

MINUTES

The June meeting of the Transportation Technical Committee was held virtually on Thursday, June 10, 2021 at 1:30 p.m. via Zoom.

VOTING MEMBERS PRESENT

Mariel Fowler	County of Bedford
Dan Brugh	County of Montgomery
Megan Cronise	County of Roanoke
Will Crawford	County of Roanoke
Chris Chittum	City of Roanoke
Mark Jamison, <i>Vice Chair</i>	City of Roanoke
Ben Tripp, <i>Chair</i>	City of Salem
Anita McMillan	Town of Vinton
Cody Sexton	Town of Vinton
Dorian Allen	Greater Roanoke Transit Company (Valley Metro)
Liz Belcher	Roanoke Valley Greenway Commission
Nathan Sanford	Unified Human Serv. Transp. System (RADAR)
Daniel Sonenklar	Virginia Dept. of Rail and Public Transportation
Michael Gray	Virginia Dept. of Transportation - Salem District

VOTING MEMBERS ABSENT

David Givens County of Botetourt

NON-VOTING MEMBERS ABSENT

Kevin Jones Federal Highway Administration

Others Present Remotely: Wayne Leftwich, City of Roanoke; David Jackson, Cambridge Systematics; Sarah Windmiller, Cambridge Systematics.

RVARC Staff Present: Cristina Finch, Bryan Hill, Rachel Ruhlen, Jeremy Holmes, Eddie Wells and Virginia Mullen.

1. WELCOME, CALL TO ORDER, ROLL CALL

Chair Tripp called the meeting to order at 1:30 p.m. A quorum was present.

Chair Tripp read the following opening statement...” Pursuant to the City of Roanoke Emergency Ordinance adopted by the RVTPO Policy Board on April 23, 2020 and 2021 Virginia General Assembly legislation SB1271 passed February 27, 2020, the June meeting of the Transportation Technical Committee (TTC) will be held virtually on Thursday, June 10, 2021 at 1:30 p.m. via Zoom. Under the current State of Emergency, and until further notice, it has been deemed unsafe to assemble a quorum of a public body in one place. Any members of the public may view and participate in the meeting through electronic means. Meeting details

are listed on the second page of the agenda. All materials made available to the Members will be made available to the public at the same time by posting on the RVARC website.”

2. APPROVAL OF CONSENT AGENDA ITEMS

The following consent agenda items were distributed earlier:

- (A) June 10, 2021 Transportation Technical Committee Meeting Agenda;
- (B) May 13, 2021 Transportation Technical Committee Minutes.

Motion: by Mark Jamison to approve items A & B under the Consent Agenda, as distributed; seconded by Chris Chittum.

TTC Action: Roll Call Vote: Ayes – 13 (Fowler, Brugh, Cronise, Crawford, Chittum, Jamison, Tripp, McMillan, Allen, Belcher, Sanford, Sonenklar, Gray); Nays – 0; Abstentions – 0. Motion carried unanimously.

3. CHAIRMAN'S REMARKS

Chairman Tripp noted he does not have any remarks for today's meeting. He asked Ms. Finch if there has been any discussion on returning to in-person meetings. Ms. Finch replied that once the state of emergency is lifted on June 30, 2021 the Commission will return to in-person meetings. Mr. Jamison noted that Roanoke City announced their July City Council meeting will be held in person.

4. CONTINUED DEVELOPMENT OF ROANOKE VALLEY TRANSPORTATION PLAN – DRAFT PRIORITY NEEDS

David Jackson and Sarah Windmiller with Cambridge Systematics, Inc. presented a PowerPoint presentation on the draft priority needs (the presentation is included with the Minutes).

5. RECOMMENDATION ON THE FY21-24 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT #1 (CORTRAN)

Bryan Hill stated that the amendment to the FY21-24 Transportation Improvement Program (TIP) is being requested to include Roanoke County's request for FTA 5310 funding to operate its CORTRAN service for seniors and people with disabilities next year. Mr. Hill added that the Policy Board released the draft amendment for public comment at their May meeting. The 14-day public comment period will conclude prior to the June 24th RVTPO Policy Board meeting, where a public hearing will be held on the amendment.

Motion: by Megan Cronise to recommend to the Policy Board the approval of the FY 2021-2024 TIP Amendment #1, as presented; seconded by Will Crawford.

TTC Action: Roll Call Vote: Ayes – 12 (Fowler, Brugh, Cronise, Crawford, Chittum, Jamison, Tripp, McMillan, Allen, Belcher, Sonenklar, Gray); Nays – 0; Abstentions – 0. Motion carried unanimously.

6. **RECOMMENDATION ON 5-10 PROJECTS FOR THE REGIONAL STUDY ON TRANSPORTATION PROJECT PRIORITIZATION FOR ECONOMIC DEVELOPMENT AND GROWTH**

Eddie Wells presented a spreadsheet showing needs and related projects along with a list of 6 priority projects that resulted from revisions made at the May 14, 2021 TTC meeting and follow up discussions with locality staff. Mr. Wells stated that the objective for today's discussion is to have the TTC recommend a list of 5 to 10 projects that address the region's transportation needs related to economic development. Chairman Tripp opened the floor for discussion.

Ms. Belcher stated that it was a good list of projects that address congestion and business parks and added that the greenways should be included in the list since that is what the region is promoting for economic development. Currently the Roanoke River Greenway is not fully funded all the way from Green Hill to Explore Park. Chair Tripp and Ms. Cronise agreed with Ms. Belcher's suggestion. The 2018 TED Study included an item that covered multimodal improvements and greenways that should be carried over to the new list. Mr. Wells noted that the greenways did not come up as a need when staff talked with the economic development stakeholders group. Mr. Wells asked about specific segments to which Ms. Belcher stated the following segments are not funded: Mill Lane to Riverside (Salem); The Apperson Section; Underhill section (City); and Water Treatment Plant to Niagara (East Roanoke River, County). Ms. Cronise, Belcher and Tripp will meet to discuss individual projects and will send cost and descriptions to Mr. Wells.

Ms. Cronise commented for items #4 and #5 on page 23 of the agenda packet "City of Roanoke" should be added. Ms. Cronise noted that the project description for project #2 on page 23 of the agenda packet is outdated (based on the most recent study) and suggested that the implementation of recommendations from the Route 460 STARS Study be included. Mr. Gray suggested a general description of improvements on 460 instead. Ms. Finch commented that the broad descriptions could be included as part of the solutions and that the Board is looking for specific recommendations on the region's priority projects for the upcoming grants.

Mr. Jamison requested including the Orange Avenue I-581 interchange improvements and the section between Williamson Road and Gus Nicks Blvd for improvement. The STARS Study for I-581 Interchange will identify additional projects. Mr. Gray supported that request as well.

Mr. Jamison referred to the VTRANS needs presentation that showed Route 460 and the section of I-81 between Roanoke and Botetourt as a significant priority needs and stated that those improvements should be included in the list. He also stated that Orange Avenue from King Street to Blue Hills is funded through SMART SCALE. Completion of the I-581 / Orange Avenue STARS Study needs to be in the top 10 projects.

Ms. Cronise noted Item #6 Route 419 project description is outdated. Roanoke County does not anticipate 6-laning between Starkey and Rt 221. Mr. Cronise emailed specific locations to Mr. Wells along Route 419 for improvements and several of those correspond with VTRANS

priority projects at intersections in the corridor. Detailed costs for the projects are not available but VDOT studies are currently underway and will result in more specific description and costs.

Ms. Belcher stated some of the cost estimates in the spreadsheet are too specific -round them to nearest \$1,000 due to constantly changing prices. Mr. Gray agreed.

Ms. Cronise stated that Item #5 on page 25 under "Other funded projects" Valleypointe Parkway has details that can be included on that row, and she will send the additional details.

Mr. Wells asked if Roanoke County wants to include the I-81 widening to 6 lanes from Exit 128 to Exit 137. This project was discussed in the previous TED Study and talked about last month. Ms. Cronise stated to keep it on a priority list but not in the top 10 list at this time since it is the last piece that will be widened.

Mr. Gray asked if the other corridors should be addressed similar to the greenways (multiple projects lumped under one). Ms. Finch stated it is less effective to lump projects together and additional projects could be included in the Roanoke Valley Transportation Plan project list. Mr. Gray asked if this effort is only for the upcoming cycle of grants. Ms. Finch replied with yes and added that the TPO wanted this priority list done this summer to guide decisions about what projects will be applied for in the fall and where STBG funding would be conditionally committed. Mr. Gray noted the challenges to select priority projects because upcoming STARS studies could result in multiple projects from each study. Chairman Tripp asked if it would be helpful to have groups of priorities but not differentiate between the 4-5 projects in the group. For instance, the Roanoke River Greenway is a priority and there are the 3 sections that would help meet that priority, then a locality could submit one of them. Ms. Finch stated that the idea is similar to what Cambridge Systematics presented earlier in today's meetings as grouped priority needs but this process is farther along and is looking at specific project descriptions and costs. Mr. Sexton asked about the list of 10 projects and the 4 or 5 priority groups connecting Roanoke to other points in the 2018 Study and if the update would have something similar. Ms. Finch stated the needs from the previous study were very generic, and the staff has gone through a more robust exercise this time to identify transportation needs for economic development.

Mr. Gray cited the difficulty selecting priorities due to ongoing STARS study and looking at 4 more studies by next March - 419 corridor, Exit 150, City of Roanoke and City of Salem - and how to capture those needs and projects that will not have description and costs until March 2022. Ms. Finch stated the STBG review process was amended, and the TED Study list is no longer referenced specifically-rather a priority list which should be the Roanoke Valley Transportation Plan's list and noted the value of the TED Study comes from input and discussions with the economic development stakeholders and showing them how the transportation stakeholders intend to address those needs.

Mr. Wells stated that the Policy Board would like to have a list of priority projects soon for use in August or September. Mr. Gray stated that the focus should be placed on existing projects and explained that other studies are still going on and will result in additional projects in the

future. Chairman Tripp directed staff to make the appropriate changes and provide the final list of project priorities at the July 8, 2021 TTC meeting.

7. **RECOMMENDATION ON ALLOCATION OF FY22 HIGHWAY INFRASTRUCTURE PROGRAM AND HIGHWAY INFRASTRUCTURE PROGRAM CRRSAA FUNDING**

Bryan Hill noted that the Policy Board deferred action on the allocation of FY22 Highway Infrastructure Program and Highway Infrastructure Program CRRSAA funding and requested the TTC to review and provide a recommendation. Mr. Hill reviewed the staff report which was previously distributed with the agenda packet.

Ms. Cronise commented that she emailed a suggestion to use the HIP money for existing STBG projects that are near construction. The HIP money can be used quickly and there will be no need to worry about the time and funding constraints. The STBG money could be reallocated and put in balance entry.

Michael Gray commented that when the November 2020 STBG Six-Year Financial Plan was approved, VDOT noted a reduction of \$2,000,000 in STBG funding. Mr. Gray suggested possibly using HIP funds to cover the shortage. Mr. Gray noted that it was also fine if the money was used for potentially advancing a project, however VDOT may not be ready to do so for several more months. Mr. Gray recommended using HIP funds to cover a project's shortfall before looking into advancing a project. Ms. Belcher and Ms. McMillan agreed.

Mr. Hill suggested working with the locality staff, looking at several option scenarios, and bringing the item back with a recommendation at the July TTC meeting.

8. **OTHER BUSINESS**

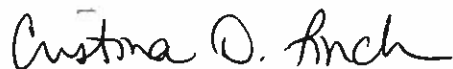
No other business was discussed.

9. **COMMENTS BY MEMBERS AND / OR CITIZENS**

No comments were made.

Adjournment

The meeting was adjourned at 3:15 p.m.



Cristina D. Finch, AICP, LEED AP, Secretary,
Transportation Technical Committee

Roanoke Valley Transportation Plan Update

Priority Needs – Initial Findings and Next Steps

presented to
Transportation Technical Committee

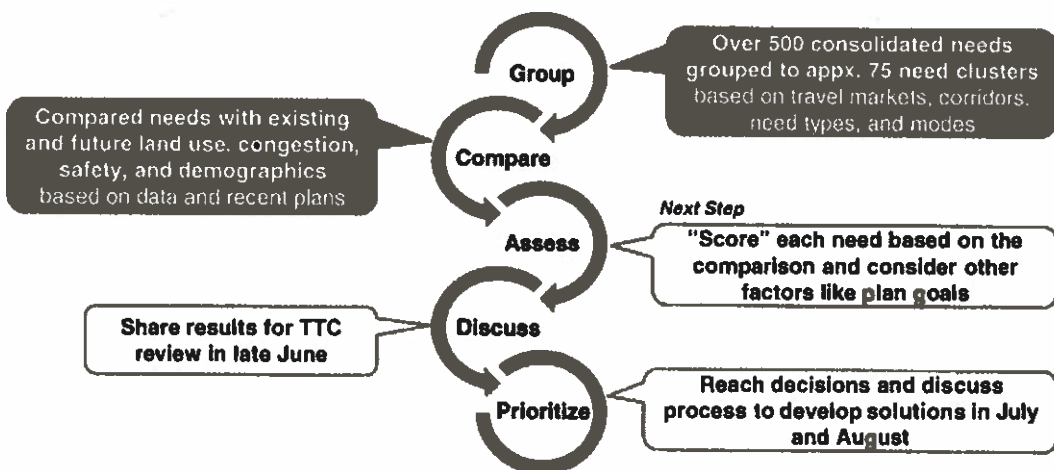
presented by
Cambridge Systematics, Inc.



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Priority Needs



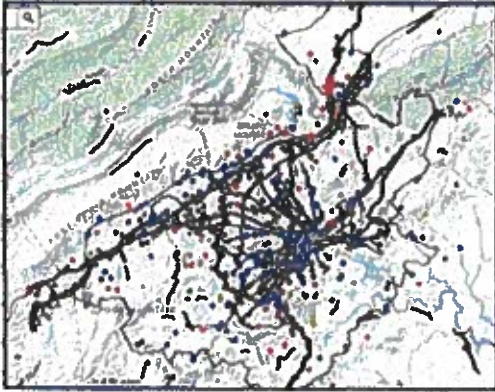
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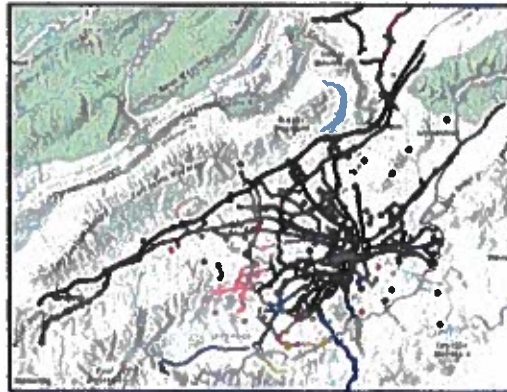
Priority Needs



Needs Assessment Results



Working Grouped Needs



All needs are retained – nothing disappears
Groups based on location/corridors/modes

Example: 21 traffic management and safety needs along US 460/Main Street from Elliston area (Montgomery County) to Route 419 (Salem)

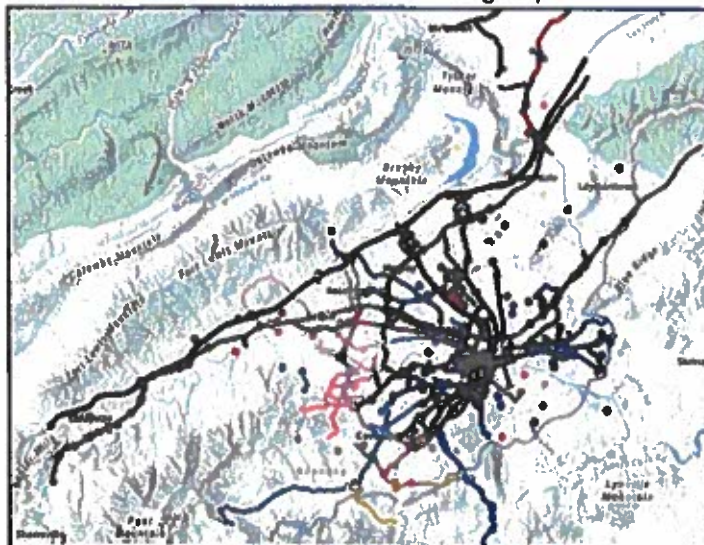
3



Grouping Results

Grouping Results

550+ individual needs → 75 groups



4



Grouping Process

Examples

Process based on common:

- 1. Corridor and/or Area**
 - Same roadway
 - Same general area
 - Safe access to same location
 - 2. Mode / Type**
 - Bike, pedestrian, or transit
 - General roadway traffic
 - Safety
 - Destination access
- Started with clustering analysis then refined manually



Multimodal needs along Melrose Ave



Safety and bike/pedestrian access to Valley View Mall



Traffic & Safety needs along Route 220

Others:

- *Traffic flow needs in Downtown Roanoke*
- *Bicycle and pedestrian safety around Vinton*

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Priority Needs



- 1. Align grouped needs with demographic and system performance data and recent plan outcomes**

The entire approach is quantitative and mapped
Serves as a tool to inform priority need decisions
- 2. Then apply other considerations, including:**
 - Alignment with regional goals
 - Geographic equity
 - Comparison to VTrans mid-term needs

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Criteria

Theme	Description
Data and Plan Focused	
Multimodal centers and districts	Is the need within a multimodal center or district
Current activity density	Current combined population and employment density within the need area
Future activity density	Future combined population and employment density within the need area
Person or vehicle throughput	Future travel activity through the need area and overlap with identified priority corridors from Congestion Management Process
Safety	Overlap with corridors identified in Roanoke Valley Regional Transportation Safety Study (both highway and bike/ped safety)
Disadvantaged populations	Does the need represent a disproportionate impact to disadvantaged populations (using regionally customized SMART SCALE definition and/or VTrans equity emphasis areas)
Future development priority locations	Does the need serve a future development priority location as identified through the ongoing Transportation and Economic Development study

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Approach

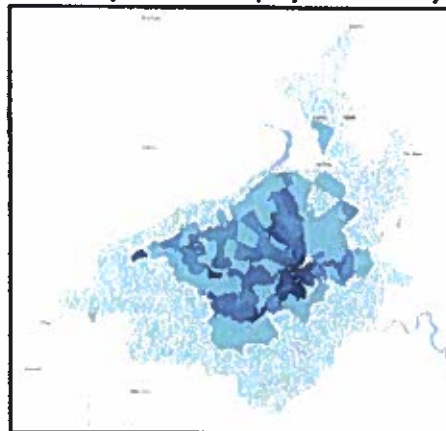
Existing and Future Activity Density

- **Traffic analysis zone (TAZ) density from regional travel demand model**

Existing – Census data based

Future – Consistent with jurisdiction-level land use forecasts and growth distribution

2019 Population + Employment Density



8



Approach

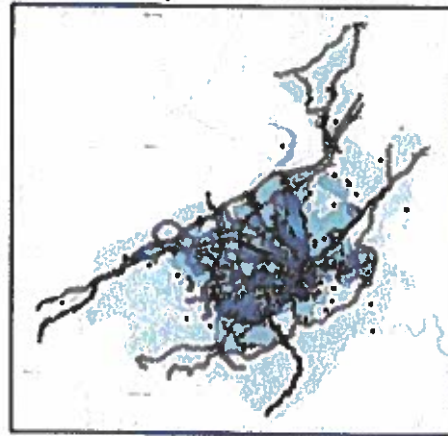
Existing and Future Activity Density

- TAZ-level density
- 1/8-mile buffer around each need grouping

Captures intersecting and adjacent TAZs

Essentially includes all development approximately within 1/2 mile of the need area (can be a longer distance in less dense areas)

Density with Needs Buffer



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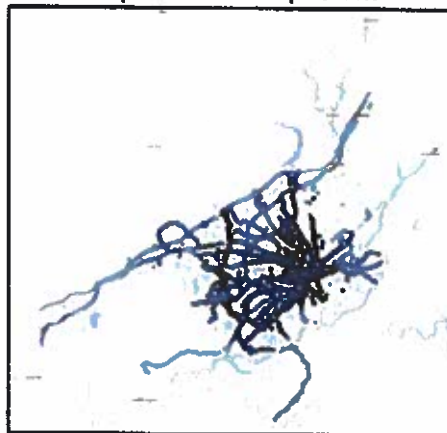


Approach

Existing and Future Activity Density

- TAZ-level density
- 1/8-mile buffer around each need grouping
- Proportional overlap
 - Weighted, activity density for each grouping
 - Density controls for buffer sizes (large area vs small area)

Proportional overlap results



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Approach – Findings

Existing and Future Activity Density

- TAZ-level density
- 1/8-mile buffer around each grouping
- Proportional overlap
 - Weighted, activity density for each grouping
 - Controls for buffer sizes (large area vs small area)
- Assign score based on results (next step)

10 High-Density Groups
(>10 persons + jobs per acre)

18 High-Growth Groups
(> 10% activity increase)

Example Activity Density Results

	Current Activity Density	Future Activity Density
1 CID		
2 C1	19.92155334	20.75021188
3 C10	17.77094213	18.65314801
4 C11	8.387473441	9.131428145
5 C12	0.869147384	1.003747929
6 C13	19.40430632	26.08777372
7 C14	3.650084613	3.90846434
8 C15	4.270567279	4.683395411
9 C18	6.789954722	7.021239674
10 C19	6.097756825	6.306447171
11 C2	31.30642864	32.97021094
12 C20	3.953075827	4.351335677
13 C21	4.251347045	4.498370089
14 C22	1.322187277	1.422799036
15 C23	1.52295633	1.857390797
16 C24	1.410129271	1.729708495
17 C25	1.099582291	1.356509185
18 C26	6.064358895	6.356051093
19 C27	6.384990523	7.124112184
20 C28	0.643334202	0.772381787

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Approach – Findings

Congestion / Vehicle Throughput

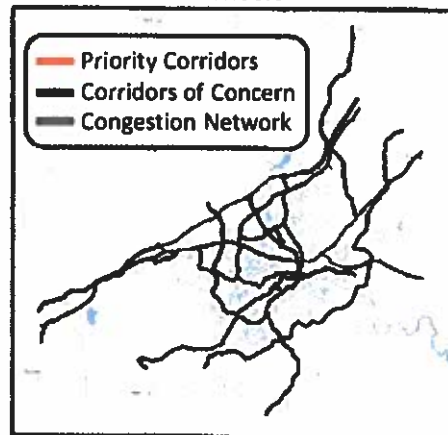
- Group overlaps with identified corridor
 - +1 Congestion Network
 - +2 Corridors of Concern
 - +3 Priority Corridor
- Incorporate corridor throughput

17 Grouped needs overlap Congestion Network

14 Group needs overlap Corridors of Concern

5 Grouped needs overlap Priority Corridor

Corridors



12



Next Steps

Share results of the quantitative approach through an online map for TTC review

Apply other considerations

These account for other realities within the process that the data cannot fully address
Fosters a collaborative decision-making framework informed by data

Theme	Description
<i>Qualitative/Subjective</i>	
Goal alignment	To what extent does the need relate to plan goals
Regional significance	Identify needs within critical interregional travel corridors (CoSS and Regional Network) or adjacent to interregional travel nodes
Jurisdictional equity	Look at quantitative based priority need results and ensure jurisdictional equity within the region
<i>Other Considerations</i>	
VTrans priority	Cross-check after the qualitative/quantitative process is complete. RVTPO priority needs and VTrans needs <u>do not need</u> to be the same.
Programmed projects	Given available information on the results of Smart Scale Round 4, and the SYIP to be adopted by the CTB in June, review all needs relative to existing programmed projects