

AGENDA MPO Technical Committee

Tuesday, October 17, 2023 @ 10:00 a.m.
Water Street Center, 407 E. Water Street
Charlottesville, VA 22902

For Remote Participation in Compliance with Adopted Remote Meeting Policy, Guest Speakers, and Members of Public Zoom Meeting Link: <https://us02web.zoom.us/j/86124213896?pwd=VlpleldNMFhmU0lwdkFQeVhRQ25GZz09>
Meeting ID: 861 2421 3896
Password: 800072

Item	Time	Description
0	10:00 - 10:05	Attendance
1	10:05 - 10:10	Matters from the Public 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
2	10:10 - 10:15	General Administration* – Ryan Mickles, CA-MPO <ul style="list-style-type: none"> • Acceptance of agenda* • Approval of September 19, 2023 MPO Tech Cmte. Minutes*
3	10:15 - 11:00	Moving Toward 2050 – Sandy Shackelford, CA-MPO <ul style="list-style-type: none"> • Public Engagement Report • Prioritization Measure Weighting
4	11:00 - 11:30	SMART SCALE ROUND 6 – Sandy Shackelford, CA-MPO <ul style="list-style-type: none"> • CTB SMART SCALE Process Review Updates • Committee Discussion
5	11:30 - 11:40	Transportation Analyses Zones – Ryan Mickles, CA-MPO
6	11:40 - 12:00	Roundtable Updates <ul style="list-style-type: none"> • Charlottesville Albemarle MPO/TJPDC • City of Charlottesville • Albemarle County • Department of Rail and Public Transportation • Virginia Department of Transportation • Rideshare • CAT • Jaunt • University of Virginia
7	11:55 - 12:00	Matters from the Public 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

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

MPO Technical Committee Meeting
 Draft Minutes, August 15, 2023

A video recording of the meeting can be found here:
<https://www.youtube.com/watch?v=PNZtS-JITwo>

VOTING MEMBERS & ALTERNATES		STAFF	
James Freas, Charlottesville		Sandy Shackelford, TJPDC	x
Ben Chambers, Charlottesville		Lucinda Shannon, TJPDC	x
Rory Stolzenberg, Cville PC	x	Gretchen Thomas, TJPDC	x
Jessica Hersh-Ballering, Alb Co	x	Ryan Mickles, TJPDC	x
Alberic Karina-Plun, Albemarle (alternate)	x	Curtis Scarpignato, TJPDC	x
Luis Carrazana, Albemarle PC	x		
Charles Proctor, VDOT		NON-VOTING MEMBERS	
Michael Barnes, VDOT (alternate)	x	Tony Cho FTA	
Christine Jacobs, TJPDC	x	Donna Chen, CTAC Liaison	
Zadie Lacy, Jaunt	x		
Bill Palmer, UVA Ofc of Architect	x	GUESTS/PUBLIC	
Taylor Jenkins, DRPT (alternate)		Peter Krebs, PEC	x
Tiffany Dubinsky, DRPT		Will Cockrell, EPRPC	x
Sara Pennington, Rideshare *	x	Alan Simpson, EPRPC *	x
Richard Duran, FHWA			

* attended online via Zoom

1. CALL TO ORDER:

Rory Stolzenberg called the meeting to order at 10:02 a.m. Ryan Mickles called roll.

2. MATTERS FROM THE PUBLIC

- a. **Comments by the Public:** None
- b. **Comments provided via email, online, web site, etc.:** None

3. MATTERS FROM THE PUBLIC

Motion/Action: Ben Chambers made a motion to approve the minutes from the August 15 meeting. Alberic Karina-Plun seconded and the motion passed unanimously.



4. MOVING TOWARD 2050

Will Cockrell, EPRPC, presented the committee with the public engagement strategies used thus far for the “Moving Toward 2050” (Long-Range Transportation Plan).

Alan Simpson, EPRPC, presented the committee with the initial findings from all the engagement efforts. He noted that there were a number of open-ended comments regarding safety, efficiency, connection, multi-modal, land use, economy, and others.

He noted that multi-modal concerns dominated the comments, followed by safety, connection, and efficiency. The public comments themes in Albemarle County 2044 survey were dominated by land use, particularly parking. There was a great deal of comments in the Cville Plans Together Survey about multi-modal (bike lanes, bus routes, etc.) In the Regional Transit Vision Survey, multi-modal also dominated the comments.

Regarding the MetroQuest Survey, Mr. Simpson noted that it had 1100 comments on the map portion of the survey. When ranking priorities, safety dominated the answers. He continued by reviewing the rest of the MetroQuest survey results.

There was a discussion about the interactions with the public and the survey results.

5. TRANSPORTATION IMPROVEMENT PROGRAM ADJUSTMENT:

Ryan Mickles explained that the TIP adjustments moved money from FY23 to FY24.

6. SMART SCALE

Michael Barnes said there is a meeting on Thursday on the Ivy corridor and Barracks Road corridor projects. He gave an update on some of the feedback on the projects. He noted that getting a shared-use path for the Barracks Road corridor will be difficult. He noted that they had very good responses for their surveys. Their consultant is working on interpreting the data points.

Mr. Barnes continued by saying that Ivy Road corridor is a challenge. Multi-modal is proving to be difficult to integrate. He said that they have a corridor focus group (business owners, HOAs who are directly in the project zone) to help them get to a resolution on what to study in the second phase.

7. ROUNDTABLE:

CAMPO

Sandy Shackelford said there is no additional information to report. There is another CTB meeting tomorrow to discuss the previous success of Smart Scale, and updates to the economic development methodology. She noted that the meeting will be streaming live tomorrow at 8:30 a.m. There is a portal desk set up for any public comments.

Ms. Shackelford said that this afternoon there will be a meeting of the VDOT and Kimley Horn consultants to discuss the data received so far.

City of Charlottesville

Rory Stolzenberg noted that the City is in the home-stretch of their comp plan.

Ben Chambers noted they are learning a lot about paint for the Safe Streets and Roads for All and Safe Routes to School projects. There is also a parking inventory going on and the bike count is also ongoing. Re: Transit, Mr. Chambers reported that the City is working through their Transit Strategic Plan, and also the Alternative Fuel Study for CAT. He noted they are working with DRPT for bus shelters in the City.

Albemarle County

Jessica Hersh-Ballering reported that they are in the process of submitting for numerous grants.

Alberic Karina-Plun reported that the Prioritization project is in the home stretch and he will be making the maps tomorrow with the data they have received. He noted that October 4 will be the day they present it to the Board for approval. He also noted they are looking at a truck-ban on the corridor between Route 29 and Batesville on Plank Road.

DRPT

There was no report.

VDOT

Michael Barnes said that Smart Scale will start in earnest next year. He noted that the project selection component will be very important. He said the Smart Scale projects will be in pipeline studies, Potential Safety Improvement projects, and "other." Their respective consultants will be reaching out in late October to talk about those types of projects.

Rideshare

Sara Pennington reported that Rideshare is celebrating the second anniversary of the Afton Express. There are numerous celebrations scheduled.

CAT

No additional report.

Jaunt

Zady Lacie provided the committee with updates.

UVA

Bill Palmer reported that there is a new Director of Parking and Transportation. He also said the Ivy Corridor has three projects under construction that are starting to coalesce. He reported that the Fontaine Park project is currently in the planning and design phase.

VDOT

David Cook said are new initiatives underway, a state trails program. They will be sending out a survey starting tomorrow. The survey can be found here:

He also said there is a new contract with Michael Baker International for data collection, existing conditions analysis and existing conditions analysis.

He is also working on bike/ped initiatives.

8. ADDITIONAL MATTERS FROM THE PUBLIC:

None.

ADJOURNMENT: Mr. Stolzenberg adjourned the meeting at 11:40 a.m.

NOTE: Joint meeting with SAW-MPO is scheduled for September 27, 2023 in Waynesboro at 10 a.m.

Monthly meetings will occur in FY24 until approval of the long-range transportation plan is completed

Memorandum

To: MPO Committees
From: Sandy Shackelford, Director of Planning & Transportation
Date: October 10, 2023
Reference: Moving Toward 2050 – Needs Prioritization

Purpose:

In September, MPO staff completed the first phase of public engagement for the Moving Toward 2050 plan. Consultants from EPR have worked to analyze the public feedback received during this first phase and provided an initial summary of high level findings at the MPO Technical Committee meeting in September. The full public engagement report has been completed and has been included in the agenda packet for review.

Discussion:

The next step in the development of the Moving Toward 2050 plan is to determine the weighting of each of the evaluation metrics that will be used to prioritize the transportation system needs. The prioritization categories and metrics, along with the determined thresholds that were selected for each of the evaluation criteria, are summarized in Tables 1 and 2, along with potential weighting scenarios that have been prepared as a guide for discussion purposes.

Table 1. Weighting Scenarios for Transportation Needs Prioritization - Goal Categories.

Prioritization Category	Weighting Scenarios		
	Accessibility-Focused	Balanced	Mobility-Focused
Safety	30%	25%	30%
Multi-modal Accessibility	30%	25%	25%
Efficiency and Economic Development	10%	25%	30%
Land Use Coordination	30%	25%	10%
Environment	Applied to aggregate score in other factor areas		

Table 2. Weighting Scenarios for Transportation Needs Prioritization – Evaluation Metrics.

Prioritization Category	Evaluation Metric	Threshold	Weighting Scenarios		
			Accessibility-Focused	Balanced	Mobility-Focused
Safety	Roadway Safety (PSI ¹)	All PSI locations	15%	12%	15%
	Bike/Ped Safety (PSAP ² Corridors)	Top 5% Statewide Corridors	15%	13%	15%
Multi-modal Accessibility	PAI ³ - Bike/Ped	All segments PAI greater than 0	8%	7%	6%
	PAI - Transit	All segments PAI greater than 0	8%	7%	6%
	PAI - Vehicle	All segments PAI greater than 0	6%	4%	7%
	PAI – Disadvantaged Populations	All segments PAI greater than 0	8%	7%	6%
Efficiency & Economic Development	Travel Time Index	Avg weeklong TTI > 1.5 for three hours; > 1.7 for one hour	3%	7%	10%
	Travel Time Reliability (PTI ⁴)	Avg weeklong PTI > 1.5 for three hours; > 1.7 for one hour	3%	7%	10%
	Transit On-Time Performance	On-time performance less than systemwide average performance from previous year	4%	11%	10%
Land Use Coordination	Walk Access - General	All segments in “somewhat walkable” census tracts	15%	13%	5%
	Walk Access – Disadvantaged Populations	All segments in transit viable EEA ⁵ that are also in “somewhat walkable” census tracts	15%	12%	5%
Environment	Flooding Exposure	Segments Exposed to Historical Flooding	Applied to aggregate score in other factor areas		
		Additional Adjustment for economically distressed communities	Applied to aggregate score in other factor areas		

¹ PSI – Potential for Safety Improvement

² PSAP – Pedestrian Safety Action Plan

³ PAI – Potential for Accessibility Improvement

⁴ PTI – Planning Time Index

⁵ EEA – Equity Emphasis Areas; defined in [VTrans](#)

- The accessibility-focused scenario places a greater emphasis on transportation improvements that will improve people's ability to reach destinations.
- The balanced scenario will assume that each of the prioritization categories should be weighted equally.
- The mobility-focused scenario places a greater emphasis on transportation system efficiency.

The accessibility-focused scenario seems to best reflect the public feedback that we heard, placing the greatest emphasis on multi-modal system considerations and supporting many of the environmental co-benefits that were discussed by the public that are not explicitly captured by the metrics used in the data evaluation – namely a desire to reduce transportation sector-related greenhouse gas emissions.

Actions: Staff is requesting a recommendation from the MPO Technical Advisory Committee on the weighting criteria to use for the analysis of the transportation system performance data. The weighting criteria will be used in the process of identifying the transportation system need priorities in conjunction with other public feedback that has been received and processed.

Memorandum

To: MPO Technical Committee
From: Ryan Mickles, Regional Planner
Date: October 17, 2023
Reference: Update on CAMPO Transportation Analysis Zones for Transportation Model

Throughout September, the Charlottesville Albemarle MPO staff has been working with the Virginia Department of Transportation on their change requirements for transportation analysis zones (TAZs) for traffic modeling purposes. With consideration of staff time needed to obtain and manipulate socio-economic data for long range transportation modeling, staff provided a geographical information system data set of proposed new TAZs, which boundaries aligned with the census block group geography for easier calculations; upon its review, VDOT informed staff that the proposed TAZ boundaries were too large for modeling purposes and made recommendations that clarified the updated changes.

In addition to the scale of the zone, changes or verifications include that the new TAZ boundary specifically align with the census block geography. Also, the new TAZ boundary should not bisect the transportation road line network used in the modeling. Staff believes that with these change requirements any new TAZ proposed would form based primarily on the “restrictions” thereby leaving the new TAZ boundary to a matter of an appropriate modeling scale, in some cases. Staff is mindful that there are other factors and criteria needed for TAZ development.

In a general context, the current CAMPO transportation analysis zone boundaries do not all adhere to the new VDOT standards, therefore, the physical look/shape of the new TAZs may differ from the previous CAMPO TAZ geography. To this effort, staff is preparing a map showing the existing/current TAZ boundaries, and a separate map showing the proposed TAZ boundaries based on VDOT correspondence.

The recommended TAZ boundaries were developed to first meet the minimum federal requirements, and second in consideration of the staffing resources that will be needed to update and manage the data as the information in the model needs to be updated for use. While we are preparing a map of the proposed TAZ boundaries for your review and consideration, we are more so requesting your approval of the general approach MPO staff are taking.