <i>Members of the public are welcome to provide comment on any public-interest, transportation-related topic, including the items listed on this agenda – limit three minutes per speaker</i>
2	7:10-7:15	Approval of Draft Meeting Minutes* <ul style="list-style-type: none"> • Draft September 21, 2022 CTAC Minutes <i>(attachment)</i>
3	7:15-8:25	Long Range Transportation Plan 2050 – Sandy Shackelford, CA-MPO <ul style="list-style-type: none"> • Update on Plan Name • Draft Goals and Objectives <i>(attachment)</i> • Public Engagement Next Steps <i>(attachment)</i>
4	8:25-8:30	Additional Matters from the Public: Limit of 3 minutes per speaker <i>Members of the public are welcome to provide comment on any public-interest, transportation-related topic, including the items listed on this agenda – limit three minutes per speaker</i>
		Informational Items 2015-2021 Crash Severity Maps – source: DMV; VDOT <i>(attachment)</i> American Community Survey 5-year Estimates <i>(attachment)</i>

* A recommendation to the Policy Board and/or vote is expected for this item

Upcoming Meetings:

MPO Policy Board

*December 6 at 4:00pm

MPO Technical Committee (3rd Tuesday)

November 15 at 10:00am

Next CTAC Meeting (3rd Wednesday)

January 18 (2023) at 7:00pm

Citizen Transportation Advisory Committee

Draft Meeting Minutes: September 21, 2022

Video of this meeting can be found at <https://www.youtube.com/watch?v=j8bozDyIaqY>

VOTING MEMBERS & ALTERNATES		STAFF	
Lee Kondor, Albemarle County	x	Sandy Shackelford, TJPDC/CAMPO	X
Stuart Gardner, MPO	x	Lucinda Shannon, TJPDC/CAMPO	X
Daniel Bailey, Albemarle County PC		Gretchen Thomas, TJPDC	
Lucas Beane, City of Charlottesville	x	Christine Jacobs, TJPDC	
Donna Chen, MPO	x	Ruth Emerick, TJPDC	
Nicholas Garber, Albemarle (virtual)		Chuck Proctor, VDOT Culpeper District (virtual)	
Greg Weaver, City of Charlottesville	x	Michael Barnes, VDOT Culpeper District	x
Ethan Heil, City of Charlottesville (virtual)	x	Ryan Mickles, TJPDC/CAMPO	x
Marty Meth, Albemarle County	x	GUESTS/PUBLIC	
Karim Habbab, City of Charlottesville PC	x		
Travis Pietila, MPO	x		

Note: The Governor has declared a state of emergency due to the COVID-19 pandemic and the nature of this declared emergency makes it impracticable or unsafe for the Thomas Jefferson Planning District Commission to assemble in a single location. This meeting was held utilizing electronic virtual communication with the Zoom software application, and in accordance with virtual meeting procedures and policies as outlined in Item 4.0-01 of the Virginia state budget (HB29), as effective April 24, 2020.

0. CALL TO ORDER.

Committee Chair Mr. Lee Kondor called the meeting to order at 7:01pm. A quorum was present.

1. MATTERS FROM THE PUBLIC

None

2. APPROVAL OF DRAFT MEETING MINUTES:

Motion/Action: Correction: Mr. Ethan Heil was incorrectly marked present. Mr. Heil made a motion to approve the minutes with change, and Mr. Lucas Beane seconded the motion; the motion passed unanimously.

3. UPDATE ON 2050 LONG RANGE TRANSPORTATION PLAN AND CTAC INVOLVEMENT.

Ms. Sandy Shackelford gave the attached presentation. The presentation included the 2050 Long Range Transportation Plan scope process, timeline, and public participation/engagement. The MPO Technical Cmte. was given the presentation at its September meeting and the MPO Policy Board would be requested to provide feedback and endorse the strategies. Staff was now asking the CTAC for comments.

Cmte. members provided feedback.

4. US29 AND HYDRAULIC ROAD INTERSECTION IMPROVEMENT PROJECTS.

Mr. Kondor stated the Virginia Dept. of Transportation (VDOT) website reported vehicle accident data and top potential safety improvements. He noted members might be interested in perusing the website. Meta data was also available by clicking on the accident site. Mr. Kondor believed problematic intersections and road segments would be a part of the committee's work in the updating of the long range transportation plan.

5. US DEPT. OF TRANSPORTATION SAFE STREETS FOR ALL (SS4A) GRANT PROGRAM.

Mr. Ryan Mickles stated the TJPDC applied for a regional safety grant; all six PDC jurisdictions participated. Kimley Horn consultants assisted with the grant application which was due Sep15.

Ms. Shackelford gave the attached presentation regarding the SS4A grant program.

6. FUTURE DISCUSSION TOPICS.

Committee members generally expressed the update of the long range transportation plan would be a primary focus.

7. ADDITIONAL MATTERS FROM THE PUBLIC.

None

Mr. Kondor adjourned the meeting at 8:25 p.m.

The next meeting will be held on November 16, 2022 at 7:00 p.m.



LRTP 2050 Kick-Off

What is a Long Range Transportation Plan?

- Outlines the region's priority transportation improvements over the next 20 years
- Federally-mandated for MPOs
- Must be updated every five years
- Covers all modes of transportation
- Guides the development of the annual Unified Planning Work Program
- Regional projects must be included in the LRTP to qualify for federal funding

General Committee Responsibilities

MPO Policy Board

- Steering Committee
- Approve Scope of Work
- Provide general oversight and direction
- Approve final LRTP

MPO Tech


- Advisory group to the MPO Policy Board
- Technical review of plan process and content
- Coordinate with other locality departments/staffs
- Provide formal recommendations on draft materials and processes to Policy Board.

CTAC

- Advisory group to the MPO Policy Board
- Provide guidance on public participation strategies
- Review plan for understandability by general public
- Assist in identifying opportunities to share plan with public/stakeholders
- Conduit for issues raised by citizens
- Respond to recommendations

MPO Tech Work Group

- Coordinate transportation plan development with other planning efforts
- Support the development of inclusive outreach opportunities
- Provide feedback on prioritized needs/projects related to areas of subject matter expertise
- Inform the development of implementation strategies



L RTP 2050 Scope of Work (Draft)



Demographic and Land Use Trends

Pull 2020 census data (when available) and update regional demographics, data, and maps, to include updated land use maps.



Existing System Operations

Develop a baseline understanding of existing system operations.



Planning Context and Background

Review existing plans and studies to integrate into LRTP development.



Define Goals and Objectives

Determine goals and objectives for the regional transportation system.



Identify Priority Needs

Identify where system deficiency needs are greatest based on defined priorities.



Identify Priority Projects

Priority needs that have identified improvements will undergo a cost-benefit analysis; Projects without identified improvements will be identified as priorities for additional studies/analysis.



Develop Implementation Strategies

Determine the best approaches for implementation of prioritized projects.



Finalize Priorities & Adopt Plan

The final plan will be drafted and adopted.



Demographic and Land Use Trends

Pull 2020 census data (when available) and update regional demographics, data, and maps, to include updated land use maps.



Existing System Operations

Develop a baseline understanding of existing system operations.



Planning Context and Background

Review existing plans and studies to integrate into LRTP development.

- Information gathering tasks will be completed on an ongoing basis
- Preliminary analysis will be conducted, but updated 2020 Census data will not be available until summer 2023
- MPO staff will work with localities, VDOT, transit agencies, and other stakeholders to ensure we review all relevant plans



Define Goals and Objectives

Determine goals and objectives for the regional transportation system.

- Use goals developed in 2045 as a baseline
- Minor recategorization recommended to better reflect local and emerging priorities
- Public engagement will inform relative importance of goals and the objectives within each goal



Identify Priority Needs

Identify where system deficiency needs are greatest based on defined priorities.



Identify Priority Projects

Priority needs that have identified improvements will undergo a cost-benefit analysis; Projects without identified improvements will be identified as priorities for additional studies/analysis.

- OIPI Grant is supporting the development of performance measures to identify priority needs and priority projects
- Prioritizing needs first will help us create a stronger pipeline process to study and develop solutions for most essential needs without existing identified solutions
- Project prioritization will include factors beyond the needs assessment (including estimated project costs)



Develop Implementation Strategies

Determine the best approaches for implementation of prioritized projects.



Finalize Priorities & Adopt Plan

The final plan will be drafted and adopted.

- Develop constrained budget
- Develop implementation strategies based on historic funding sources
- Consider other implementation strategies based on new funding sources or other implementation mechanisms



Questions & Comments



Goals

Staff recommended goal categories for CA-MPO LRTP 2050:

- Safety
 - Reduce the number and severity of crashes
 - Improve safety of all users of the regional network (including safety for bicyclists and pedestrians)
- Equity & Accessibility
 - Improve access to jobs/activity centers for users of all modes (auto, transit, bike, ped)
 - Improve access to jobs/activity centers for underserved populations
- Mobility/Congestion Mitigation
 - Increase system efficiency
 - Increase mode choice
 - Increase system reliability
- Economic Development & Land Use
 - Integrate transportation and land use planning
- Environment
 - Promote sustainable transportation improvements
 - Reduce emissions in support of locally identified climate action goals
 - Avoid encroachment on historic and culturally significant assets
- System preservation*

Notes:

- * System preservation projects (pavement and bridge condition) have already been identified as a future need through the state process.
- * System preservation needs will not be included for weighting purposes, but will be referenced for coordination with other identified needs/projects.

Need & Project Prioritization Process



Identify Priority Needs

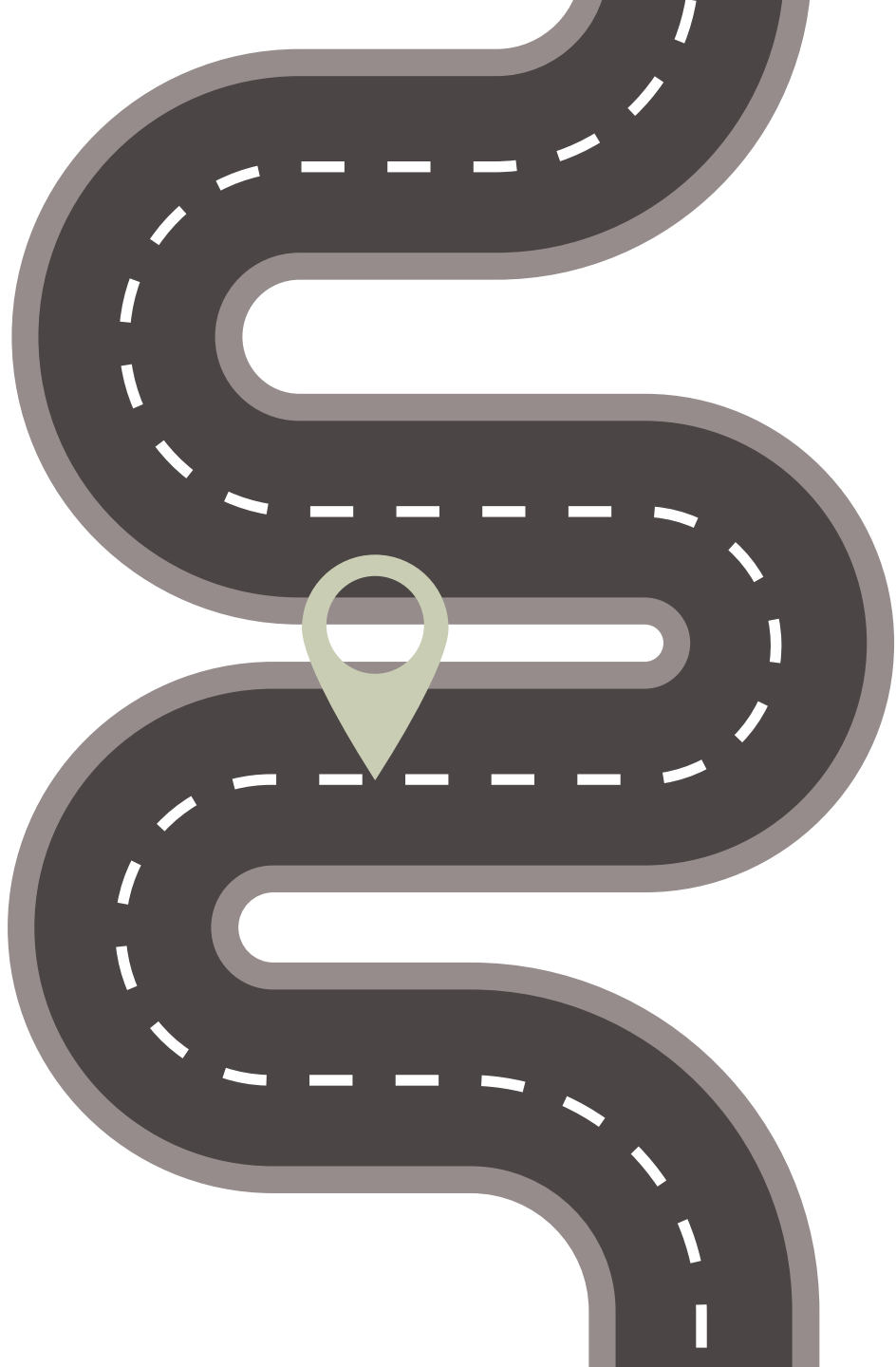
Identify where system deficiency needs are greatest based on defined priorities.



Identify Priority Projects

Priority needs that have identified improvements will undergo a cost-benefit analysis; Projects without identified improvements will be identified as priorities for additional studies/analysis.

- OIPI GAP Grant is supporting the development of performance measures to identify priority needs and priority projects
- Prioritizing needs first will help us create a stronger pipeline process to study and develop solutions for most essential needs without existing identified solutions
- Project prioritization will include factors beyond the needs assessment (including estimated project costs)
- Framework for developing prioritization process:
 - Use publicly accessible data or data specific to the MPO region (transit, bike/ped infrastructure)
 - Methodology based on existing staff and technical capacity
 - Replicable for use in future LRTP processes



Needs Prioritization Performance Measures (Under Development)

- Safety
 - Potential for Safety Improvements
 - Bicycle and Pedestrian Crash Hot Spots
- Equity & Accessibility
 - Access to activity center (by mode)
 - Access to activity center (by mode) by Disadvantaged Populations
- Mobility
 - System reliability
 - Congestion
- System preservation, as a coordinating factor
 - Pavement Condition
 - Road Condition



Project Prioritization Performance Measures (Under Development)

- Land Use and Economic Development Coordination
 - Current Zoning
 - Future Land Use
- Environmental Factors
 - Proximity to environmental and historic features
 - Emissions reduction



Questions & Comments

Public Engagement Plan (DRAFT)

- Public engagement strategies will be bolstered through feedback from retained consultants
- Goals for engagement include:
 - Compliance with Title VI and MPO Public Engagement Plan
 - Careful consideration of opportunities for public feedback to be meaningfully incorporated into the plan development
 - Variety of formats
- Project website will be established
 - Meeting schedules and summaries
 - Maps
 - Surveys
 - Draft Materials



Public Engagement Plan (DRAFT)



Goal-Setting

- Introduce purpose of plan to public during this phase
- Prioritize relative importance of goals in determining system needs
- Engagement strategies include survey, open house, online webinar, community intercepts
- Collect contact information for citizens/organizations that want to stay engaged

Needs Prioritization

- Apply prioritization feedback to system needs
- Share prioritized needs on project website
- Public comment period for response to needs
- Summary of public feedback provided to MPO committees

Project Prioritization

- Apply identified improvements to priority needs
- Rank projects based on the developed weighting criteria relative to project cost
- Run travel demand model to demonstrate potential impacts
- Webinar, open house, and public comment period to receive feedback

Final Plan

Public Hearing

SAFE STREETS AND
ROADS FOR ALL
DISCRETIONARY
GRANT PROGRAM

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SS4A DISCRETIONARY GRANT PROGRAM BACKGROUND

-
- Established by the Bipartisan Infrastructure Law
 - \$5 - \$6 Billion available over the next five years
 - Goal of preventing roadway deaths and serious injuries
 - Two types of grants:
 - Planning
 - Implementation
 - Eligibility for implementation funding is dependent on first having a qualifying Comprehensive Safety Action Plan in place

COMPREHENSIVE SAFETY ACTION PLAN COMPONENTS

Leadership commitment

Oversight group to develop, implement, and monitor

Comprehensive safety data analysis

Robust public and stakeholder engagement

Inclusive and representative process in the plan development

Evaluation of processes and policies

Comprehensive identification/prioritization of projects and strategies

Ongoing monitoring and Reporting

BENEFITS OF A COMPREHENSIVE SAFETY ACTION PLAN

- Comprehensive understanding of crash locations and contributing factors, including identification of systemic or recurring factors
- Considers safety for all users (roadway, bike/ped, transit)
- Relationship building among stakeholders
- Multi-faceted strategies to reduce/eliminate roadway fatalities and serious injuries
- Creates a pipeline of identified projects to leverage implementation funding beyond SMART SCALE:
 - SS4A Discretionary Grant Program for implementation
 - Transportation Alternatives Program
 - Revenue Sharing
 - Highway Safety Improvement Program

MULTI-JURISDICTIONAL APPLICATION

- No locality within the Thomas Jefferson Planning District has a qualifying Comprehensive Safety Action Plan
- TJPDC is preparing and will submit a multi-jurisdictional application
- Localities will benefit from:
 - Administration of the grant and project coordination by the TJPDC
 - Regional approach to data collection and analysis supported by VDOT through the Highway Safety Improvement Program
 - Cross-jurisdictional information sharing
 - Substantive engagement with state and regional agency partners
 - Ongoing monitoring and reporting functions supported by TJPDC
 - Individual Safety Action Plan for each locality based on local needs and priorities



FINAL APPLICATION

- Grant application deadline is September 15th
- Supported by all six jurisdictions in TJPDC region
- Total grant amount is just under \$1.1 million
 - Nearly half will go towards stakeholder and public engagement
- VDOT will provide data collection and crash analysis support through the Highway Safety Improvement Program regardless of grant award
- TJPDC will provide ongoing monitoring and reporting through existing MPO and Rural Transportation program funding

Memorandum

To: MPO Committee Members
From: Sandy Shackelford, Director of Planning & Transportation
Date: November 8, 2022
Reference: LRTP Draft Goals and Objects, Focus Group Participants

Purpose:

The first step in determining the transportation project priorities for the Long Range Transportation Plan (LRTP) is defining the goals and objectives for the transportation system. The ultimate required outcome of the LRTP is a list of infrastructure projects that the MPO region will prioritize when pursuing funding opportunities. While other strategies may be referenced in the LRTP, the goals and objectives should be developed in a way that guides the prioritization of the infrastructure project selection.

Staff has developed a set of draft goals and objectives as a starting point for discussion, and is requesting additional feedback from MPO Tech and CTAC, and is planning to conduct focus groups with specific groups prior to developing the final recommended language.

Background:

The initial set of goals and objectives developed by staff is based largely on what was included in the 2045 LRTP as well as referencing the language that was included in other LRTPs throughout the Commonwealth. While there is a desire to ensure that the objectives are connected to metrics that can help guide the selection of projects, there may be opportunities to consider objectives that aren't directly related to a measurable outcome in a qualitative process.

The goals are the general statement of how we want our transportation system to operate. The objectives are more specific and help us know how we know we are meeting those goals. The objectives are value statements that will inform the actual measures that are used to conduct a quantitative project prioritization process.

CA-MPO staff has retained the consulting firms EPR and Kimley Horn to provide support in the development of the LRTP. The consultants have advised that the best opportunity to have public and stakeholder engagement in the development of the goals and objectives is to conduct focus groups with targeted representatives of the public based on stakeholders that we hope to engage with throughout the LRTP process. The focus groups serve two important functions: the first is that we have an opportunity to hear about the transportation system needs from representatives that have more knowledge on certain types of system improvement needs. This gives us a chance to vet the factors that

are included in the population in a well-facilitated process prior to asking the public more generally to provide feedback on how important the different goals and objectives are. The second purpose to conducting these focus groups is that it helps us build relationships with important stakeholders that can help guide successful engagement strategies with the populations they represent.

For these two reasons, staff is suggesting that we conduct four focus groups that would include the business community, safety professionals, equity priority communities, and special interest groups. These would be facilitated by our staff and their feedback will inform recommendations to the goals and objectives that would be considered for final consideration at the MPO meetings in January or March depending on how quickly these groups could be scheduled.

While thought has been put into the potential membership of these focus groups, this is still very much a draft form. Staff has reached out to the economic development departments on recommendations for business community stakeholders to include, so this list could be adjusted based on their feedback. Participants would be invited to attend, but there has been no request for participation at this time and there is no commitment on the part of any group listed here.

Recommendation:

There is no staff recommendation at this time. Staff is requesting feedback from the committee members on the draft goals and objectives and on the focus group approach, as well as whether there are recommendations for representatives that should be included in any of the suggested groups. Ideal group sizes would be between 8 and 12.

If there are any questions or comments, please contact Sandy Shackelford at sshackelford@tjpd.org.

Goal	Objective
Safety: Improve the safety of the transportation system for all users.	Reduce frequency and severity of crashes. Improve comfort and safety for users of alternative modes of transportation.
Environment: Reduce the negative environmental impacts of the transportation system.	Minimize impacts of transportation system on natural and built environment. Increase use of alternative modes of transportation (ridesharing, transit, active transportation). Integrate sustainable infrastructure practices into project design. Reduce vehicle emissions.
Equity & Accessibility: Improve equitable access to opportunities through greater availability of mode choices that are affordable and efficient.	Increase mode choice for all users. Increase access to activity centers for underserved populations/EJ populations.
Land Use & Economic Development: Integrate transportation system improvements with land use planning.	Provide multi-modal infrastructure in designated growth areas, mixed-use areas, and near activity/attraction centers. Consider multi-modal system needs during site development review procedures. Fill connectivity gaps in multi-modal network.
Efficiency: Increase travel efficiency and system reliability.	Reduce congestion through operational improvements (intersection reconfiguration, traffic light coordination, etc.) Increase system capacity at identified bottlenecks. Maintain the existing system in a state of good repair.

Focus Groups:

Business Community:

Sentara
 Charlottesville Albemarle Convention and Visitors Bureau
 Charlottesville Albemarle Regional Chamber of Commerce
 Department of Defense
 UVA Health
 WillowTree
 Monticello
 Piedmont Workforce Development Board
 UVA Economic Development
 Central Virginia Partnership for Economic Development

Safety Professionals:

EMS
 Department of Health
 School Bus Driver
 Crossing Guard
 Safe Routes to School
 Charlottesville Police
 Albemarle Police
 Virginia State Police
 Jaunt Safety Director
 CAT Safety Director

Equity Priority Communities:

Virginia Institute for the Blind
 Charlottesville Area Alliance
 Piedmont Housing Alliance
 Sin Berraras
 First Baptist Church
 Charlottesville Independence Resource Center
 Network to Work

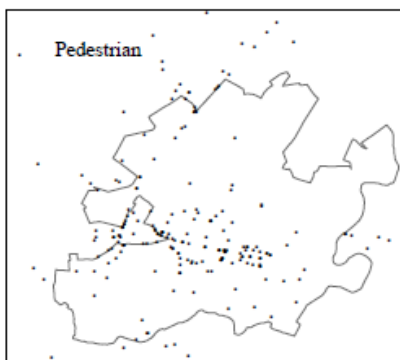
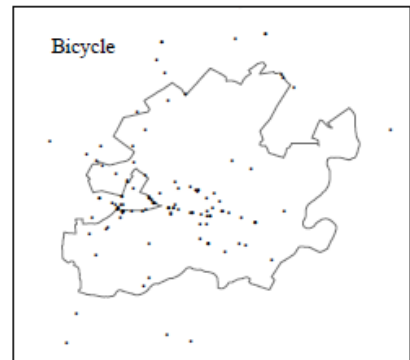
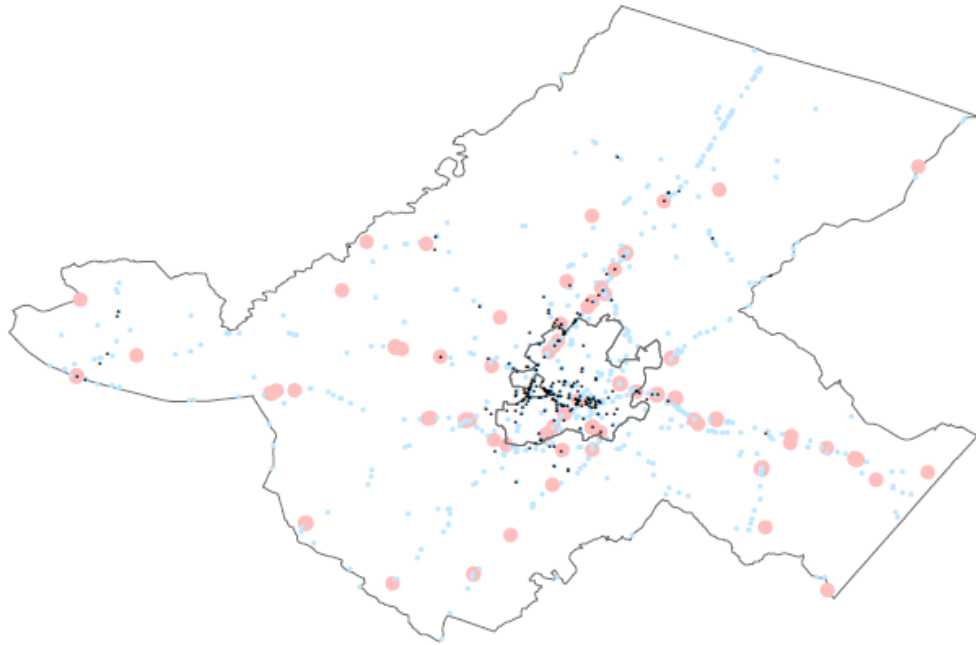
Special Interest Groups:

C3
 Mobility Alliance/Piedmont Environmental Council
 Southern Environmental Law Center
 IMPACT
 Charlottesville Bike/Ped Advisory Committee
 UVA Student (Student Government Association)

FATALITY & SERIOUS INJURY (2015-2021)

Source: Division of Motor Vehicles; Virginia Department of Transportation

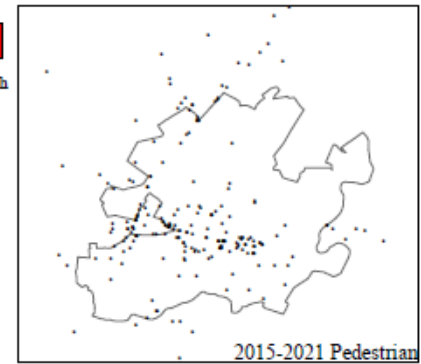
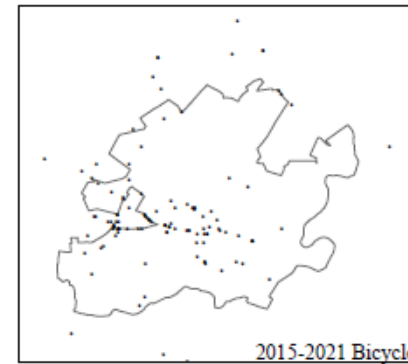
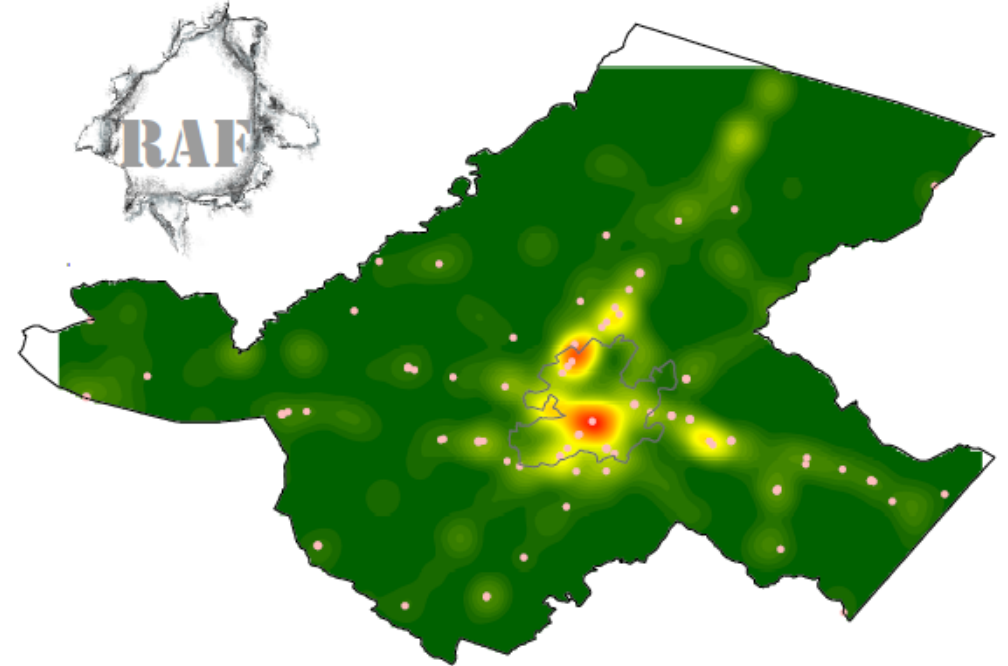
	2021	2020	2019	2018	2017	2016	2015	% change 2015-21	7 yr annual rate	7 yr average	totals	% of total
K People	15	15	14	8	7	8	8	88%	0.125	10.71	75	0.5%
A_People	123	169	144	128	93	85	72	71%	0.101	116.29	814	5.4%
B_People	240	190	264	257	639	671	718	-67%	-0.095	425.57	2979	19.8%
C_People	999	824	831	749	185	157	189	429%	0.612	562.00	3934	26.2%
Persons_Injured	1362	1183	1239	1134	917	913	979	39%	0.056	1103.86	7727	51.4%
Pedestrian	3	4	2	0	0	2	1	200%	0.286	1.71	12	0.1%
Pedestrian_1	21	22	25	36	46	43	41	-49%	-0.070	33.43	234	1.6%
Vehicle_Count	3712	3225	4495	4289	4100	4207	4149	-11%	-0.015	4025.29	28177	
Collisions	1997	1795	2374	2254	2171	2253	2196	-9%	-0.013	2148.57	15040	100.0%
Bicycle	17	20	28	21	18	11	18	-6%	-0.008	19.00	133	0.9%

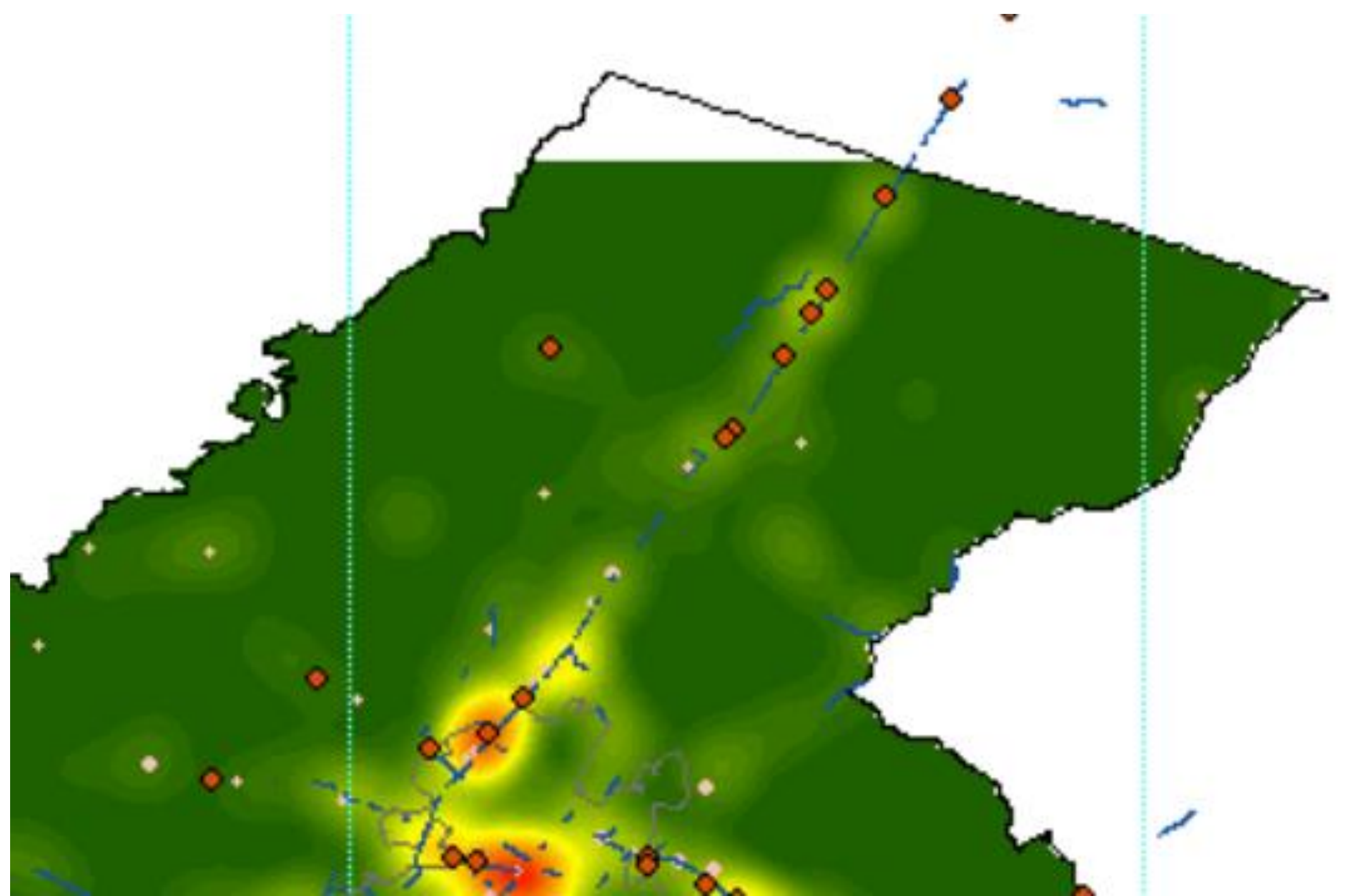


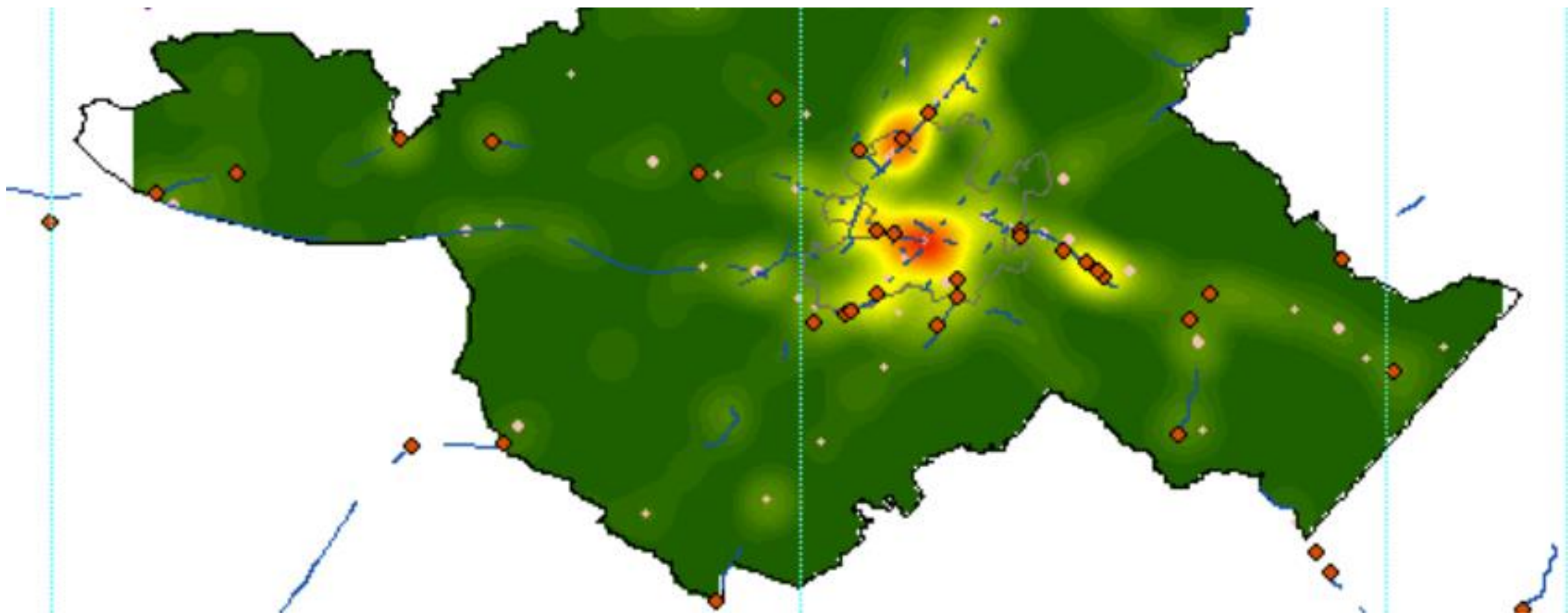
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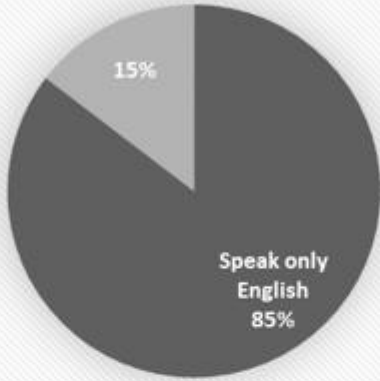
	2021	2020	2019	2018	2017	2016	2015	% change 2015-21	7 yr annual rate	7 yr average	totals	% of total
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Pedestrian	3	4	2	0	0	2	1	200%	0.286	1.71	12	0.1%
Pedestrian_1	21	22	25	36	46	43	41	-49%	-0.070	33.43	234	1.6%
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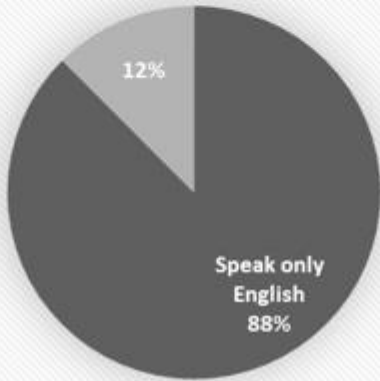




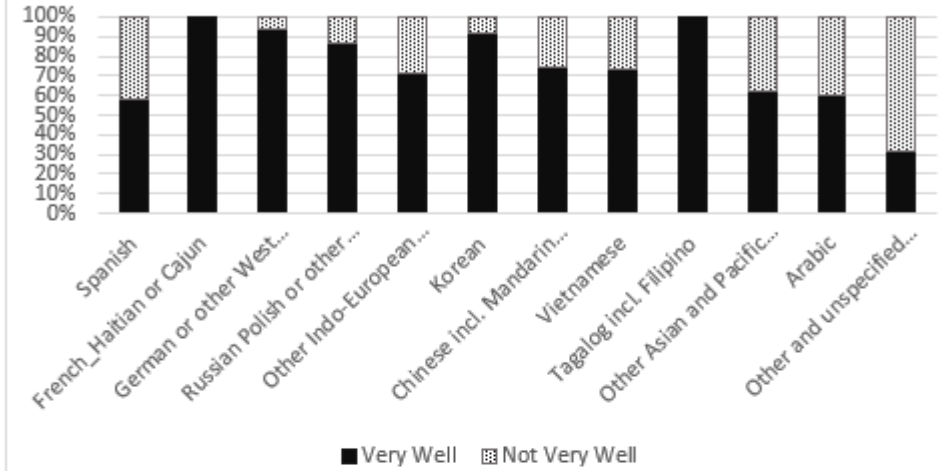
Charlottesville - Speak only English



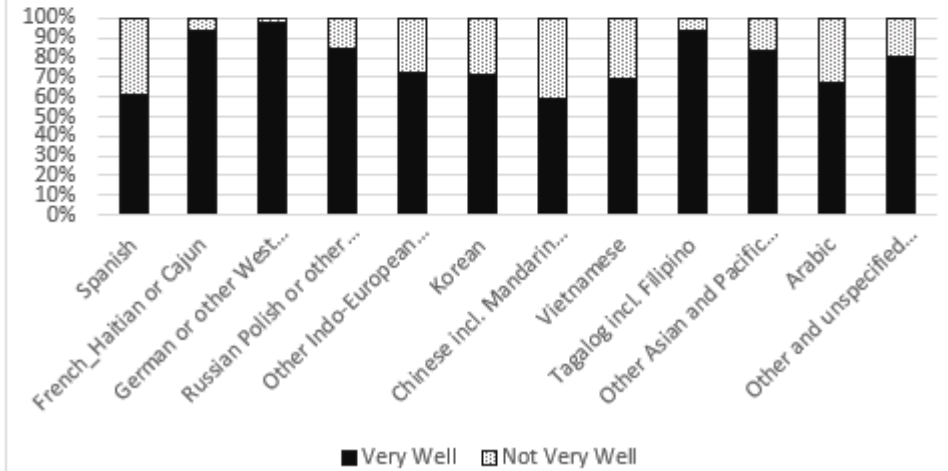
Albemarle - Speak only English



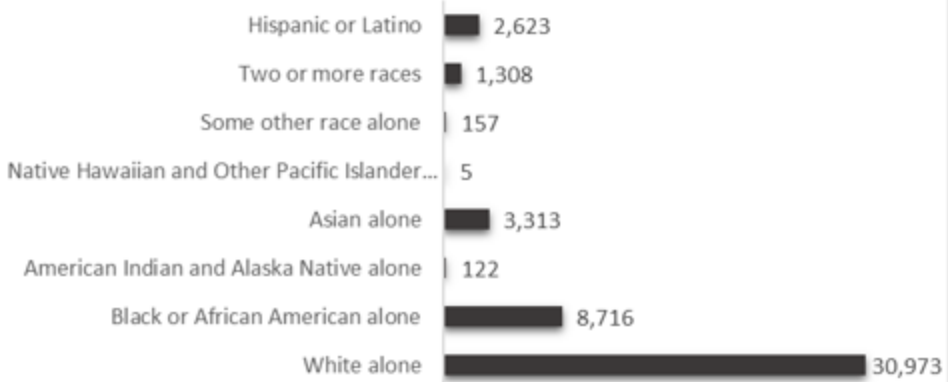
Charlottesville - English Proficiency



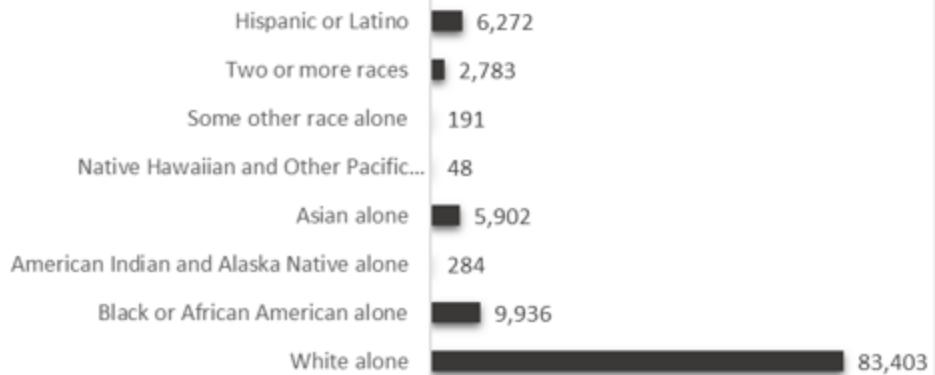
Albemarle - English Proficiency



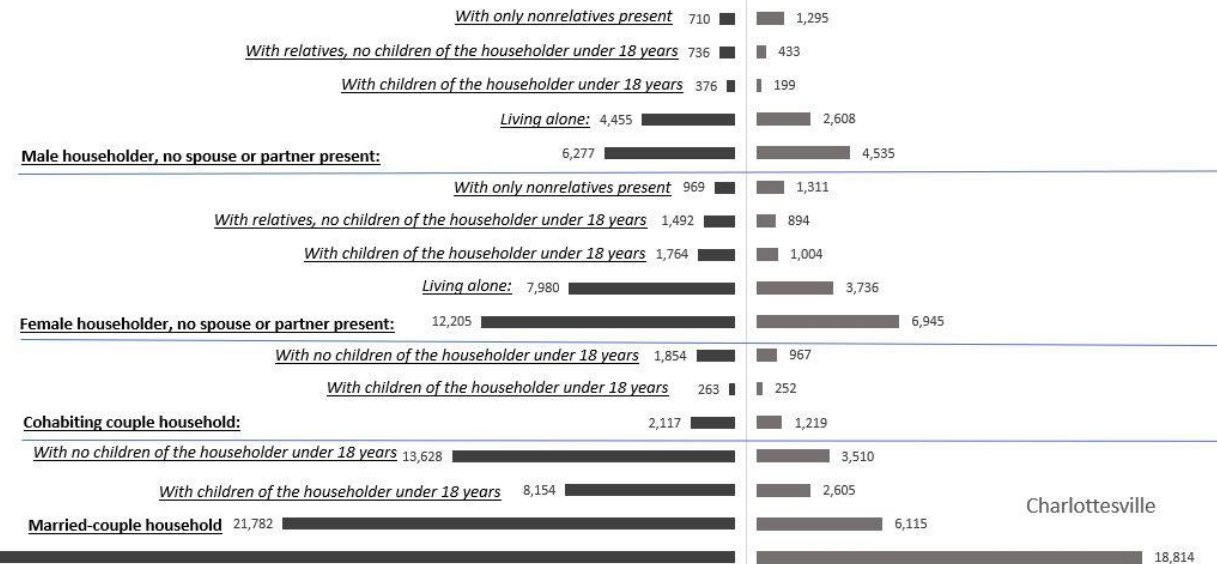
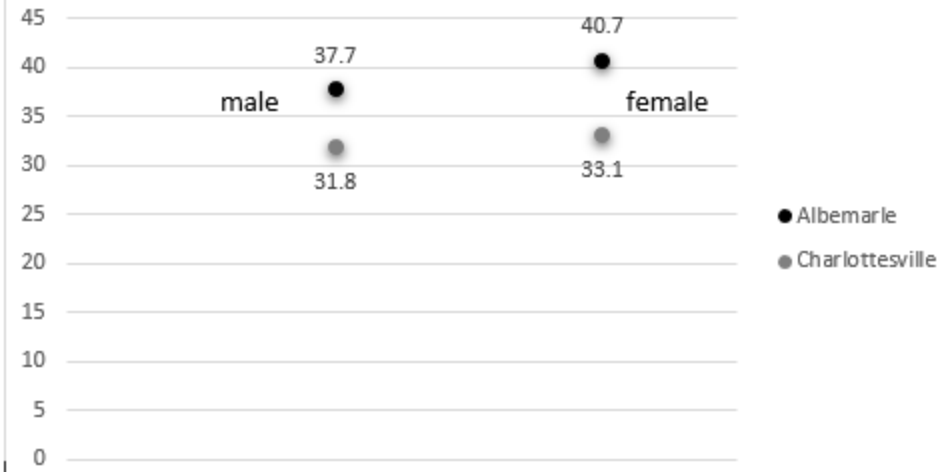
Race Charlottesville



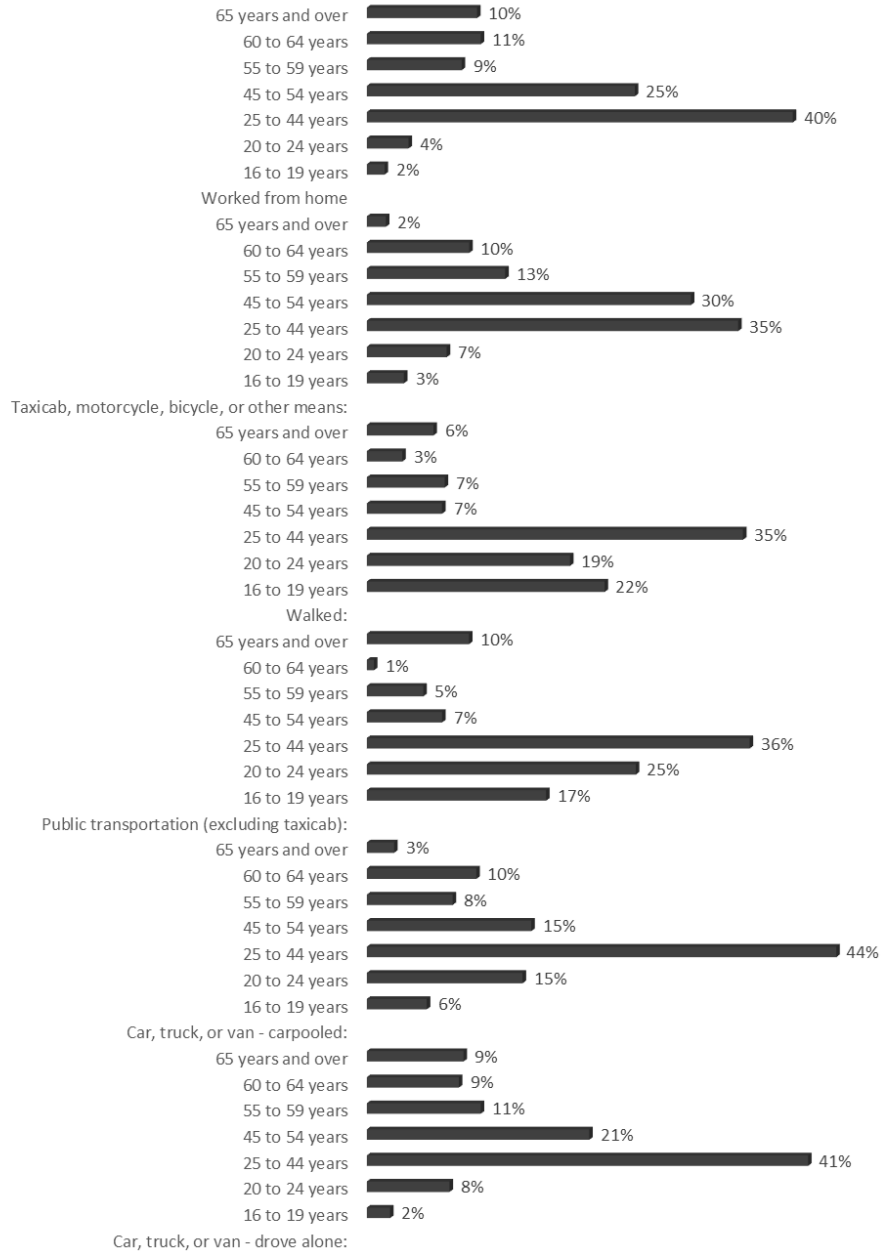
Race Albemarle



Median Age by Sex



Means to Work by Age Albemarle



Means to Work by Age Charlottesville

