



Central Virginia Transportation Planning Organization

Local Government Council Office, 828 Main St., 12<sup>th</sup> Floor, Lynchburg, VA 24504

**Thursday, May 15, 2025; 4:00 p.m.**

Virtual Access: <https://us02web.zoom.us/j/89953682184?pwd=aV8eTfa87SCbpbDmtuwUAIWxKT2sj.1>

Meeting ID: 899 5368 2184; Passcode: 042962; Phone: 1 305 224 1968

## **Agenda**

1. **Call to Order & Establishment of Quorum** .....Jeremy Bryant, Chair
2. **Approval of Minutes: March 20, 2025** .....Jeremy Bryant, Chair  
(Attachment 2)
3. **FY2026 Unified Planning Work Program** (approval consideration action) .....Jeremy Bryant, Chair  
(Attachment 3) (Attachment 3a)
4. **FY2024 – 2027 CVTIP Adjustment** (approval consideration action) .....Jeremy Bryant, Chair  
(Attachment 4)
5. **FY25 Work Program Update** (all items informational) ..... Kelly Hitchcock, CVTPO
  - a. Route 221 Corridor Study (Attachment 5a)
  - b. Central Virginia Safety Action Plan
  - c. Lynchburg Multimodal Plan
  - d. U.S. DOT Thriving Communities Program
6. **Opportunity for Public Comment**.....Jeremy Bryant, Chair
7. **Matters from the Board and/or Staff**.....Jeremy Bryant, Chair
  - a. State & Federal agency partner updates
  - b. Other
8. **Adjourn** .....CVTPO Chair
9. **Informational Items**
  - a. CVTPO next meeting: July 17, 2025

The CVTPO ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you have questions or concerns about your civil rights regarding participation or need special assistance for persons with disabilities or limited English proficiency, please contact the CVTPO. Sign language or non-English language interpreters will be provided if needed and requested in advance of this meeting. Please contact the CVTPO at 434-845-3491 to request an interpreter.



May 15, 2025 Meeting

**Staff Report**

**1. Call to Order & Establishment of Quorum**

If needed, approval for Electronic Meeting member participation.

**2. Approval of Minutes: March 20, 2025 (Attachment 2)**

March 20, 2025 CVTPO meeting minutes provided for review and approval consideration.

Recommendation: Approval of Minutes.

**3. FY2026 Unified Planning Work Program (UPWP) – Approval Consideration**

*(Attachment 3) (Attachment 3a)*

The proposed CVTPO FY2026 Unified Planning Work Program (UPWP) is provided *(Attachment 3)* for approval consideration. The UPWP serves as the guiding document that summarizes the program and project activities that will be, or anticipated to be, executed by CVTPO staff and consultants.

The UPWP presents the federal (Federal Highway Administration/FHWA and Federal Transit Administration/FTA), State (Virginia Department of Transportation/VDOT and Virginia Department of Rail and Public Transportation/VDRPT) program partners and local program funding that collectively account for the CVTPO available FY2026 funding.

Key projects to be executed in FY2026 are highlighted below.

Section 1 – FHWA, VDOT, CVTPO funded initiatives (begins page 10), include:

- CVTPO Long Range Transportation Plan – 2050 Update.
- Staff oversight, public engagement, and implementation development activities associated with the Lynchburg Multimodal Plan, where consultant funding has been provided by FTA/DRPT as shown in Section II of the FY26 UPWP.

Section II – FTA, VDRPT, CVTPO funded initiatives (begins page 19), include:

- Continuation for consultant funding and completion of the Lynchburg Multimodal Plan.
- Continued Project Management, reporting and stakeholder coordination of the US DOT Thriving Communities Program 12<sup>th</sup> Street Corridor Transit-Oriented Development project. The use of funding to support this project, a three year funding commitment, was provided by the CVTPO at the 1-18-2024 meeting.
- Execute the *GLTC Bus Stop Inventory and Facility Recommendation Plan*, a project effort that will evaluate the existing conditions and facility amenities. The inventory will be GIS-based and will incorporate DRPT evaluation methodologies. In the review of facility condition, with be evaluation of right-of-way, necessary approval, and evaluation metric to guide future shelter locations. Finally, this project effort will be a complement to the Lynchburg Multimodal Plan in evaluating priority corridors that will support connectivity and transit system access.

- Execute the *Timberlake GLTC Service Expansion Assessment*, a project that will include coordination with Campbell County staff, Timberlake businesses, and general public to evaluate the interest and need for public transit service expansion along Timberlake Avenue into Campbell County. The project will include distribution of public survey(s) and public input opportunities. The project will include the next steps and funding scenarios for a feasibility study, if warranted per project findings.

The FY2026 UPWP includes input and review from our VDOT, DRPT, FTA and FHWA program partners; incorporates foundational federal program and CVTPO LRTP-2045 planning priorities; and incorporates the CVPDC Title VI Implementation Plan and the CVTPO Public Participation Plan. Importantly, the Plan includes wording, in both sections for integration and execution of locality-identified projects within the planning year, with CVTPO and funding agency approval.

The following are key points from the full FY2026 UPWP budget, page 24.

Section I

- FHWA/VDOT FY2026 \$614,242 budget includes FY26 \$344,252 allocation and FY24 \$269,990 carryover.
- Includes an anticipated \$163,242 carryover, where funds will be available in FY2028.

Section II

- FTA/DRPT FY2026 \$157,182.37 allocation, FY2025 \$154,950 (5303 grant ends 12/31/2025), and FY2024 \$27,480 (estimate of what may be remaining; 5303 grant ends 12/31/2025).
- Includes an anticipated \$88,884 FY2026 rollover to FY2027 (5303 grant ends 12/31/2026).

The Transportation Technical Committee (TTC) were instrumental in the UPWP development and recommended CVTPO adoption at the May 8, 2025 meeting.

**Recommendation:** Staff recommend FY2026 Unified Planning Work Program (UPWP) be adopted by the CVTPO per the adoption Resolution (*Attachment 3a*) as presented.

**4. FY2024 – 2027 CVTIP Adjustment (*Attachment 4*)**

The Virginia Department of Rail and Public Transportation (VDRPT) has requested an administrative adjustment to the FY2024 – 2027 CVTIP, on behalf of the Central Virginia Alliance for Community Living, Inc. to account for an increase in funding for administrative modifications. The CVTIP adjustments provides for an additional \$8,000 in FTA 5310, which is funding for enhanced mobility for seniors and individuals with disabilities, funding. As the funding adjustment is less than \$2,000,000 a 30-day comment and public hearing is not required or CVTPO approval consideration.

The TTC recommended CVTPO approval of the FY2024 – 2027 CVTIP at the May 8, 2025 meeting.

**Recommendation:** Staff recommend CVTPO approve the FY2024 – 2027 CVTIP Administrative Adjustment.

**5. FY25 Work Program Update** (all items informational)

a. Route 221 Corridor Study (*Attachment 5a*)

The 2<sup>nd</sup> Public Meeting was held Tuesday, March 18, 2025, 5:00 p.m. to 7:00 p.m. at the Forest Public Library, with about 30 citizens attending. The two project surveys resulted in 29,135 responses from 834 people with comment themes being congestion, concern with new development outpacing road improvements, difficulty making left turns and general safety (e.g. speeding). Comments expressing desire for sidewalk and pedestrian improvements were also noted.

Jeannie Alexander, EPR Inc., provided an overview of the Perrowville Road to Graves Mill Road study to the Bedford Board of Supervisors at the April 28, 2025 meeting. Alexander presented traffic, accident data, existing traffic operations, findings from public input, future growth and traffic volumes, and finally a series of improvement options along segments and intersections. Specifically, operation alternatives at Perrowville Road/Corporate Park Drive; Burnbridge Road/Thomas Jefferson Road; Rustic Village Road/Gumtree Road; Ambassador Drive to Cloverhill Blvd; and Gristmill to Gravel Mill Road were provided along with multimodal and speed reduction options were presented. Next steps are some preliminary costs development and continued coordination with Bedford staff on next steps, which will then be brought back to Bedford BOS for consideration. A copy of the presentation is *Attachment 5a*.

b. Central Virginia Safety Action Plan

The project consultants EPR PC and Kimley-Horn consultants have completed the preliminary Draft Safety Action Plan and are currently coordinating with the locality representatives and project workgroup in executing edits and incorporating additional safety strategies and project evaluation. The original schedule, which included presenting the Draft Central Virginia Safety Action Plan to the CVPTO and bringing back to the CVTPO in July has been extended to incorporate locality comments. The Draft Safety Action Plan will be brought to the CVTPO at the July 17, 2025 meeting, with adoption consideration for the September 18, 2025 meeting.

US DOT has opened another round of Safe Steets and Roads of All (SS4A) grant funding where both implementation and planning/demonstration projects can be submitted for funding consideration. The SS4A is an 80% federal and 20% non-federal match program; applications are due June 26, 2025.

c. Lynchburg City Multimodal Plan

The Lynchburg City plan, [www.lynchburgmultimodalplan.com](http://www.lynchburgmultimodalplan.com), continues. Timmons Group has completed analysis of existing conditions, developed corridor evaluation analysis maps, and the Project Work Group has evaluated preliminary evaluation matrix, which will be finalized at the next meeting. Public engagement, that will include a series of events and engagement opportunities and promotion will take place in June and early July.

*Recommendation:*

Go to [www.lynchburgmultimodalplan.com](http://www.lynchburgmultimodalplan.com) to keep abreast of the project.

d. U.S. DOT Thriving Communities Program

The 12<sup>th</sup> Street Transit-Oriented-Development (TOD) project continues. CVPDC, Lynchburg and GLTC submitted three project scenarios that involve public outreach and corridor beautification initiatives. A site visit from USDOT and the consultants is anticipated for late June/early July.

**6. Opportunity for Public Comment**

The CVTPO meetings are open to the public. At this time any public participant is provided an opportunity to address the CVTPO. Public comment is limited to three (3) minutes per individual.

**7. Matters from the Board and/or Staff (*all items informational*)**

a. State, Federal, Local agency partner updates

A time for VDOT, DRPT, FHWA, FTA, GLTC partners to share program information.

b. Other

Open discussion opportunity.

**8. Adjourn**

**Informational Item**

The next CVTPO meeting will be July 17, 2025 at 4:00 p.m.; CVTPO approval items will be at this meeting.



**Central Virginia Transportation Planning Organization**

**March 20, 2025, 4:30 p.m. Meeting**

CVPDC Office, 828 Main St., 12<sup>th</sup> Floor Lynchburg, VA

**Draft Minutes**

**MEMBERS PRESENT**

John Sharp, Chair (virtual).....Bedford County  
Jeremy Bryant, Chair.....Amherst County  
Drew Wade.....Amherst County  
Chris Winstead.....VDOT Lynchburg District  
Marty Misjuns (virtual).....City of Lynchburg  
Dwayne Tuggle.....Town of Amherst  
Tom Lawton.....Campbell County  
Rick Youngblood (virtual).....VDOT Lynchburg District  
Frank Rogers.....Campbell County

**MEMBERS ABSENT**

Robert Hiss.....Bedford County  
Kathryn Benedict.....FHWA-Virginia  
Kenny Craig.....Liberty University  
Wynter Benda.....City of Lynchburg  
Evan Tuter.....Virginia Department of Rail & Public Transit  
Josh Moore.....Greater Lynchburg Transit Company  
Carson Eckhardt.....VDOT Lynchburg District

**OTHERS PRESENT**

Richard White.....CVPDC  
Alec Brebner.....CVPDC/CVTPO  
Patti Lassiter.....CVPDC  
Kelly Hitchcock.....CVPDC

**1. Call to Order & Establishment of Quorum**

John Sharp called the meeting to order at 4:30, thanked everyone for attending, and stated that the meeting had a quorum. The Chair called for a motion to allow for virtual participation by Rick Youngblood, Marty Misjuns, and Jeremy Bryant.

**MOTION:** Frank Rogers made a motion to approve Rick Youngblood, Marty Misjuns, and Jeremy Bryant's virtual participation for March 20, 2025. Drew Wade seconded the motion. All were in favor, and the motion passed.

The Chair asked for a motion to amend the agenda to include the DRPT 5303 program application.

**MOTION:** Frank Rogers made a motion to amend the agenda to include the DRPT 5303 program application. Drew Wade seconded the motion. All were in favor, and the motion passed.

## **2. Approval of Minutes: January 16, 2025**

The Chair asked if there were any corrections, revisions or questions for staff to the January 16, 2025, meeting minutes. No comments were received.

**MOTION:** Frank Rogers made a motion to approve the January 16, 2025, CVTPO Meeting Minutes as submitted. Drew Wade seconded the motion. All were in favor of the motion.

## **3. FY2026 Unified Planning Work Program**

Kelly Hitchcock presented the Draft FY2026 Unified Planning Work Program (UPWP), the annual document that guides staff activity and program/projects undertaken. The FY26 VDOT funds are comprised of a combination of the FY26 \$344,252 budget and \$269,990 from FY24 carry over funds.

Hitchcock noted the FY26 budget is larger than typically as a function of not being fully staffed and a function of the \$280,000 Federal Safe Streets and Roads for All (SS4A) for the regional Safety Action Plan project. Hitchcock reminded the TPO that funds not directly used are not lost but carryover to future years.

Key projects are the Long Range Transportation Plan (LRTP) 2050 update, completion of the Safety Action Plan (SAP) and advancing project development from the SAP. Hitchcock noted the UPWP includes a task to provide staff and consultant-on call support, as requested by localities and with CVTPO and VDOT approval, to execute transportation-related grant development and planning services. This task provides flexibility to assist with short projects and additional studies as a function of the SAP, LRTP, and any additional studies.

Frank Rogers sought confirmation on the Draft FY26 presented and confirmation on the implication of fewer identified direct projects. Rogers confirmed that with the fewer direct projects identified and the larger than typical funding, that during the year if a locality identifies a project or grant opportunity, that is directed towards priority outlined in a document, there is the opportunity to advance that project even if not explicitly noted in the UPWP. Hitchcock confirmed, that with VDOT and CVTPO approval for that project expenditure, that is correct.

Hitchcock noted that the CVTPO and CVPDT projects need to focus on the localities needs. Hitchcock noted in meeting with local staff that given the number of existing projects, that include the VDOT-Lynchburg STARS projects, underway that there were not near-term identified studies identified. Rather, with the Safety Action Plan and existing studies, future assistance with grant development and follow up studies, preliminary engineering could be more valuable.

Hitchcock noted that at the time of this meeting, the FTA/DRPT FY26 allocated funds are not known. However, the FTA 5303 funds are fairly consistent in the \$142,000 to \$147,000 range and thus, on DRPT's suggestion, the FY24 \$144,027 allocation funding is what was used in developing

the program activities that support Greater Lynchburg Transit Company, which includes any activity that supports access to (e.g. pedestrian, bicycle, sidewalk) bus stops/routes.

Hitchcock noted the DRPT/FTA Section II includes continuation of the Lynchburg Multimodal Plan and the USDOT Thriving Communities 12<sup>th</sup> Street Transit-Oriented Development project. Hitchcock reminded the TPO that they approved funding allocation for three years for staff support to that effort. Two new projects are a GLTC Bus Stop Inventory and Facility Recommendation Plan and a Timberlake GLTC Service Expansion Study. The Timberlake study will involve coordination with Timberlake Businesses and the public to evaluate interest, need for service expansion into Campbell County.

The final FY2026 UPWP will be brought to the CVTPO for adoption consideration at the May meeting.

#### **4. DRPT 5303 Program Application**

CVPDC every year submits a FTA 5303 application, the funding being those dollars that fund Section II of the UPWP, or those GLTC-supportive planning initiatives. Hitchcock noted the application is submitted in May and that slightly different than the VDOT program, the 5303 grant is an 18-month program, meaning we have two grants running simultaneously. The CVTPO resolution provides the authority to apply on behalf of the CVTPO.

TPO does this every year as part of the 5303 program. The funds are allocated to execute initiatives such as the Timberlake study and the Multimodal plan. It's slightly different each year; we apply annually, but it is an 18-month program, allowing us to have two cycles running simultaneously. This resolution provides the authority for Alec to submit that application on behalf of TPO.

**MOTION:** Frank Rogers made the motion to authorize the filing of an application with the Department of Rail and Public Transportation for federal grant funds under the Federal Transit Administration Section 5303 program. Tom Lawton seconded the motion. All were in favor, and the motion passed.

#### **5. FY25 Work Program Update**

##### *a. Route 221 Corridor Study*

The Route 221 Corridor study public meeting was held Tuesday, March 18, 2025 . A public meeting was held on Tuesday night (March 18) to present recommendations for improving safety, reducing congestion, and enhancing efficiency along that roadway. There was a good turnout at the meeting, and the survey related to the study is now available. Kelly encouraged the members to look at it, as it allows you to review the recommended intersections at Perryville Corporate Park, Burn Bridge, Thomas Jefferson, Ambassador in Clover Hill, and Enterprise at Graves Mill. You can access the survey at the TPO website: [cd.tpo.org](http://cd.tpo.org). The study will be completed in collaboration with Bedford County, and once they are ready, we will present it to the Board of Supervisors.

##### *b. Central Virginia Safety Action Plan*

Regarding the Central Virginia Safety Action Plan, there was a Transportation Summit on January 31st. Although 71 people had registered, we had 43 participants in attendance, likely impacted by the sunny weather, which may have affected those relying on transit. We gathered



comments on safety, goals, needs, and strategy development during the summit. Kelly included a summary handout of what we heard, a copy of the presentation, and details on the currently underway strategies. You can also visit the project website at [cv.safeststreets.org](http://cv.safeststreets.org), or access everything through the TPO website.

The draft plan will be presented to the TPO for informational purposes at the May 15 meeting. Following that, there will be a public comment period before bringing the plan back to the TPO for your approval and consideration at the July meeting.

*c. Lynchburg Multimodal Plan*

The Timmons Group has developed a series of connectivity analysis maps and preliminary prioritization criteria factors, which will be evaluated by the Steering Committee at the next March 27<sup>th</sup> meeting. The project will advance public engagement and interaction with corridor recommendation and connection scenarios in late spring/summer.

*d U.S. DOT Thriving Communities Program*

We are also excited about the U.S.D.A. Thriving Communities Program, which is a Lynchburg project focused on transit-oriented development along 12th Street. This program is funded by the federal government, and we received great news that we have been awarded up to \$50,000 to implement additional initiatives related to this project. We are collaborating with city staff to develop a sub-award grant application that we plan to finalize and submit to the USDA Office of Transportation on April 1.

Our proposal includes allocating \$1,500 to host a Housing Summit this summer. This event will feature a speaker who will discuss the connection between transit, urban development, and affordable housing, particularly in the context of workforce housing. We are also exploring a partnership with the city through their Brownfields Program and Economic Development Department to create a scope of work that outlines desired parameters for developing open spaces.

Overall, it’s encouraging to know that while we were initially thrilled to receive three years of technical assistance, we now have this additional \$50,000 for detailed consultant’s work. It truly is a pleasant bonus!

**6. Opportunity for Public Comment..... John Sharp, Chair**  
No public comments were received at this time, and the public comment session was closed.

**7. Matters from the Board and/or Staff ..... John Sharp, Chair**  
*State & Federal agency partner update*

Chris Winstead provided a brief update from VDOT. The formal letters have been sent out and will arrive soon. Our public meeting will take place on April 23, during which the Secretary of Transportation will visit to gather public input. Linda Green, our CTB member, will also be present. The meeting is scheduled for April 23 from 4 PM to 6 PM at our district office, and it’s a great opportunity to emphasize the importance of teamwork and collaboration.

At TPO, we have two projects to discuss: the 29 safety improvements in Campbell County, which may extend to the boundaries of the TPO, and the Timberlake improvement project from Greenview to Laxton. This Timberlake project is under consideration for \$33.4 million in funding. The 29 Safety Improvements in southern

Campbell County are estimated at \$30.4 million. In total, that adds up to \$66.8 million from the Lynchburg district funding for this round of Smart Scale, which totals \$82.4 million. Most of these funds are concentrated in Campbell County.

It's important to remind the Secretary of our presence and our ability to effectively use these investment opportunities.

Marty Misjuns from Lynchburg wanted to thank VDOT for their efforts. Could someone send me an email regarding when the Secretary will be visiting? Marty would be happy to attend and show his support if he is available.

Marty appreciates the work VDOT is doing to raise awareness. As many of you may have seen in the news, we recently approved a significant development on Wiggington Road, consisting of around 750 units. This is an important development to keep on our radar, as it impacts both Lynchburg residents and those in Bedford County.

Due to the expected increase in traffic volume, improvements to Wiggington Road should be considered. Additionally, Lynchburg would be very interested in pursuing any opportunities to secure extra funding for safety enhancements on that road.

**b. Other**

**8. Adjourn ..... CVTPO Chair**

**MOTION:** Dwayne Tuggle made the motion for adjournment. The motion was seconded by Tom Lawton. All were in favor and the motion was approved. The meeting adjourned at 4:59 PM.

**Informational Item:** The CVTPO next meeting: May 15, 2025

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# **UNIFIED PLANNING WORK PROGRAM (UPWP)**

Fiscal Year (FY) 2026



# CVTPO

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Central Virginia Transportation  
Planning Organization  
(CVTPO)

828 Main Street, 12<sup>th</sup> Floor  
Lynchburg, VA 24504  
434-845-3491  
[www.cvtpo.org](http://www.cvtpo.org)

Transportation Technical Committee (TTC) Recommendation  
May 8, 2025

CVTPO Policy Board Adoption

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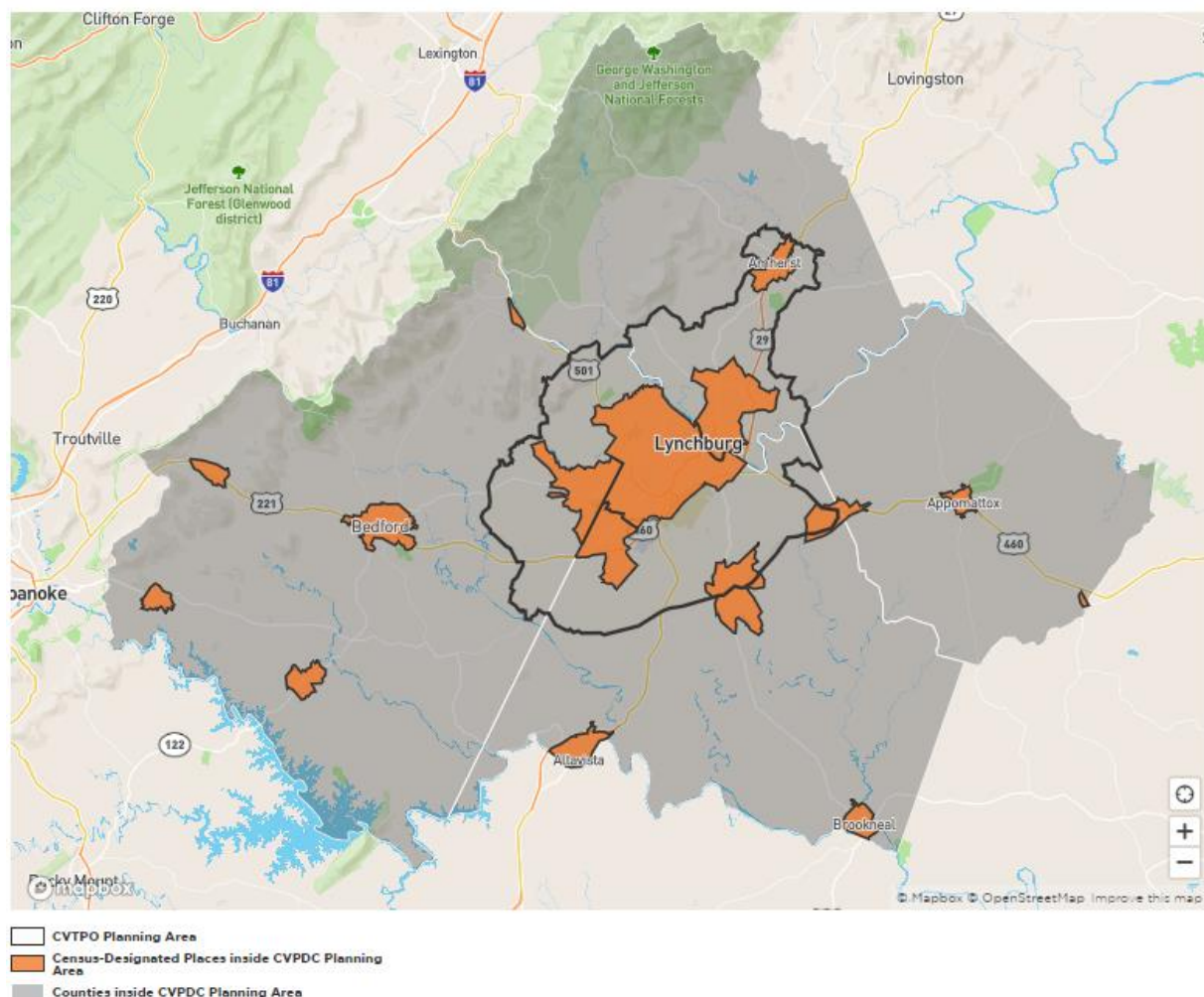
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Future CVTPO Adoption Resolution

DRAFT

## INTRODUCTION

The Central Virginia Transportation Planning Organization (CVTPO) is the federally mandated Metropolitan Planning Organization (MPO) for the Central Virginia urbanized area. The CVTPO urbanized area encompasses the City of Lynchburg, the Town of Amherst, and portions of Amherst, Bedford, and Campbell Counties. This area also includes sections likely to become urbanized in the foreseeable future. The map below shows the boundary of the CVTPO planning area.

**CVTPO Boundaries and Communities**



The CVTPO is responsible for creating and maintaining a forum for a cooperative, continuing, and comprehensive regional planning process (3-C). The CVTPO Policy Board is the key decision-making board consisting of the following members from each locality and transportation partners within the CVTPO planning area:

- an elected official
- an appointed official
- a representative of the Virginia Secretary of Transportation
- a representative from the Greater Lynchburg Transit Company (GLTC)
- others who may be designated in accordance with the bylaws.

The CVTPO considers long-range local and regional projects and combines public input, technical data, and agency collaboration to develop innovative improvements for the region's transportation network, which includes local roadways, sidewalks, public transportation services, air services, freight, railroad, and multimodal trails. Additionally, the CVTPO coordinates with several transportation-related agencies and consultants on projects that directly and indirectly impact the transportation network.

The planning process is carried out through coordination between the Technical Transportation Committee (TTC), the CVTPO Policy Board, localities, business community and local stakeholders. Locality members appoint the members of TTC from their respective localities, who are individuals at staff levels from local and state agencies with technical knowledge of multi-modal transportation matters. They may include representation from each of the following jurisdictions, agencies, and organizations. As warranted, the TTC may include representatives from interest groups and local citizens.

- City of Lynchburg Planning and Engineering Divisions
- Amherst County Community Development Division
- Appomattox County Community Development Division
- Bedford County Community Development Division
- Campbell County Community Development Division
- Town of Altavista Planning or Administration Department
- Town of Amherst Planning or Administration Department
- Town of Appomattox Planning or Administration Department
- Town of Bedford Planning or Administration Department
- Town of Brookneal Planning or Administration Department
- Up to one citizen with technical knowledge from each of the member jurisdictions
- Lynchburg District Virginia Department of Transportation (VDOT)
- Salem District VDOT
- Virginia Department of Rail and Public Transit (DRPT)
- Greater Lynchburg Transit Company (GLTC)
- Lynchburg Regional Airport
- Liberty University



### **Title VI Plan**

This plan provides an overview of Environmental Justice and Limited English Proficiency (LEP) concepts, definitions of Title VI and associated nondiscrimination acts, and how Title VI, Environmental Justice, and LEP are incorporated into the metropolitan transportation planning process as required by USDOT through 2024.

The CVTPO in meeting and supporting the principles of nondiscrimination and equal access to transportation planning executes programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you have questions or concerns about your civil rights regarding any project or special assistance for persons with disabilities or limited English proficiency, please contact Kelly Hitchcock, CVTPO Title VI Coordinator, at (434) 845-3491 or at [kelly.hitchcock@cvpdc.org](mailto:kelly.hitchcock@cvpdc.org). Sign language or non-English language interpreters will be provided if needed and requested no later than 48 hours before a scheduled public event.

### **Public Participation Plan**

This plan contains the guidelines for outreach strategies used by the CVTPO. Federal regulation requires that designated MPOs establish and utilize a documented participation plan by which public stakeholders and interested parties are provided reasonable opportunities to be engaged and involved and provide comments on transportation planning programs and projects in the urbanized area.

The Title IV Plan, a CVPDC and CVTPO guiding document, and the Public Participation Plan, a CVTPO document that outlines the process and procedure guiding public outreach, can be found on the CVTPO website at <https://www.cvtpo.org/title-vi>.

### **PURPOSE**

To meet the requirements of 23 Code of Federal Regulations (CFR) Part 420 and 23 CFR Part 450.308(c), each CVTPO, in cooperation with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), the Greater Lynchburg Transit Company (GLTC), membership localities, and public stakeholders shall develop the Unified Work Program that incorporates the planning priorities of the region. This UPWP describes regional transportation planning activities that will, or are anticipated to, utilize federal funding within the CVTPO planning area for the fiscal year 2026 (July 1, 2025 – June 30, 2026). The UPWP also identifies state and local matching dollars for these Federal planning programs.

### **Federal MPO Transportation Planning Factors**

The UPWP provides a mechanism for coordinating these activities in the region and is required for all federal funding assistance for transportation planning by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). This UPWP is published yearly and outlines planning activities and the funding required to undertake these annual efforts. Funding is provided by the Federal Highway Administration (FHWA), the Federal Transit

Administration (FTA), the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT) and CVTPO local funds. The CVTPO program activities are guided by advancing the then 2015, Fixing America's Surface Transportation Act (FAST Act) planning factors to be applied to all aspects of the metropolitan area planning process:

1. Support the economic vitality of the Metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. 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;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

In addition to the FHWA and the FTA, the transportation planning regulations of the FAST Act (Fixing America's Surface Transportation) and MAP-21 (Moving Ahead for Progress in the 21st Century), upheld in the current Transportation Authorization Act, Infrastructure Investment and Jobs Act (IIJA), dictate that the CVTPO's primary activities shall include the development and maintenance of a Long-Range Transportation Plan (LRTP) and a Transportation Improvement Program (TIP).

Beyond these requirements, the CVPDC/CVTPO is dedicated to enhancing our region's transportation network to support safe and efficient access for all people. Throughout the development of local and regional transportation planning, including the Long Range Transportation Plan (LRTP), Connect Central Virginia 2045, the region's LRTP, the CVTPO actively seeks feedback from a diverse range of stakeholders, including transportation planning

professionals, business community, non-profit and public organizations, and members of the public. Five (5) key planning areas— safety, pedestrian and bicycle infrastructure, roadways and bridges, transit and freight – are identified CVTPO transportation planning priorities. The UPWP tasks and deliverables strive to guide needs assessments, studies, implementation and support activities, in accordance with Federal and State planning priorities and to advance transportation needs articulated in regional and local guiding plans.

### **CVTPO Planning Priorities**

*Safety.* Safety is a vital concern for the region’s transportation system. Stakeholders throughout our community indicate that their ability to move safely is of paramount concern. The planning process should prioritize safe, efficient transportation mode options to destinations for all users, including pedestrians, bicyclists, transit riders, motorists, freight delivery services, and meet the needs of all users, including those with mobility or other physical limitations, those that do not own or desire to drive a vehicle, and those from underserved and disadvantaged communities.

*Pedestrian and Bicycle Infrastructure.* While the region has an extensive roadway network, bike and pedestrian facilities are relatively limited. Bike and pedestrian infrastructure are crucial for increasing mobility and vitality in the CVTPO planning area. The planning process should also integrate opportunities to address housing needs, such as the integration of workforce, affordable, mixed use and transit-oriented-development, as they affect people's ability to access jobs and services. The CVTPO can coordinate with local governments and housing agencies to promote compact, walkable, and bikeable developments that may reduce reliance on single-occupancy vehicles.

*Roadways & Bridges.* With four counties, six towns, and an independent city, the CVPDC planning area has an extensive network of 5,077 miles of roads, with 31% lying within the Metropolitan Planning Area (MPA). The CVTPO’s focus is on regionally significant roadways, as recognized by the Virginia Department of Transportation (VDOT). The planning process should incorporate state and federal Complete Streets policies and best practices to protect vulnerable user groups, improve connectivity, and conserve capacity while considering the impact of transportation investments on the region’s housing, job access, economic development and quality of life.

*Transit.* Transit service is a vital transportation resource essential for many to access employment, including service sectors that are major employers (e.g., health care). Transit facilitates efficient land use by creating greater compatibility between the multimodal transportation infrastructure and its surrounding environment. Multimodal corridor studies should examine transit-oriented development, traffic calming, transit services and facilities, and bicycle and pedestrian access. The planning process should consider the impact of housing on transportation demand management, which can help reduce congestion, improve air quality, and increase access to jobs and services. Equally important, public transportation systems must be designed and maintained to accommodate the needs of all riders, including those with disabilities or limited mobility.

*Freight.* The efficient movement of goods within and through the region is vital to the region's economy. Freight within the CVTPO area is predominantly carried out by trucks and trains. The infrastructure that serves those modes is a primary concern for the well-being of the region's economy. The planning process should prioritize safe and efficient access to their destinations, reducing congestion and emissions in the process.

### **Air Quality and Congestion Management**

The CVTPO strives to uphold the region's air quality standard compliance. The CVTPO addresses air quality and congestion management efforts by promoting the use of alternative modes of transportation, such as biking, walking, and public transit, as well as incentivizing rideshare programs, which aim to reduce the number of single-occupancy vehicles on the roads. Another approach is to collaborate with localities and environmental groups to advocate for the development of plans and strategies that include sustainable transportation solutions and, where appropriate nature-based infrastructure facilities. Taking into account the localities' unique needs, these can involve promoting land use and patterns that support a mix of transportation options and identifying opportunities for creating infrastructure that is prepared for and provides for the use of electric and hybrid vehicles.

As the region's population increases, the number of trips, or vehicle miles traveled, will also go up. The CVTPO will work with local governments, stakeholders, and agencies to encourage consideration of implementing smart transportation technologies into their projects. These have the potential to greatly enhance the efficiency and safety of our transportation system. Intelligent transportation and traffic management systems, as well as real-time traveler information, can help streamline traffic flow, reduce travel times, and enhance safety features. They can help minimize congestion and improve air quality. By encouraging the adoption of sustainable transportation solutions, the CVTPO strives for a more connected region that is prepared to integrate technology and best practices to support a safer and more efficient transportation network.

## **SECTION I - FHWA, VDOT, CVTPO FUNDED ACTIVITIES**

### **1.00 ADMINISTRATION**

#### **1.01 General Administration & Operations**

##### **Description**

CVTPO staff will execute program activities that ensure proper management and operation of the continuing, comprehensive, and coordinated (3-C) planning process in the implementation of the Fiscal Year (FY) 2025 - 2026 Unified Planning Work Program (UPWP). This task includes the execution of all required administrative functions, including accounting, personnel, contract, and office administration. The task provides for staff support to activities of the Central Virginia Transportation Planning Organization (CVTPO) through the preparation of agendas, attendance, and scheduling meetings, quarterly reports, billings minutes, and other duties, as needed, for the CVTPO board and subcommittees. These activities are geared towards facilitating the seamless functioning of office operations and providing precise financial information.

Additionally, this task includes ongoing staff training that supports the transportation program planning services, such as attendance at American Planning Association (APA) and Virginia Chapter of the American Planning Association (APA VA) conferences, geographic information system (GIS) conferences, bicycle and pedestrian seminars, and other opportunities as identified. Also included is funding for membership in the Virginia Association of Metropolitan Planning Organizations (VAMPO). These staff training and development opportunities help to maintain a knowledgeable and capable staff.

##### **Products**

- A year-end work summary report.

**Estimated Budget:** \$60,000 (FY24 Carryover)

**Completion Date:** June 30, 2026

**Lead:** CVPDC Staff

**Support:** VDOT, DRPT, FHWA and FTA program staff liaisons

## **1.02 Work Program Administration**

### **Description**

This task provides for the management of the UPWP and monitoring progress on identified activities. During this fiscal year, if an amendment to the UPWP is deemed necessary due to changes in planning priorities and/or the inclusion of new planning projects, staff will identify and detail such amendments for consideration by the CVTPO Policy Board.

This task also provides for staff coordination with localities, state and federal partners in project development and tasks for the next fiscal year UPWP. The document will consider and, where possible, incorporate suggestions from federal funding agencies, state transportation agencies, transit operating agencies, and local governments participating in the CVTPO. The approved UPWP will be distributed to the Policy Board and made available to the public on the CVTPO website (cvtpo.org).

Included in this activity, will be the mapping and/or a project Story Map that will be generated for each project that describes the project and highlights the connection of the project to the Long Range Transportation Plan, the Central Virginia Safety Action Plan, or some other regional and/or local plan document.

### **Products**

- Maintenance/Amendments to the FY 2026 UPWP (as needed).
- Monitoring of FY2026 UPWP budget and progress on activities
- UPWP for FY 2027.

**Estimated Budget:** \$12,000 (FY24 Carryover)

**Completion Date:** June 30, 2026

**Lead:** CVPDC Staff

## **2.0 LONG RANGE TRANSPORTATION PLANNING**

### **2.01 Long-Range Transportation Plan (LRTP) Update (Horizon Year 2050)**

#### **Description**

This development effort is to begin updating the existing Long Range Transportation Plan (Connect Central Virginia 2045) to the new horizon year 2050. This activity will be executed through a consultant-led effort and supported by CVTPO staff. The update will include developing goals, objectives, improvements, strategies, performance measures, and prioritization efforts. The LRTP update will utilize the Lynchburg Travel Demand Model,

developed in consultation with area locality, Transportation Technical Committee (TTC), and Virginia Department of Transportation and Virginia Department of Rail and Public Transportation stakeholders to incorporate population, household, employment data changes within the CVTPO Traffic Analysis Zones (TAZ), and adopted by the CVTPO, November 21, 2024.

The CVTPO LRTP 2050 plan will be prepared according to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning requirements and the performance measures and management provisions of Moving Ahead for Progress in the 21st Century (MAP-21), upheld in the current transportation authorization act, Infrastructure Investment and Jobs Act (IIJA), and 23 CFR 450.322, or current MPO planning authorization. This task also includes actions to research, select, purchase, and maintain a web-based approach, or other suitable data technology that promotes public outreach and plan development input, serves as a final plan publishing, distributing and tracking progress mechanism. Development of the preliminary scope of work and activities began in FY25, with completion and adoption anticipated for FY26. If necessary, due to final State and Federal approval or potential regulation adjustments, project completion may move in the first quarter of FY27.

#### **Products**

- Consultant contract, including scope and completion timeline.
- Managing the review process through coordination with localities, VDOT, and consultants as required.
- A project public engagement plan, that will include a web-based project format, meetings, and print material, to ensure a broad and transparent public outreach process is used through the LRTP development and adoption process.
- Any other final products as determined by the MPO.

**Budget:** \$200,000 (\$197,990 FY24 Carryover + \$2,010 FY26)

**Completion Date:** Anticipated June 30, 2026

**Lead:** CVPDC Staff

**Support:** Technical/Planning support from consultants as needed

## **2.02 Transportation Improvement Program**

### **Description**

Maintaining the Central Virginia Transportation Improvement Program (TIP), preparing TIP amendments and administrative adjustments, and intergovernmental review of



transportation projects. This activity includes training and integrating any new program reporting/documentation factors.

**Products**

- Maintenance of current TIP.
- TIP administrative adjustments and amendments (as needed).
- Intergovernmental review of transportation projects (as needed).

**Budget:** \$6,000 (FY26)

**Completion Date:** June 30, 2026

**Lead:** CVPDC Staff

### **3.0 TECHNICAL ASSISTANCE**

#### **3.01 General Technical Assistance (Development and Comprehensive Planning)**

**Description**

CVPDC staff will assist localities and other area program partners on transportation-related activities on an individual or CVTPO basis to advance local transportation-related programs and projects of regional significance as identified in the Connect Central Virginia 2045 Plan, the Central Virginia Safety Action Plan, VTrans, or other local transportation planning efforts, as agreed by the CVTPO during the execution of the FY26 UPWP. This task includes but is not limited to providing transportation technical input to the CVTPO's localities transportation network planning and implementation initiatives; promoting integration of the land use and transportation planning processes in local, regional, and state initiatives; assisting with comprehensive plan updates to ensure transportation, land use, and other elements are consistent with the statewide transportation plan requirements; provide transportation planning guidance in local neighborhood planning efforts; and assist with other planning or implementation and duties as requested by VDOT, FHWA, and the CVTPO.

This task includes the development, advancement, and management of Geographic Information System (GIS) information software, to include staff training and program proficiency, and, as needed, purchase of GIS-based system programs or services that support planning evaluation and transportation analysis. Enhancement and maintenance of the CVTPO website, and the transportation component of the Central Virginia Planning District Commission's website, as well as system software evaluation and system costs, is also included within the program task.



This task provides staff support to member jurisdictions and, with VDOT and CVTPO approval, other transportation stakeholders for transportation-related grant development services, including writing, GIS mapping, and other data-related activities and services as needed.

This task provides staff flexibility to assist with short projects, program adjustments, and other initiatives, to include the use of contractual services, to assist locality partners in project development and implementation initiatives.

### **Products**

- Develop and submit transportation-related grant applications as needed.
- Update the CVTPO website and transportation component of the CVPDC website to include the annual work program, Long Range Transportation Plan, Transportation Improvement Program, project data, transportation studies, meeting information, public participation plan, and related information in compliance with federal regulations.
- Locality assistance in developing transportation priorities for the CVTPO and region.
- GIS data maintenance, analysis, and map development for transportation planning activities and grants.
- GIS system staff training, to include courses, workshops, and conferences to advance staff/program knowledge and proficiency.
- Assistance on comprehensive plan transportation elements.
- Assistance on other transportation-related matters.
- Provide leadership or support, as appropriate, to regional transportation, multimodal, land use, and connectivity initiatives, such as the regional Comprehensive Economic Development Strategy (CEDS) update and the Lynchburg Regional Business Alliance (LRBA) Transportation Group (LRTAG). As requested, the CVTPO staff may support other initiatives, including placemaking, transit and transportation demand, intercity passenger rail, air service development, and cargo-oriented development initiatives.

**Budget:** \$65,000 (FY26)

**Completion Date:** June 30, 2026

**Lead:** CVPDC Staff

**Support:** Technical/Planning support from consultants as needed

## **3.02 Central Virginia Multimodal Transportation Planning**

### **Description**

CVTPO staff will continue to assist localities and area program partners in support of pedestrian, bicycle, and other non-motorized transportation planning, project integration,

and implementation initiatives. The program tasks include but are not limited to providing technical input and resources to assist in facility evaluation; development, or evaluation, of prioritization strategy or tools to facilitate pedestrian and bicycle facility integration; identification for project inclusion within the Long Range Transportation Plan, TIP, or SYIP; coordination and administration oversight of federal (e.g. Safe Streets and Roads for All), state, or foundation grants where the grant focus is Complete Streets, Vision Zero, or other multimodal policy, evaluation, or implementation initiatives; and assist, as requested, local, regional, and state partners in advancing multimodal planning, evaluation and implementation programs, policy, and projects.

This project task provides for CVTPO staff, as necessary, to update, contribute to or execute dedicated bike, pedestrian, transit and other non-single-occupancy vehicle mode transportation planning initiative. It also supports managing pedestrian and bicycle use data collection initiatives to facilitate and inform multimodal planning and implementation decisions.

CVTPO staff will assist in multimodal transportation grants, including planning, facility development, and implementation. Grants such as VDOT's Transportation Alternatives Program (TAP), Department of Conservation and Recreation (DCR) Recreational Trails, FHWA Highway Safety Improvements Program (HSIP), USDOT Safe Streets and Roads for All (SS4A), and private or public foundation programs – where creating an alternative transportation corridor/facility is the activity focus – represent eligible staff grant assistance activity examples.

Included in this program task is the provision for staff participation in initiatives to advance pedestrian and bicycle safety, awareness, and use promotion. Included within this activity is participation in the Association of Pedestrian and Bicycle Professionals (APBP), League of American Bicyclists, Pedestrian and Bicycle Information Center (PBIC), and other webinar series – to serve as a learning and information tool for local planners, locality staff, and the public.

This task also involves researching and evaluating opportunities to create pedestrian-friendly, safe, and community-driven multimodal corridor programs and projects within local and VDOT-maintained right-of-way.

Finally, this task provides for the current trail, sidewalks, parks, and river access data collection and locality stakeholder communication for the first phase of an update to the Region 2000 Greenways, Blueways, and Trails Plan, last updated in 2012.

### **Products**

- User-friendly and maintained multimodal and active transportation component of the CVTPO/CVPDC website and social media channels.

- Support and increase application development and submittal of pedestrian, bicycle, transit, and other multi-modal transportation applications.
- Better pedestrian, bicycle, transit, and multimodal integration within land use, transportation, housing, and community development programs, planning, and implementation initiatives.
- Grant administration and guidance to multimodal and safe streets, complete streets grant and program initiatives.
- Summary of participation activities, results, and liaison activities presented to TTC, CVTPO, and other area agencies, organizations, and stakeholders.
- Webinar and other public engagement efforts will result in more informed and engaged stakeholders. This can help support and expand bike, pedestrian, and other multimodal planning and facility development initiatives.

**Budget:** \$40,000 (FY26)

**Completion Date:** June 30, 2026

**Lead:** CVPDC Staff

**Support:** Technical/Planning support from consultants as needed

### **3.03 Consultant Support**

#### **Description**

Consultant support may be needed to execute studies or project costs estimates to advance projects, as approved by the Policy Board. Studies or project support may, depending on the scope, be conducted by a firm under the PDC/TPO on-call firm, or through an individually executed scoping/bidding process. Staff may contract multiple consultants to optimize funding or utilize specific expertise. Consultant agreements will include provisions for products to be presented for the project.

#### **Product**

Summary and documentation of study or project support, if any.

**Budget:** \$20,000 (FY26)

**Completion Date:** June 30, 2026

**Lead:** CVPDC Staff

### **3.04 Staff Coordination for Consultant Support Projects**

#### **Description**

CVTPO staff will assist project consultant(s) in project execution of VDOT, FHWA, USDOT funded projects, including participation in project management meetings, oversight of public outreach and involvement activities, including surveys, website updates, and public meeting planning, documentation, and marketing; coordination with funding agencies to ensure proper documentation; and assistance in final product dissemination to project partners and stakeholders. Projects for staff support include the Long Range Transportation Plan (LRTP) Update, the USDOT Safe Streets for All Planning Grant to develop the Comprehensive Safety Action Plan, and the USDOT Thriving Communities Program, which incorporates all of the CVTPO planning area.

**Product**

Summary and documentation of all staff activity in support of consultant-funded projects.

**Budget:** \$36,000 (FY26)

**Completion Date:** June 30, 2026

**Lead:** CVPDC Staff

**3.05 Public Participation and Outreach****Description**

Ongoing public consultation and public participation to guide public input in transportation planning. The CVTPO planning program and project execution has been developed to encourage stakeholder participation and, where applicable, eliminate barriers that may discourage or limit participation by individuals, as a result of physical limitations, location access, or limited English proficiency, or any other factor, from participating in transportation planning, program or project initiative. The CVTPO staff will strive to establish public information and program participation methods that support participation by all individuals, including minorities, disabled, persons with limited English proficiency, or any other federally protected groups, and as needed and appropriate, establish targeted participation practices tailored to stakeholder needs. Staff will execute a Four Factor Analysis, an evaluation methodology as outlined in the *CVPDC Title VI Implementation Plan*, to evaluate the need for program translation, interpretation, or other targeted outreach processes. Utilization of Census data, or similar data tools, to evaluate and guide public outreach and communication strategies will be employed. Each project will include a tailored outreach and public communication and participation plan, tailored to the unique needs on the project and/or program.

CVTPO staff will report, as required, to all Federal and State agencies regarding Title VI and program public participation activities and practices.

**Products**

- Maintained CVPTO website.
- Summary of Four Factor Analysis on program and project activities.
- Documentation of program and project outreach and public participation activities.

**Budget:** \$12,000 (FY26)

**Completion Date:** June 30, 2026

**Lead:** CVPDC Staff

### **Section I – FY2026 Rollover**

The CVPDC anticipates the reallocation of a portion of the FY2026 funds towards the execution of future planning or program initiatives, developed in coordination with locality, state, and CVTPO partners and as identified as priority initiatives in adopted local or regional plans.

**Budget:** \$163,242.00 (FY26)

**Completion Date:** June 30, 2027

## **SECTION II – FTA, VDRPT, CVTPO FUNDED ACTIVITIES**

### **44.21.00 Program Support and Administration**

#### **Description**

CVTPO Staff will participate in program management and operation of continuing, comprehensive, and coordinated (3-C) planning process activities. The primary objectives are to implement the FY 2026 UPWP throughout the fiscal year; execute all required administrative functions, including all accounting, personnel, contract, and office administration; and to support the activities of the CVTPO through the preparation of agendas, attendance, and scheduling meetings, reports, minutes, and other duties, as needed, for the CVTPO board and subcommittees.

This task provides for the execution of any necessary amendments and for preparation for the following year's UPWP. Additionally, this task includes staff participation in GLTC Board meetings, GLTC committee meetings, and additional community stakeholder meetings (e.g., Centra Health Community Health Initiative) where coordination advances identified safety, system access, and/or multimodal transportation initiatives that support transit access. This activity includes all Federal and State program coordination and program reporting.

#### **Product**

- Efficient office operation
- Accurate financial information
- Preparation of quarterly reports and billing, and the various direct and indirect supporting roles to the CVTPO
- Amendments to current and preparation of future UPWP.

**Budget:** \$44,000

**Completion Date:** June 30, 2026

**Lead:** CVPDC Staff

### **44.22.00 General Development and Comprehensive Planning**

#### **Description**

This program task provides ongoing transportation planning support services for GLTC, the CVTPO service area, and transit planning and small system in the CVPDC area. This task supports staff, as requested, to assist in data gathering, analysis and planning efforts for regional transit agencies and programs. The items in this section are geared toward increasing the safety, security, and accessibility of the transportation system to motorized and non-motorized users and improve the integration and connectivity of the

transportation network. Finally, project activities are developed to support GLTC efficient system operation and management.

Included within this program task is continued support to the comprehensive multimodal plan within the City of Lynchburg. This project element is executed through a consultant-led effort and supported by CVTPO staff and is a data and stakeholder-driven planning process to improve and expand an interconnected transportation network providing safe access by all users – transit, pedestrian, bicycle, vehicular – to city resources. The multimodal plan will include programs, policy and partner recommendations to support a robust multimodal network.

### **Tasks**

1. Maintain a current database of GLTC stops and routes.
2. Support implementation of GLTC's Transit Strategic Plan (FY2019-2028). Initiatives include assisting GLTC with any examinations of existing transit services, reviewing funding sources, and assisting in public stakeholder engagement and other activities, as needed, that contribute to the implementation of the GLTC Strategic Plan and articulated program goals. This action may include transit route analysis for modified or expanded transit services and changes in the route schedule.
3. Continued CVTPO staff assistance and guidance to the comprehensive multimodal plan to evaluate existing resources (GIS layers), consider socio-economic, demographic, and socio-economic factors, bike and pedestrian first and last mile connectivity, route, and primary destination factors. This action will provide the data and supporting program funding foundation to guide short- and long-term infrastructure, program, and service efficiency actions. This action includes assistance, as needed, in additional grants, policy, programming, or implementation projects that are identified or arise as a project of the multimodal planning effort. This action will result in a planning document to facilitate future actions and directly support the GLTC Transit Strategic Plan (FY2019 – 2028). This activity includes stakeholder meeting coordination and public outreach program execution in coordination with the project consultant.
4. Support ADA (Americans with Disabilities Act) Bus Stop accessibility improvements, with a focus on the most heavily use stops. CVTPO staff will work closely with program stakeholders and data evaluation (e.g., bus stop boarding/alighting) to guide system improvements.
5. Assist GLTC in ridership origin and destination analysis. This effort will serve to assist GLTC in learning where their passengers start and end destinations; the evaluation of sidewalk, bike, and other modal access improvement decisions; provide an understanding of those areas outside of the route/stop areas where service needs that



could be improved with route adjustments; and provide planning information for future service route considerations and route adjustments. CVTPO staff, in coordination with GLTC staff and stakeholders, will assist in pulling, evaluating, and presenting information in a report format.

6. As requested, assist GLTC in developing and executing rider surveys to help with routes and new technology existing riders use. This effort includes coordinating with the Central Virginia Commuter Services, the CVPDC Commuter Assistance Program (CAP), to evaluate the effectiveness of route and system marketing campaigns through surveys and stakeholder communication.
7. General Transit Planning: CVPDC staff will, as needed, incorporate transit components into other agency and Work Program studies and plans and support urban transit service planning and any rural area or other agency, including park and ride or other commuter assistance program activities.
8. This effort will provide for CVTPO staff to coordinate with GLTC and Lynchburg City staff with a land use, transit-oriented redevelopment planning process along 12<sup>th</sup> Street, Church Street to Kemper, and Kemper, 12<sup>th</sup> Street to Kemper Street Station. This foundational transit-oriented development plan will consider reusing this essential GLTC transit route corridor. Staff guides the grant administration, program documentation, public outreach, and federal program documentation the USDOT Thriving Communities Program grant award.
9. Execute a *GLTC Bus Stop Inventory and Facility Recommendation Plan*. The project effort will evaluate the existing condition and facility amenities, to include right-of-way information, surface material/condition, and shelter existence. The inventory will be GIS-based and will incorporate DRPT-recommended evaluation methodologies. In the review of facility condition, the evaluation of right-of-way, necessary approvals, and evaluation metric to guide future shelter and other stop amenities will be included in the Stop Facility Recommendation Plan.
10. Execute a *Timberlake GLTC Service Expansion Assessment*. This project will be executed in partnership with GLTC, Campbell County staff, Timberlake businesses, and the public to evaluate the interest and need for public transit service expansion along Timberlake Road. The project will include execution of business and public survey(s) and public input and business meetings. The project will also include the next steps and execution and feasibility funding opportunities.

### **Products**

- A current database of GLTC routes, microtransit area, and stop information will be sent to the City of Lynchburg's GIS department at least yearly.



- An up-to-date bus stop database will be maintained by CVTPO staff.
- A multi-modal connectivity network document that will identify short-term and long-term first and last-mile recommendations, including ADA accessibility stop improvements. Efforts may include programmatic recommendations to improve rider experience and choice rider promotion efforts.
- Execution of data analysis, surveys, applications, and planning reports for GLTC as requested.
- Development of the GLTC Bus Stop Inventory and Facility Recommendation Plan, a summary document and GIS-mapping of stop facilities and facility improvement rating and expansion recommendations.
- Development of the *Timberlake GLTC Service Expansion Assessment* that will summarize findings on the need and interest for transit service expansion into Campbell County along Timberlake and, with interest and commitment findings, recommendations for next step, feasibility and funding study opportunities.

**Budget:** \$186,090 (FY24 \$27,480, FY25 \$144,450, FY26 \$14,160)

- \$95,600 Consultant (FY24 \$27,480, FY25 \$68,120)
- \$90,490 Staff (FY25 \$76,330, FY26 \$14,160)

**Completion Date:** Ongoing through December 31, 2026

**Lead:** CVPDC Staff

#### **44.23.01 Long Range Transportation Plan Update**

##### **Description**

The CVTPO will continue the CVLRTP Year 2050 update process. Integral to the LRTP update will be integration of identified GLTC program and project priorities to advance multimodal network improvements that support safe and efficient system access and new technology utilization to advance efficient system improvements. This section also includes execution of any adjustments of the CVLRTP - Year 2045 updates as requested.

##### **Products**

- Provide public assistance and information and prepare for any necessary updates of the CVLRTP 2045 and provides foundation for CVLRTP 2050 update.

**Budget:** \$12,638 (FY25 \$6,500 + FY26 \$6,138)

**Completion Date:** June 30, 2026

**Lead:** CVPDC Staff

#### **44.25.00 Transportation Improvement Program**

##### **Description**

Maintain the Central Virginia Transportation Improvement Program (TIP), to include preparation of TIP amendments, and transportation project intergovernmental review efforts. The activity includes integrating transit-related projects and programs - including bicycle and pedestrian facilities providing transit service access – are included within TIP. The TIP program supports the economic vitality within the metropolitan area by enabling productivity and efficiency.

##### **Products**

- A maintained and available for public review an approved CVTIP.
- Execution of TIP amendments and administrative adjustments.
- Intergovernmental review of transportation projects.

**Budget:** \$8,000 (FY25 \$4,000 + FY26 \$4,000)

**Completion Date:** , 2026

**Lead:** CVPDC Staff

#### **Section II – FY2026 Rollover**

The CVPDC anticipates the reallocation of a portion of the FY2026 funds towards the execution of future planning or program initiatives, developed in coordination with locality, state, and CVTPO partners and as identified as priority initiatives in adopted local or regional plans. Remaining funds will rollover to FY27 UPWP.

**Budget:** \$88,884 (FY26 General Development & Comprehensive Planning)

**Completion Date:** June 30, 2027

## FY26 CVTPO Unified Planning Work Program (UPWP) Budget

### Proposed Expenditures

CVTPO Program Expenditures	FHWA/FTA	STATE	LOCAL	TOTAL
<b>SECTION I - FHWA &amp; VDOT ACTIVITIES</b>				
<b>1.00 Administration</b>				
1.01 General Admin & Operations	\$48,000	\$6,000	\$6,000	\$60,000
1.02 Work Program Administration	\$9,600	\$1,200	\$1,200	\$12,000
Subtotal	\$57,600.	\$7,200	\$7,200	\$72,000
<b>2.00 Long Range Planning</b>				
2.01 Long Range Transportation Plan (CVL RTP)	\$160,000	\$20,000	\$20,000	\$200,000
2.02 Transportation Improvement Program (CVTIP)	\$4,800	\$600	\$600	\$6,000
Subtotal	\$164,800	\$20,600	\$20,600	\$206,000
<b>3.00 Technical Assistance</b>				
3.01 General Technical Assistance	\$52,000	\$6,500	\$6,500	\$65,000
3.02 Multimodal Transportation Planning	\$32,000	\$4,000	\$4,000	\$40,000
3.03 Consultant Support	\$16,000	\$2,000	\$2,000	\$20,000
3.04 Consultant Studies Support (staff)	\$28,80	\$3,600	\$3,600	\$36,000
3.05 Public Participation and Outreach	\$9,600	\$1,200	\$1,200	\$12,000
Subtotal	\$138,400	\$17,300	\$17,300	\$173,000
<b>FY26 Direct FY28 Carryover</b>	\$130,594	\$16,324	\$16,324	\$163,242
<b>SECTION I TOTAL *</b>	\$491,394	\$61,424	\$61,424	\$614,242
<b>SECTION II - FTA &amp; DRPT ACTIVITIES</b>				
44.21.00 Program Support & Administration	\$35,200	\$4,400	\$4,400	\$44,000
44.22.00 General Dev. & Comprehensive Planning	\$11,328	\$1,416	\$1,416	\$14,160
44.23.01 Long Range Transportation Plan (CVL RTP)	\$4910	\$614	\$614	\$6,138
44.25.00 Transportation Improvement Pgm (CVTIP)	\$3,200	\$400	\$400	\$4,000
FY26 anticipated FY27 rollover	\$71,108	\$8,888	\$8,888	\$88,884
FY26 (estimate of FY26 allocation) **	\$125,746	\$15,718	\$15,718	\$157,182
Section II – FTA & DRPT FY24 Rollover*				
44.22.General Dev. & Comprehensive Planning	\$21,984	\$2,748	\$2,748	\$27,480
<b>FY24***</b>	\$21,984	\$2,748	\$2,748	\$27,480
<b>Section II - FTA &amp; DRPT FY25 Rollover</b>				
44.22.00 General Dev. & Comprehensive Planning	\$115,560	\$14,445	\$14,445	\$144,450
44.23.01 Long Range Transportation Plan (CVL RTP)	\$5,200	\$650	\$650	\$6,500
44.25.00 Transportation Improvement Pgm (CVTIP)	\$3,200	\$400	\$400	\$4,000
<b>FY25 Subtotal</b>	\$123,960	\$15,495	\$15,495	\$154,950
<b>SECTION II TOTAL</b>	<b>\$261,646</b>	<b>\$32,706</b>	<b>\$32,706</b>	<b>\$327,058</b>
<b>FY26 UPWP PROGRAM TOTAL</b>	<b>\$763,084</b>	<b>\$95,385</b>	<b>\$95,385</b>	<b>\$953,854</b>

\* FHWA/VDOT FY26 includes FY24 \$269,990 carryover funds and FY26 344,252 (\$275,402 Federal, \$34,425 State & Local)

\*\* FTA/DRPT FY26 budget is based on the \$157,182.37 allocation (\$125,745.90 Federal, \$15,718.24 State and Local)

\*\*\*FTA/DRPT FY24 rollover amount is an estimate and may change according to task completion dates.

DRAFT



**RESOLUTION APPROVING THE FISCAL YEAR 2026  
UNIFIED PLANNING WORK PROGRAM (UPWP)**

**WHEREAS**, the staff of the Central Virginia Transportation Planning Organization (CVTPO) has prepared the annual Unified Planning Work Program (UPWP) for Fiscal Year 2026; and

**WHEREAS**, the UPWP has been reviewed and recommended for approval by the Transportation Technical Committee; and

**WHEREAS**, this UPWP is now before the CVTPO for approval.

**NOW, THEREFORE, BE IT RESOLVED THAT** that the Central Virginia Transportation Planning Organization does hereby approve the UPWP for Fiscal Year 2026 and authorizes it to be submitted to the Virginia Department of Transportation, the Federal Highway Administration, the Virginia Department of Rail and Public Transportation, and the Federal Transit Administration.

Upon motion by Member \_\_\_\_\_, duly seconded by Member \_\_\_\_\_, adopted this 15<sup>th</sup> day of May, 2025.

ATTESTED BY:

\_\_\_\_\_  
Alexander W. Brebner, Secretary  
Central Virginia Transportation  
Planning Organization

CERTIFIED BY:

\_\_\_\_\_  
Jeremy Bryant, Chair  
Central Virginia Transportation  
Planning Organization

## Narrative of Changes to the 2024-2027 Transportation Improvement Program

The Virginia Department of Rail and Public Transit (VDRPT), on behalf of Central Virginia Alliance for Community Living, Inc., proposes the following CVTIP amendment to FY25 FTA5310 to provide funding administrative modifications to program projects.

### Current FY2024 – 2027 Funding

STIP ID:	CVACL02	Title: Operating Assistance			Recipient: Central VA Alliance for Community Living		
FTA 5310		\$88	\$46	\$46	\$46	FTA 5310	226
State		\$72	\$37	\$37	\$37	State	183
Local		\$18	\$9	\$9	\$9	Local	45
<b>Non-Fed Total:</b>		<b>\$90</b>	<b>\$46</b>	<b>\$46</b>	<b>\$46</b>	<b>Total Funds:</b>	<b>228</b>
<b>Year Total:</b>		<b>\$178</b>	<b>\$92</b>	<b>\$92</b>	<b>\$92</b>	<b>Total Funds:</b>	<b>454</b>
Description:	Replacement: Support Vehicle - Tow or Dump Truck, Wrecker, Cleaning Vehicle, Fork Lift, etc: 10 years/100,000 miles. Adjustment: Changed FY24 for FTA 5310 from \$46,000 to \$88,000, State from \$37,000 to \$72,000, and Local match from \$9,000 to \$18,000 based on actual funding allocations. May 25 Adjustment: FY2025 add \$4KFTA 5310, add \$3K State, add \$1K local.						

### Proposed FY2024 – 2027 CVTIP Adjustment

STIP ID:	CVACL02	Title: Operating Assistance			Recipient: Central VA Alliance for Community Living		
FTA 5310		\$88	\$50	\$46	\$46	FTA 5310	230
State		\$72	\$40	\$37	\$37	State	186
Local		\$18	\$10	\$9	\$9	Local	46
<b>Non-Fed Total:</b>		<b>\$90</b>	<b>\$50</b>	<b>\$46</b>	<b>\$46</b>	<b>Total Funds:</b>	<b>232</b>
<b>Year Total:</b>		<b>\$178</b>	<b>\$100</b>	<b>\$92</b>	<b>\$92</b>	<b>Total Funds:</b>	<b>462</b>
Description:	Adjustment: FY2025 add \$4KFTA 5310, add \$3K State, add \$1K local.						

# Route 221 (Forest Road) Corridor Study

APRIL 28<sup>TH</sup>, 2025

BEDFORD COUNTY BOARD OF SUPERVISORS MEETING



1

## Presentation Outline

### Study Area and Study Purpose

#### Existing Conditions

- Safety
- Traffic Operations
- Public Involvement: Survey and Meeting

#### Future Conditions

- Traffic Volumes
- Traffic Operations

#### Improvement Concepts

- Benefits
- Public Comments

#### Next Steps



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## Study Area and Purpose

### Three Study Areas Sections

- Perrowville Road to Thomas Jefferson Road
- Ambassador Drive to Cloverhill Boulevard
- Enterprise Drive to Graves Mill Road

Route 221 and Rustic Village Road/Gumtree Road Intersection

### Purpose

Identify improvements to address congestion, safety, access management, and multimodal mobility.



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## Existing Conditions

### General Characteristics

#### Safety

#### Traffic Operations

#### Multimodal

#### Public Involvement

## General Characteristics

Classified as Minor Arterial Roadway

45 mph posted speed limit

Five-lane typical section

2022 AADT: 24,500 – 27,000 vehicles per day

Corridor of Statewide Significance (CoSS)



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## Safety

1 fatality – Enterprise Drive  
northbound rear end

1 pedestrian crash – just west  
of Gristmill Drive, night, hit and  
run, 2018

46% angle

41% rear end

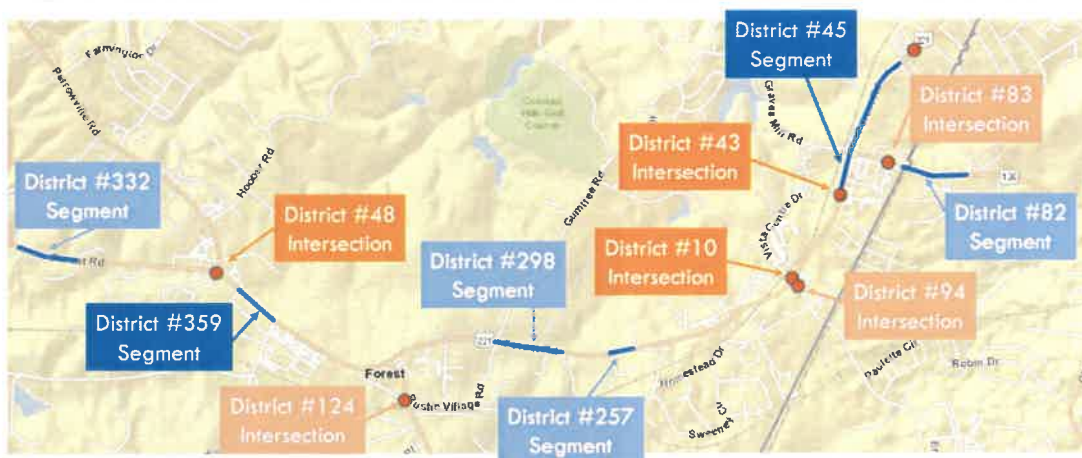


Route 221 Crash Data by Collision Type Whole Study Area (2018-2023)



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## Safety: Potential for Safety Improvement (PSI) 2018-2022



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## Safety: Pedestrian Bicyclists Safety Action Plan (PBSAP) 4.0



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## Existing Traffic Operations

### Congestion

- Perrowville Road: westbound right turn and southbound left turn movements very heavy
- Thomas Jefferson Road: westbound left turn and northbound left turn movements very heavy
- Enterprise Drive: westbound left turn and northbound right turn movements very heavy
- Gristmill Drive and Graves Mill Road: heavy through volumes and turns, many driveways



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## Multimodal

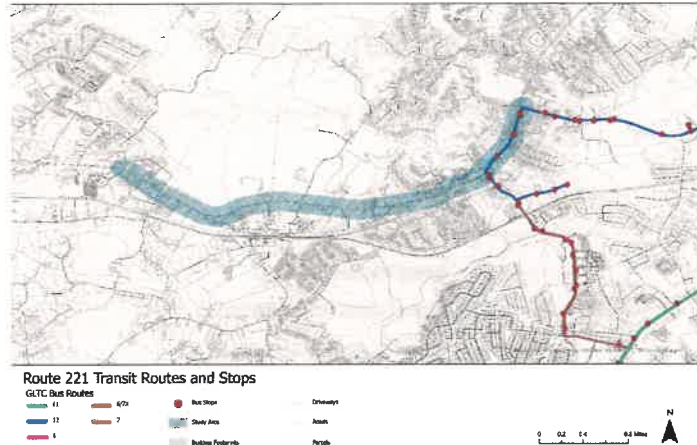
### Transit

- Enterprise Drive to Graves Mill Road

### Sidewalks

- South side: Enterprise Drive to Graves Mill Road
- North side: short section east of Corporate Park Drive

### Bicycles – no facilities



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## Public Involvement: Existing Conditions

### Survey

- September 12 – October 4, 2024
- 28,135 total responses
- 834 participants
- 67% travel corridor daily

### Meeting

- September 12, 2024
- Forest Middle School
- 30 non-staff attendees

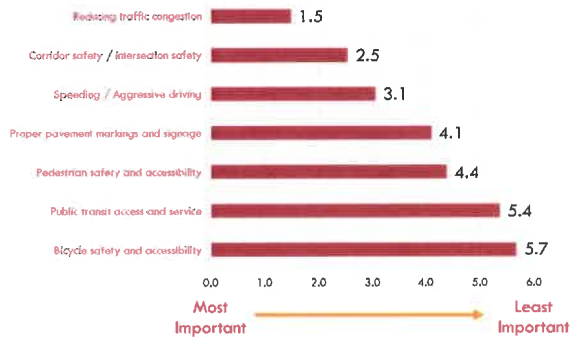
### Themes

- Traffic congestion main concern
- New development contributing to safety concerns and traffic
- Infrastructure should match growth
- Safety: speeding, turning into heavy traffic
- Perrowville Road: schools and subdivision entrances

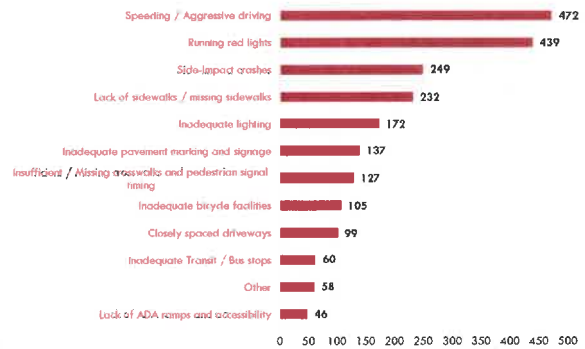
10

## Public Survey

Rank what is the most important issue to along Route 221.



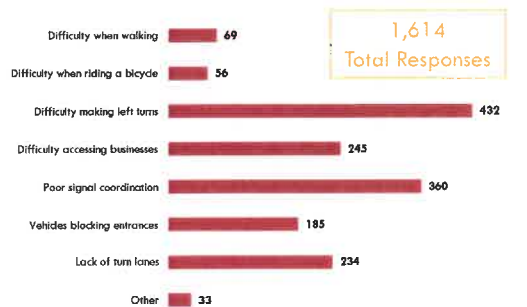
Which of the following safety issues concern you?



11

## Public Survey

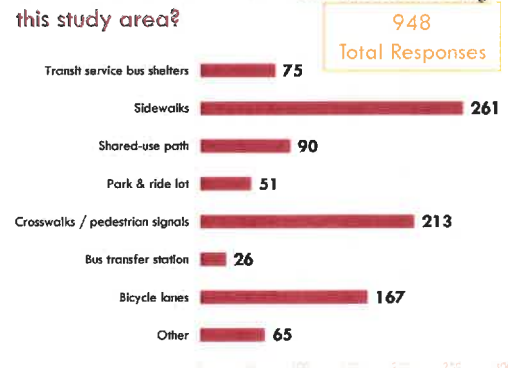
What mobility issues do you typically experience when using the study area?



### Comments

- Sight distance concerns for turning lanes
- Turning right onto 221 from side roads with stop signs

What multimodal facilities are needed along this study area?



### Comments

- No multimodal facilities; would add to safety concerns and congestion
- Bicycle lanes should be separate from the road

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## Future Conditions

2045 Future Traffic Volumes

Future Traffic Operations



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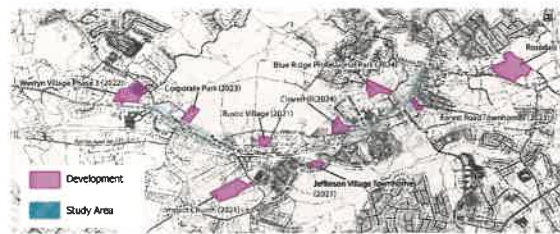
## 2045 Future Traffic Volumes

### Background Growth

- Historic Rates
- Pathways for Planning
- Travel Demand Model
  - Based on 2045 model
  - Checked against 2050 updated model

### Planned Development

- Westyn Village P3
- Corporate Park
- Impact Church
- Rustic Village
- Cloverhill
- Jefferson Village Townhomes
- Rosedale
- Blue Ridge Professional Park

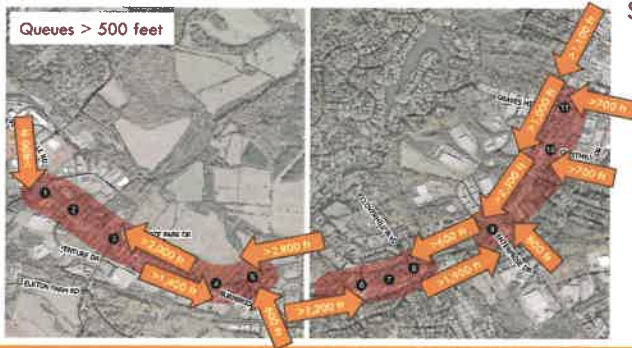


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## 2045 Future Traffic Operations

### No Build

- Long delays/poor LOS
- Long queues: exceed 1,000 feet at all signalized intersections



### Improvement Screening

- Crash History
- Delays and Queues

### Six Lanes Analyzed – Context

- Long delays and queues

Intersection (signalized only)	No Build		6 Lanes	
	AM	PM	AM	PM
1. Perrowville Road/Ashwood Park Road	D	E	E	E
3. Corporate Park Drive/Elkton Farm Road	C	F	B	C
5. Thomas Jefferson Road	D	E	C	D
8. Cloverhill Boulevard	E	F	B	B
9. Vista Centre Drive/Enterprise Drive	F	F	F	F
10. Gristmill Drive	E	F	C	C
11. Graves Mill Road	C	E	C	D

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## Improvement Alternatives

### Detailed Improvement Analysis

Perrowville Road – Corporate Park Drive

Burnbridge Road and Thomas Jefferson Road

Rustic Village Road/Gumtree Road

Ambassador Drive – Cloverhill Boulevard

Enterprise Drive

Gristmill Drive and Graves Mill Road

Multimodal

Red Light Running Cameras



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## Public Involvement: Improvement Alternatives

### Survey

- March 18, 2025 – April 8, 2025
- 1,537 total responses
- 119 participants

### Meeting

- March 18, 2025
- Forest Public Library
- 30 non-staff attendees

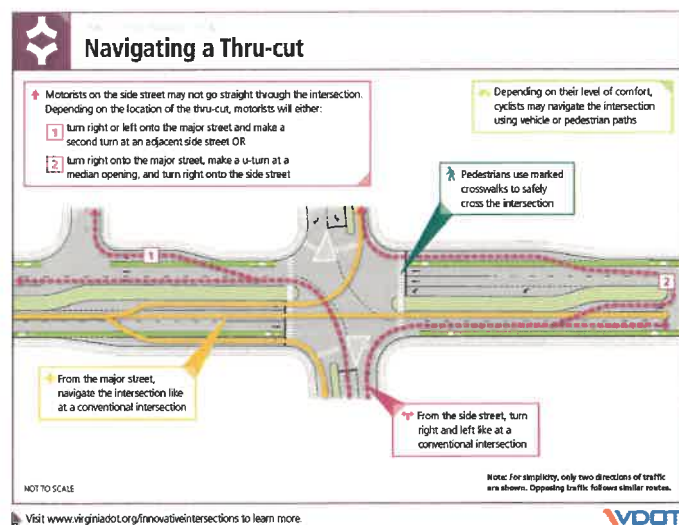


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## Thru-Cut Intersections

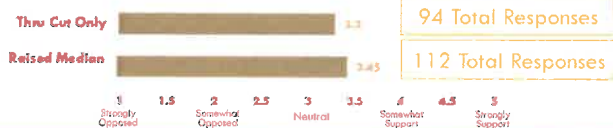
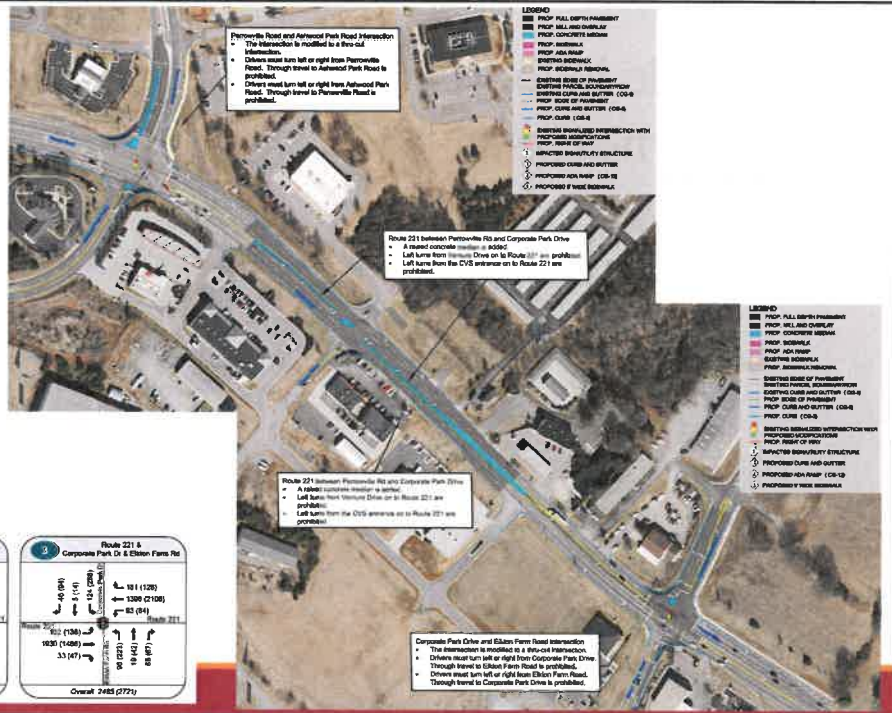
### Benefits

- Improved Safety:** Reduces the number of points where vehicles cross paths
- Increased Efficiency:** Eliminates the side street through movements, allowing for fewer or shorter traffic signal phases, which reduces delay and increases capacity
- Shorter Wait Times:** Fewer traffic signal phases means less time stopped at the intersection
- Cost-effective:** A thru-cut may be more cost-effective than adding lanes to improve capacity



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## Burnbridge Road & Thomas Jefferson Road (811)

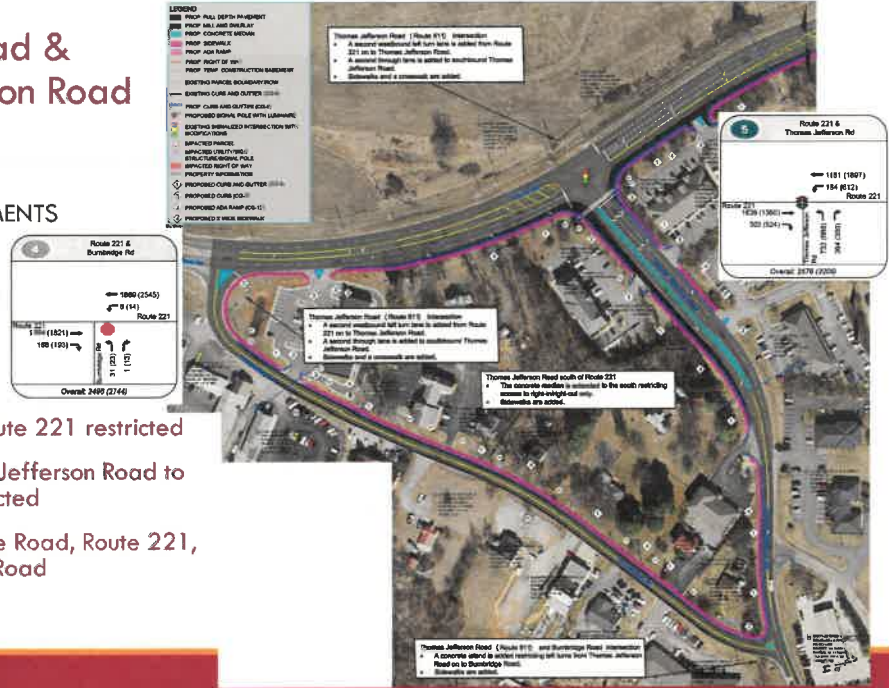
### PROPOSED IMPROVEMENTS

Dual westbound left turn lanes on Route 221 at Thomas Jefferson Road (811)

Left turns from Burnbridge Road to Route 221 restricted

Left turns from Thomas Jefferson Road to Burnbridge Road restricted

Sidewalk on Burnbridge Road, Route 221, and Thomas Jefferson Road



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## Burnbridge Road & Thomas Jefferson Road (811)

### BENEFITS

#### Safety

- Restricting northbound left turns from Thomas Jefferson Road on to Burnbridge Road could have prevented 90% of northbound crashes
- Sidewalks provide safe space for pedestrians

#### Traffic Congestion: Thomas Jefferson Road

- Intersection delay reduced by 24 sec (PM)
- Westbound queue reduced by 1,700 ft (PM)

### COMMENTS

87  
Total Responses

Currently, low foot traffic. Questions on use of sidewalk.

Business access is too restricted. Disfavor left turn restrictions.

Worry over illegal turns at end of median on Thomas Jefferson Road.

Burnbridge Rd and Thomas Jefferson Rd: Dual Left Turn Lanes and Sidewalks



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**Ambassador Drive Intersection**

- Raised concrete medians are added.
- Left turns from Ambassador Drive on to Route 221 are prohibited.
- Left turns from the Westward entrance on to Route 221 are prohibited.
- Sidewalks are added.

**Cloverhill Boulevard Intersection**

- The intersection is modified to a T-intersection.
- Drivers must turn left or right from Cloverhill Boulevard.
- Through travel across Route 221 is prohibited.
- Sidewalks are added.

**Newcomb Boulevard Intersection**

- Raised concrete medians are added.
- Left turns from Newcomb Boulevard on to Route 221 are prohibited.
- Left turns from the Westward entrance on to Route 221 are prohibited.
- Sidewalks are added.

**LEGEND**

- PROPOSED: EXISTING PAVEMENT
- PROPOSED: WELL AND OVERLAY
- PROPOSED: CONCRETE ISLAND
- PROPOSED: SIDEWALK
- PROPOSED: ADA RAMP
- PROPOSED: GRASS EROSION
- EXISTING: PROPOSED: ROADWAY/TURN
- EXISTING: EDGE OF PAVEMENT
- EXISTING: CURB AND GUTTER (C&G)
- PROPOSED: CURB AND GUTTER (C&G)
- EXISTING: PROPOSED: INTERSECTION WITH PROPOSED MODIFICATIONS
- SUPPLEMENTED: BENTLEY/UTILITY STRUCTURE
- PROPOSED: CURB AND GUTTER
- PROPOSED: ADA RAMP
- PROPOSED: PAVED SIDEWALK

[illegible]

## Ambassador Drive – Cloverhill Boulevard

### BENEFITS

#### Safety

- Cloverhill Boulevard: Thru-cut could have prevented 13% of intersection crashes
- Ambassador Drive: Restricting left turns could have prevented 67% of intersection crashes
- Newcomb Boulevard: Restricting left turns could have prevented 80% of crashes
- Sidewalks provide safe space for pedestrians

#### Traffic Congestion: Cloverhill Boulevard

- Intersection delay reduced by 45 sec (AM and PM)
- Westbound queue reduced by 370 ft (PM)

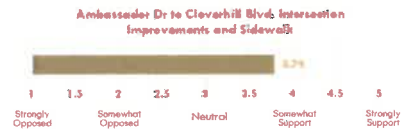
### COMMENTS

78  
Total Responses

With new development possibly connecting to Ambassador Drive would like to see this intersection signalized.

Many accidents and potential accidents would be reduced with limiting left turns.

Worry over people making illegal uturns due to left-out restrictions.



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## Enterprise Drive

### ADDITIONAL STUDY NEEDED

Very high traffic volumes today

Future traffic volumes exceed capacity of traditional at-grade intersections

Potential improvements include:

- Interchanges
- Flyover ramps
- Displaced left turn designs

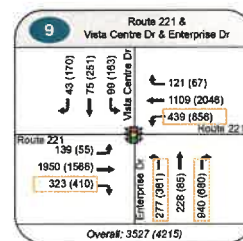
Options are very costly and have significant right-of-way impacts

### PUBLIC INPUT SOLICITED

Left-turn flyover ramp

Triple left turn lanes

#### 2045 Traffic Volumes



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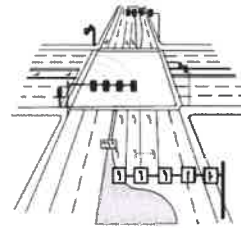
# Enterprise Drive

## LEFT-TURN FLYOVER RAMP



78  
Total Responses

## TRIPLE LEFT TURN LANES



Source: Development of Guidelines for Triple Left and Dual Right-Turn Lanes: Technical Report, Texas Transportation Institute

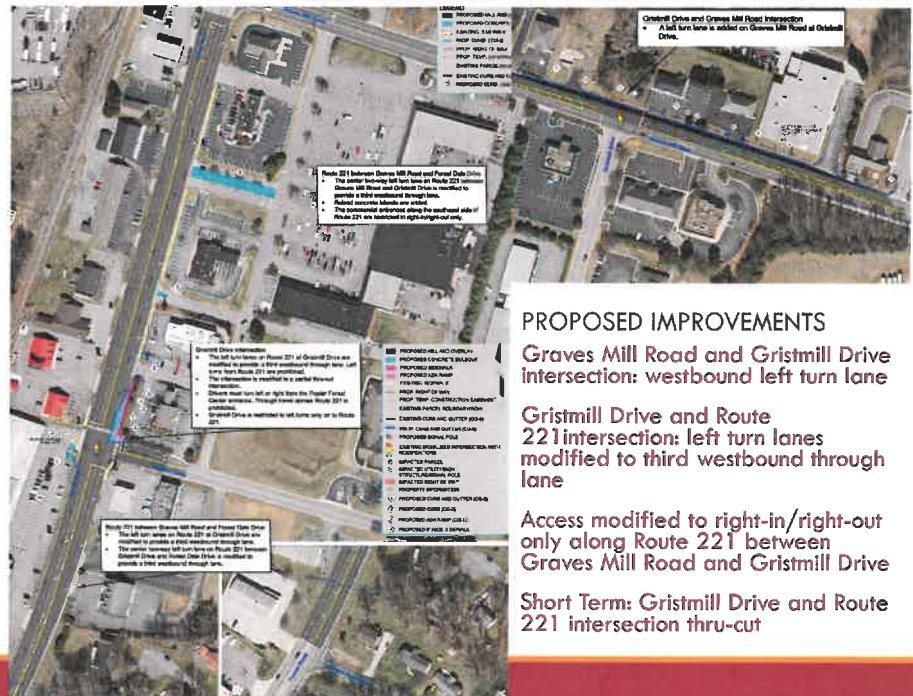
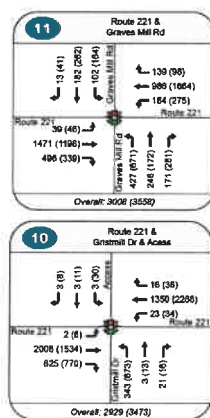
79  
Total Responses



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## Gristmill Drive – Graves Mill Road

### 2045 Traffic Volumes



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## Gristmill Drive – Graves Mill Road

### BENEFITS

#### Safety

- Modifying access to right-in/right-out only may reduce crashes by 80%

#### Traffic Congestion: Gristmill Drive and Route 221

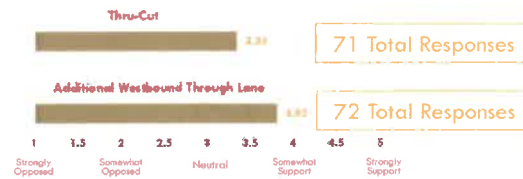
- Thru-cut only: Intersection delay reduced by 69 sec (AM) and 76 sec (PM)
- 3rd Westbound Lane: Intersection delay reduced by 60 sec (AM) and 39 sec (PM)

#### Traffic Congestion: Gristmill Drive and Graves Mill Road

- Intersection delay reduced by 85 sec (AM) and 155 sec (PM)
- Westbound queue reduced by 550 ft (AM)

### COMMENTS

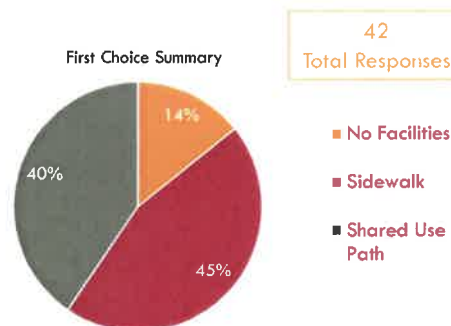
Great for access management on Route 221.  
May be awkward to access the shopping center.  
Disapproval of thru-cut.



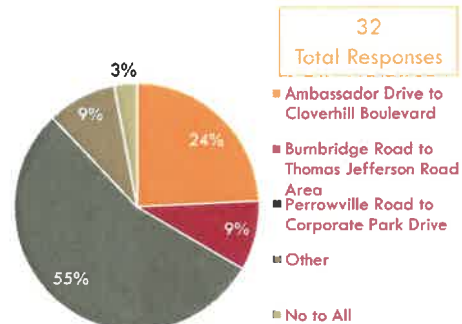
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## Multimodal Facilities

RANK THESE MULTIMODAL FACILITIES FROM MOST TO LEAST IMPORTANT



IN WHAT AREAS ARE THESE FACILITIES MOST NEEDED?



Other: All of 221, Gristmill to Graves Mill, Perrowville Rd

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## Red-Light Running Cameras

### BENEFITS

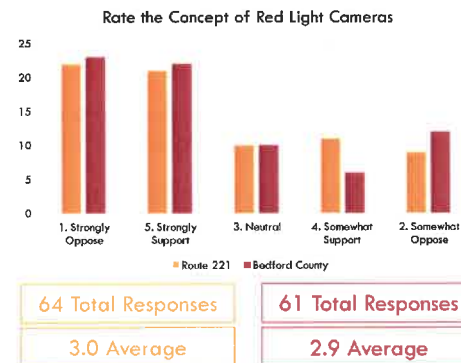
40% or more of the crashes recorded between June 1, 2018 and May 31, 2023 may have been prevented with red light cameras at:

- Perrowville Road
- Cloverhill Boulevard
- Thomas Jefferson Road

### COMMENTS

Concerns related to police staff reviewing camera footage

Mix of strong support and strong opposition



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## Next Steps

Develop cost estimates for improvement concepts

Submit report

County pursue funding if desired



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