

Minutes of the Rural Technical Committee (RTC) meeting held on Tuesday, January 6, 2009 at 2:00 p.m. in the Crater Planning District Commission's conference room, Petersburg, Virginia.

MEMBERS PRESENT: Bob Donovan, VDOT-Petersburg Residency; Ray Hunt, VDOT; Bill Richardson, VDOT-Waverly; Ron Svejksky, Richmond District; Yingwu Fang, Hampton Roads District; Mark Bassett, Dinwiddie County; Steven Hall, City of Emporia; Sharon Williams, Prince George County; Linda Ellis, Surry County; Victor Liu, Joe Vinsh, Mark Bittner, CPDC.

GUESTS PRESENT: Chris Gay, VHB Consultant; Darrel Johnson, VDOT; Denny Morris, CPDC.

Mr. Liu welcomed everyone to the meeting and introductions were held.

Data Collection and Organization

Mr. Liu gave a report on the history of Crater RTC. He stated that for the past two years the work program of RTC includes data collection, verification and identification of growth areas and utilities service areas in rural Crater areas. SPS lite data have been reviewed and updated by RTC. GIS and overlay mapping of the study area were completed. All of the above mentioned data and map information were uploaded onto VDOT's consultant VHB's work site-share files. Mr. Gay of VHB thanked RTC for uploading the data. He continued and wants to know whether there is any other local transportation study in the study area. He also wants to know how the goals and objectives of the study area were formed.

Victor Liu replied that the City of Emporia is the only locality that has a separate transportation plan developed under a small area transportation program.

Mr. Vinsh added that there are several other regional studies for the study area. They are the Route 460 Corridor Study, Transit Needs Assessment, Southeastern High Speed Rail Study, and Williamsburg-Surry Ferry Study. Mr. Gay asked whether it was possible to upload the above mentioned studies to worksite/share file. Regarding goals and objectives (G&O) statements, Victor Liu explained that it is developed based upon a collection of transportation G&O from six local comprehensive plans.

Finally, Mr. Gay inquired that SPS data to make sure that RTC updates the data correctly. He also asked that a copy of the SPS spread sheet be sent to VHB.

In response to a question regarding the timeline of the RLRP plan development, Mr. Gay explained that the plan is scheduled for completion sometime this fall. He stated that a uniform project template with adjustment of PDC data would be developed using worksite data and maps provided by the PDC. Therefore, correct data and updated information is very important.

RURAL TECHNICAL COMMITTEE MINUTES

January 6, 2009

Page Two

Public Involvement

Mr. Johnson stated that a minimum of two public involvement meetings are required in the RLRP planning process. The first one is to be held after RTC's identification of troubled safety and capacity locations in the study area. The second public involvement session should be scheduled after the consultant's analysis of all troubled locations and reaching a recommendation. Mr. Johnson continued, in addition to public meetings, other methods of reaching out to citizens are web sites, newspapers, and the radio. Mr. Johnson further explained that VDOT will pay for the cost of advertisements of all public involvement meetings.

Mr. Hunt suggested to consider holding public involvement meetings in more than one location. After a brief discussion, it was agreed that RTC would hold each public involvement session in two locations, one in Emporia and another in Wakefield. Regarding the first meeting date, Victor Liu suggested that it should be left up to a working committee. The committee consists of Ron Svejkovsky, Ray Hunt, Mark Bittner and Victor Liu.

The committee will work with VDOT on selecting two meeting dates. It was determined that the meeting would be held in late February or early March.

Identifying Transportation Demands

Mr. Gray complimented RTC for completing the task of identifying troubled transportation locations in the rural Crater area. He continued and asked what was the selection process. Victor Liu replied that RTC started by encouraging all localities to submit its troubled locations. RTC received 52 location submissions. Before the evaluation process, it was determined that each locality would be guaranteed to have at least two locations on the location list. After the allocation of 12 locations for six member jurisdictions, RTC began the screening process of 52 locations. The criteria applied are as follows: traffic counts, plan documentation, cost, and feasibilities.

A map depicting recommended safety and capacity audit location for the rural Crater study area was presented. It includes 22 locations, eight for safety intersection audit, eight for capacity intersection audit, two capacity and four safety audit segments. Questions were raised regarding the number of locations appropriated to each PDC for consultant evaluation.

Mr. Jones added that Crater was given 20 points each for selecting troubled locations. In addition, each road segment is considered one point. An intersection is counted for two points, while an interstate interchange is calculated for three points. Using the point system, Crater has used up all 20 points each for safety and capacity audits.

RURAL TECHNICAL COMMITTEE MINUTES

January 6, 2009

Page Three

A question was asked regarding public input. If a troubled location is identified during the public involvement process, will the PDC review the complete list in order to accommodate citizen input? Mr. Jones answered no. He would accept a few additional locations without changing PDC's recommended list.

Mr. Gay added that in addition to highway demands, the long range plan will also examine the transit, bicycle/pedestrian, and goods movement needs.

Mr. Morris commented that the potential outside influence on Routes 58 and 460, such as the growth of freight traffic and the expansion of Norfolk Port facilities.

The meeting was adjourned at 3:45 p.m.