

# HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION

## MEETING – JULY 18, 2007

The Hampton Roads MPO Meeting was called to order at 11:26 a.m. at the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

Paul D. Fraim, Chairman (NO)	Charles W. Burgess, Jr. (PQ)*
Bruce Goodson, Vice Chairman (JC)	James G. Vacalis (SU)
James O. McReynolds, Treasurer (YK)	Louis R. Jones (VB)
Clifton E. Hayes, Jr. (CH)	Jackson C. Tuttle II (WM)
Randall A. Gilliland (HA)	Michael S. Townes (HRT)
Stan D. Clark (IW)	Dennis W. Heuer (VDOT)
Joe S. Frank (NN)	Mark D. Rickards (WAT)
Douglas L. Smith (PO)	Arthur L. Collins (HRPDC)

\*Indicates late arrival or early departure.

### OTHERS RECORDED ATTENDING:

Rebecca C. W. Adams, Amar Dwarkanath, Anne F. Odell, Ella P. Ward (CH); Joseph J. Scislowicz, Rowland L. Taylor (FR); Ross A. Kearney II, Jesse T. Wallace, Jr. (HA); W. Douglas Caskey (IW); Sanford B. Wanner (JC); Randy Hildebrandt (NN); Anthony L. Burfoot, Dr. Theresa W. Whibley, Regina V.K. Williams, Barclay C. Winn (NO); James B. Oliver, Jr. (PO); Gordon C. Helsel, Jr. (PQ); Barbara M. Henley, Meyera E. Oberndorf (VB); Jeanne Zeidler (WM); Earl Sorey - Chesapeake; Keith Cannady, Elizabeth Kersey - Hampton; Jeff Raliski, James A. Rogers, Ron Williams, Randolph Lougee, Duane Lougee - Norfolk; George Brisbin, Sherri Neil - Portsmouth; Bob Matthias - Virginia Beach; Mark Rickards - WAT; Robin Grier, Dennis Heuer, Jim Ponticello, Irene Shuman, Eric Stringfield, Chris Voigt, Sam Davis - VDOT; Ivan Rucker - FHWA; Michael Townes - HRT; Dana Dickens - HRP; Joyce Heffington - HRSD; Officer Joe Smith - Chesapeake Sheriff's Department; Clyde Hoey - HRCCE; Martha Gross - Virginia Tech; Tom Boast - Citigroup; Brian Kirwin, John Gergely, Tom Bets, John McMillan - Private Citizens; Vincent J. Thomas, Ray Taylor - FHR; F. A. Renfrew - HRI; W. Dewey Hurley - Branscome, Inc.; David Miller - PFM; Angie Bezele, Ben Dendy - Vectre; Ellis W. James - Sierra Club Observer; Tom Holden - The Virginian-Pilot; Kimball Paine - Daily Press; Lisa Godley - WTKR-TV; Germaine Fleet - Biggs & Fleet; Staff: John Carlock, Rick Case, Rob Case, Nancy Collins, Dwight Farmer, Kelly Freas, Marla Frye, Greg Grootendorst, Frances Hughey, Jim Hummer, Rob Jacobs, Brett Kerns, Robert Lawrence, Mike Long, Joe Paulus, Kelli Peterson, Camelia Ravanbakht and Joe Turner.

## CONSENT AGENDA

The Consent Agenda contained the following items:

Summary Minutes of June 20, 2007	(MPO:MIN)
2030 Long-Range Transportation Plan: Air Quality Conformity	(THY:2030)
FY 06-09 Transportation Improvement Program Amendments: VDOT	(THY:TIP 06-09)
VDOT FY08 & FY09 STIP/TIP Strategy	(THY:TIP 08-11)
Hampton Roads Transportation Participation Plan	(THY:PUBLIC PARTICIPATION)

Mr. Hayes asked that Item 2 be pulled from the Consent Agenda for discussion.

Mayor Frank Moved to approve the Consent Agenda minus Item 2; seconded by Mr. Clark. The Motion Carried.

Discussion was held regarding Item 2, the 2030 Long-Range Transportation Plan: Air Quality Conformity, with Mr. Hayes indicating that Chesapeake concurs with the Technical Committee regarding approval of this item, but wanted to emphasize that when Plan B was adopted, roughly \$840 million in the NHS and RSTP funds were diverted from the regional package projects to other lower priority projects. Chesapeake wanted to emphasize that point and say that it is understood there will be studies and analyses performed and when they are completed, that the MPO would look back to those items identified in the \$840 million in the original Plan B.

Chairman Fraim agreed that would be appropriate.

Mr. Clark Moved to approve Item 2 of the Consent Agenda; seconded by Mr. Jones. The Motion Carried.

## NON-DRIVER MOBILITY

(THY:NON-DRIVER)

Chairman Fraim asked Mr. Dwight Farmer, Deputy Executive Director of Transportation, to provide a brief presentation.

Mr. Farmer referred to two reports provided to the members, the third and fourth reports from a multi-year non-driver study. Because national data used for the first two reports did not contain information regarding whether proximity to destinations and to bus routes increases mobility, it was decided that a local study was warranted to review the snapshot of non-drivers in Hampton Roads. This report contains statistics from the PDC phone survey of nearly 800 local non-drivers conducted during the summer of 2006. One-third of the younger drivers, those between the ages of 18-64, and two-thirds of the older

non-drivers do not leave home on a typical day. The question is to what extent proximity to destinations and bus service affects the mobility or lack of mobility of these non-drivers.

Report number four, Improving Mobility of Non-drivers, contains the analysis of the local survey data to determine the impacts that proximity to destinations and bus service has on non-driver mobility. Mr. Farmer referred to two slides, one containing an overview of the bus stops and the other containing the destinations.

The tendency to make trips by walking and bus riding is affected by one's ability to walk. The survey data split into two sets, those referred to as lesser walkers and those called better walkers. The lesser walkers are those individuals with physical limitations. The odds of better walkers leaving their home were six times greater than those of the lesser walkers, a significant statistic. Also, living within one mile of a bus stop will increase the mobility of a non-driver by two times. For the lesser walker, the odds of them getting out of the home on a given day increases substantially as additional bus stops within a given radius of their home are added and made available.

Local governments can increase the mobility of non-drivers by doing several things. They can direct resources to improve bus infrastructure, have local government facilities near existing and planned improvements, and using the local government zoning authority to place residents in the proximity of high activity locations.

He noted that in 2006 the General Assembly enacted a law requiring the Commonwealth Transportation Board to establish mobility goals for populations with limited mobility and it is believed that the local governments' efforts can do a lot to forward this particular effort.

The next steps include a fifth non-driver document currently being worked on. This report is expected to be brought before the MPO in September. He concluded his remarks and offered to answer questions.

Mr. Townes requested as future studies are performed that the HRPDC involve HRT staff at a closer level. He stated that ridership data was provided and included in the report, but he could have directed the staff to the Transportation Research Board which does have the statistics the federal government does not have.

Another example, the federal measure for access to bus transit or rail transit is not a one-mile circumference, but a quarter-mile circumference. That is a better measure for access to mobility for non-drivers.

He continued, stating that three months ago, Mr. Gilliland asked the PDC to start a process of analyzing how transit operations are funded in Hampton Roads. At present, transit operations are funded from general funds of seven cities which is a constraining factor for the growth of transit in Hampton Roads. The successful template for transit across the nation is a dedicated source of funds to support transit operations and capital needs so transit can be delivered truly on a regional basis. A major construction of highway infrastructure is about to be engaged and will include the institution of tolls. That will become a greater barrier to automobile use in Hampton Roads and should direct

people to the use of public transportation. However, that system is inadequate since it cannot grow by relying on increases from seven cities' general funds.

Mr. Townes encouraged the PDC to meet with his staff and start a process of analyzing how to better fund transit.

Mr. Townes Moved acceptance of these documents; seconded by Mr. Gilliland. The Motion Carried.

#### **FOR YOUR INFORMATION**

**(FYI)**

The Chairman asked for questions or comments regarding the informational items. None were noted.

#### **OLD/NEW BUSINESS**

Chairman Fraim asked for any old or new business for the MPO. None was discussed.

#### **ADJOURNMENT**

With no further business to come before the Hampton Roads MPO, the meeting adjourned at 11:38 a.m.