Central Virginia Transportation Technical Committee

Central Virginia Planning District Commission Office
Large Conference Room
828 Main Street, 12th Floor, Lynchburg, Virginia 24504

Thursday, January 9, 2020 – 10:30 a.m.

Agenda

1. **Call to Order**……..Paul Harvey, *Chair*

2. **Approval of Minutes: October 10, 2019** *(See Attachment 1)*

3. **Update on Potomac River Long Bridge Project**……..Scott Smith, CVMPO

4. **2018-2021 Transportation Improvement Program (TIP) Amendment (US 501 & US 221 Intersection Improvements)** ……..…..Scott Smith, CVMPO

5. **Setting Goals and Performance Measures for Connect Central Virginia 2045** *(See Attachment 2)*……..…….…….....EPR, PC Team

6. **Matters from the Committee**……..…….All

7. **Adjournment** - Next meeting: **February 13, 2020** at **10:30 a.m.**

Announcements & General Information

- **Transportation Technical Committee Statement of Purpose** (*See Attachment GI)*

Central Virginia Transportation Technical Committee

828 Main Street, 12th Floor, October 10, 2019 at 10:30 a.m.

DRAFT MINUTES

PRESENT

Todd Carroll (U)..... Liberty University
Tyler Creasy, for Jeremy Bryant (U/R)..... Amherst County
Mariel Fowler (U/R) .....Bedford County
Paul Harvey (U/R)..... Campbell County
Anne Nygaard (U).....City of Lynchburg

ABSENT

Doyle Allen (U/R)..... Bedford County Citizen Representative
Brian Booth (U)..... Greater Lynchburg Transit Company
Sara Carter (U).....Town of Amherst
Waverly Coggsdale (R)..... Town of Altavista
Mark Courtney (U).....Lynchburg Regional Airport
Kevin Jones (U/R).....Federal Highway Administration
J. Lee Newland (U) .....City of Lynchburg
Johnnie Roark (R) .....Appomattox County
Gary Shanaberger (R).....Town of Appomattox
Daniel Sonenklar (U/R).....Virginia Dept. of Rail and Public Transportation
Russell Thurston (R) ..... Town of Brookneal
Bart Warner (R) .....Town of Bedford

U- Members representing the urbanized area of the region
R- Members representing the rural area of the region

OTHERS PRESENT

Will Cockrell..... EPR
David Cook.....VDOT – Lynchburg District
Susan Cook..... CVPDC
Samuel Hayes..... Moffatt & Nichol
Scott Smith.....CVPDC/CVMPO
Rick Youngblood .....VDOT – Lynchburg District
Mary Zirkle (by phone).....Town of Bedford

1. Call to Order

Paul Harvey, Chair, called the meeting to order at 10:30 a.m.

2. Approval of the September 12, 2019 Meeting Minutes

Upon a motion by Rick Youngblood, and seconded by Mariel Fowler, the minutes of September 12, 2019 were unanimously approved.

3. Setting Goals and Performance Measures for Connect Central Virginia 2045

Will Cockrell, with EPR, reported on the goals and measures of the 2045 Long Range Plan. He explained that developing the goals and performance measures is important because that will be the scoring methodology that they will use to evaluate projects and will help determine which projects get vetted through the process. Since the 2040 plan was adopted in 2015, several changes have occurred on the federal and state levels that change the framework for long range plans. At the state level there have been some funding changes that affect how projects are evaluated.

David Cook explained that VDOT has a new license subscription, MetroQuest, which is an online inter-active engagement tool for permanent transportation planning. It is able to send out email, social media, Facebook, Instagram, Twitter, and keeps up with a constant blast in a geographic scope for the project area. They hope to be able to use this to engage the public and are checking into sharing this with the PDCs and localities. Rick Youngblood advised that he is waiting for guidance on this.

Mr. Cockrell advised that once they have the goals and performance measures approved by the policy board they can begin project evaluation. Performance measures are used to score and evaluate projects. Mr. Cockrell also explained that Smart Scale is the main process used to score projects for funding, and a lot of the projects listed in the Long Range Plan will have to go through this process. Safety, economic development and accessibility should be high considerations when scoring projects.

VTrans, a statewide transportation plan, is currently being updated. This plan is important because with some of the scoring methodologies a need has to be identified in VTrans in order to get funding.

A survey will be sent to Scott and will be available on-line for comments. An initial work session will be held at the next meeting and by January the hope is that this group would affirm the goals and measures and provide input on how to weight the measures and make a formal recommendation. David Cook added that extra points are given for distressed communities.

Will and David are looking at options for scoring methodologies for bike ped projects.

Philipp Gabathuler added that transit is not directly addressed in any of the goals. He suggested looking at each mode described in the infrastructure to determine if something more specific needs to be added.

4. Matters from the Committee

Scott Smith advised that next week there will be a legal notice published for a proposed amendment to the Transportation Improvement Program (TIP). The amendment is adding the 221/501 split pairs project into the TIP. It will come before the TTC at the January meeting, and the MPO at their January meeting.

5. Adjournment

There being no further business, the meeting adjourned at 11:50 a.m.

The next meeting will be on December 12, 2019 at 10:30 a.m.

Goals, Performance Measures and Targets

Transportation Technical Committee

January 9th, 2020

CONNECT
CENTRAL VIRGINIA
LONG RANGE TRANSPORTATION PLAN

AGENDA

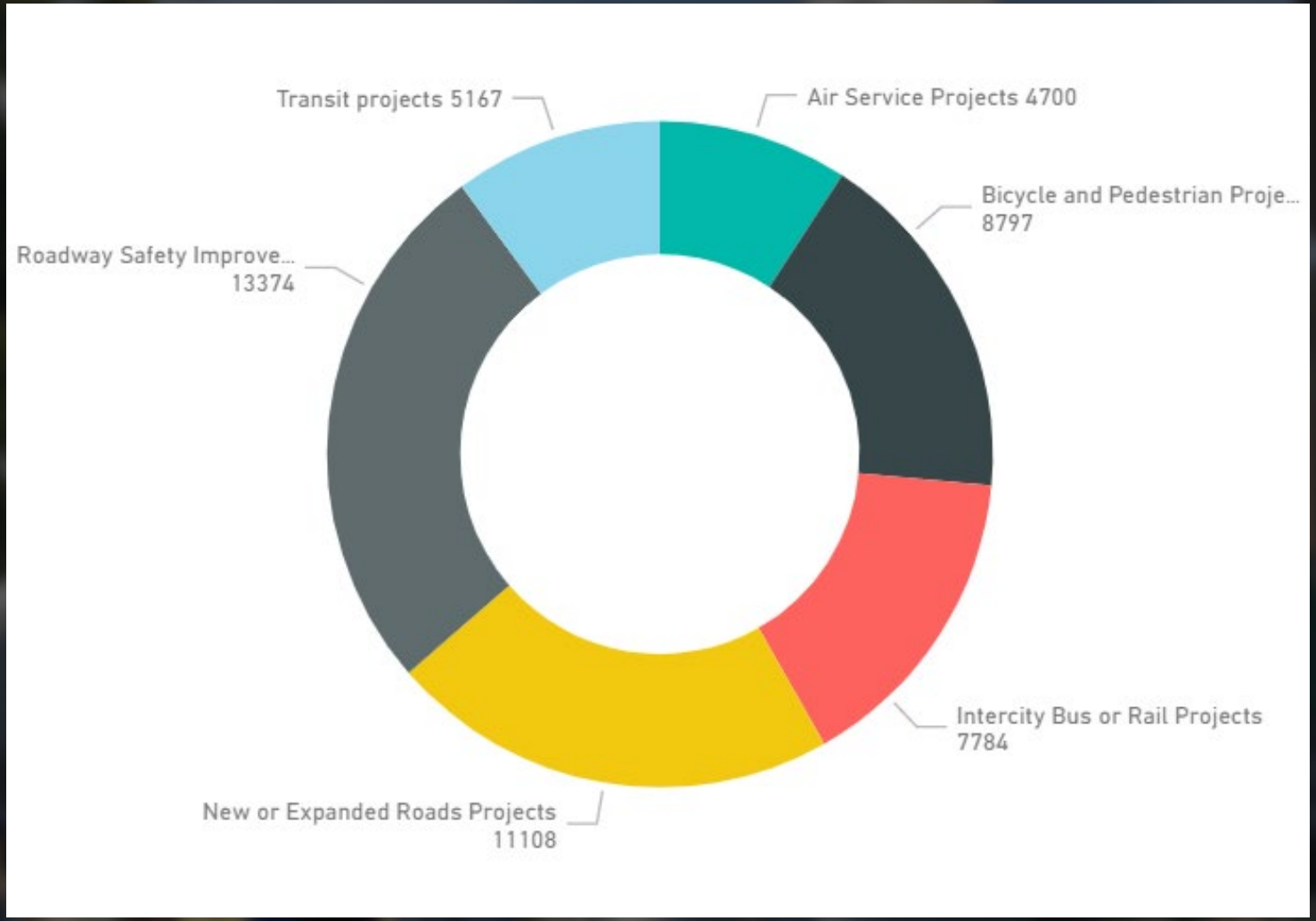
- MetroQuest Update
- Overview of October 10th Discussion
- Goals and Measures Recommendations
- Bike and Pedestrian Evaluations
- Task 4 Methods
- Recommendations and Next Steps

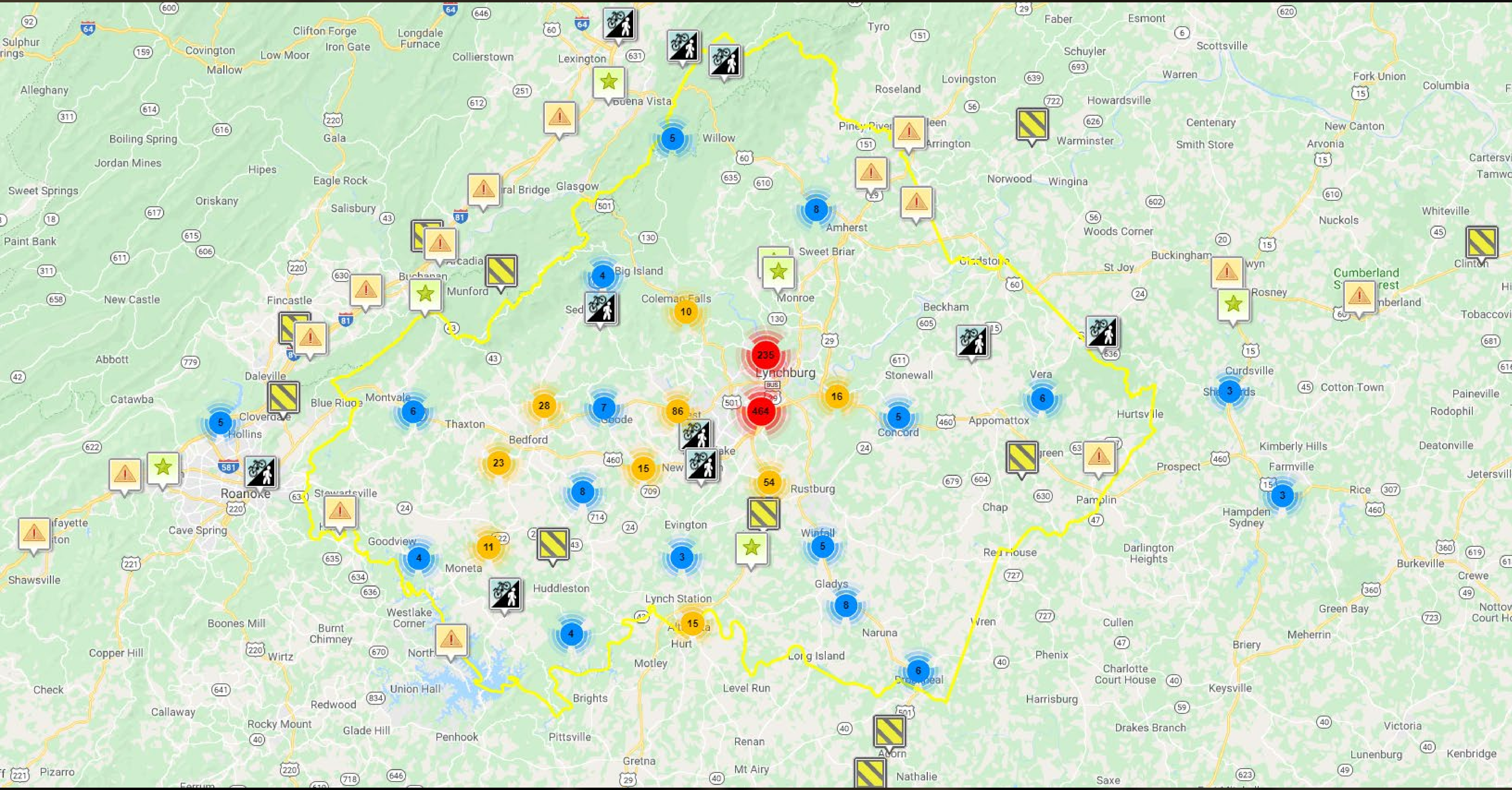
Update on Engagement

MetroQuest

MetroQuest Updates

- The total number of survey participants is up to 541
- Survey takers peaked on December 19th just before the holidays at 49 total respondents that day
- An average of 12 respondents per day over the last 8 days




Clifton Forge
Longdale Furnace
Covington
Low Moor
Iron Gate
Mallow
Collierstown
Lexington
Alleghany
Buena Vista
Boiling Spring
Gala
Jordan Mines
Hipes
Eagle Rock
Glasgow
Sweet Springs
Oriskany
Salisbury
Paint Bank
Fincastle
New Castle
Buchanan
Munford
Arcadia
Abbott
Daleville
Catawba
Blue Ridge
Montvale
Cloverdale
Hollins
Thaxton
Bedford
Roanoke
Stewartsville
Cave Spring
Goodview
Moneta
Shawsville
Huddleston
Westlake Corner
Burnt Chimney
Boones Mill
Copper Hill
Wirtz
Check
Callaway
Redwood
Union Hall
Rocky Mount
Glade Hill
Penhook
Pittsville
Gretna
Brights
Motley
Hurt
Lynch Station
Evington
Level Run
Renan
Mt Airy
Rustburg
Lynchburg
Big Island
Coleman Falls
Willow
Amherst
Sweet Briar
Monroe
Tyro
Roseland
Lovingston
Faber
Esmont
Schuyler
Scottsville
Warren
Howardsville
Centenary
Smith Store
Warminster
Arrington
Norwood
Wingina
Woods Corner
Buckingham
St Joy
Beckham
Stonewall
Appomattox
Concord
Vera
Hurtsville
Chap
Pamplin
Red House
Gladys
Naruna
Long Island
Wren
Phenix
Cullen
Charlotte Court House
Harrisburg
Drakes Branch
Darlington Heights
Prospect
Farmville
Kimberly Hills
Curdsville
Cotton Town
Hampden Sydney
Rice
Deatonville
Paineville
Rodophil
Jetersville
Burkeville
Crewe
Green Bay
Meherrin
Briery
Keysville
Victoria
Lunenburg
Kenbridge
Saxe
Nathalie
Whiteville
Nuckols
Fork Union
Columbia
New Canton
Arvonia
Cumberland
Rosney
Tobaccoville
Clinton
Pizarro
Sulphur Springs

Overview:
October TTC Meeting

Approach

Federal Requirements

State Factors, Needs and Funding

Regional Goals & Targets

2045 Goals & Performance Measures

Transportation Alternatives

VDOT Virginia Department of Transportation

SMART SCALE

Funding the Right Transportation Projects in Virginia

State of Good Repair

Revenue Sharing

VDOT Virginia Department of Transportation

Highway Safety Programs

VDOT Virginia Department of Transportation

Funding

Regional Goals
Performance Measures and Recommendations

Proposed 2045 Goals

Goal 1: Mobility and Accessibility

Provide a transportation system that facilitates the efficient movement of people and goods.

Goal 2: Safety

Provide a safe and secure transportation system.

Goal 3: Economy

Retain and increase business and employment opportunities.

Goal 4: Community and Nature

Improve the quality of life and protect the environment.

Goal 5: Operational Efficiency

Preserve the existing transportation system and promote efficient system management.

October 10th

- **Goal 1: Mobility and Accessibility**
  - **PM 1.1:** Congestion
  - **PM 1.2:** Traffic Volume
- **Goal 2: Safety**
  - **PM 2.1:** Safety
  - **PM 2.2:** PSI Locations
- **Goal 3: Economy**
  - **PM 3.1:** Tourism & Activity Centers
  - **PM 3.2:** Lynchburg Connectivity Study
  - **PM 3.3:** Surrounding Employment Density
  - **PM 3.4:** Freight Volume
- **Goal 4: Community and Nature**
  - **PM 4.1:** Social Resources
  - **PM 4.2:** Environmental Resources and Stormwater
  - **PM 4.3:** Alternative Transportation Facilities
  - **PM 4.4:** Air Quality Impact
- **Goal 5: Operational Efficiency**
  - **PM 5.1:** Right of Way Sufficiency
  - **PM 5.2:** Plan Coordination
  - **PM 5.3:** Distribution Benefit

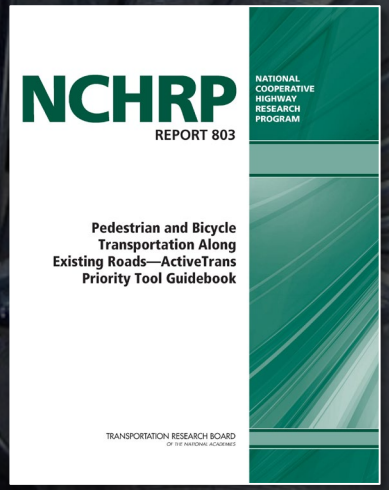
October 10th

- **Goal 1: Mobility and Accessibility (20%)**
  - **PM 1.1:** Existing Congestion
  - **PM 1.2:** Future Congestion
  - **PM 1.3:** Existing Traffic Volume
  - **PM 1.4:** Future Traffic Volume
  - **PM 1.5:** Alternative Transportation Facilities
- **Goal 2: Safety (25%)**
  - **PM 2.1:** Fatal and Injury Traffic Crash Rate
  - **PM 2.2:** PSI Locations
- **Goal 3: Economy (25%)**
  - **PM 3.1:** Placemaking
  - **PM 3.2:** Lynchburg Connectivity Study
  - **PM 3.3:** Surrounding Employment Density
  - **PM 3.4:** Freight Volume
- **Goal 4: Community and Nature (15%)**
  - **PM 4.1:** Social Resources
  - **PM 4.2:** Environmental Resources
- **Goal 5: Operational Efficiency (15%)**
  - **PM 5.1:** Right of Way Sufficiency
  - **PM 5.2:** Plan Coordination
  - **PM 5.3:** Distribution Benefit

Bike and Pedestrian Evaluation
Performance Measures

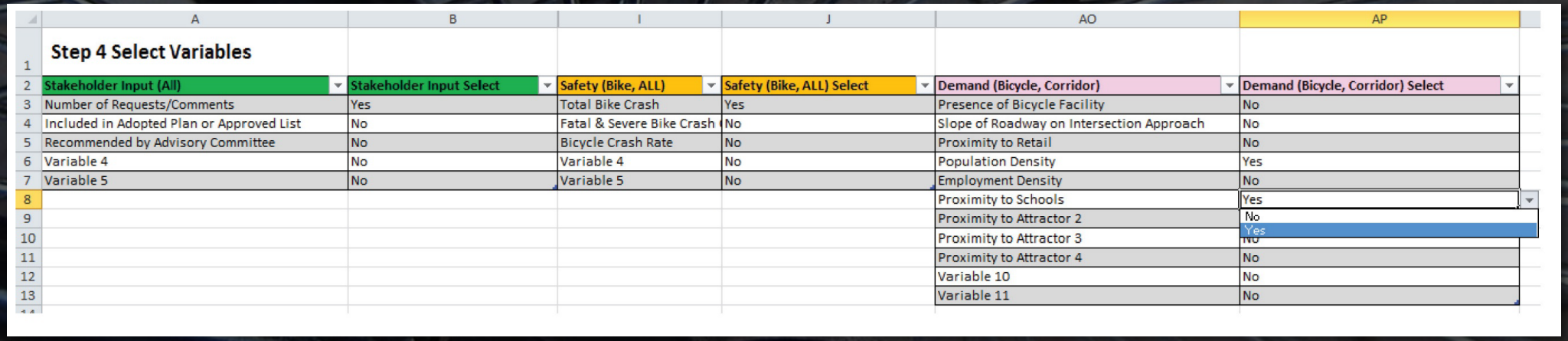
ActiveTrans Priority Tool (APT)

- Prioritization tool for bike/ped projects
- Created by a research group under the TRB
- Can be applied at state, regional, and local levels



Why use the APT? (APT)

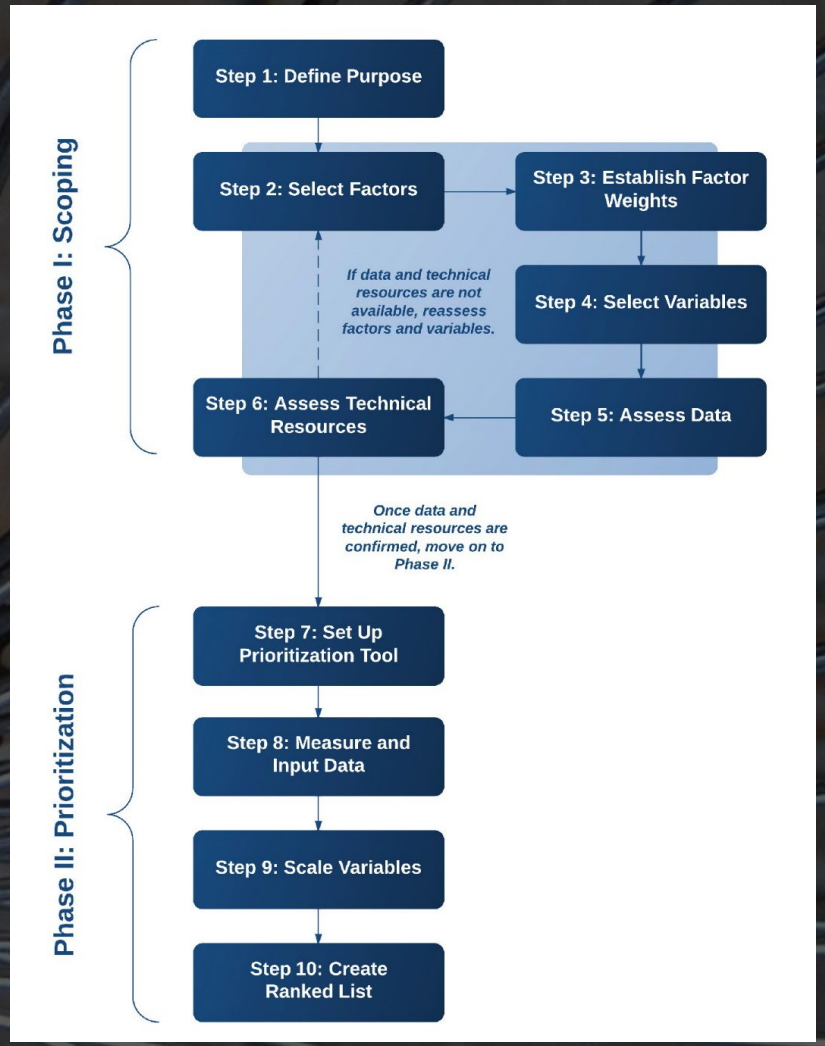
- Designed specifically to prioritize bike/ped improvement projects
- Created from a comprehensive research process
- Saves time by providing an already-built tool



	A	B	I	J	AO	AP
1	**Step 4 Select Variables**					
2	Stakeholder Input (All)	Stakeholder Input Select	Safety (Bike, ALL)	Safety (Bike, ALL) Select	Demand (Bicycle, Corridor)	Demand (Bicycle, Corridor) Select
3	Number of Requests/Comments	Yes	Total Bike Crash	Yes	Presence of Bicycle Facility	No
4	Included in Adopted Plan or Approved List	No	Fatal & Severe Bike Crash	No	Slope of Roadway on Intersection Approach	No
5	Recommended by Advisory Committee	No	Bicycle Crash Rate	No	Proximity to Retail	No
6	Variable 4	No	Variable 4	No	Population Density	Yes
7	Variable 5	No	Variable 5	No	Employment Density	No
8					Proximity to Schools	Yes
9					Proximity to Attractor 2	No
10					Proximity to Attractor 3	Yes
11					Proximity to Attractor 4	No
12					Variable 10	No
13					Variable 11	No

APT Process

- 10 step process
- Step 1 is already complete
- Steps 2 & 3 are key
- may require stakeholder input
- Step 4 depends on the goals chosen in Step 2
- Subsequent steps are straightforward



Step 2: Select Factors

- Factors are like the Goals in the roadway prioritization tool
- Can use all or some of the provided factors or create new ones
- Determines the variables used in Step 4
  - Variables are like the Performance Measures in the roadway prioritization tool
  - Variables depend on what data is available

Step 2: Select Factors

Factor	Select?
Stakeholder Input	Yes
Constraints (Cost and Legal)	Yes
Opportunities (Upcoming Projects)	No
Safety	No
Existing Conditions	No
Demand	No
Connectivity	No
Equity	No
Compliance	No
Number of Factors Selected	**2**

Factors Provided with the APT

Factor	Description	Example Considerations
Stakeholder Input	The amount of public feedback in support or against a bike/ped project.	- public comments/feedback - Inclusion in adopted plans
Constraints (Cost and Legal)	The relative difficulty in implementing a bike/ped improvement project.	- ROW acquisition cost estimates - environmental barriers - historic features
Opportunities (Upcoming Projects)	The ease with which the MPO can use existing resources to support project implementation.	- grant funding availability - dedicated funding source in place - can be incorporated into a scheduled project
Safety	The level of risk that cyclists/peds face in being involved in a vehicle crash.	- bike/ped crashes or crash rates
Existing Conditions	Physical conditions that impact bike/ped safety, comfort, and demand.	- physical conditions of project locations - traffic patterns/behaviors at project location
Demand	Existing or potential bike/ped activity levels.	- number of cyclists/peds observed - proximity to activity centers
Connectivity	The degree to which the project allows cyclists/peds to travel comfortably and continuously throughout their community.	- relationship to existing facilities
Equity	The degree to which opportunities for safe cycling/walking are distributed among all communities in the region.	- proxies for disadvantaged populations, e.g., percent of 0 car households
Compliance	Whether or not existing infrastructure is compliant with current bike/ped standards and guidelines.	- exsiting infrastructure compliance with regulations or guidelines, e.g., ADA accessibility

Recommended Factors

Factor	Description	Example Considerations	
Stakeholder Input	The amount of public feedback in support or against a bike/ped project.	- public comments/feedback - Inclusion in adopted plans	✓
Constraints (Cost and Legal)	The relative difficulty in implementing a bike/ped improvement project.	- ROW acquisition cost estimates - environmental barriers - historic features	⊘ Limited Data/Budget
Opportunities (Upcoming Projects)	The ease with which the MPO can use existing resources to support project implementation.	- grant funding availability - dedicated funding source in place - can be incorporated into a scheduled project	✓
Safety	The level of risk that cyclists/peds face in being involved in a vehicle crash.	- bike/ped crashes or crash rates	✓
Existing Conditions	Physical conditions that impact bike/ped safety, comfort, and demand.	- physical conditions of project locations - traffic patterns/behaviors at project location	✓
Demand	Existing or potential bike/ped activity levels.	- number of cyclists/peds observed - proximity to activity centers	✓
Connectivity	The degree to which the project allows cyclists/peds to travel comfortably and continuously throughout their community.	- relationship to existing facilities	✓
Equity	The degree to which opportunities for safe cycling/walking are distributed among all communities in the region.	- proxies for disadvantaged populations, e.g., percent of 0 car households	✓
Compliance	Whether or not existing infrastructure is compliant with current bike/ped standards and guidelines.	- exsiting infrastructure compliance with regulations guidelines, e.g., ADA accessibility	⊘ Limited Data/Budget

Recommended Variables

Bike	
Factor	**Variables**
Stakeholder Input	Number of Public Requests/Comments
	Included in Adopted Plan or Approved List
Opportunities (Upcoming Projects)	Grant Funding Candidate
	Implement w/ Future Construction
	Planned Roadway Improvement/Maint
Safety	Total Bike Crashes
	Fatal and Severe Bike Crashes
Existing Conditions	Bike Lane Present
	AADT
	Paved Shoulder Present
	Pavement Condition
	Roadway Slope
Demand	Population Density
	Employment Density
Connectivity	Connects to Existing Facility
Equity	Percent of Population Older than Age 64
	Percent of Population with no Car
	Percent of Households in Poverty

Ped	
Factor	**Variables**
Stakeholder Input	Number of Public Requests/Comments
	Included in Adopted Plan or Approved List
Opportunities (Upcoming Projects)	Grant Funding Candidate
	Implement w/ Future Construction
	Planned Roadway Improvement/Maint
Safety	Total Ped Crashes
	Fatal and Severe Ped Crashes
Existing Conditions	Presence and Width of Sidewalks
	AADT
	Presence of Paved Shoulders
	Type of Crosswalk Enhancement
Demand	Population Density
	Employment Density
	Proximity to Transit Stops
Connectivity	Connects to Existing Facility
Equity	Percent of Population with Disabilities
	Percent of Population Older than Age 64
	Percent of Population with no Car
	Percent of Households in Poverty

Next Steps

- **January Meeting**
  - **Recommend 2045 Goals and Performance Measures**
  - **Recommend percent weighting for goals and measures**
- **Early 2020**
  - **Affirm Project Pool**
  - **Continue with Task 4: Project Evaluation**
  - **Begin travel model evaluation**


Discussion
Questions

STATEMENT OF PURPOSE
Approved September 5, 2002

The Central Virginia Transportation Technical Committee (Committee) is responsible for supporting the Central Virginia Metropolitan Planning Organization's (CVMPO) and Region 2000 Regional Commission's transportation policy decision-making efforts.

The Committee provides technical advice in coordinating the federally-mandated "3-C" or continuing, comprehensive, and cooperative, transportation planning and programming process.

The Committee's three principal work efforts are updating the long range transportation plan, updating the transportation improvement program (TIP), and developing the annual unified planning work program. The Committee, in conjunction with its rural colleagues, also develops the annual Rural Transportation Planning Assistance Program Scope of Work. The Committee's intent is to review and comment on TIP projects and work program products.

The Committee acknowledges that the long range transportation plan update is the primary planning document for transportation issues in the Central Virginia region. This planning initiative drives the formulation of the transportation improvement program, as well as the annual work programs.

The Committee further realizes that the long range transportation planning process must identify regional priorities in order to fully influence project funding decisions ultimately exercised by the Commonwealth Transportation Board. The Committee's intent is to recommend priorities and encourage the CVMPO to set these priorities at the regional level.

Because of its importance, the Committee is fully committed to actively being involved in the long range transportation planning process.

In carrying out its responsibilities, the Committee will:

1. Coordinate with local planning departments to ensure an understanding of pertinent local development issues and their impact on the region;

2. Coordinate with nearby MPOs and develop an ongoing dialogue with them;

3. Strive to integrate land use and economic development, as well as transportation considerations, in its planning process;

4. Strive to be proactive as opposed to reactive in problem solving.