

**Winchester -Frederick County MPO
Citizens Advisory Committee Meeting
Wells Fargo Advisors
117 N. Braddock Street, Winchester, VA
January 10, 2012 at 8:00 AM**

AGENDA

1. Administrative Matters:

- a) Welcome and Introductions
- b) Review and approval of the September 13, 2011 meeting minutes (*Attachment*)

2. Citizen Comment Period

3. Constrained Long Range Plan Update – John Thomas

4. Bicycle and Pedestrian Inventory Overview – John Thomas

5. Discussion of Work Tasks for the FY13 Unified Planning Work Program – Karen Taylor

6. Commonwealth Transportation Board and Transportation Priorities Discussion

7. January-February Meeting Schedule

- Tuesday, January 10th: Citizens Advisory Committee @ 8 a.m. – 117 N. Braddock Street, Suite 100, Winchester
- Wednesday, January 18th: Policy Board Meeting @ 10 a.m. – Fred. Co. Admin. Offices, 107 N. Kent Street, Winchester
- Tuesday, February 7th: Technical Advisory Committee @ 10 a.m. – Fred. Co. Admin. Offices, 107 N. Kent Street, Winchester
- Wednesday, February 15th: Policy Board Meeting @ 10 a.m. – Fred. Co. Admin. Offices, 107 N. Kent Street, Winchester

8. Other Business

9. Adjournment

Glossary of Acronyms

CAC- Citizen Advisory Committee- Serves as an advisory committee to the MPO Policy Board to solicit public input and provide citizen perspective on MPO projects. Conducts public hearings and public input sessions on selected projects at the direction of the Policy Board.

CLRP – Constrained Long Range Plan – A fiscally-constrained list of projects drawn from the Vision Plan element of the LRTP. All CLRP projects must have an estimated cost and a revenue source identified.

FHWA - Federal Highway Administration - Within the US Department of Transportation, FHWA is responsible for highway issues, including federal laws and regulations related to metropolitan transportation planning.

FTA - Federal Transit Administration- Within the US Department of Transportation, FTA is responsible for public transit issues, including federal laws and regulations related to metropolitan transportation planning.

FTA Section 5303 Funds - This program supports transit planning expenses to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan planning areas.

FTA Section 5310 - Transportation for Elderly Persons and Persons with Disabilities - The goal of the Section 5310 Program is to provide assistance in meeting the special transportation needs of elderly persons and persons with disabilities. The program is designed to supplement other FTA or assistance programs by funding transportation projects for elderly person and persons with disabilities in all areas – urbanized, small urban, and rural.

LRTP- Long Range Transportation Plan- Developed and approved by the MPO, the LRTP is a regional plan that includes all transportation projects and programs that the MPO realistically anticipates can be implemented over the next 25 years. LRTP's may include a VISION PLAN, which is a list of all projects (a “wish list”), but must also include a CLRP. In order to receive federal funding, transportation projects must be included in the LRTP and the TIP.

MPO - Metropolitan Planning Organization - Federal transportation laws and regulations require the establishment of an MPO in every urbanized area of the U.S. with a population over 50,000. MPOs are responsible for meeting the federal metropolitan planning regulations for transportation.

SAFETEA-LU - On August 10, 2005, the President signed into law the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users** (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

STP Funds - STP funds are Federal Funds disbursed through State DOT's for Surface Transportation projects.

TAC- Technical Advisory Committee- Serves in an advisory capacity to the Policy Board of the MPO. The TAC works with MPO staff to formulate the UPWP, the LRTP, and provides technical review and assistance on numerous MPO projects undertaken as called out in the UPWP.

TIP - Transportation Improvement Program - Approved by the MPO Policy Board, it is a list of projects and programs that will be implemented over the next six years. In order to receive federal funding, transportation projects must be included in the Constrained Long Range Plan and the TIP. Amendments are major changes to a project included in the CLRP, TIP or STIP that are not Administrative Modifications.

UPWP – Unified Planning Work Program- MPOs must adopt and implement an annual work program and budget known as the Unified Planning Work Program (UPWP). The UPWP identifies all activities to be undertaken by the MPO during the fiscal year which begins July 1st and ends the following June 30th.

VDOT - Virginia Department of Transportation - Agency responsible for statewide transportation facility planning, construction, and maintenance. VDOT is separate from the Virginia Department of Rail and Public Transportation (VDRPT).



Developing a Regional Complete Streets Policy

September, 2011

MPO Planning Requirements

- Promote efficient system management/operation
- Enhance integration and connectivity of the transportation system, across and between modes
- Emphasize efficient preservation of existing transportation system

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- UPWP Work Item – “Support of Complete Streets”

9/6/2011

WHAT ARE COMPLETE STREETS?

“Complete Streets are for Everyone”



9/6/2011

REASONS FOR CS POLICY

Cost (cheaper than retrofitting)

Supports Vision, Bicycle and Pedestrian Mobility Plan, and Jurisdiction Goals

Walkable, mixed-use activity centers

Health and Fitness

Economic/retail activity & tourism

Environmental justice

Continuous pedestrian and bicycle network

If the Region supports Complete Streets, MPO should say so/facilitate

POLICY RECOMMENDATIONS

“Streets should be designed, built, and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of diverse ages and abilities”

Freight, EMS, Adjacent Land Users, Utilities, SWM

Exceptions & Decision Tree e.g historic district, clear demand etc.

POLICY TRENDS

1950's – Prohibition on Building Sidewalks with Highway Money

1970's – Permission

1971 – Oregon Bicycle Bill – Policy and Exceptions

1990's - Encouragement

“Shall consider”

2000's - Mandated

“Routine Accommodation”

“Complete Streets”

MEMBER JURISDICTION STATEMENTS

2011 City of Winchester Comprehensive Plan

“Encourage the use of alternate modes of mobility including walking, bicycling, and public transportation by all sectors of the population to reduce the dependency upon private automobile use.

2011 Frederick County Virginia Comprehensive Plan

“the County will consider all potential users of the transportation system when making improvements or constructing new facilities.

2005 Town of Stephens City Comprehensive Plan

“Goal 6 – Provide a safe and effective transportation system for pedestrians, bicyclists and vehicles in the town” “

COMMONWEALTH POLICIES

VDOT: “Policy for Bicycle and Pedestrian Accommodation” (Since 2004)

“VDOT will initiate all highway construction projects with the presumption that the projects shall accommodate bicycling and walking”

Exceptions: Safety, Excessive Cost (don't forget to consider alternatives), Lack of Demand, Environmental (See Decision Tree...)

Secondary Street Acceptance Requirements 2009
(Connectivity and design)

FEDERAL POLICIES

Currently no official Complete Streets Policy

Policy Statement 1999, 2007, 2010

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

Authority

This policy is based on various sections in the United States Code (U.S.C.) and the Code of Federal Regulations (CFR) in Title 23—Highways, Title 49—Transportation, and Title 42—The Public Health and Welfare. These sections, provided in the Appendix, describe how bicyclists and pedestrians of all abilities should be involved throughout the planning process, should not be adversely affected by other transportation projects, and should be able to track annual obligations and expenditures on nonmotorized transportation facilities.

Exceptions – Accommodate Elsewhere, disproportionate(>20% of project), Demand + <1000 vpd = shoulders

9/6/2011

FEDERAL CS LEGISLATION

(HR 1780; S.1056, May 5, 2011)

“All transportation projects under the jurisdiction of the MPO shall accommodate the safety and convenience and safety of all users in accordance with complete streets principles”

Applies to all federally funded transportation projects

Exceptions:

Prohibited users (freeways)

Shall make a greater effort to accommodate those users elsewhere

Cost excessively disproportionate to need or probable use

Lack of demand owing to sparsity of population or other factors

Exceptions must be approved by a senior manager

REGIONAL POLICY OPTIONS

1. *Adopt a mandatory Complete Streets policy*

Use the current Federal Guidance, Complete Streets bill as models
Projects that do not comply would not be placed in the Transportation Improvement Program (not recommended by TAC)

2. *Adopt a purely voluntary Complete Streets Policy*

A vision statement with no reporting requirements

3. *Recommended: Adopt a “voluntary” Complete Streets Policy*

with MPO staff tracking of CS elements included in each project

4. *Routine Accommodation Policy*

NEXT STEPS

CAC Review

Examine other MPO Complete Streets Policies

Review Draft Complete Streets Policy for the WinFred MPO

Implementation – Design Guide, workshops, evaluation

Goal: Ready for adoption by Policy Board in October

Questions or Comments?

- Contact the Northern Shenandoah Valley Regional Commission

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