



**CENTRAL VIRGINIA METROPOLITAN
PLANNING ORGANIZATION**

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PLANNING ORGANIZATION**

October 21, 2004
Altavista Town Hall
Altavista, VA
4:00 p.m.

AGENDA

1. Call to OrderMr. Hugh T. Pendleton, Chairman
2. Approval of the August 19, 2004 Meeting MinutesMr. Hugh T. Pendleton, Chairman
3. Central Virginia Area Agency on Aging Request to Amend the
Central Virginia Transportation Improvement Program..... Bob White, Staff
4. The Town of Amherst Request for a Resolution of Support for the
South Main Street Streetscape Transportation Enhancement Project..... Bob White, Staff
5. Update on the Central Virginia Long Range Transportation Plan
Update, Year 2030 Bob White, Staff
6. Report on Recent Charlottesville Route 29 By-Pass
DiscussionsBill Gillespie, Executive Director
7. Matters from the Board..... All
8. Next Meeting of the CVMPO – January 20, 2005
9. Adjournment

**CENTRAL VIRGINIA METROPOLITAN PLANNING
ORGANIZATION
EXECUTIVE DIRECTOR'S REPORT
October 21, 2004**

1. **Call to Order**
2. **Approval of the August 19, 2004 Meeting Minutes** (*see attachment no. 2*)

Recommendation: The staff recommends the August 19, 2004 meeting minutes be approved.

3. **Central Virginia Area Agency on Aging Request to Amend the Central Virginia Transportation Improvement Program** (*See attachment no. 3*)

The Central Virginia Area Agency on Aging is seeking assistance through the Federal Section 5309 Discretionary Funds, Job Access and Reverse Commute Program Allocations. This allocation has already been passed and earmarked by Congress for use in its Bedford Ride Transportation Program.

As part of the application process, CVAAA is required to notify the CVMPO and request that the project be included in the annual element of the Transportation Improvement Program. CVAAA is requesting funding in the amount of \$59,476 to be used for operational expenses of its Bedford Ride Transportation Program. The Congressional appropriation is for 50% of the \$118,952 total cost, with the agency being responsible for the remaining \$59,476 balance.

Recommendation: The staff recommends the CVMPO approve the attached resolution to amend the Central Virginia Transportation Improvement Program to incorporate the Central Virginia Area Agency on Aging's request for Federal Section 5309 Discretionary Funds, Jobs Access and Reverse Commute Program Allocations.

4. **The Town of Amherst Request for a Resolution of Support for the South Main Street Streetscape Transportation Enhancement Project** (*See attachment no. 4*)

The Town of Amherst is preparing a transportation enhancement project application for its South Main Street Streetscape Transportation Enhancement Project. This project includes the extension of the sidewalk along South Main Street to the Ambrier Shopping Center, appropriate drainage improvements, tree plantings, lighting for sidewalks, and a welcome sign at the south end of town. Total project cost is \$408,027. The enhancement request is for \$326,422 or 80% of the total cost; the Town will contribute the remainder as its 20% match.

As part of the transportation application the CVMPO is requested to support the application through a resolution. The resolution is attached for your consideration.

Recommendation: The staff recommends the CVMPO approves the attached resolution in support of the Town of Amherst's South Main Street Streetscape transportation enhancement project.

5. Update on the Central Virginia Long Range Transportation Plan Update, Year 2030 (*See attachment no. 5*)

The Central Virginia Long Range Transportation Plan Update, Year 2030 continues its development. This project continues on schedule and on budget. A summary of the project to date is attached. Mr. White will provide an update of this effort at the CVMPO meeting.

Recommendation: Receive the report.

6. Report on the Recent Charlottesville Route 29 By-Pass Discussions

Mr. Gillespie will offer a summary of recent Route 29 discussions, including the September 8 Summit held in Charlottesville.

Recommendation: Receive the report.

7. Matters from the Board

8. Next meeting of the CVMPO-January 20, 2005

9. Adjournment

MINUTES

**CENTRAL VIRGINIA
METROPOLITAN PLANNING ORGANIZATION**

**Region 2000 Regional Commission
Conference Room**

**August 19, 2004
5:00 pm**

MEMBERS PRESENT

Jack Hobbs	Town of Amherst
Jacob P. Bailey	Town of Amherst
Will Mays.....	Amherst County
R. Bryan David	Amherst County
Dr. Robert L. Bashore.....	Bedford County
William C. Rolfe.....	Bedford County
Hugh Pendleton.....	Campbell County
R. David Laurrell	Campbell County
L. Kimball Payne	City of Lynchburg
Joan Foster	City of Lynchburg
Bill Guiher (representing Ron Mustain)	VDOT

OTHERS PRESENT

Susan Cook	Region 2000 Regional Commission
C. W. (Bill) Gillespie, Jr.	Region 2000 Regional Commission
Bob White	Region 2000 Regional Commission
Ken White	Commonwealth Transportation Board
Leo Rutledge.....	VDOT-Local Ass't. Div.
Jeff Kessler.....	VDOT-Salem/Lynchburg

1. CALL TO ORDER

Dr. Robert Bashore, Chairman, called the meeting to order at 5:00 p.m.

2. APPROVAL OF THE July 15, 2004 MEETING MINUTES

Dr. Bashore asked if there were any additions or corrections to the July 15, 2004 minutes. There being none, Mr. Mays made the motion that the minutes of the July 15, 2004 meeting be approved as presented. Mr. Payne seconded the motion, and the motion passed unanimously by members present.

**3. CONSIDERATION OF ADOPTING THE CENTRAL VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM, FISCAL YEARS
2005-2006-2007**

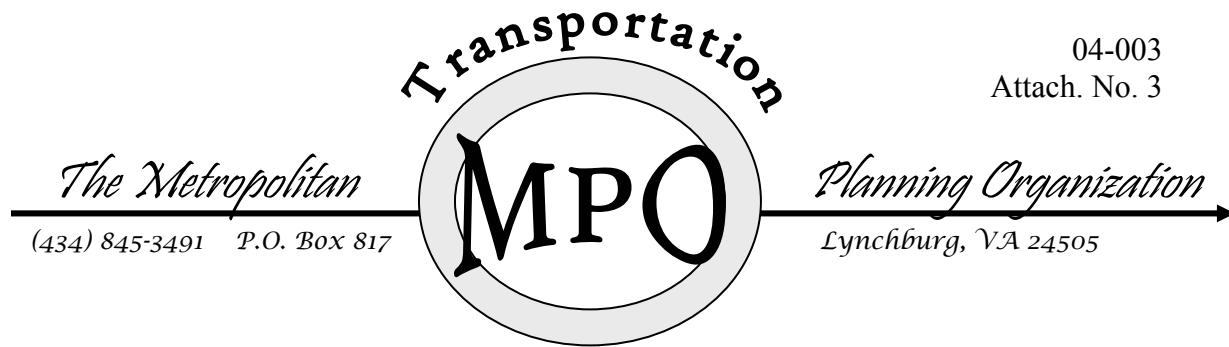
Mr. White presented the Central Virginia Transportation Improvement Program, Fiscal Years 2005-2007, to the MPO for approval. Mr. Payne made a motion, with a second by Mr. Rolfe, that the Central Virginia Transportation Improvement Program for Fiscal Years 2005-2006-2007 be adopted. The motion carried unanimously by members present.

4. MATTERS FROM THE BOARD

There were none.

5. ADJOURNMENT

The meeting was adjourned at 5:30 p.m.



**CENTRAL VIRGINIA METROPOLITAN
PLANNING ORGANIZATION**

**THE CENTRAL VIRGINIA METROPOLITAN PLANNING ORGANIZATION
AMENDS THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

WHEREAS, THE Central Virginia Metropolitan Planning Organization adopted the Central Virginia Transportation Improvement Program, Fiscal Years 2005-2007 on August 19, 2004, and

WHEREAS, THE Central Virginia Area Agency on Aging (CVAAA) is seeking assistance through the Federal Section 5309 Discretionary Fund, Job Access and Reverse Commute Program Allocations, and

WHEREAS, THIS Allocation has been approved and earmarked by Congress for use in the CVAAA's Bedford Ride Transportation Program, and

WHEREAS, THIS Allocation provides \$59,476 to be used for operational expenses to the Bedford Ride Transportation Program, with a \$59,476 match by CVAAA, and

WHEREAS, THE TIP must be amended to access these funds,

THEREFORE, BE IT RESOLVED THAT the Central Virginia Metropolitan Planning Organization does hereby amend the Central Virginia Transportation Improvement Program, Fiscal Years 2005-2007, to include providing \$59,476 in Federal Section 5309 Discretionary Fund, Job Access and Reverse Commute Program Allocations, requiring \$59,476 in match from the Central Virginia Area Agency on Aging for the Bedford Ride Transportation Program.

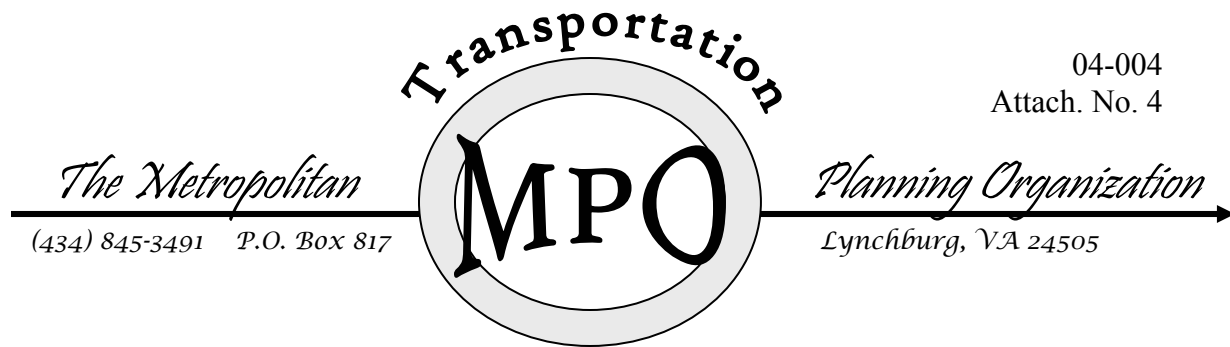
Upon motion by Commissioner _____, duly seconded by Commissioner _____, adopted this ____ day of _____ with ____ of ____ members of the Central Virginia Metropolitan Planning Organization in attendance.

CERTIFIED BY:

Hugh T. Pendleton, Chairman
Central Virginia Metropolitan Planning Organization

ATTESTED BY:

C.W. Gillespie, Jr., Secretary
Central Virginia Metropolitan Planning Organization



04-004
Attach. No. 4

RESOLUTION OF SUPPORT FOR THE TOWN OF AMHERST'S SOUTH MAIN STREET STREETScape TRANSPORTATION ENHANCEMENT PROJECT

WHEREAS, THE Central Virginia Metropolitan Planning Organization has and continues to support responsible transportation planning and projects in support of community development efforts throughout the Region, and

WHEREAS, THE Town of Amherst has and continues to invest in its community development efforts, including its streetscape, and

WHEREAS, THE Town of Amherst is requesting additional transportation enhancement funds to further improve its streetscape, providing for a safe and enjoyable walking and vehicular traveling environment,

THEREFORE, BE IT RESOLVED THAT the Central Virginia Metropolitan Planning Organization does hereby support the Town of Amherst in its application to the Transportation Enhancement Program for funding of the South Main Street Streetscape Project.

Upon motion by Commissioner _____, duly seconded by Commissioner _____, adopted this ____ day of _____ with ____ of ____ members of the Central Virginia Metropolitan Planning Organization in attendance.

CERTIFIED BY:

Hugh T. Pendleton, Chairman
Central Virginia Metropolitan Planning
Organization

ATTESTED BY:

C.W. Gillespie, Jr., Secretary
Central Virginia Metropolitan Planning
Organization

Central Virginia Transportation Plan Update – Year 2030
Summary of the Plan Development
October 8, 2004

Background

The update of Central Virginia's long-range transportation plan is ongoing. This plan, which provides a blueprint for improvements to the region's transportation system, is required by the federal government. Transportation improvements are required to be in this transportation plan if they make use of any federal funds. The plan, which will be adopted by the Metropolitan Planning Organization once it has been completed, also serves as a guiding document to ensure that transportation planning in the region covers all modes, ties to land use planning to the maximum extent possible, and promotes regional goals and objectives. The transportation plan must be updated every five years – Central Virginia's Region 2000 is in the process of updating this document now. This update will include projects to address travel needs to the year 2030.

Process To Date

The update to the transportation plan began in April of this year with three parallel efforts. First, data was collected on the existing transportation system. This included the collection of traffic counts and motor vehicle accident records, compilation of transportation planning studies and other documents from Central Virginia jurisdictions, and interviews with transportation officials to identify issues and concerns for all modes of travel in the region. This effort is largely complete and an existing conditions report will be finalized by the end of October.

The second effort involves a major update to the region's computerized transportation model. The transportation model allows for the transportation effects of both changes in land use and transportation projects (such as the Madison Heights Bypass) to be quantified and analyzed. The process of calibrating this model is ongoing and is slated for completion by mid-November.

The third ongoing effort has been the identification of regional transportation issues based on a series of workshops with stakeholders and the general public. Seven workshops were held in May and July of 2004. A wide range of issues across all modes of travel were raised and discussed at these workshops. A summary of these discussions is included in the next section.

Summary of Transportation Issues

Comments and discussions at the seven workshops covered a wide range of transportation concerns. The following summarizes those issues that were raised most frequently and/or were the subject of the most amount of discussion.

Roadway maintenance and conditions: Major concerns related to adequate funding for roadway maintenance, maintenance of secondary roads, and concerns with respect to roadway aesthetics.

Rush hour traffic congestion: While most workshop attendees indicated that traffic congestion in the region is relatively light when compared to some of the more heavily populated parts of the state, a number of locations were cited as heavily congested. These included the major commuter and retail corridors including Route 29 through Madison Heights and along Wards Road, Timberlake Road, Route 221 in Forest, and Lakeside Drive. Areas of particular concern in the future include Route 29 near the airport and to the south (particularly when the Madison Heights Bypass is completed), Route 221, Coffee Road, and English Tavern Road. The increased use of secondary roads by those seeking to avoid congestion on major roads was also cited as a current and future concern. Truck traffic on secondary roads was also cited as a concern.

Traffic signals and signs: The complexity of the region's roadway system and the often confusing signage was a topic of concern at all workshops. The roadway network is confusing because streets change names, there are routes with multiple and overlapping numbers, and the multitude of signs have sometimes confusing route designations. Improvements to traffic signals and signage to better accommodate pedestrians, bicyclists, and those with physical disabilities were cited as regional needs. Better signage to parking areas was also cited as a need.

Sidewalks and bicycle paths: The overall lack of sidewalks in region was cited as a major concern. There is a need for increased bicycle trails, as well as ways to make bicycling safer along major roadways. Improved connections and signage for sidewalks and bicycle trails are also needed. Better non-automotive connections from neighborhoods to the James River and to major regional destinations such as River Ridge Mall, other retail areas, and colleges were also cited as needs.

Local bus transit: Over the long-term, most workshop participants believe that the transit system needs to be expanded to serve employment centers outside of the City, converted to a regionally operated service, and incorporate additional flexibility and diversity in services. Increased coordination between land use decisions and transit service is needed. Of particular importance is the need for transit service to focus on service to hospitals, health departments and social services, offices and industrial areas, and the Central Virginia Community College. The need to improve and increase safety at the transit hub at the Plaza was also of concern to most workshop attendees.

Intercity bus and rail service: Areas of concern with respect to the Greyhound bus service and Amtrak rail service revolve around the frequency of service, times of service, and reliability in terms of on-time arrivals and departures. The need for improved coordination between the intercity services and local (GLTC) transit was also cited. The importance of having intercity rail service was highlighted by many, along with a desire for increased service, including service to Richmond.

Air travel: The need for air service in the region was cited by many as an economic development concern. Areas of concern with this service include cost, limited number of flights and destinations, and flexibility. Many workshop attendees believe that, over the long term, a new jointly developed airport with Roanoke will be important.

Other concerns: Other topics of concern include the need for commuter parking lots, increased emphasis on moving people by modes other than the private automobile, and the need for improving the efficiency of the system through better intra-regional connections and improved signage.

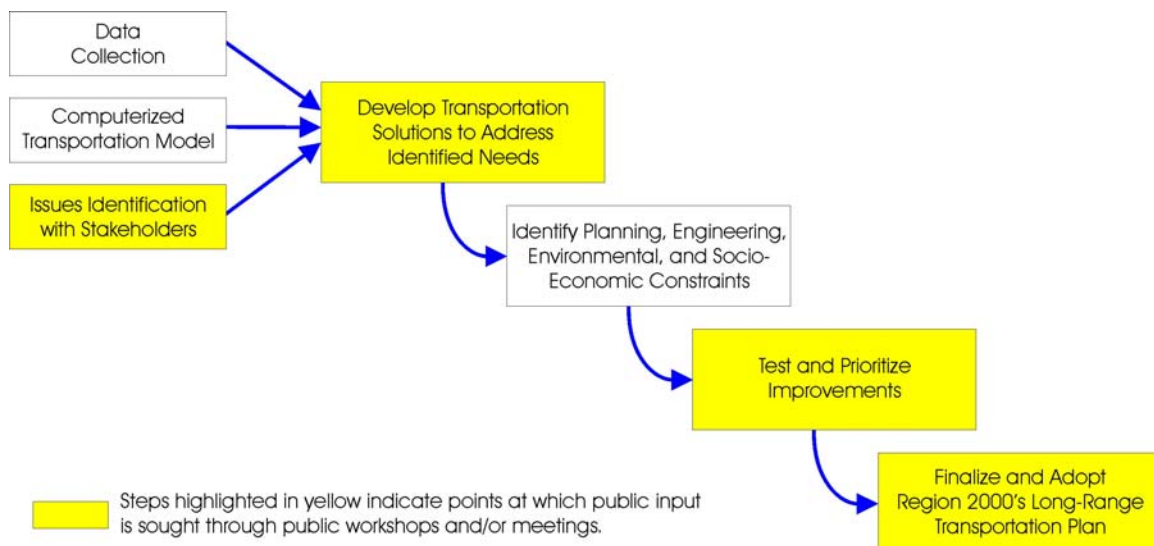
Draft Regional Transportation Goals

As part of the development of the transportation plan, and to assist in defining and prioritizing projects, the study team and the Transportation Technical Committee have developed a draft list of regional transportation goals. These are shown below (note that the order does not indicate relative priority).

1. Promote transportation safety and security.
2. Improve mobility within and across all travel modes.
3. Support and enhance the quality of life in the region.
4. Support community goals and economic development.
5. Balance cross-jurisdictional transportation needs and concerns.
6. Increase available funding; identify and develop new sources of funding.
7. Maximize transportation operations and efficiency in the region.
8. Promote equal access to all modes of transportation regardless of abilities.

Next Steps

Federal law and good planning practice require that the transportation plan be developed in a systematic manner that incorporates input at key milestones from stakeholders and the general public. This process is summarized in the flowchart below (the three cells on at the upper left of the chart have been largely completed and are summarized above).



Beginning with a public meeting that was held on September 28, the study team has begun the process of identifying projects for consideration in the 2030 transportation plan. Projects that will be considered include those that respond to the transportation concerns cited at the May and July workshops, carryover projects from the region's current transportation plan (which has a horizon year of 2025), projects suggested at the September 28 public meeting, and projects that address the transportation needs as identified from the base and future year traffic and safety analyses. These projects will be screened based on effectiveness in meeting regional transportation planning goals and objectives, engineering and cost concerns, as well as environmental and socio-economic impacts and benefits. The transportation plan is required to be financially constrained – the planning-level estimates of project costs must be within current estimates of transportation funding to the year 2030. Projects will, therefore, need to be prioritized to identify which projects should be included in the financially constrained transportation plan.

In January of next year, the study team will again hold a public meeting to solicit input on those projects that are proposed for inclusion in the 2030 long-range transportation plan. Planning-level information on the benefits, costs, and potential impacts of these projects will be provided at this meeting. In April of 2005, a public hearing on the final draft of the transportation plan will be held. Adoption of the final 2030 transportation plan is scheduled for May 2005.