

**Minutes**  
for the  
**June 24, 2020 Meeting**  
of the  
**Danville Metropolitan Planning Organization**  
Danville Regional Airport Terminal Building, Eastern Conference Room  
Airport Drive, Danville, VA  
at 6:30 p.m.

Attendees

Fred Shanks, City of Danville, Chairman  
Joe Davis, Pittsylvania County, Vice Chairman  
Lee Vogler, City of Danville  
Brian Dunevant, City of Danville  
Marc Adelman, Danville Transit  
Ron Scearce, Pittsylvania County  
Emily Ragsdale, Pittsylvania County (call-in)  
Bill Wuensch, EPR Consultants (call-in)  
Will Cockrell, EPR Consultants (call-in)  
Phil White, EPR Consultants (call-in)  
Jessica Dimmick, EPR Consultants (call-in)  
Rick Youngblood, VDOT (call-in)  
David Cook, VDOT (call-in)  
Chris Winstead, VDOT (call-in)  
Taylor Jenkins, DRPT (call-in)  
Dave Hoback, Danville MPO Administrator  
Michael Armbrister, Danville MPO Staff (call-in)  
Joseph Bonanno, Danville MPO Staff (call-in)

**1. Call to Order**

Chairman Shanks called the meeting to order at 6:34 p.m.

**2. Approval of minutes from March 18, 2020 MPO Meeting**

Mr. Shanks asked for a motion to approve the minutes from the March 18, 2020 MPO Policy Board meeting. Mr. Vogler made a motion to approve the minutes, which was seconded by Mr. Scearce. The motion was voted upon and approved unanimously.

**3. Adoption of FY 21-24 Transportation Improvement Program (TIP) Resolution 2020-1**

Mr. Hoback briefly mentioned the purpose of the Transportation Improvement Program (TIP), noting that it was a federal mandate for MPOs and that it was a document which listed all of the transportation projects within an MPO scheduled to receive funding over the four fiscal years of the program. He added that the document was last adopted in 2017, and no project not included in the TIP would receive federal funding. Mr. Hoback added that the TIP also served as a component of the Statewide Transportation Improvement Program (STIP). Mr. Hoback, advised pages 15 – 18 comprised the heart of the document with regard to projects, and added public engagement was a key component of TIP adoption. He stated that the MPO held a public hearing the previous week to obtain input into the document, and that outreach via various means was conducted. He concluded by stating that MPO staff recommended adopting the TIP as presented to the Board. Mr. Davis made a motion to adopt Resolution 2020-1, which was seconded by Mr. Vogler. The motion was voted upon and approved unanimously.

**4. Adoption of 2020 MPO Self-Certification: Resolution 2020-2**

Mr. Hoback stated that self-certification was an annual requirement of the MPO regarding transportation activities and added to the best of his knowledge the MPO had observed the requirements set forth therein. He concluded by stating the staff recommendation was for the Board to adopt Resolution 2020-2. Mr. Scearce made a motion to adopt Resolution 2020-2, which was seconded by Mr. Davis. The motion was voted upon and approved unanimously.

**5. Adoption of FY 21 MPO Unified Work Program (UWP): Resolution 2020-3**

Mr. Hoback stated that adoption of a Unified Work Program (UWP) was an annual requirement of the MPO, and that this iteration of the UWP included the work plan and budget of activities for Fiscal Year 2021. He stated that the overall budget for the FY 21 UWP was \$162,483, 80 percent of which would be federal, 10 percent of which would be from the state, and 10 percent of which would be split evenly by the City of Danville and Pittsylvania County. He added that for FY 21, the MPO would be receiving \$140,309 in new funding from the state, and would carry over \$22,174 in anticipated unexpended funding from the current UWP. He noted that, compared to FY 20, the total for FY 21 was about \$14,000 greater because of the \$22,174 carryover. He noted, however, that a grant obtained from the Virginia Department of Rail and Public Transportation for development of the MPO Long Range Transportation Plan was also responsible for this, and that there would still be some remaining funding to complete the Long Range Plan and work on another project. He added that in FY 21, the MPO would be receiving a slight increase in PL funding in the amount of approximately \$1,600. Mr. Hoback emphasized that the bulk of UWP funding was typically programmed for consulting services and staff time necessary to execute transportation studies. He further emphasized that the consultant-led studies had often yielded excellent results for the MPO, and added that they had served as justification for some of the projects the MPO received Smart Scale funding for. Mr. Hoback further added that for FY 21, the UWP would include the completion of the 2045 Long Range Transportation Plan update, the U.S. Route 58 West Access Management Study, as well as candidate projects to include Piedmont Drive, the West Main Street rail crossing, and a U.S. Route 58 East access management study. He added that another candidate study would include a broader look at the Memorial Drive corridor out to the U.S. Route 29 Bypass, in the event that any of the board members would like to include that. Some discussion took place and by consensus the Policy Board agreed to add the Memorial Drive corridor to US 29 as a FY 21 UWP project. Mr. Hoback stated that the MPO staff recommended adopting Resolution 2020-3. Mr. Davis made a motion for the Board to adopt Resolution 2020-3, which was seconded by Mr. Vogler. The motion was voted upon and was approved unanimously.

**6. Adoption of Resolution to Carryover PL Funds from FY 20 to FY 21: Resolution 2020-4**

Mr. Hoback referred to earlier discussion about carryover funds from FY 20 to FY 21, and stated the MPO was proposing to carry over approximately \$22,000 to the FY 21 Unified Work Program (UWP). He stated that the MPO staff recommended the Policy Board adopt Resolution 2020-4. Mr. Davis made a motion for the Board to adopt Resolution 2020-3, which was seconded by Mr. Vogler. The motion was voted upon and approved unanimously.

**7. Update on U.S. 58 West Access Management Study: Jessica Dimmick, EPR**

Ms. Dimmick stated that the EPR Consultant team had produced a draft report of the *Route 58 West Access Management Study*, which was reviewed by the MPO technical committee in recent weeks. She stated that she would present to the Board results of the study, and explained the topics she would present. Ms. Dimmick briefly described aspects of the U.S. Route 58 corridor, and then noted that an 11-mile segment extending from Brosville to Piedmont Drive in Danville had been studied. She noted a prevalence of angle and rear-end collisions along the corridor, which primarily occurred at driveways and intersections. Ms. Dimmick stated that the purpose of the study was to determine a standard of access spacing, and she noted that the study team intended to identify optimal spacing, projects, and policy recommendations. She described the land uses surrounding the corridor in the City and County, and added that the corridor provided access to the Southern Virginia Mega Site at Berry Hill. She further discussed some aspects associated with the corridor, including speed limits, school zones, and average daily traffic volume which fell in the 13,000 to 14,000 range, which, she noted, was very low for that type of corridor. She stated that 426 crashes occurred from 2013 to 2018 along the corridor, that angle crashes accounted for 32 percent of injury crashes, and that angle and rear-end crashes together accounted for half of crashes and more than half of injuries along the corridor. She added that crashes were occurring at median breaks and at some locations with deficient spacing.

Ms. Dimmick stated that the study team analyzed Potential for Safety Improvements (PSI), and that the three highest segments of the corridor in terms of PSI were U.S. Route 58 between James Road and Cambridge Drive, between Barrett Street and Ingram Road, and between Vandola Drive and Parkway Drive. She added that analysis considered access points because they produced conflict points, which resulted in higher likelihood of crashes, while slowing the flow of traffic; she further added that redundant driveways produced a greater crash potential.

According to Ms. Dimmick, turn restrictions and directional median openings were effective countermeasures with respect to reducing the number of crashes, and she summarized VDOT's minimum access spacing standards. She added that businesses could benefit from the implementation of access standards because a roadway system that functioned more efficiently increased the market area of products and kept businesses and their customers safer.

Ms. Dimmick noted that spacing deficiencies were identified along the corridor east of Mangrums Road, at Church Avenue, at Ingram Road, and at Whispering Pines Road. She then noted that traffic operations along the corridor were analyzed, and it was determined that the corridor generally operated at an acceptable level of service. One caveat she noted was that level of service suffered alongside street approaches, such as Stony Mill Road, because of an inadequate number of gaps in traffic; she added that the level of service would likely deteriorate in the future as traffic levels increased. She further added that side street traffic volumes were relatively low and likely would not warrant traffic signals by 2045.

According to Ms. Dimmick, a study took place along the corridor in the City of Danville in 2008, which identified spacing deficiencies as well as locations for future crossovers. She added that the Pittsylvania County portion of the corridor was studied in 2012 and that here, spacing deficiencies were identified, crossovers to be retained were identified, and a series of directional median openings was recommended. Ms. Dimmick stated that the team reviewed recommendations from prior studies and noted that all were still valid. She added, however, that implementation of high priority projects dictated that the team look at specific locations. She noted that those locations with the highest PSI were identified as high priority locations, and were situated in the eastern portion of the study area. She stated that two of the high priority intersections identified by the team included U.S. Route 58 at James Road and Cambridge Road; she added that the segment of U.S. Route 58 between these two intersections had the highest PSI along the corridor. Ms. Dimmick stated that many of the severe injury crashes occurred when vehicles entering the corridor from the side streets did so without adequate gaps in traffic, resulting in collisions. She added that Restricted Crossing U-Turns (R-CUTS) had been recommended for these two intersections. She explained what the R-CUT concept was as well as why it was effective at improving roadway safety and functionality.

Ms. Dimmick stated that another high priority location was the intersection of U.S. Route 58 at Barrett Street. She acknowledged the presence of speed warning signs in the vicinity of the intersection, and added that an R-CUT had also been recommended for this intersection. Ms. Dimmick also stated that a secondary recommendation was to evaluate the feasibility of reducing the speed limit from 55 to 45 MPH between Barrett Street and Oak Lane. She also noted that the segment of U.S. Route 58 encompassing Vandola Drive and Parkway Drive was also identified as having a relatively high PSI figure, and injury crashes at these intersections also largely resulted from vehicles entering from the side street approaches without adequate gaps in traffic. To address safety deficiencies along this segment of the corridor, Ms. Dimmick stated that a series of R-CUTS was recommended at the intersections of U.S. Route 58 and Avalon Drive, Vandola Drive, and Kayewood Lane. Ms. Dimmick stated that it was difficult to make a left turn onto the corridor from Stony Mill Road. She added that a Continuous Green-T had been evaluated but was found to not be feasible due to high cost – nearly \$6 million – with a marginal benefit in terms of functional improvement. She stated that planning-level cost estimates were prepared for the series of R-CUTS at James Road and Cambridge Road and at Barrett Street, and that planning level cost estimates were compared. The R-CUTS at James Road and Cambridge Drive could be constructed together or separately, she noted, but they were shown separately. She added that the full list of recommendations was shown in the report that Mr. Hoback provided in a link. Ms. Dimmick then stated that renderings were created showing how access spacing deficiencies at businesses could be rectified. She presented a rendering of a central access point for a shopping center east of Ingram Road as a short-term spacing improvement, followed by a backage road as a longer-term improvement. Ms. Dimmick added that a recommendation was adopted from an earlier plan which recommended a multi-use path to be constructed in a utility easement between Barrett Street and Radio Lane. She noted that a total of 81 recommendations along the 11-mile corridor had been formulated for consideration, along with a number of policy recommendations such as incorporating access management principles into comprehensive plans, requiring inter-parcel connectivity, and the possibility of adopting one or more overlay zones. Ms. Dimmick stated that next steps would involve conducting an engineering study to examine the feasibility of reducing the speed limit along the corridor between Barrett Street and Oak Lane; the facilitation of

public input meetings for the R-CUT concepts; and that the high priority recommendations would need to be included in the MPO's Long Range Transportation Plan, which was in the process of being updated.

Mr. Shanks stated that a frontage road existed in front of the shopping center near Ingram Road prior to the shopping center's construction, and he inquired who the responsible party to construct the backage road would be. Ms. Dimmick replied that the backage road could be constructed during a redevelopment process, whereby the City could require the developer to provide the backage road as a condition of development. Mr. Shanks stated he was uncomfortable with that idea, and some discussion took place. Mr. Youngblood added that the educational component of some of these projects was critical, and he further added that the innovative intersections would be the projects that would be funded; he also noted that safety issues would persist without innovative intersections. Some discussion took place, and Mr. Hoback stated that a public hearing pertaining to this study took place early in the process, and that public comments would be requested prior to the plan's adoption.

**8. Update on 2045 Long Range Transportation Plan Update: Will Cockrell, EPR**

Mr. Cockrell stated that he would provide an overview of where the EPR team was in the process of updating the 2045 Long Range Transportation Plan, and he introduced his colleagues, Mr. White and Mr. Wuensch. He stated that EPR met with the MPO project team the previous week as a means to update the project list. He described the functions of the Long Range Plan and the Transportation Improvement Program (TIP), and how they functioned in concert with each other. Mr. Cockrell noted that the Long Range Plan was the main tool for unlocking federal funding for projects, and added that the document was very much in the draft form. He added that the EPR team wanted to ensure consistency between the Long Range Plan, the Rural Long Range Transportation Plan, the CEDS document, and economic development efforts in the region. He stated that most of the chapters had been written, and he presented an exhibit of a profile sheet which Mr. White created, providing additional detail with regard to individual projects. He also noted that the team was making an effort to link projects with available funding sources, and to determine whether projects were ready for Smart Scale. Mr. Cockrell noted that crucial pieces of this process included a project evaluation tool, and updating of performance measures. He added that an effort was also being made to align regional targets with funding sources, and he emphasized that if a project had not ranked as highly as had been hoped for by the Board, Board members should inform the project team, who would then re-evaluate it. Mr. Cockrell noted that some of the plans that were reviewed as part of the update of this Long Range Plan included the regional Comprehensive Economic Development Strategy (CEDS) document, corridor studies, the recent Riverside Drive study, and the Mount Cross Road study, to name a few. He added that the project costs were typically general, but that because of Smart Scale and changes in funding, the project team wanted a higher confidence of project costs. He stated that more 60 projects were scored, with a total of 30 top projects.

Mr. Cockrell summarized the list of the top projects, and he noted that no comments were received from the MPO technical committee. Mr. Bonanno stated that he was impressed with the profile sheet exhibit Mr. White created for the projects. Mr. Cockrell stated that a virtual town hall meeting was scheduled for July 7<sup>th</sup> at 5:30 p.m., that a draft of the updated plan would then be posted, and that the project list would be adjusted over the summer. Mr. Hoback stated that the MPO was making an earnest effort to reach out to the public, and he thanked Mr. Cockrell and Ms. Dimmick for their presentations.

Mr. Shanks asked if there was a possibility of including the West Main Street/Memorial Drive corridor in the project list. Mr. Youngblood replied that with regard to the long range planning process, a modeling effort would be employed to utilize existing data to justify priority project needs, and he added that even though a project may not be on the list, as long as it was in the plan or an individual study was listed in or outside of the plan, that possibility could be explored, and he added that based on the current situation, it could be a possibility to bring such a project forward into the plan. Mr. Cockrell stated that in addition to the constrained list, the vision list was also important, and he added that the team would look to make sure that was covered. Mr. Youngblood stated that with regard to the Schoolfield site, a master study had been conducted years prior, which was incorporated into a modeling effort. He added that the study would be looked at to determine whether there were any relevant project recommendations. He noted that there were some intersection improvement recommendations as part of the build out of that study. Discussion took place, and Mr. Wuensch stated that his team was presently studying that corridor, and he added that projections created previously were surprisingly high. He added that there would

also be opportunities through the life of the Long Range Plan to add projects via the plan amendment process, and Mr. Youngblood added that this plan would be a living document. Some discussion ensued.

Mr. Cook stated that the transportation model could always be updated, and he added that once a firm number of casino jobs was established, the TAZ update could take place. Mr. Shanks added that the casino would produce 1,300 jobs. Mr. Cook transitioned to discussion regarding the Long Range Plan MetroQuest survey, and noted that the survey was online until June 23<sup>rd</sup>, and that 58 individuals took part. He added that 124 comments had been received, and 1,199 data points had been provided. He stated that safety was the foremost issue, and that roadway safety was the highest category in terms of theoretical funding. He summarized the traditional survey questions, and then added that he would create a GIS shapefile for the MPO.

**9. Other Comments/Updates from VDOT and DRPT Staff**

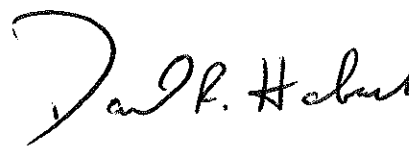
Mr. Winstead stated that for Round 4 of Smart Scale, VDOT's Lynchburg District received 33 pre-applications requesting a total of \$328 million, and he noted that staff were working through the screening process. He noted that the Berry Hill connector road project was on schedule and was in the design phase, and he added that a virtual public hearing regarding this project would take place on August 4<sup>th</sup>. Ms. Jenkins stated she had no updates from DRPT. Mr. Bonanno asked Ms. Jenkins if she knew of the start date for the Breeze intercity bus routes, to which she replied that she believed it would likely begin in the fall. Mr. Shanks asked if anyone was keeping track of railroad needs on West Main Street and asked if this would be followed up on. Mr. Hoback replied that this topic was in the minutes, and he added that the West Main Street corridor was a possibility for a consultant-led study, as it was included in the FY 21 Unified Work Program.

**10. Other Business**

Mr. Hoback introduced Ms. Ragsdale, the new Community Development Director for Pittsylvania County, who would serve as an alternate voting member of the MPO Policy Board. He also introduced Mr. Michael Armbrister, who was the new Associate Director/Senior Planner and began his new position with the WPPDC/Danville MPO on June 29<sup>th</sup>. Mr. Hoback stated that the Route 58 West Access Management Study and the Long Range Plan update would be brought to the Policy Board in the near future, and that a virtual town hall to obtain public input into the Long Range Plan update would take place on July 7<sup>th</sup>. Mr. Cockrell was asked if he had a target date for adoption of the MPO Long Range Plan, to which he replied late August.

**11. Adjourn**

The meeting was adjourned at 8:12 p.m.



David R. Hoback  
Danville MPO Administrator