



## **Technical Advisory Committee Meeting Agenda January 4, 2024, 2:00 p.m.**

Rockingham County Administration Center  
20 East Gay Street  
Harrisonburg, VA 22802

1. Call to Order
2. Approval of Minutes of the November 2, 2023 Meeting\*
3. Public Comment
4. 2024 Safety Targets (TAC Memo #24-1)
5. Dinkel Avenue Small Area Study Update (TAC Memo #24-3)
6. Agency Updates
  - a. VDOT
  - b. DRPT
  - c. HDPT
  - d. Localities
7. Other Business
8. Upcoming Meetings
  - a. HRMPO Policy Board Meeting, Thursday, January 18, 2024, 3:00 p.m.
  - b. HRMPO TAC Meeting, Thursday, February 1, 2024, 2:00 p.m., via Zoom.
9. Adjournment

---

\* Action needed

## HRMPO TAC Minutes November 2, 2023, 2:00 p.m.

Rockingham County Administration Center  
20 East Gay Street  
Harrisonburg, Virginia 22802

Voting Member	Alternates	Staff
<b>City of Harrisonburg</b>	Megan Byler, Bridgewater	✓ Ann Cundy
✓ Tom Hartman	Libby Clark, Mt. Crawford	✓ Ansley Heller
✓ Bill Blessing, Chair	Jakob zumFelde, Harrisonburg	✓ Rita Whitfield
✓ Thanh Dang	Elliot Menge, Harrisonburg	
✓ Erin Yancey	Dan Rublee, Harrisonburg	<b>Others</b>
Cheryl Spain	Gerald Gatobu, Harrisonburg	✓ Kim Sandum, Shenandoah Alliance
<b>Rockingham County</b>	Kayla Yankey, Rockingham	✓ Shane McCabe, VDOT*
✓ Rhonda Cooper, Vice Chair	Rachel Salatin, Rockingham	
✓ Casey Armstrong	Burgess Lindsey, VDOT	
✓ Dylan Nicely	✓ Jeremy Mason, VDOT	
<b>Town of Bridgewater</b>	Jeff Lineberry, VDOT	
✓ Alex Wilmer		
<b>Town of Dayton</b>		
✓ Meggie Roche		
<b>Town of Mt. Crawford</b>	<b>Non-Voting Members</b>	
Bobby Taylor	Kevin Jones, FHWA	
<b>VDOT</b>	Chelsea Beytas, FTA	
✓ Brad Reed*	Bill Yates, JMU	
✓ Don Komara	Rusty Harrington, Aviation	
<b>DRPT</b>	✓ Valerie Kramer	
✓ Grace Stankus*		
*Zoom Participants		

### Call to Order

The November 2, 2023, meeting of the Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO) Technical Advisory Committee (TAC) was called to order at 2:00 p.m. by Chairperson Bill Blessing. Pursuant to §2.2-3708.2 of the Code of Virginia, HRMPO TAC members may participate in meetings of the HRMPO or its committees through electronic communication means. Those who attended virtually are indicated by an asterisk; all others attended in-person.

## **Minutes**

Chairperson Blessing presented the minutes from the September 7, 2023, TAC meeting. Mr. Komara moved, seconded by Mr. Armstrong, to approve the minutes as presented. Motion carried unanimously.

## **Public Comment**

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

## **FY 2024-2027 Transportation Improvement Program (TIP) Amendment (TAC AF#23-6)**

Chairperson Blessing presented FY 2024-2027 TIP Amendment. Ms. Heller gave a review on the TIP Amendment, noting that the TIP must include all funded construction projects in an urbanized area. She stated that HRMPO staff and VDOT identified one project in the current FY 2024-2027 TIP under which funds should be reallocated to different phases of project work as follows: UPC 108810-US 11 Valley Pike Road Improvements. Ms. Cooper moved, seconded by Ms. Dang, to recommend to the Policy Board to release the FY 2024-2027 TIP Amendment for a 21-day public comment period. Motion was carried by unanimous vote.

## **Update on Proposed SMART SCALE Policy Changes (TAC Memo #23-7)**

Chairperson Blessing presented Proposed SMART SCALE Policy Changes. Ms. Cundy gave an update on the SMART SCALE Policy Changes, noting that the Commonwealth Transportation Board (CTB) is considering changes to the SMART SCALE project scoring process that will affect project eligibility in the HRMPO region. She noted that after reviewing the changes at their August 17, 2023 meeting, the HRMPO Policy Board submitted a letter to the CTB expressing their concerns regarding several of the changes. Ms. Cundy reviewed the updates on the policy changes as presented by staff from the Office of Intermodal Planning and Investment (OIPI) and the Virginia Economic Development Partnership (VEDP), including proposed revisions to the Economic Development performance measures, that were presented to the CTB at their October 20, 2023 meeting. She noted that OIPI staff presented a modified recommendation to include three Tiers instead of two, and increase the new application cap from two to three applications for Tier 1 applicants like the HRMPO and its member jurisdictions. Ms. Cundy reviewed defining the eligible project types for High Priority Program (HPP), noting that the proposed change would limit the HPP Program to certain project types on Corridors of Statewide Significance and Regional Network roadways and presented the limited project types. She reviewed the land use scoring factor and Economic Development Measure ED.1 changes. Ms. Cundy reviewed the next steps, noting that it is anticipated that the CTB will vote on the policy changes in the coming months prior to Round 6 opening for preapplications in early 2024. Ms. Heller distributed and

reviewed a list of projects in the HRMPO area that meet new HPP eligibility criteria and those projects that do not (attached to file minutes).

## **Agency Updates**

### **Virginia Department of Transportation (VDOT)**

Mr. Don Komara reported on the following:

- Smithland Road bridge project, noting that asphalt is currently being laid and hopes to be open in November-December;
- Gave an update on the Route 33 project, I-81 Exit 247 in Harrisonburg, noting that the project was moving along;
- Reported on the Route 259 bridge replacement project in the Town of Broadway, noting that the ribbon-cutting ceremony was held in September;
- Gave an update on the Barterbrook Road bridge project over I-81;
- Reported on the status of the widening of Route 33 west towards West Virginia, noting that the bids have been opened and a contracting firm has been selected;
- Gave an update on the Route 11 project widening of two lanes to a four-lane divided highway, noting that it was moving along quickly; and
- Encouraged everyone to visit [Improve81.org](http://Improve81.org) for updated details on program improvements on I-81.

Mr. Brad Reed reported on operations and safety analysis reports; an interchange study on Exit 240 for the development of Buc-ee's Travel Center at Exit 240 near Harrisonburg and improvements to Exit 243 interchange; Exit 245 Pipeline Study project, noting that it is entering Phase II; and the Mt. Crawford interchange connector study, noting that he hoped to have a draft study in November, and anticipated the study will be completed at the end of the year.

### **Department of Rail and Public Transportation (DRPT)**

Ms. Grace Stankus announced that DRPT was transitioning to a new grant application software, Webgrants, which will replace the current software, OLGA. She noted that the Fiscal Year 2025 Grant Cycle will open December 1<sup>st</sup>, utilizing the new software. Ms. Stankus stated that due to the new software transition, there will be a reimbursement freeze in OLGA from November 15<sup>th</sup>–December 1<sup>st</sup>.

### **Localities**

Mr. Tom Hartman reported on the activities for the City of Harrisonburg. He gave an update on the Mt. Clinton Pike Shared Use Path project, noting that the City issued the notice to proceed. Mr. Hartman reported on the public hearing that was held on October 26<sup>th</sup> for the University Boulevard and Evelyn Byrd Roadway Reconfiguration and Sidewalks project, noting that a survey is available until November 27<sup>th</sup> for comments on the project. He noted that the City is progressing on SMART SCALE projects, and reported on paving in the area.

Ms. Thanh Dang reported on the Harrisonburg Department of Public Transportation Transit Strategic Plan (TSP), a comprehensive document that will shape the future of public transportation services in Harrisonburg over the next ten years. She reported on pop-up events and a survey that is available throughout November which provides an opportunity to share thoughts and ideas that will help shape the TSP and the service improvements it recommends.

Mr. Dylan Nicely reported on the activities for Rockingham County. He stated that the County is continuing their County Transit Feasibility Study with DRPT and consultants Kimley Horn. Mr. Nicely reported on the Public Priorities Survey which will continue through November 6<sup>th</sup>, noting that the surveys are available online and hard copies will be distributed in each of the localities in Rockingham County and at the County Administrative building.

Ms. Valerie Kramer announced that James Madison University (JMU) is a Silver Level award holder and is committed to promoting and providing a more bikeable campus for students, staff, and visitors.

### **Other Business**

Under Other Business, Ms. Heller presented the new HRMPO website noting that staff worked with Avid Core to facilitate the transition of the website to the WordPress platform. She noted that the website has been reorganized to be more visually appealing and easier to navigate. Ms. Heller stated that the website includes Google Translate to provide translation options for visitors who would prefer to access the websites in a language other than English.

### **Upcoming Meetings**

Chairperson Blessing announced that the HRMPO Policy Board will hold a meeting on December 21, 2023, at 3:00 p.m.; and the next HRMPO TAC meeting will be held on December 7, 2023, at 2:00 p.m.



## **Adjournment**

There being no further business to come before the Committee, a motion for adjournment was unanimously passed at 3:05 p.m.

Respectfully submitted,

A handwritten signature in cursive script that reads "Ann W. Cundy".

Ann Cundy  
Director of Transportation

DRAFT



**TO:** Harrisonburg-Rockingham MPO Technical Advisory Committee  
**FROM:** Ann Cundy, Director of Transportation  
**MEETING DATE:** January 4, 2024  
**RE:** **TAC Memo #24-01: HRMPO 2024 Safety Performance Targets**

## EXECUTIVE SUMMARY

In 2016, the Federal Highway Administration (FHWA) established National Performance Measures for Safety Performance for the Highway Safety Improvement Program (HSIP) to assess fatalities and serious injuries on public roads. The FHWA requires that state DOTs and MPOs set statewide annual safety percentage targets for reducing the number and rate of fatalities and serious injuries.

The HRMPO must concur with VDOT's safety targets or set MPO-specific targets by February 29, 2024. There is no penalty for not meeting the targets.

## STATEWIDE TARGETS

### Approved Targets

In June 2023, the Commonwealth Transportation Board (CTB) approved OIPI's proposed methodology and statewide targets for calendar year 2024. OIPI's methodology establishes targets from statistical models that project future safety performance based on expected crash reductions from completed projects and five-year trends of the annual number of fatalities, serious injuries, and non-motorized fatalities and serious injuries.

In 2024, OIPI projects 1,005 fatalities, 7,137 serious injuries, and 765 non-motorized fatalities and serious injuries statewide. The numbers reflect the following 2024 safety target percentages:

- Fatalities: Increase of 4.01%
- Serious Injuries: Decrease of 0.48%
- Non-Motorized Fatalities and Serious Injuries: Increase of 2.21%
- Vehicle Miles Traveled: Decrease of 0.32%

### Aspirational Goals

In 2023, the CTB determined that the anticipated safety target outcomes were unacceptable. As a result, the CTB established "Aspirational Safety Performance Goals" to be consistent with the State's [2022 – 2026 Strategic Highway Safety Plan](#), which establishes a goal to reduce fatalities and serious injuries by two percent annually. **Table 1** summarizes the approved safety targets and the aspirational goals for 2024.

**Table 1: 2024 Approved Safety Targets and Aspirational Goals**

Safety Measure	Approved Statewide Safety Targets	Aspirational Safety Performance Goals
Number of Fatalities	1,005	908
Rate of Fatalities per 100 million VMT	1.187	1.072
Number of Serious Injuries	7,137	6,935
Rate of Serious Injuries per 100 million VMT	8.429	8.191
Number of Non-Motorized Fatalities and Serious Injuries	765	642

**HRMPO TARGETS AND CRASH TRENDS**

The HRMPO began setting safety targets in 2018 based on Virginia DMV data provided by OIPI. Until 2020, the number of fatalities, serious injuries, and non-motorized fatalities and serious injuries in the MPO have been below the targets; however, both motorized and non-motorized fatalities have been increasing in the region since then. The MPO recorded 7 fatalities in 2021, which exceeded the annual safety target of 4 fatalities.

Based on unofficial fatal injury data from VDOT’s PowerBI database, the HRMPO had 11 fatalities in 2022, which is the most fatalities in the region since 2015. Moreover, unofficial data from January 1 through October 31, 2023 indicates the HRMPO had 6 total fatalities, which already exceeds the annual target of 4 fatalities. Based on VDOT PowerBI, pedestrian fatalities are decreasing, with 2 in 2020, none in 2021 or 2022, and 1 in the collected data for 2023.

**Table 2: Safety Targets and Actual Numbers, 2020 – 2023**

	2020 Target	2020 Actual	2021 Target	2021 Actual	2022 Target	2022 Actual	2023 Target	2023 Actual	2024 Target
Fatalities	4	<b>10</b>	4	7	4	<b>11*</b>	4	<b>6**</b>	6
Rate of Fatalities per 100 million VMT	0.65	<b>1.79</b>	1.05	<b>1.05</b>	0.59	NA	0.63	NA	.93
Serious Injuries	40	<b>24</b>	41	<b>50</b>	37	<b>58</b>	38	<b>76</b>	47
Rate Serious Injury Per 100 Million VMT	6.03	<b>5.90</b>	6.18	<b>10.50</b>	6.121	<b>7.53</b>	5.58	NA	7.17
Non-motorized Fatalities and Serious Injuries	5	<b>11</b>	6	<b>5</b>	6	<b>6 (0 fatal)*</b>	6	<b>3 (1 fatal)**</b>	6

\*Unofficial data from VDOT PowerBI

\*\*Unofficial data from VDOT Power BI from January 1 through October 31, 2023



## NEXT STEPS

The HRMPO will concur with the statewide targets by February 29, 2023 via the attached letter.

## ATTACHMENTS

- [Draft VDOT Safety Targets Letter](#)
- [CTB Safety Performance Targets Resolution, June 2023](#)



**TO:** Harrisonburg-Rockingham MPO Technical Advisory Committee

**FROM:** Ansley Heller, Transportation Planner

**MEETING DATE:** January 4, 2024

**RE:** **TAC Memo #24 - 2 – Small Area Study: Dinkel Avenue/Friedens Church Road Corridor Update**

## EXECUTIVE SUMMARY

The purpose of this study is to create a cohesive vision for future development along Dinkel Avenue/Friedens Church Road between I-81 Exit 240 in Rockingham County and Main Street (VA 42) in the Town of Bridgewater. With anticipated commercial, institutional, and residential growth over the next 15 years in the corridor and in the larger area around I-81 Exit 240, Rockingham County and the Towns of Bridgewater and Mt. Crawford wish to define a series of preferred multi-modal typical sections and intersection and access management improvements to include in their comprehensive plans to guide future development and redevelopment along the corridor.

HRMPO engaged CSPDC on-call consultant Vanasse, Hangen Brustlin (VHB) to lead the study. To date VHB has collected and analyzed existing conditions data, begun development of future scenarios, and drafted a Metroquest public engagement survey.

## STUDY PROCESS

### *Existing Conditions Data Collection and Analysis*

VHB collected 48-hour traffic counts in mid-October and used Highway Capacity Software (HCS) to analyze existing capacity along the corridor. The corridor does not currently have any operationally-deficient segments. They also reviewed crash data for 2018–2023. The intersection of Dinkel Ave. and US-11 had the greatest number of collisions with 11 crashes. The intersection with the second most collisions is Dinkel Ave. and N. Main St. in Bridgewater with 8 angle crashes. There are no Potential For Safety Improvement (PSI) intersections or segments along the corridor.

### *Future Development Scenarios*

VHB is reviewing the County and Town future land use maps and known future development in order to develop a series of future scenarios based on increasing intensities of demand on the corridor. They will use HCS to evaluate operational deficiencies based on these future uses to develop future recommendations to address the deficiencies.



**Harrisonburg  
Rockingham**  
Metropolitan Planning  
Organization

112 MacTanly Place  
Staunton, VA 24401

**Phone** (540) 885-5174  
**Fax** (540) 885-2687

### *Public Engagement*

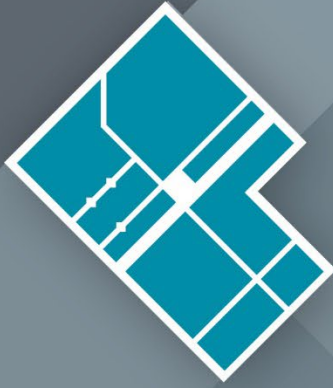
VHB and the study team are finalizing a Metroquest survey and public engagement strategy to assure awareness of the survey opportunity. The survey participants will share how they currently use the corridor, identify locations where they perceive a need for improvements, and provide input via a series of visual preference questions on their preferred future configuration of the corridor.

### **NEXT STEPS**

The study team plans to launch the Metroquest survey in mid-January.

### **ATTACHMENTS**

Dinkel Avenue/Friedens Church Road Study Scope of Work



July 31, 2023  
Dinkel  
Avenue/Friedens  
Church Road  
Small Area Study  
Scope of Work



**Harrisonburg  
Rockingham**  
Metropolitan Planning  
Organization

112 MacTanly Place  
Staunton, VA 24401  
**Phone** (540) 885-5174  
**Fax** (540) 885-2687  
**HRMPO.org**

## ***Study Purpose and Need***

---

The purpose of this study is to create a cohesive vision for future development along Dinkel Avenue/Friedens Church Road between I-81 Exit 240 in Rockingham County and Main Street (VA 42) in the Town of Bridgewater. This corridor varies in its current and future surrounding land uses from industrial to agricultural to residential/institutional in the 3.28 miles between the intersection with I-81 Exit 240 in Rockingham County and the intersection with VA 42 in the Town of Bridgewater.

Together with other east-west secondary roadways in Rockingham County, including Oakwood Drive, Mt. Crawford Avenue and Airport Drive, Dinkel Avenue/Friedens Church Road is both a freight trucking route into and out of Bridgewater, and the Town's main entrance corridor through Bridgewater College.

With anticipated commercial, institutional, and residential growth over the next 15 years in the corridor and in the larger area around I-81 Exit 240, Rockingham County and the Towns of Bridgewater and Mt. Crawford wish to define a series of preferred multi-modal typical sections and intersection and access management improvements to include in their comprehensive plans to guide future development and redevelopment along the corridor.

## ***Consultant Tasks***

---

### **Task 1: Project Coordination**

Consultant will host a kick-off meeting with the Study Team, and up to 3 coordination meetings during the study process. Consultant will attend public meetings and present the Study process and recommendations to the HRMPO Policy Board.

### **Task 2. Data Collection & Existing Conditions Reporting**

Traffic data will be collected at the following locations:

#### **48-hour Tube Count with Vehicle Classification**

- Dinkel Ave between N Liberty St and N 3<sup>rd</sup> St
- Dinkel Ave between College View Dr and Mt Crawford Ave
- Dinkel Ave between Old Bridgewater Rd and Shenandoah's Pride Dairy entrance
- Mt Crawford Ave between College View Dr and Dinkel Ave
- Dinkel Ave between US 11 and future Parsons Ct



- Airport Rd between US 11 and Rt 698/Wise Hollow Rd

#### 12-Hour Turning Movement Count with Vehicle Classification

- Dinkel Ave & Mt. Crawford Ave

#### 6-Hour AM/PM Peak Turning Movement Count with Vehicle Classification

- Dinkel Ave & VA 42
- Dinkel Ave & Don Litten Pkwy
- Dinkel Ave & Old Bridgewater Rd
- Dinkel Ave & US 11

Traffic volumes and vehicle classifications will be summarized by roadway. Highway Capacity Software (HCS) will be used to estimate Level of Service (LOS) using the appropriate methodology in the Highway Capacity Manual. Historical crashes will be reviewed to identify hot spots and general trends.

### **Task 3: Future Transportation Demand Sensitivity Analysis**

The Dinkel Avenue Study will use future land uses as defined in the three localities' Comprehensive Plans to forecast the number of trips that could be generated in the Dinkel Avenue corridor with increased growth. Site-specific land uses will be considered by the stage of development: known, anticipated, and speculative. These sensitivity tests will help local planners and decision-makers understand when the present corridor will approach and exceed capacity in order to plan for right-sized improvements at the right time. The study team will also consider existing and anticipated future impacts of truck routing in the study area based on land use context and roadway geometrics.

### **Task 4: Public Engagement Materials and Support**

The Study will include virtual and in-person public engagement opportunities to understand residents' concerns and preferences for the future character of the corridor. Potential strategies could include visual preference surveys and open house meetings to solicit input on proposed typical sections and intersection and access management improvements. The consultant will assist MPO staff with the development of materials and staffing of virtual and in-person public



engagement events to potentially include an online survey, webinar and traditional in-person open house-style meeting.

### **Task 5: Develop Proposed Typical Sections**

Based on the transportation demand sensitivity analysis and public input, the consultant will develop up to three (3) typical sections for how Dinkel Avenue should reflect and support future land uses. The Study Team will have one opportunity to review and provide comments.

### ***Deliverables***

---

- Technical Memo on traffic count data, LOS estimates, crash trends and sensitivity analysis
- Final Study Report with up to three unique typical sections for future Dinkel Avenue/Friedens Church Road.

### ***Timeline***

---

The study will begin in September, 2023 and conclude by June 30, 2024.

## Study Area Map

