



## Technical Advisory Committee (TAC) Regular Meeting Minutes March 15, 2023, 2:00 p.m.

Central Shenandoah Planning District Commission\*  
112 MacTanly Place, Staunton, VA 24401

### Present (17):

Voting Members				Others	
City of Staunton		VDOT		Staff (CSPDC)	
✓	Rodney Rhodes		Don Komara		Ann Cundy
	Jeff Johnston	✓	Adam Campbell (Alt)	✓	Zach Beard
	Tim Hartless (Alt)		Josh Dunlap (Alt)		Devon Thompson
	Lyle Hartt (Alt)	<b>VA DRPT</b>		✓	Paula Melester
<b>Augusta County</b>			Grace Stankus	✓	Ansley Heller
✓	Doug Wolfe		Wood Hudson		
✓	Alidia Vane	<b>Non-Voting Members</b>			
	Elizabeth Goodloe (Alt)			<b>Other attendees</b>	
	Vacant (Alt)	<b>VRT</b>		✓*	Sam Styers, Member of the public
<b>City of Waynesboro</b>			Steve Wilson		
✓	Leslie Tate, Chairperson		Phil Thompson (Alt)		
✓	Alisande Tombarge	<b>Federal Highway Admin.</b>			
	Scott Kesecker (Alt)		Kevin Jones		
✓*	Chad Rambo (Alt)	<b>Federal Transit Admin.</b>			
			Michele DeAngelis		
		<b>VA Dept. of Aviation</b>			
			Rusty Harrington		

\*A virtual attendance option by Zoom was offered to non-voting members and other attendees. Those who attended virtually are indicated by an asterisk; all others attended in-person.

\*\*A voting member who participated by Zoom per the SAWMPO Resolution outlining electronic participation for voting members; whose home is greater than 60 miles from the meeting location. Participation location is recorded in the file minutes.

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## Call to Order

The meeting of the Technical Advisory Committee (TAC) of the Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) was called to order at 2:00 p.m. by Ms. Leslie Tate, Chairperson.

## Public Comment

Chairperson Tate opened the floor for public comment. There were no public comments.

Mr. Beard introduced Ms. Alidia Vane, a new voting member of the TAC for Augusta County.

## Approval of Minutes

Chairperson Tate presented minutes from the January TAC Meeting.

***Mr. Rhodes moved, seconded by Mr. Wolfe, to approve the minutes of January 18, 2023, as presented. Motion carried unanimously (6-0).***

## Transportation Improvement Program (TIP) Update (TAC Memo #23-02)

Mr. Beard gave an update on the Transportation Improvement Program (TIP), reminding the TAC that the TIP is a federally required document that documents all transportation and transit projects receiving federal transportation funds, requiring federal action, or are deemed “regionally significant.” Mr. Beard informed the TAC that SAWMPO staff administratively modified the FY 21-24 TIP to include BRITE Transit Asset Management (TAM) Plan Performance Target Updates.

Mr. Beard informed the TAC that the TAM Updates were submitted to DRPT on February 8<sup>th</sup> and explained that targets include revenue vehicle performance, and service vehicle equipment and facilities. Continuing his update, Mr. Beard explained to the TAC that SAWMPO, VDOT, and DRPT were developing the FY 24-27 TIP and that the draft document would be presented to the TAC in April, and approved in June.

## FY 2024 Unified Planning Work Program (UPWP) Overview (TAC Memo #23-03)

Chairperson Tate introduced the agenda item and Mr. Beard explained that the UPWP is the document that tracks the SAWMPO’s work tasks and the budget for the fiscal year. He explained that annual funding was provided every Spring by VDOT and DRPT, and that in the upcoming fiscal year, 2024, SAWMPO will be receiving around \$30,000 more than in FY23. Mr. Beard continued by outlining the projects for the next fiscal year. With the FY24 budget allocations, the SAWMPO will complete the ongoing PSI study, and begin a new small area study, and begin the 2050 LRTP update. Mr. Beard highlighted that the MPO would be asking for input from the TAC on the new small area study, and that the MPO would remain available to undertake any other items that the localities would like. Mr. Beard reminded the TAC that they have the authority to make recommendations to MPO staff about activities and allocations of funds as the MPO continues to update the UPWP.

SAWMPO staff plan to have a draft UPWP ready in April to be released for public comment in May, and adopted in June. Mr. Beard opened the meeting up for questions and Mr. Rhodes asked about the selection of small area plan studies. It was reiterated that small area plan studies were rotated among the SAWMPO

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jurisdictions ever year. The TAC generally agreed that Waynesboro should have priority with determining an FY24 study based on the FY23 study based on Afton Mountain improvements being tabled for a later date.

### **Presentation: SAWMPO Regional Safety Study Summary – Zach Beard, SAWMPO**

Mr. Beard provided a summary of the SAWMPO Regional Safety Study, submitted February 2023 by VHB, as well as a brief update on safety targets submitted by the MPO in December.

#### *Safety Targets Update*

Beginning with an update on safety targets, Mr. Beard reminded the TAC that safety targets are set annually, and that the last review was in December. The SAWMPO has met safety targets every year since targets were first set in 2017. Mr. Beard highlighted the increased trends of fatal and severe trends in 2021 and 2022, for both vehicles and pedestrians. Mr. Beard presented a map of the region highlighting where fatal and severe crashes occurred. Of the 18 fatalities, about half were located on Interstate 81 or Interstate 64. Beard then shifted focus on the SAWMPO Regional Safety Study Summary.

Mr. Beard stated that the focus of the study was to document the where and why of fatal and severe injury crashes in the SAWMPO region. Mr. Beard explained that the SAWMPO Regional Safety Study was intended to inform the location of future projects, and reminded the TAC that the study is using 2017-2021 data because 2022 data was not yet available at the time of study. Mr. Beard pointed out that the study has four total sections, but that his presentation would primarily focus on the section documenting “Crash Characteristics.”

#### *MPO Comparison*

Comparing the SAWMPO to other MPOs in the state, Mr. Beard pointed out that the SAWMPO’s crash rate was the third lowest in the state, at about 145 crashes per million vehicles. SAWMPO remained one of the MPO’s among one of the lowest in the state for fatal crash rates specifically.

#### *Crash Characteristics*

Mr. Beard continued his presentation by delving into the matrix of crash data, explaining what crash characteristics were used and how they function together to show the characteristics of crashes. From the matrix Mr. Beard pointed out that a majority of severe and fatal crashes in the MPO occur at intersections, and likely involve speeding or impaired driving.

Mr. Beard also pointed out that most pedestrian crashes and 100% of the bicycle crashes occurred at intersections, with most involving impaired driving. Mr. Beard continued highlighted crash characteristics by noting that motorcycle crashes are more likely to involve speeding, and that while older drivers are more likely to be involved in a crash, but younger drivers are more likely to be involved in speeding, impaired driving, and occupancy protection cases. Looking at when crashes typically occur, Mr. Beard highlighted that there is a spike in crashes between 3 and 5 p.m. and that 20% of crashes occur between 9 p.m. and 5 a.m. Mr. Beard continued the presentation by narrowing the focus from the MPO more broadly to Staunton and Waynesboro more specifically.

The crash characteristics of Staunton and Waynesboro are very similar, although Waynesboro does have a greater rate of crashes as well as a greater number if pedestrian crashes and impaired driving. Stepping back

to include Augusta County, Mr. Beard pointed out that there were a greater number of road departure crashes in Augusta County than in the two cities.

#### *High Injury Networks*

Mr. Beard continued going into the study, and informed the TAC that the report identifies roads that are considered “high injury networks.” Mr. Beard explained that “high injury networks” are road segments with the highest concentration of fatalities and serious injuries per mile. The networks were organized into tiers with tier one being the most severe where the mean weight score for fatalities and serious injuries was above the mean weighted scores for tier 2. Of the tier 1 high injury network segments, 5 are in Waynesboro and 5 are in Staunton, with 0 in the county. An additional level of crash characteristics showing minor injury crashes, brings in Augusta County with 4 segments in the county.

#### *Summary*

Continuing the presentation, Mr. Beard presented a map showing both the high injury networks and locations in the MPO where past transportation studies have been carried out. The map showed where studies have occurred and areas where a study may make sense in the future. To conclude his presentation Mr. Beard reiterated that although the SAWMPO has among the lowest crash rates in the state, fatal and severe crashes have doubled in 2021 and 2022. Mr. Beard repeated crash characteristics for the City of Staunton and the City of Waynesboro, and reminded the TAC that intersections, speeding, and impaired driving were the most common crash characteristics.

Mr. Beard stated that coordination with other MPOs may be useful to see how they are addressing increased crashes and asked that the TAC think about the role of the MPO in addressing crashes and bringing together stakeholders. The presentation was concluded and opened for questions. Discussion between TAC members ensued.

## **Agency Updates**

### ***VDOT***

Mr. Adam Campbell provided an update on the following:

- Revenue Sharing and the TA program is expected to be available in late spring.
- VDOT’s Spring public meeting would be Wednesday May 3<sup>rd</sup> from 4:30 to 6:30 at Blue Ridge Community College.
- The Office of Intermodal Planning and Investment (OIPI) is updating the VTrans needs assessment before the next SMART SCALE round, and that workshops are forthcoming.

### ***DRPT***

There were no attendees from DRPT.

### ***Transit***

Ms. Paula Melester gave the following update:

- Transit Development Plan (TDP)

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- The CSPDC Board of Commissioners released the TDP for public comment at their Monday, December 19 Executive Committee meeting, based on recommendation from the BRITE Transit Advisory Committee (BTAC).
  - The Draft Plan was posted through Monday, January 30 (online and at local government buildings), and no public comments were received.
  - The CSPDC Board of Commissioners adopted the Plan at their February 9 Commission meeting. The Final Plan was submitted to DRPT.
  - Intelligent Information Systems (ITS)
    - The Request for Proposal (RFP) for the Mobile Data Collection System was finalized and released on February 6<sup>th</sup> with proposals due February 24<sup>th</sup>.
      - One proposal was received; Kimley-Horn, CSPDC, and VRT staff are reviewing the proposal, and CSPDC staff is compiling the necessary documentation for a single bid procurement.
  - Lewis Street Hub
    - After a competitive procurement process, Kimley-Horn was selected as the most qualified firm and we have contracted with them for A&E design services for the hub.
    - A kick-off meeting was held last week. We had hoped to issue the notice to proceed in December, but the procurement took longer than expected.
    - We should receive a project timeline from Kimley Horn in the next week and will know whether we are still on schedule for construction to take place in 2023, or if it will be delayed until early 2024.
  - Afton Express
    - A new schedule went into effect on February 13<sup>th</sup>. We've seen numbers creeping up at the end of February, but March started out even stronger.
    - At the time of the March 15<sup>th</sup> TAC meeting there have been between 70 and 80 passenger trips per day.
    - We are seeing a few people riding the new 5<sup>th</sup> afternoon run, but the increase in ridership is spread out across all of the trips, so it seems that awareness of the service is up overall.
    - We'll keep working with UVA to get the word out to hospital shift workers who may benefit from the new schedule and hope to see the numbers continue to rise.
  - Other
    - Transit Operator Appreciation Day/Week (March 18<sup>th</sup> through 24<sup>th</sup>) will be celebrating with our drivers on March 24<sup>th</sup>.
    - DRPT has announced they will run a Discover Transit month campaign in April.

## Locality Updates

### ***Staunton***

Mr. Rhodes stated that the City hopes to apply for Revenue Sharing for a streetscape project to extend existing streetscape on Churchville Ave. from Albemarle Ave. to the Thornrose Ave. intersection. Streetscape projects

would also include putting utilities underground at both sides of the intersection of Thornrose and Churchville Avenues.

### ***Augusta County***

Mr. Doug Wolfe noted that the Verona Pedestrian Project was ongoing. Mr. Wolfe noted that there had been no bids for Verona Pedestrian Project. Mr. Wolfe stated that the County would try to get bids again in April. In addition to the Verona Pedestrian Project, Mr. Wolfe announced that Augusta County was soliciting bids for consulting help updating the county's comprehensive plan.

### ***Waynesboro***

Chairperson Tate said VDOT requested that the preliminary engineering phase begin for the E. Main St. Streetscape and E. Main Delphine Roundabout. Additionally, the Greenway Phase III is nearing completion and the city applied for a RAISE grant for the eastern trail.

### **Other Business**

Chairperson Tate called for any other business; there was none.

### **Upcoming Meetings**

Chairperson Tate stated that the Policy Board is scheduled to meet on April 5th and the TAC on April 19<sup>th</sup>.

### **Meeting Adjourned**

Chairperson Tate asked if there was any additional business to come before the TAC. There being none, the meeting was adjourned at 3:00 p.m.

Respectfully submitted,



Zach Beard  
Senior Planner