

Minutes of the Crater Rural Transportation Planning Assistance Program, Rural Technical Committee Meeting held on Friday, January 11, 2008 at 10:00 a.m. in the Waverly Residency Conference Room.

Members Present: Ray Varney, Walter Johnson, Bill Richardson, Glenn Hott, Eric Stringfield, Ray Hunt, Joe Lomax, Mark Bassett, Carolyn Myler, Linwood Pope, Rhonda Mack, Ron, Svejksky, Joe Vinsh, Victor Liu, Mark Bittner.

Welcome and Introduction

The meeting was called to order by Vice-Chairman Joe Lomax and he welcomed everyone to the meeting. He also asked everybody to introduce themselves.

Organizational Issue

Victor Liu stated that Mr. Leon Hughes had accepted a position with Spotsylvania County and left Prince George County just before the holidays. The Committee needs to elect a new chairman. Mr. Hunt commented that the next chairman should still be a locality representative. He stated that it is important that we maintain RTC as a local planning working group. Mr. Hunt further suggested that the RTC officers should be rotated among six locality representatives in alphabetical order. For example, Dinwiddie's representative, Mr. Bassett will be the first to serve as chairman with Emporia's representative, Mr. Thrower as vice-chairman. The order would be Greenville, Prince George Surry and Sussex. By consensus the Committee accepted this suggestion.

After a brief discussion, Mr. Bassett of Dinwiddie County and Mr. Thrower of the City of Emporia were nominated and approved with unanimous votes to be chairman and vice-chairman of RTC respectively for year 2008. The term of the office is one year. Starting January, 2009, Mr. Thrower will serve as chairman and Mr. Pope of Greenville County will serve as vice-chairman. It was noted that Mr. Thrower was not present at the meeting. Mr. Bassett directed Victor Liu to advise Mr. Thrower of his vice-chairman assignment.

RLRP Phase II Overview

Copies of Phase II Guidebook of Developing a Regional Long-Range Plan (RLRP) for Transportation were distributed to Committee members. Some members had attended a RLRP Phase II workshop in Charlottesville in November of last year. It was pointed out that the components of each RLRP is modeled after the federally mandated metropolitan transportation planning process. It will have a minimum planning horizon of 20 years and will address the expected impacts of population and employment growth on the transportation system. Each RLRP is being developed as a vision plan and will be reviewed every five years. It is VDOT's goal that each region will be able to use these RLRP plans to identify regional priorities for transportation funding. The tasks for

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Phase II are analysis and problem identification of future demand. We will identify corridors and spot locations that have a current or projected future capacity or mobility deficiency or an identified safety problem. These locations will become the focus of Phase III to identify and agree on recommended solutions to the problem identified.

SPS Lite Phase II

VDOT has provided Crater with an updated version of the SPS-Lite database containing the most recent roadway inventory, updated traffic data and forecasts and performance measures. Mark Bittner distributed a sample page and commented that SPS-Lite is an abbreviated version. He stated that VDOT has asked Crater to review the database. He stated that it does not mean that we should go out and verify the road payment width. VDOT is requesting each locality to review and update all relevant data if there is knowledge about it. Ron commented that he had worked with Dinwiddie County and Ray had spent some time with Emporia and Greensville representatives regarding the accuracy of the database.

Like Phase I, the SPS-Lite Phase II data base is geo-referenced to allow for easy mapping. The SPS-Lite application also includes reports that facilitate the dissemination and review of the traffic database.

Joe Vinsh asked if all localities have gone through the reviewing process. If not, RTC should serve as a forum for reviewing and discussing the current and future forecasts of traffic data. Rhonda Mack asked what is the current and future date. Ron answered that the current year is 2005 and the future date is 2040.

It was further suggested that Mark Bittner send out copies of the SPS-Lite CD to all localities. Each CD contains only local data of represented localities. The locality will be asked to review the traffic data and return the updated version back to Mark Bittner. Crater will consolidate all changes and develop a regional CD.

Identify Locations to Conduct Safety, and Capacity and Mobility Audit

The major task of Phase II is to identify troubled transportation locations in the Crater Rural area and recommended for evaluation by a VDOT consultant. Mr. Hunt mentioned that at the November workshop, only 20 locations each would be considered from the study area for safety, and capacity and mobility audits. Mr. Hunt continued that if we received more than 20 submissions of each group, then a criteria needs to be established for selection.

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Joe Vinsh asked if they had the selection criteria. Ron answered that there is no set criteria by VDOT. VDOT leaves it up to localities in recommending the problem locations. The consultant would evaluate those localities and make recommendations of what improvement is needed. Victor Liu reminded the Committee that in an earlier meeting discussion it was suggested that each locality would guarantee having two locations in each category. With six jurisdictions, twelve of twenty locations are being allocated. Only eight locations of each group are available for competition. Ron stated that if the safety audit has already selected a location, the Committee should move it to the operation team of the Richmond and Hampton Roads office.

Regarding the selection criteria, Victor Liu stated that before the holidays he sent out a trouble transportation location ID form along with a relevant location map to each committee member. To assist in identifying the trouble locations, a number of standards were suggested for consideration. They may or may not include all the necessary criteria for evaluation. The following are the suggested criteria: 1) accident, crash history, 2) capacity, congestion problems, 3) drainage problem, 4) signage problem, 5) pedestrian and bike traffic conflict, 6) sharp curve, 7) truck safety, and 8) weight limit and bridge safety.

Next Step – Developing a Recommended List

Again, Victor Liu asked the Committee members to fill out the form and ID the trouble locations on the provided map. Ron asked if any submissions had been received. Victor Liu stated not yet. Mr. Hunt stated that this is the opportunity for the Committee to ID locations and plan for the project. He stated that if we don't, somebody else will.

Mr. Lomax asked whether a month is enough time for localities to submit a local list. He set February 15, 2008 as a deadline for local list submission and February 21, 2008 as location evaluation date.

A subcommittee was appointed to be in charge of the location evaluation process. The subcommittee members are:

Joe Lomax
Ray Hunt
Ron Svejkovsky
Rhonda Mack
Mark Bassett
Victor Liu

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Next Meeting Date

The next meeting has been scheduled for April 11, 2008 at 10:00 a.m. in the Waverly Residency Conference Room. The Committee will consider the recommended safety and capacity location lists for the consultant audit.

Adjournment

The meeting was adjourned at 12:07 p.m.