

HRMPO Policy Board Meeting Agenda
September 19, 2024, 3:00 p.m.
Rockingham County Administration Center
20 East Gay Street, Harrisonburg, VA 22802

1. Call to Order
2. Approval of Minutes of the August 15, 2024, Policy Board Meeting*
3. Public Comment
4. VDOT Functional Classification Resolution of Support (Board Action Form #24-08)*
5. Travel Demand Model Base Year Update (Board Memo #24-08)
6. 2024-2025 MPO and VDOT Transportation Studies in the HRMPO Region (Board Memo #24-09)
7. Presentation: Rockingham County Urban Development Area (UDA) Transportation Goals, Priorities, and Projects Overview – Dylan Nicely, Rockingham County
8. Agency Updates
 - a. VDOT
 - b. DRPT
 - c. HDPT
 - d. Localities
9. Other Business
10. Upcoming Meetings
 - a. HRMPO TAC Meeting, Thursday, October 3, 2024, 2:00 p.m.
 - b. HRMPO Policy Board Meeting, Thursday, October 17, 2024, 3:00 p.m.
11. Adjournment

* Action needed

HRMPO Policy Board Minutes August 15, 2024, 3:00 p.m.

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

	Voting Member		Alternates		Staff
	City of Harrisonburg		Dylan Nicely, Rockingham	✓	Ann Cundy*
✓	Laura Dent, Chair	✓	Rachel Salatin, Rockingham	✓	Paula Melester
✓	Dany Fleming	✓	Cheryl Spain, Harrisonburg	✓	Garreth Bartholomew
	Gerald Gatobu		Meggie Roche, Dayton		Kimberly Miller
	Deanna Reed	✓	Alex Wilmer, Bridgewater	✓	Zach Beard
	Ande Banks		Robert Taylor, Mt. Crawford		Others
	Rockingham County		Libby Clark, Mt. Crawford	✓	Kim Sandum, Shenandoah Alliance
	Leila Longcor		Jeff Lineberry, VDOT	✓	Jeremy Mason, VDOT
	Stephen King	✓	Adam Campbell, VDOT*	✓	Shane McCabe, VDOT*
✓	Casey Armstrong		Don Komara, VDOT	✓	Tom Hartman, Harrisonburg
	Town of Bridgewater		Matt Dana, VDOT		
	Jay Litten		Non-Voting Members		
	Town of Dayton		Kevin Jones, FHWA		
✓	Brian Borne		Chelsea Beytas, FTA		
	Town of Mt. Crawford		Rusty Harrington, Aviation		
✓	Neal Dillard, Vice Chair		Grace Stankus, DRPT		
	VDOT		Bill Yates, JMU		
	Todd Stevens		Valerie Kramer, JMU		

*Indicates virtual attendance

Call to Order

The August 15, 2024 meeting of the Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO) Policy Board was called to order at 3:00 p.m. by Chairperson Laura Dent. Pursuant to §2.2-3708.2 of the Code of Virginia, HRMPO Board 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 Dent presented the minutes from the Jun 20, 2024, Policy Board meeting.

Mr. Dany Fleming moved, seconded by Mr. Neal Dillard, to approve the minutes. Motion carried unanimously.

Introductions

Due to new faces and staffing changes, all attendees introduced themselves. Paula Melester explained that the CSPDC is cross-training staff to serve both the Harrisonburg and Staunton-Augusta-Waynesboro MPOs. Zach Beard will be taking the lead on the Policy Board, while Garreth will lead the Technical Advisory Committee.

Public Comment

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

Release to Public Comment and Conditional Approval of FY24-27 Transportation Improvement Program (TIP) Amendments (Board Action Form #24-07)

Mr. Garreth Bartholomew presented three TIP amendments: 1) Operating assistance for Harrisonburg Bus Service, 2) a new program for expansion rolling stock for paratransit, and 3) a new program for bus shelters and fixtures. Two additional administrative modifications were noted for paratransit vehicles for the Arc of Harrisonburg-Rockingham and Pleasant View Incorporated. Cheryl Spain provided additional details on the paratransit expansion (3 new vehicles) and bus shelter improvements. Mr. Bartholomew requested that the Board approve the amendments pending no further public comments after releasing the document for a 21-day public comment period.

Mr. Fleming moved, seconded by Mr. Casey Armstrong, to conditionally approve the TIP amendments based on no further public comment after the 21-day public comment period. Motion carried unanimously.

SMART SCALE Round 6 Applications (Board Memo #24-07)

Mr. Beard provided an update on the SMART SCALE Round 6 submissions, and noted that five projects from the region advanced to the final round due on August 1. Overall, there were 27 full applications submitted from the Staunton Construction District region. The five HRMPO projects submitted were:

- Port Republic Road at I-81 Exit 245 Interchange (submitted by MPO)
- South Main Street Median and Sidewalk (submitted by MPO)
- Mount Clinton Pike Corridor Safety Improvements (submitted by City)
- Reservoir Street Median (submitted by City)
- Bluestone Trail Extension (submitted by City)

A brief discussion was held regarding the Bluestone Trail Extension project, including its route and estimated cost of \$15 million, primarily due to a bridge over the railroad and Blacks Run.

Presentation: VDOT NEVI Program - Bringing Electric Vehicle Infrastructure to Virginia's Rural Corridors and Communities; Erin Belt, VDOT Decarbonization Program Manager

Ms. Paula Melester introduced Ms. Erin Belt, VDOT Decarbonization Program Manager, to present on the National Electric Vehicle Infrastructure (NEVI) Program. Ms. Belt provided an overview of the NEVI

program, which aims to deploy fast electric vehicle charging stations along alternative fuel corridors in Virginia. Key points of her presentation included:

- The program has over \$106 million allocated over a five-year period for Virginia.
- Charging stations must meet specific requirements, including a minimum of four ports with 150-kilowatt power rating per port.
- Stations must be located within specific distance requirements from corridor termini and exits.
- The program requires a 20% minimum non-federal match from applicants.
- VDOT has capped awards at \$1 million per station.
- The program has already completed one round of funding (Phase 1A) and is currently evaluating applications for Phase 1B.
- Two charging stations have been established in the Harrisonburg area: one at a Super 8 motel and another at a Pilot station.

Ms. Belt also discussed lessons learned from the first phase of funding, including the need for more explicit criteria for amenities and limitations on the number of applications per target area.

Agency Updates

Virginia Department of Transportation (VDOT)

Mr. Jeremy Mason reported the following:

- Several projects along Route 33 are ahead of schedule.
- Bridge projects in the city are progressing, with west bound bridge demolition complete.
- The project at Route 33 and Route 276 is nearly finished.
- The Route 11 project is still in the right-of-way acquisition phase.
- Speed enforcement cameras will be implemented on the I-81 widening project this fall.
- The Weyers Cave project advertisement is out, with bids opening in October.
- Routine maintenance activities continue, including mowing and patching.

City of Harrisonburg Department of Public Transportation (HDPT)

Ms. Spain reported the following:

- Preparing for the return of students for both school and transit.
- Implementing route changes from the Transit Strategic Plan.
- 15 electric buses are on schedule for delivery in September.

Localities

Rockingham County

- Ms. Rachel Salatin noted that the County submitted two SMART SCALE applications for Island Ford and Resort Drive following the work of the Route 33 Arterial Management Plan.

Harrisonburg

Mr. Tom Hartman reported the following:

- University Boulevard Extension: Final design stages, utility relocation to start in fall.
- Improvements at Bradley and Bluestone on Port Republic Road: Approaching right-of-way phase.
- University Boulevard and Evelyn Byrd Avenue reconfiguration: Progressing towards right-of-way phase.
- South Main Street projects: Various stages of design and right-of-way acquisition.
- Country Club Road sidewalks: In right-of-way phase.
- North End Greenway extension: In right-of-way phase.
- ARPA-funded projects in the northeast neighborhood: Two sidewalk segments and a shared-use path connection.

Dayton

Mr. Brian Borne reported the following:

- Moving forward with the Silver Lake Nature Trail project. Easements are in place, and trash cans and a dog station have been installed. Waiting on signage delivery, which is causing delays. Planning to add pollinator gardens at all sign locations.
- Reported on a recent fire that destroyed the Mini Mart downtown. Plans for rebuilding are underway. Dayton Tavern sustained water damage but is being renovated.

Other Business

Mr. Bartholomew provided a brief update on the FY2025 HRMPO Small Area Study for the City of Harrisonburg, and noted that MPO and City staff are viewing two proposals. Staff intends on providing a more in-depth update on the study at the September Board meeting.

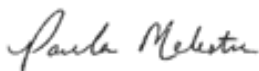
Upcoming Meetings

Chairperson Dent announced that the HRMPO Policy Board will hold a meeting on September 19, 2024, at 3:00 p.m., and the next TAC meeting is scheduled for September 5, 2024 at 2:00 p.m.

Adjournment

The meeting adjourned at 4:14 p.m.

Respectfully submitted,



Paula Melester, Director of Transportation

TO: Harrisonburg-Rockingham MPO Policy Board
FROM: Zach Beard, Program Manager
MEETING DATE: September 19, 2024
RE: **Policy Board Action Form #24-08: Functional Classification**

RECOMMENDATION

Recommend that the Policy Board approve the proposed Federal Functional Classification (FFC) updates and provide a resolution of support to VDOT.

FEDERAL FUNCTIONAL CLASSIFICATION UPDATE

The Federal Highway Administration (FHWA) Federal Functional Classification (FFC) system designates public roads into classes based on the service type and traffic volume. FFC designations include arterials, collectors, and local roads. FCC road designations can impact federal funding eligibility. In urban areas, federal aid is available for roads that are classified as urban minor collectors or higher.

VDOT is conducting a statewide update to the FFC, which occurs following the decennial Census. In March 2022, the U.S. Census released the 2020 Census data, which serves as the basis for the current statewide update. FHWA approved the last FFC statewide update in 2014. The MPO and localities had an opportunity to review the proposed FCC changes, and also suggest new changes to the FCC designations.

MPO AND LOCALITY REVIEW

VDOT Staunton District Staff, MPO staff, and locality staff each reviewed the proposed functional classification in the HRMPO. Most of the changes within the MPO region, which are highlighted on the [VDOT Staunton District online FCC map](#), are from the City of Harrisonburg. VDOT is requesting that each MPO approve a resolution acknowledging the coordination effort within Virginia on the FFC Update to document VDOT's cooperation with local officials to FHWA.

Following the MPO review and pending Board approval of the FCC changes, VDOT will submit the updated functional classification to FHWA.

ATTACHMENTS

- [Map of existing Functional Classification and proposed changes](#)
- [Resolution of Support](#)

**RESOLUTION IN SUPPORT OF THE HIGHWAY SYSTEMS FUNCTIONAL CLASSIFICATION
UPDATE FOR THE HARRISONBURG-ROCKINGHAM METROPOLITAN PLANNING
ORGANIZATION (HRMPO) REGION**

WHEREAS, functional classifications of highway systems affect transportation planning in that the categories (local, minor collector, major collector, minor arterial, principle arterial, principle arterial freeway, or principle arterial interstate) are used with highway design standards, highway construction funds or maintenance payments, access management standards, traffic calming eligibility, statistical reporting, and certain outdoor advertising controls; and

WHEREAS, periodic reviews and, as appropriate, updates of urban/urbanized area boundaries and/or functional classifications of highway systems generally are warranted in concert with U.S. Census updates for urbanized areas; and

WHEREAS, the Bureau of the Census March 17, 2022 Notice issued decennial 2020 urbanized area information, and each State is federally directed (FHWA 23 CFR 450.312, 470.105 and 109, and guidance) to use the information and undertake a thorough update, as appropriate, of urban/urbanized area boundaries and/or highway system functional classifications in cooperation with Metropolitan Planning Organizations and/or localities; and

WHEREAS, the state has proposed updates in coordination with the respective MPO to the functional classification of highways that reflect the 2020 Census information, and the HRMPO technical committee has reviewed these updates presented in the accompanying summary map by this policy Board; and

NOW, THEREFORE, BE IT RESOLVED, that a copy of this approved resolution and the accompanying summary map shall be provided to the Federal Highway Administration Virginia Division Office for information purposes, and documentation of the MPO's participation in the federal functional classification update process.

BE IT FURTHER RESOLVED, that the HRMPO Policy Board does hereby approve the proposed updates to the highway system functional classifications presented in the accompanying summary map on this 19th day of September 2024.

SIGNED:

ATTEST:

Laura Dent, Chair
Harrisonburg-Rockingham
Metropolitan Planning Organization

Ann Cundy, Administrator
Harrisonburg-Rockingham
Metropolitan Planning Organization



TO: Harrisonburg-Rockingham MPO Technical Advisory Committee
FROM: Zach Beard, Program Manager
MEETING DATE: September 19, 2024
RE: **Board Memo #24-08: Travel Demand Model Base Year Update**

EXECUTIVE SUMMARY

The VDOT Transportation Mobility and Planning Division is requesting that the HRMPO update the Long Range Transportation Plan (LRTP) Travel Demand Model (TDM) base year data to reflect recent socio-demographic and economic changes in the region. The HRMPO uses the TDM to project future year travel demand. MPO staff is recommending that the MPO update the TDM base year from 2015 to 2022.

BACKGROUND

The HRMPO 2045 Long Range Transportation Plan was approved by the Policy Board in May 2023 and utilized the TDM to estimate future traffic generation over a 25-year period. The Model incorporated base year population and employment data to assist with future year traffic generation. The HRMPO used a 2015 base year for the model for the 2045 LRTP update due to COVID-related issues impacting the release and perceived accuracy of 2020 US Census data, and the time of completing a model update in relation to approving the LRTP within the expected timeframe.

Base Year Update

VDOT is requesting that the MPO select the preferred base year to use for the model update. The most recent U.S. Census data is from 2022 and based on American Community Survey (ACS) five-year estimates. The Census has not yet released 2023 data, which will be based on ACS one-year estimates. One-year ACS data is less reliable than five-year data. MPO staff are recommending that the MPO use 2022 as the base year to inform the model.

NEXT STEPS

Staff will begin working with VDOT to update the model. The update process will be approximately one year and involve working with TAC members to review 2022 data for each locality.

REFERENCE

[VDOT Travel Demand Model Policy Manual](#)

TO: Harrisonburg-Rockingham MPO Policy Board
FROM: Zach Beard, Program Manager
MEETING DATE: September 19, 2024
RE: **Board Memo #24-09: 2024-2025 MPO and VDOT Studies in the HRMPO Area**

EXECUTIVE SUMMARY

The HRMPO and VDOT are conducting three separate transportation studies scheduled to begin in fall 2024 in the HRMPO region. The HRMPO is conducting one small area study for the Port Republic Road and Peach Grove Avenue/Neff Avenue area beginning in October 2024. VDOT is conducting a study along Gravels Road in Rockingham County, and along the Vine Street corridor in Harrisonburg.

THREE STUDIES

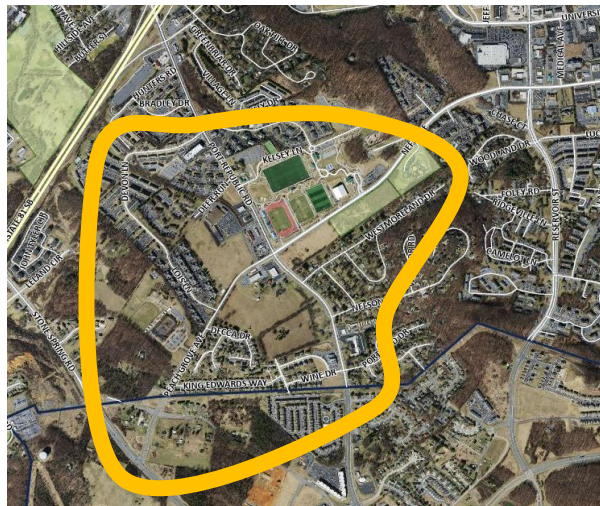
HRMPO Study at Port Republic Road and Peach Grove/Neff Avenue

The HRMPO is working with City, VDOT, and the consultant VHB to study transportation improvements in the vicinity of the [intersection of Port Republic Road and Peach Grove/Neff Avenue](#) through short- and long-term future development scenarios.

The Port Republic and Peach Grove/Neff Avenue intersection currently operates at level of service D during PM peak hours and has the highest crash total in the HRMPO area. With multiple development proposals in various stages of approval, there is a need to address operational and safety concerns while providing a cohesive vision for future growth.

Alternatives development will consider options such as alternative intersections, new network connectivity, signal plan reconfigurations, access management strategies, and new multimodal infrastructure. The study will conclude in late spring 2025.

Figure 1. HRMPO Port Republic Study Area



VDOT STARS STUDY at Vine Street from US 11/N Main Street to US 33/East Market Street

The [VDOT STARS study on Vine Street from US 11 to US 33](#) will address three Potential for Safety Improvement (PSI) intersections (ranks 34, 39, 65) and two PSI segments (ranks 116 and 235) along the corridor, and will identify strategies to reduce crashes, enhance multimodal access, and address operational concerns. The Vine Street corridor is expected to be over capacity by 2045, according to the 2045 HRMPO LRTP. The consultant ATCS is working on the Scope of Work.



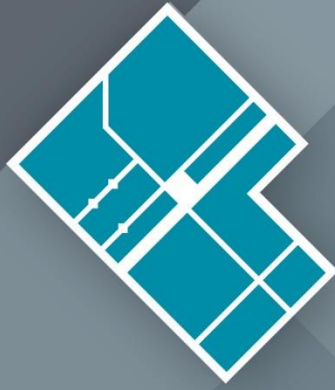
VDOT Gravels Road Alternative Routing Analysis

The VDOT Alternative Routing Analysis Study along [Gravels Road from Route 753 \(Krazter Road\) to US 11](#) will conduct a planning-level assessment of travel demand effects of two connector roadways intended to bypass Gravels Road to minimize the adverse impacts of industrial traffic in the area. Rockingham County will provide VDOT with two preferred roadway alignment concepts for the bypass. The study is anticipated to be complete in January 2025.

REFERENCE

- [Draft HRMPO Port Republic Intersection Study Scope of Work](#)
- [VDOT STARS Vine Street Study Task Request](#)
- [VDOT Gravels Road Study Scope of Work](#)

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August 2024
Port Republic Road – Peach
Grove – Neff Avenue
Small Area Study
Scope of Work Draft



**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 comprehensive plan for accommodating travel in the area surrounding the intersection of Port Republic Road and Peach Grove/Neff Avenue (see **Figure 1**) under short- and long-term build-out scenarios. With multiple development proposals at various stages of approval and additional interest in the area, there is a need to address operational and safety concerns while providing a cohesive vision for future growth.

Currently, the intersection of Port Republic Road/Peach Grove Avenue/Neff Avenue operates at level of service D during PM peak hours, and has the highest crash total in the HRMPO area and third highest crash volume in the Staunton District. Moreover, Traffic Impact Analyses (TIAs) completed in the past two years for nearby proposed developments indicate that there is a limited capacity for the current roadway configuration to absorb additional trips.

Transportation planning challenges emerge when several developments are built at the same time, but the transportation impacts of development are addressed separately. This fragmented process often leads to piecemeal transportation improvements, and inequitable situations where different developers face varying expectations about their responsibilities for managing traffic impacts. Additionally, it can lead to disagreements between developers and the City about who should address these impacts.

Furthermore, the City projects new developments will construct bicycle and pedestrian infrastructure to serve new residents and contribute to the creation of connected networks. However, changes since the City's Bicycle and Pedestrian Plan was last updated in 2017 have resulted in uncertainty about the most appropriate types of infrastructure for specific locations, leading to confusion and conflicting expectations during the development process.

The City wishes to address these challenges through a comprehensive study that will provide a clear, equitable, and forward-thinking framework for managing growth, improving multimodal transportation options, and enhancing safety in this vital area of Harrisonburg. In summary, the study will provide the following:

- Streamline land use/site plan development process by reducing individual TIA scope.
- Decrease uncertainty for developers and staff.
- Enable the City to negotiate improvements benefiting the regional system over individual projects.
- Ensure fairness in distributing responsibility for traffic impact mitigation.
- Coordinate development of connected bicycle and pedestrian infrastructure.

Study Area

The proposed study area focuses on the area around the Port Republic Road, Peach Grove Avenue, and Neff Avenue intersection, bounded by Devon Lane to the north/east, Portland/Wine Drive to the south/west, Turner Ashby Lane/A Dream Come True Playground to the north, and Stone Spring Road to the south. This area may be refined at study scoping stage.

Figure 1: Proposed Study Area



Consultant Tasks

Task 1: Project Coordination

The Study Team will include representatives from the City of Harrisonburg, HRMPO, and VDOT. The consultant will host at least three Study Team meetings and conduct at least one on-site field visit to collect field data. The Consultant will attend public engagement meetings in-person and present the final study process and recommendations to the HRMPO Policy Board in-person.

Task 2: Data Collection

The following data will be collected to inform the study:

- 12-hour turning Movement Counts for the public intersections and major private entrances
- Midblock ADT, speed, and vehicle classification
- Pedestrian and bicycle counts – full week
- Provided by City – transit ridership analysis – full week

Task 3: Existing Conditions Analysis

The consultant will conduct operational and safety analyses for multiple intersections and segments within the study area through the analysis of data collected in Task 3 and crash data from 2019-2023, and measures of effectiveness identified by the study team. The consultant will also conduct a speed study on Peach Grove Avenue, to determine current operating speeds and appropriateness of posted speed limits. Additional optional speed studies may be conducted on Port Republic Road and Neff Avenue if time and budget allow; USLIMITS2 is the preferred modeling tool for the speed studies. This data will inform safety analyses.

Task 4: Future Transportation Demand Projections

The Port Republic Road, Neff Avenue, and Peach Grove Avenue Study will use future land uses as defined in the City's Comprehensive Plan and known development proposals to project the number of trips that could be generated in the study area with increased growth over the 20-year time horizon of the study. These trip projections will be used as the inputs to the alternatives developed in Task 5.

Task 5: Alternatives Development and Evaluation

The study will evaluate general concept alternatives that have the potential to meet the objectives of the study. These alternatives are not specific project proposals at this stage, but rather broad approaches to addressing the identified issues. Alternatives will include the 2045 no-build, and two to four scenarios that address the measures of effectiveness identified in Task 3. Alternatives should consider, but not be limited to, the items listed below. The consultant will identify a single preferred alternative based on the modeled performance of each, the input of staff, stakeholders, and the public, and provide recommendations for achieving the preferred alternative. This preferred alternative will serve as the basis for potential projects and future grant applications.

- Alternative intersections
- New network connectivity options
- Signal plan and/or lane reconfigurations
- Access management strategies (VDOT Road Design Manual Appendix B2)

- New multimodal infrastructure
- Multimodal strategies, such as mode prioritization, transportation demand management, or others, as appropriate

Task 6: Public Engagement

The Study may include virtual and in-person public engagement opportunities to understand residents' and stakeholders' concerns and preferences for the future character of the study area. Potential strategies include:

- Online survey
- In-person open house-style meeting
- Direct letters to adjacent property owners informing them of public comment opportunities.

The consultant will assist HRMPO and City staff with the development of materials and staffing of public engagement events and integration of public feedback into the final report. HRMPO staff will be responsible for any public engagement survey and meeting coordination and scheduling.

Task 7: Concept Development

The consultant will conduct a sensitivity analysis for the preferred alternative to develop a schedule of milestones that initiate the need for specific study recommendations to be implemented. Additionally, the consultant will develop planning-level cost estimates and concept drawings for the recommended improvements identified in the preferred alternative. These will be used to inform the implementation plan and potential funding strategies.

Timeline and Deliverables

The study will begin in September 2024 and conclude in spring 2025. Technical Memos will be completed for each task, as they are completed.

- Data Collection and Analysis Report
 - Comprehensive summary of all data collected by consultant and analyzed in Tasks 2 and 3
 - To include traffic counts, speed studies, and safety analyses
- Alternatives Analysis Report
 - Detailed description of each alternative considered
 - Evaluation criteria and results for each alternative
 - Justification for the selection of the preferred alternative
- Implementation Plan:
 - Schedule of milestones for implementing study recommendations
 - Planning-level cost estimates for recommended improvements
 - Potential funding strategies

- Concept Drawings:
 - Visual representations of key recommended improvements
 - To include both plan view and cross-section drawings as appropriate
- Final Study Report with all previous deliverables and recommendations

Study Benefits

In summary, the study will provide the following:

- Streamline development process by reducing individual Traffic Impact Assessment (TIA) scope.
- Decrease uncertainty for developers and staff.
- Enable the City to negotiate improvements benefiting the regional system over individual projects.
- Ensure fairness in distributing responsibility for traffic impact mitigation.
- Coordinate development of connected bicycle and pedestrian infrastructure.