

January 6, 2011

**Memorandum #2011-3**

**TO: Hampton Roads Citizen Transportation Advisory Committee (CTAC)**

**BY: Chair William W. Harrison, Jr.**

**RE: CTAC Meeting, January 13, 2011**

Attached are the agenda and related materials for the next meeting of the **Hampton Roads Citizen Transportation Advisory Committee (CTAC)** scheduled for **Thursday, January 13, 2011 from 5:00 p.m. – 7:00 p.m.** in the **HRT Boardroom, HRT Headquarters, 3400 Victoria Boulevard, Hampton, VA 23661.**

/kg

**Citizen Transportation Advisory Committee:**

William W. Harrison, Jr., Chair, VB	Henry Lewis, YK
Shepelle Watkins-White, Vice Chair, CH	Randy Lougee, NO
Richard Bowie, VB	John Malbon, VB
Ricky Clifton, NN	Howard Manly, NN
Wanda Cooper, VB	Delceno Miles, VB
Kathy Corley, CH	Philip Olekszyk, GL
Roberta Edwards, CH	James Openshaw, NO
Sharyn Fox, NN	Prescott Sherrod, VB
Richard Green, SU	Ray Taylor, VB
Yukari Hughes, NN	Kirsten Tynch, PO
Dewey Hurley, WM	Kristen Wells, PO
Michael Jones, IW	Archie Whitehill, NO
Randy Lassiter, NO	

Cc: Dwight Farmer (HRTPO)  
Camelia Ravanbakht (HRTPO)  
Mike Kimbrel (HRTPO)  
Kendall Miller (HRTPO)  
Eric Stringfield (VDOT)  
TPO Voting Members  
TPO Voting Alternates  
TPO Nonvoting Members

**AGENDA  
HAMPTON ROADS  
CITIZEN TRANSPORTATION ADVISORY COMMITTEE  
January 13, 2011**

**CALL TO ORDER 5:00 P.M.**

Hampton Roads Transit Boardroom, 3400 Victoria Boulevard, Hampton, Virginia

- 1. CALL TO ORDER**
- 2. PUBLIC COMMENT PERIOD** (Limit: 5 minutes per individual)
- 3. SUBMITTED PUBLIC COMMENTS**
- 4. APPROVAL OF AGENDA**
- 5. MINUTES OF NOVEMBER 10, 2010**
- 6. TRANSPORTATION PROJECT PRIORITIZATION**
- 7. 2034 LONG RANGE TRANSPORTATION PLAN SCHOOL OUTREACH PROGRAM**
- 8. SOCIAL MEDIA**
- 9. OVERVIEW OF MPO CITIZENS COMMITTEES AND THEIR FUNCTIONS**
- 10. FOR YOUR INFORMATION**
- 11. OLD/NEW BUSINESS**
- 12. ADJOURNMENT**

**AGENDA ITEM #1: CALL TO ORDER**

The meeting will be called to order by the Chair at approximately 5:00 p.m.

**AGENDA ITEM #2: PUBLIC COMMENT PERIOD**

Members of the public are invited to address the CTAC. Each speaker is limited to five minutes.

**AGENDA ITEM #3: SUBMITTED PUBLIC COMMENTS**

There are no written public comments.

**AGENDA ITEM #4: APPROVAL OF AGENDA**

Members are provided an opportunity to add or delete items from the agenda. Any item for which a member desires an action from the CTAC should be submitted at this time, as opposed to under "Old/New Business".

**AGENDA ITEM #5: MINUTES OF NOVEMBER 10, 2010**

**SUBJECT:**

Minutes of the previous CTAC meeting.

**BACKGROUND:**

Minutes of the Citizen Transportation Advisory Committee meeting held on November 10, 2010.

Attachment 5

**RECOMMENDED ACTION:**

Approve the minutes.

**Summary Minutes of the  
Hampton Roads Citizen Transportation  
Advisory Committee (CTAC) Meeting  
November 10, 2010**

The Hampton Roads Citizen Transportation Advisory Committee (CTAC) Meeting was called to order at 5:07 p.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

**Hampton Roads CTAC Members:**

Shepelle Watkins-White, Vice-Chair (CH)	Kristen Wells (PO)
Kathy Corley (CH)	Tuck Bowie (VB)
Philip Olekszyk (GL)	John Malbon (VB)
Sharyn Fox (NN)	Delceno Miles (VB)
Yukari Hughes ( NN)	Prescott Sherrod (VB)
Randy Lassiter (NO)	Ray Taylor (VB)
Randy Lougee (NO)	Dewey Hurley (WM)
James Openshaw (NO)	Henry Lewis (YK)
Kirsten Tynch (PO)	

**Hampton Roads CTAC Members Absent:**

William Harrison, Chairman (VB)	Howard Manly (NN)
Roberta Edwards (CH)	Archie Whitehill (NO)
Michael Jones (IW)	Richard Green (SU)
Ricky Clifton (NN)	

**HRTPO Staff:**

Dwight Farmer	Andy Pickard
Kathlene Grauberger	Dale Stith
Jim Hummer	Joe Turner
Kendall Miller	

**Others Recorded Attending:**

Terri Boothe, Mary Ebright, Bill Horton (Citizens)

**Public Comment Period**

One person asked to address the CTAC. Ms. Watkins-White asked her to limit her comments to five minutes.

***Mary Ebright***

*It is very clear that the water crossings in the Hampton Roads area are in desperate need of improvements and enlargement. We also know that these improvements will be very expensive. The solution is bound to be financially painful. If VDOT implements large \$4-\$6 tolls on the HRBT, JRB and MMBT and \$2.17 tolls on the Downtown and Midtown Tunnels the people who depend on those water crossings will be so financially strained as to effect their quality of life and livelihoods. At one time or other, each of us has needed to use all of the crossings, even if not on a regular daily basis. Many people use the various water crossings*

*daily to commute to work, to school, to doctor's appointments or Emergency Room requirements at Naval Medical Center Portsmouth, to visit family, etc. The economy is particularly bad right now and our citizens cannot afford a daily toll of \$4 to \$6 or \$2.17 one way. People may be forced to quit their jobs or leave college or trade school because they cannot afford the tolls in addition to the other costs of daily life! This would further devastate our economy!*

*First, I believe since we all live in the area that the citizens should have a voice in how to proceed. I was elated to discover the existence of the Hampton Roads Transportation Planning Organization. I would like to see a Public Information Campaign to inform folks about the Organization. Use all forms of media to get the word out about your existence!*

*Next, I would like to suggest a special election sponsored by VDOT and/or HRTPO wherein a number of options are presented to the public and we are allowed to vote on the ones we believe to be the most cost effective and least financially draining to private citizens. Open the lines of communication and allow private citizens to suggest multiple options from which to choose!*

*Do I WANT to pay tolls at all tunnels and bridges?—NO. Am I willing to pay a **reasonable** toll to help fix the problem?—YES!*

*I offer the following suggestions for consideration:*

- 1. I think that implementing REASONABLE TOLLS on ALL the area water crossings would help. By reasonable, I mean .25-.50 per personal car and perhaps more per business vehicle or truck.*
- 2. Use the EZPass system at each crossing to help with backups.*
- 3. Or charge a **low** rate by vehicle axle or number of tires.*
- 4. Initiate a special tax due annually at vehicle registration with an escrow account earmarked for road improvements in addition to the low tolls.*
- 5. Start a special lottery, bingo or other fund raising enterprise whose proceeds all go toward road improvements. Citizens would stand to gain something and be more willing to fund the projects.*
- 6. **Actively seek** inputs/suggestions (brainstorming) for workable, reasonable solutions to the transportation problems from private citizens.*

*I have lived in this region since 1994 and the traffic continues to get worse each year. We live in Smithfield, my husband works at Fort Monroe, our doctors and my daughter are in Norfolk and we often are referred to Naval Medical Center Portsmouth for care. I get frustrated sitting in backups. I believe all our citizens do. I also think we are reasonable individuals and realize that we all have to work together to improve this bad situation. Given the opportunity to voice their opinions, I believe the people of Hampton Roads will come through with workable solutions that will not so negatively impact the quality of life of the entire region.*

*Thank you for the opportunity to voice my opinion. If I can be of assistance, please do not hesitate to contact me.*

## **Approval of Agenda**

Chair Watkins-White welcomed Ms. Wanda Cooper of Virginia Beach as the newest CTAC member.

Chair Watkins-White asked the Committee if there were any agenda items to add to the Old/New Business agenda section. Hearing none, Chair Watkins-White asked for a motion to approve the agenda. Mr. Hewey Moved to approve the agenda as written; seconded by Ms. Fox. The Motion Carried. Mr. Farmer explained it is necessary to approve the agenda in order to notify members if an item requiring action will be inserted into the New Business section of the agenda.

## **Summary Minutes of September 9, 2010 CTAC Meeting**

Ms. Fox Moved to approve the minutes as written; seconded by Mr. Bowie. The Motion Carried. Mr. Farmer stated any future resolutions written by CTAC would be included in the minutes.

## **2034 Long Range Transportation Plan: Public Involvement Plan**

Mr. Farmer introduced Ms. Kendall Miller, Public Involvement & Community Outreach Administrator, for the HRTPO. Ms. Miller stated the Long Range Transportation Plan: Public Involvement Plan was included in the agenda packet for viewing. The plan covered the period of November 2010 – January 2011 and will be updated every three months. She outlined the plan as follows:

- Community Engagement
  - School Outreach – 5th grade Thoroughgood Elementary – School Outreach Pilot Project culminating in a Box City to be presented to the parents, teachers, and the public the night of December 2<sup>nd</sup>.
  - Community Conversations – Four sessions will be held throughout the region, targeting the elderly, military, minority, the disabled, Limited English Proficiency, and environmental justice populations.
  - College Outreach – Old Dominion University and Hampton University
- Media Outreach
- Email and Mail Campaign
- HRTPO Websites, Blogs, and Committees
- Libraries
  - Kiosks
- Additional Outreach to Traditional Underserved Communities
  - Meals on Wheels

Ms. Miles noted it was a robust plan and asked if the HRTPO would ask for resolutions of support from any of the groups. Ms. Miller replied the groups may be asked for written support in six months to a year; however, for now, it is important to begin the dialogue. Ms. Miles indicated she was the President-elect for Senior Services of Hampton Roads and offered her assistance with that group.

Ms. Fox asked if any media spots would be aired on the local city television channels. Ms. Miller replied affirmatively. Ms. Fox noted the City of Newport News is always searching for local stories.

Ms. Wells suggested utilizing the social media to reach the young professional population in another phase of plan.

Mr. Openshaw asked if the goal of the plan also included public transportation needs. Mr. Farmer replied the 2034 Long Range Transportation Plan (LRTP) does include public transportation and remarked that Phase I of the Transit Vision Plan was developed by the HRTPO and Phase II is being developed by DRPT. A prioritization tool, including public transit component ratings, will be unveiled at the HRTPO Board meeting on November 17th.

### **Long Range Transportation Plan Visualization Tool**

Mr. Pickard commented there will be public meetings pertaining to the Transit Vision Plan Phase II on November 30th and December 1st in Newport News and Norfolk respectively.

Mr. Pickard explained HRTPO staff has developed an application in Google Earth in order to allow the public to view the candidate projects for the Long Range Transportation Plan (LRTP) and because federal requirements state that visualization techniques utilized in LRTPs must continually evolve. There are over 150 candidate projects and he illustrated some of the projects by zooming onto certain sections on the map. In the LRTP, HRTPO staff must demonstrate how projects will be funded and this tool assists in demonstrating the number of projects under consideration. Each listed project contains summary information including a description of the project and the cost analysis. It is a powerful tool to provide a means in which to add information to the process as it develops. Many of the projects have associated websites and an active link is included in the project description.

Mr. Pickard stated an article regarding the LRTP visualization tool will be in the ongoing HRTPO online blog as well as in the weekly HRTPO e-blast. Related to the outreach activities, the visualization tool will be linked to Kiosks located in public libraries.

Mr. Openshaw noted that it is important to realize that many facets of the public do not know how to operate a computer or kiosk. He stated there needs to be basic instructions in a format that can assist the public on how to use the tool. Mr. Pickard replied instructions will be supplied utilizing a touch screen. Mr. Openshaw commented that would greatly aid the public.

Mr. Taylor asked how the public will be able to view the process of how the HRTPO has moved from 150 candidate projects to the actual chosen projects. Mr. Pickard replied the mapping functionality of the tool will aid with that procedure. Beyond that, information regarding the actual projects will be included in all presentations and media output. Mr. Pickard noted the public would have a clear understanding between the candidate projects and chosen projects at the end of the process.

Ms. Corley indicated that as a Social Worker, she interacts with the elderly and at-risk children on a daily basis and they are not well versed in computers. She stated the target groups were excellent; however, she suggested the HRTPO take a step backwards and consider how to address these groups who are not computer-savvy and those that do not own computers. Mr. Pickard commented the visualization tool is an expansion to the outreach program and older methods will still be utilized.

Ms. Miller stated that the initial public involvement strategy for the LRTP included reaching out to the senior and low-income community via social service programs geared toward those populations. She explained that the HRTPO would be provided programs such as Meals on Wheels and Senior Services with pamphlets that could be distributed to their clients. She noted that the Environmental Justice mandate, signed by President William Clinton, was established to uphold Title VI of the Civil Rights Act of 1964. Title VI is the law and Environmental Justice is the spirit of that law. She further noted that Environmental Justice dictates the HRTPO seize every opportunity to reach out to those populations who have traditionally been marginalized in the transportation planning process, and who have been historically disparately affected by federal policies.

Mr. Lewis asked if the 150 candidate projects for the LRTP were primarily construction projects. Mr. Pickard replied affirmatively and noted the projects are “capacity expansion projects” and it is those projects that are competing for funding. The plan will also acknowledge funding for maintenance and operations. Mr. Lewis inquired if there will be a means to illustrate the chosen projects with regards to relieving transportation congestion. Mr. Pickard replied affirmatively and indicated the models utilized by HRTPO staff will demonstrate the traffic patterns once a road is widened. Mr. Lewis asked if sample data from non-construction projects, such as ride share and telecommuting, can be included to illustrate the impact on congestion levels. Mr. Pickard stated there is no such tool to formulate this information; however, HRTPO staff can do an analysis if requested.

Chair Watkins-White asked the CTAC to review the draft plan visualization webpage and provide comments to Ms. Miller by Wednesday, November 24, 2010.

### **School Outreach Program**

Ms. Stith stated the HRTPO and Linkhorn Park Elementary School in Virginia Beach partnered together on a pilot project to inform students about transportation planning and engineering, and address Virginia’s Standards of Learning (SOLs). In order to start a new program, there must be evidence of need, resources, and opportunity. For the HRTPO, there was a need for public participation, to increase awareness of the HRTPO within the community, to provide outreach efforts for the long-range transportation plan (LRTP), and

the desire of the HRTPO to create more partnerships within the community. Resources and opportunity came together as the HRTPO had both the staff and budget to take on this project and the interest of Linkhorn Park Elementary to introduce issues into its classrooms to educate future transportation users.

Ms. Stith explained it is a task of all MPOs to engage its citizens in public participation. By teaming with the school system, the HRTPO can utilize “backpack communication”; educating current adult transportation users by providing information through a student’s backpack to take home to parents. By educating future users and engaging current users, there is an increased awareness of the HRTPO and its role in the region. Additional benefits of the program include a more innovative approach to address the SOLs and a strengthening of relationships between the localities and the HRTPO.

Ms. Stith stated the teachers at Linkhorn Elementary School were eager to bring in subject matter experts to help “real world” problems/solutions. HRTPO staff, with assistance from the teachers, tailored lesson plans to meet school objectives. The project was implemented in the school over the course of two days, one week apart. During the first day, emphasis was placed on planning a community which consisted of communication regarding the following:

- Key Concepts
  - Live, Work, and Play
  - Rural, Urban, and Suburban
  - Planning Tools
  - Transportation – Connectivity
- Mapping Exercise
  - Small Groups on Laptops – Students mapped out their neighborhoods
  - Essential Neighborhood Components
- Voting Component – Students were able to vote on how to develop a section of their neighborhood

Lesson two took place a week later where the students built their communities. Using their maps as guides from Lesson one, the students constructed cardboard replications of their cities. Five second grade classes participated in the program and the teachers decided to combine all the classroom cities to create one large “box community”.

Throughout the program, information was sent home to the parents via flyers, HRTPO newsletters, and transportation stickers for the children to wear. The “Box Community” was presented with a ribbon-cutting ceremony during a PTA Bingo night.

Feedback from the teachers, students, and parents was extremely positive and more schools have asked to partner with the HRTPO. Ms. Stith noted HRTPO staff will be modifying the lesson plans to accommodate different grade levels as well as students with special learning needs.

Ms. Fox stated the program was fantastic and suggested adjusting it to the college level. Ms. Stith indicated HRTPO staff was in the processing of adapting it for college students.

Mr. Farmer stated Ms. Stith has been invited to the Transportation Research Board to present the HRTPO School Outreach Program and he believes it will be a national model.

### **HRTPO Citizen's Guide**

Ms. Miller stated that in line with the HRTPO public involvement and community outreach goals, the publication, "The Citizen's Guide to the Transportation Planning Process," will help inform, increase awareness, and subsequently engage Hampton Roads' residents and interested parties in the regional transportation decision-making process. It gives citizens a map of how the public can assess the planning process in their region and outlines the key players and how to contact them. The citizen's guide will outline programs and plans of the HRTPO, including the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). Ms. Miller noted that Mr. Gonzalez, the former HRTPO Public Involvement & Community Outreach Administrator, began the process several months ago. She asked the CTAC members to review the guide and provide comments to her by Wednesday, December 15, 2010.

Mr. Farmer explained CTAC's input is essential to aid HRTPO staff in creating this guide. He indicated that a strong grassroots discussion was needed in order to employ the General Assembly to confront the transportation issues facing the Hampton Roads area.

Ms. Miller indicated she is also working on a meeting guide that will outline all meeting locations in Hampton Roads, including transportation and ADA accessibility.

### **Public Comments**

There were no written comments in the agenda packet but there is a handout of the remarks from tonight's public speaker.

### **For Your Information**

There were no For Your Information items.

### **Old/New Business**

Mr. Olekszyk asked if CTAC Resolution 2010-01: Transportation Funding and Mobility Issues was transmitted to local elected officials and the Hampton Roads General Assembly Delegation. Mr. Farmer replied it was transmitted on October 22, 2010. He noted that CTAC Resolution 2010-02 regarding military briefings to the HRTPO and the Commonwealth Transportation Board (CTB) on an annual basis will be set forth. Ms. Wendy Vachet, the military representative for the U.S. Navy, will speak to the HRTPO Board. She was also with the HRTPO delegation that attended the October 20th meeting of the CTB to share information regarding the port's and the military's presence in Hampton

Roads. Both the CTB and Secretary of Transportation Connaughton appreciated the presentation given by the delegation.

Mr. Farmer asked the CTAC to consider how it would like to communicate to the HRTPO Board and vice versus. He noted the CTAC resolutions had a tremendous impact on the HRTPO Board.

Mr. Lassiter respectfully expressed his confusion regarding his role on the CTAC. Prior to the CTAC forming, he understood the charge of the committee was to receive and develop information from the citizens and bring it to CTAC for discussion. He indicated Ms. Miller's role at the HRTPO did not affect his involvement in CTAC. He noted that when submitting his CTAC application, he completed a section pertaining to the public's perception of major transportation issues. He asked if HRTPO staff had researched the submitted issues from the applications and also asked what his responsibility and/or authority was with regards to approaching the public. He indicated that various Norfolk and Virginia Beach City Council Members were not aware of CTAC and he asked for clarification regarding his role with CTAC.

Mr. Farmer stated the CTAC is separate from the HRTPO public participation process, which is a requirement of the HRTPO Board and staff per an audit by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the U.S Department of Transportation (USDOT). CTAC is still evolving as a committee with somewhat of a blank canvas and it will morph into what the Committee perceives it should be.

Mr. Farmer suggested discussing CTAC's role further at the next meeting when Chair Harrison would be present. He explained CTAC members do not have the authority to speak at community meetings as representatives from each locality; however CTAC does have the authority to advise the HRTPO Board.

Mr. Taylor noted that within only nine months of establishment, the CTAC has already written two resolutions viewed by the HRTPO Board.

Ms. Miller stated CTAC will be an ongoing process and informed Mr. Lassiter and the other CTAC members that they are all critical to the HRTPO. Staff needs CTAC's guidance and feedback and as representatives of the public, staff values the opinions of this Committee.

Mr. Lewis asked how Mr. Lassiter and the rest of the committee could measure the pulse of the community and bring it forth at the CTAC meetings. Ms. Miller replied the members should discuss transportation issues with whatever group or organization they are involved with in their community on an informal level. She stated members could ask her or other HRTPO staff to come speak to a group regarding their transportation concerns.

Mr. Lassiter stated he was not comfortable with staff's response and asked for clarification on his role as a CTAC member and also the role of CTAC as a whole. He believes his interpretation of CTAC is different than that of HRTPO staff. He stated CTAC was charged with bringing citizen input to this body for discussion and indicated it was not being done. He noted the HRTPO Board should be made aware that many city council candidates who

spoke with Mr. Lassiter prior to the city elections did not consider transportation a high priority.

Mr. Farmer stated that through its two drafted CTAC resolutions, the HRTPO has a clear view of where CTAC stands on regional transportation issues. He noted that tonight's meeting was informational based to offer CTAC more tools to continue its mission. He indicated if any CTAC member has more ideas they want brought to the HRTPO Board through a CTAC resolution, they can notify him, Chair Harrison, or Vice-Chair Watkins-White.

Ms. Miles asked what was expected of CTAC members in between the meetings. Mr. Farmer stated Chair Harrison and HRTPO staff wants to hear their views; however, the role of CTAC members as foot soldiers out in the public has not yet been discussed nor have any ground rules been set forth.

Mr. Olekszyk agreed with Mr. Lassiter, saying that when they applied for CTAC positions, three significant ideas from each represented locality were submitted with the applications. He asked staff to place this item on a future CTAC agenda.

Mr. Openshaw noted that at the October 20th HRTPO Board Meeting, Chair Harrison was quite strong in his representation of CTAC which was noted by the Board. He asked how members could request items be placed on the CTAC agenda. Mr. Farmer stated any agenda items should be emailed to Ms. Miller.

Ms. Corley commented that she saw her role on CTAC as a representative of the type of people that reside in Chesapeake and it was her role to give her opinions at the meetings. Mr. Taylor noted each CTAC member might see their role differently which could be beneficial.

Ms. Miller explained HRTPO staff seeks each member's viewpoints and hopes to assist all CTAC members no matter how they create and see their role on the committee.

## **Adjournment**

With no further business to come before the Citizen Transportation Advisory Committee, the meeting adjourned at 7:25 p.m.

## **AGENDA ITEM #6: TRANSPORTATION PROJECT PRIORITIZATION**

### **SUBJECT:**

Efforts to assist the HRTPO Board in determining transportation project priorities continue, following approval of the prioritization scores report.

### **BACKGROUND:**

The development of the “Prioritization of Transportation Projects: Project Evaluation and Scoring” report was initiated in July 2009. The intent of this task was to provide the HRTPO Board with scores for projects based upon a combination of Project Utility, Project Viability, and Economic Vitality.

The enclosed final report was approved by the HRTPO Board at its December 15, 2010 meeting, with a desire expressed by the Board to determine priorities by March 2011. The final report and appendices are also located at

[http://www.hrtpo.org/MTG\\_AGNDS/HRTPO/2010/Dec2010/E10A\\_Prioritization\\_Report.pdf](http://www.hrtpo.org/MTG_AGNDS/HRTPO/2010/Dec2010/E10A_Prioritization_Report.pdf)

[http://www.hrtpo.org/MTG\\_AGNDS/HRTPO/2010/Dec2010/E10B\\_AppendixE.pdf](http://www.hrtpo.org/MTG_AGNDS/HRTPO/2010/Dec2010/E10B_AppendixE.pdf)

The next major tasks related to the prioritization of projects are:

- The development of transportation project priorities for the region.
- Application of fiscal constraint for Long-Range Transportation Plans, per Federal requirements.

Mr. Andy Pickard, Principal Transportation Engineer, will review the prioritization scores and revenue forecast information, as well as the schedule needed to complete the prioritization effort.

Enclosure 6

### **RECOMMENDED ACTION:**

CTAC will be asked for a recommendation of priorities at their March 10, 2011 meeting. Comments regarding the priorities can be sent to Andy Pickard at [apickard@hrpdcva.gov](mailto:apickard@hrpdcva.gov) through January 27, 2011.

**AGENDA ITEM #7: 2034 LONG RANGE TRANSPORTATION SCHOOL OUTREACH PROGRAM**

**SUBJECT:**

The HRTPO recently held a LRTP 2034 Town Hall Meeting at Thoroughgood Elementary School in Virginia Beach. In addition to presenting the Draft Prioritization of Transportation Projects, HRTPO staff gave an overview of its programs and projects to the community.

**BACKGROUND:**

The Hampton Roads Transportation Planning Organization (HRTPO) partnered with Thoroughgood Elementary School in Virginia Beach on a project to inform students about transportation planning and engineering and address Virginia's Standards of Learning (SOLs). HRTPO staff and teachers created and presented three lesson plans to fifth grade students, who subsequently developed a Thoroughgood Elementary "Box Community" and presented their community planning efforts to parents, faculty, and staff during a 2034 LRTP Town Meeting, which was held at Thoroughgood Elementary School on the evening of December 2, 2010. Over 250 students, parents, and teachers were in attendance. HRTPO continues to develop resources for future school outreach throughout the region. Currently, HRTPO staff is conducting an education program with Hampton University in Hampton, Virginia.

Ms. Kendall Miller, Public Involvement and Community Outreach Administrator, will brief the CTAC on this item.

**RECOMMENDED ACTION:**

This item is for informational purposes.

## **AGENDA ITEM #8: SOCIAL MEDIA**

### **SUBJECT:**

Although newspapers are reaching fewer and fewer citizens, more than 100 million Americans log onto Facebook daily. Consequently, the Internet has now surpassed television as the most viewed media in the United States. While Facebook was once only a vehicle for reaching younger demographics, social networking has grown in popularity among seniors and baby boomers. In fact, citizens over age 35 are the fastest growing Facebook demographic.

### **BACKGROUND:**

The HRTPO has created a Facebook Page for use as an interactive outreach vehicle for engaging citizens interested in its programs and projects. Launched on January 3 2010, the Facebook page provides a link to the HRTPO webpage, features project photos and renderings, provides weekly updates and blogs, surveys, and public comment opportunities. The page will help publicize events and will be a place where citizens can easily post their input and participate in the process. The fact that the HRTPO is as innovative as to employ social media in its planning process will help generate positive coverage for this project.

Ms. Kendall Miller, Public Involvement and Community Outreach Administrator, will brief the CTAC on this item.

### **RECOMMENDED ACTION:**

This item is for informational purposes.

## **AGENDA ITEM #9: OVERVIEW OF MPO CITIZEN COMMITTEES AND THEIR FUNCTION**

### **SUBJECT:**

The HRTPO CTAC has expressed concern over the direction and purpose of its current body. At the November 10, 2010 CTAC meeting, a discussion revolving around the effectiveness and duties of CTAC members ensued, causing staff to investigate other MPO/TPO's Citizen Committees and their function.

### **BACKGROUND:**

The Hampton Roads Transportation Planning Organization Citizen Transportation Advisory Committee (CTAC) serves as an advisory committee to the Hampton Roads Transportation Planning Organization (HRTPO). Its purpose is to provide a citizen's viewpoint on regional transportation issues, strategies, funding, priorities, and the decision-making process of the HRTPO.

In order to guide future discussions on the CTAC and its function, HRTPO staff has researched other CTACs and the role they play for their respective agencies.

Ms. Kendall Miller, Public Involvement & Community Outreach Administrator, will brief the CTAC on this research.

### **RECOMMENDED ACTION:**

Per discussion.

**AGENDA ITEM #10: FOR YOUR INFORMATION**

Attached is an article regarding HRTPO's involvement in the Thoroughgood Elementary School Outreach Program/2034 LRTP.

Attachment 10

**AGENDA ITEM #11: OLD/NEW BUSINESS**

**AGENDA ITEM #12: ADJOURNMENT**

# Next generation of planners thinks outside the box cities

By Irene Bowers  
Correspondent

## BAYSIDE

According to the mayor, the first project on the to-do list was build a mall. That was followed by fast-food restaurants, the mayor's office and a fire station. Apartments, schools and hospitals came last.

When you are fifth-grader Hannah Rigazzi and mayor of Thoroughgood Elementary's Box City, there are priorities.

For the past two months five fifth-grade classes at the school have researched the details of urban planning, including the design and construction of cityscapes from cardboard boxes. The project was a school outreach effort by the Hampton Roads Transportation Planning Organization, a federally mandated board. Dale Stith, transportation planner for Hampton Roads TPO, coordinated the project.

Hampton Roads TPO ran a smaller project last year at another elementary school, according to Deputy Executive Director Camelia Ravanbakht.

"The Thoroughgood project was much larger, more comprehensive," she said at the final, Dec. 2 presentation to family and faculty by the students. "What they learned and achieved in building their box city is truly impressive."

Students incorporated many SOL skills in the process, fifth-grade teacher Lauren Gibson said.

"When you consider the concept, design and construction of a city, there are multiple opportunities to work across core disciplines," she said.

Following several presentations by TPO teams, students broke into groups of five to plan and build.



IRENE BOWERS

**Thoroughgood Elementary students, from left, Guillaume Ratier, Lydia Nortén and Weronika Rakowska enjoy a close-up look at a section of the fifth grade's box-city project.**

"We learned how things have already changed, by looking at Google maps and population maps of Thoroughgood before and now," Josh St. John said.

"And we had to think about clean design, so it wouldn't pollute the world," Alexa Schaum added.

Eli Rosequist said, "You have to build up, not out. You keep more green space that way."

Many found that passions ran high when discussing plans. "We had a mini-democracy at our table to vote for the best design," Jimmy Wickum said. "There was too much arguing the other way."

Once construction began, students viewed their classmates' projects. Kilian Reitz found it competitive. "Sometimes, we wished we had thought of another way to make our buildings."

Math was a big factor, too. Allison Cromich said they used area and perimeter skills. "We had to fit each building and plan for roads, so we measured a lot."

According to students, opportunity costs were a

struggle. "You have to give something up to get something you want more," Guillaume Ratier said.

Tough decisions sometimes came down to population. "We had only 70 people in our section," Kailyn Bourque said. "Our decisions had to be based on that."

The end result, according to Zach Zywna, was "a model of the future." Across the school stage, a large metropolis of 25 small box cities was connected by a roadway and rivers.

Mark Rogerson shared the stress of all urban planners. "I felt pressure - we had buildings, bridges, roads, room for recreation - and only two weeks to build it. We needed more time."

Ravanbakht understands that dilemma.

"In June, we approved the transportation project prioritization report for the 2034 Long Range Transportation Plan. You do need time."

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