

Draft—subject to Board approval at next MPO Meeting

Minutes

for the

June 23, 2008, Meeting

of the

Danville Metropolitan Planning Organization

Danville Municipal Building, Second Floor Conference Room, Patton Street, Danville
at 6:35 p.m.

Attendees:

John Hamlin, Danville, Chairman
Jeff Kessler, VDOT-Lynchburg District Planning Engineer
Greg Sides, Pittsylvania County Planning Director
Coy Harville, Pittsylvania County, Vice-Chairman
Marc Adelman, Danville Transit System
Rick Drazenovich, Danville
Darrel Feasel, VDRPT
Fred Shanks, Danville
Lawrence Campbell, Danville
Bill Cashman, URS
Paul Anderson, HSMM
Robert W. Dowd, Danville MPO Administrator
Joan Hullett, Danville MPO Staff

Sandra Barksdale, Danville
R.W. Barksdale, Danville
Barry Vernon, Danville
Christy Vernon, Danville
Connie Quisenberry, Danville
Jerry Quisenberry, Danville
Lori Hanks, Danville
Bobbi Hiltunen, Danville
Vesa Hiltunen, Danville
Ginger Dalton, Danville
Johnie Dalton, Danville

1. **Call to Order**

Mr. Hamlin, MPO Chairman, called the meeting to order at 6:35 p.m.

2. **Approval of Minutes of Previous MPO Meeting & Hearing, March 20, 2008**

Mr. Hamlin presented the minutes of the March 20, 2008, meeting, offering an opportunity to submit changes; hearing none, he called for a motion on the minutes as presented. Mr. Harville made a motion, seconded by Mr. Drazenovich, to approve the minutes. Upon vote, the Board unanimously approved the minutes of the March 20, 2008, MPO meeting of the Policy Board and Public Hearing.

3. **Public Comment/Opportunity to Speak to MPO Issues**

Mr. Hamlin noted that a number of citizens were present with regard to Item #10 on the agenda, the presentation on the Iris Lane Parkway/Piney Forest Road Bypass Study (Pittsylvania) by Mr. Bill Cashman of URS Corporation. The Board unanimously agreed to move Item #10 up following the consideration of additional items for the agenda, as necessary.

4. **Additional Items for the Agenda (as necessary)**

Mr. Dowd noted that Resolution 2008-11 had been included in the meeting package but left off the agenda. The Board members unanimously agreed to add Resolution 2008-11 [Authorization to the MPO Administrator, in Concert with VDOT District Planning Engineer to Finalize Adjustments to FY 2009-2012, Transportation Improvement Program Project Lists and Financial Plan with Input from VDOT and Federal Highway Administration as appropriate] to the agenda.

5. Presentation on Route 730-US Route 29 Connector Study (Pittsylvania) and Iris Lane Parkway/Piney Forest Road Bypass Study (Pittsylvania), from URS Corporation—Mr. Bill Cashman

Mr. Bill Cashman of URS Corporation reviewed the two components of a corridor study undertaken by his firm on behalf of the MPO. These components include the Route 730-US Route 29 Connector Study (Pittsylvania) and the Iris Lane Parkway/Piney Forest Road Bypass Study (Pittsylvania).

With regard to the Iris Lane Parkway/Piney Forest Road Bypass Study (Pittsylvania), Mr. Cashman stated that the corridor study evaluated feasible options for locating the Iris Lane Parkway. He pointed out that US Route 29 Business/Piney Forest Road was bounded by commercial areas which, due to their property values and their intensity of activity, could not be widened. The Long-Range Transportation Plan had recommended a bypass route that the MPO had designated for study purposes as the "Iris Lane Parkway." He indicated that the study was undertaken to provide a more detailed assessment by developing conceptual alternatives and that the study's final report would make a recommendation, plus report on all of the other practical alternatives considered. He noted that two Citizens' Meetings, both of which were well attended, had been held during the study process. The corridor study evaluation criteria included: capacity, system performance, spillback, safety, cost, right-of-way impacts, environmental, economic impacts, financial impacts, and plan consistency. He reviewed maps showing the various alternatives which included the following with costs estimates in 2000 dollars, not adjusted for future inflation: Piney Forest to Mount Cross Road (\$37.4 million); Piney Forest Road to Parker Road (\$33.7-\$44.0 million); Danville Expressway to Mount Cross Road (\$89.0-\$95.6 million); and Danville Expressway to Parker Road (\$85.4-\$92.0 million). The Piney Forest Road to Mount Cross Road was the preferred alternative.

Key findings of the corridor study noted that: (1) The Mount Cross Road connection diverts more traffic from the Piney Forest Corridor; (2) The Parker Road connection would require major intersection improvement at Piney Forest Road; (3) The Mount Cross Road connection provides another route to retail commercial centers at the Piedmont Drive corridor; and (4) Low traffic volumes on Segments A&D, as shown on the maps displayed, with the US 29 Bypass interchange made interchange approval problematic. He also pointed to the North Segment (B) on the map, noting that it would impact several streams, requiring more extensive bridging and increase costs when compared with the South Segment (E).

Chairman Hamlin noted that a number of citizens were present (see attendance list on Page 1) and offered an opportunity for comments. The following comments were offered concerning the Iris Lane Parkway/Piney Forest Road Bypass Study (Pittsylvania) from URS Corporation:

- There were questions concerning use of the name "Iris Lane Parkway." It was felt the project should be renamed.
- Those present were concerned about Walnut Creek Road.
- A number of people did not know about the corridor study.
- It was understood that Walnut Creek Road would not exist as it does today but would end up being a four-lane highway with median.
- There is vacant land in the area in the vicinity of the proposed project which may be developed prior to initiation of the proposed Iris Lane Parkway project.
- The proposed project would divide property which had been owned by a family for over a hundred years. There were concerns about property being taken from owners.
- If the project were moved further north, it would avoid more impact on homes and properties.

Mr. Cashman of URS Corporation and MPO Policy Board members responded that:

- The name "Iris Lane Parkway" had originated from the title given to the bypass route by a consultant developing an earlier Long-Range Transportation Plan for the MPO and that name had

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been retained over the years since that time to describe a bypass of Piney Forest Road. It was noted that this name could be changed as a part of an upcoming Long-Range Transportation Plan to be developed for the MPO.

- During the course of the study, public meetings had been held with good attendance.
- Mr. Cashman explained that the corridor study would only be the first phase of a number of studies that could eventually lead to the project being placed on the state's six-year improvement program. The location of the project, however, may change in the course of VDOT's detailed studies which would include an exhaustive environmental review process and a number of public meetings so that citizens could be informed about final alternative route and eventually a selected route.
- Mr. Cashman noted that no date had been set for the proposed project and that it was not currently in the six-year plan and, at this time, it was not anticipated that it would be placed on the plan.
- Various projects were referred to in which the final location had changed over the course of the project implementation process. Mr. Harville stressed the importance of citizen input into planning efforts such as this. He also noted that citizens are encouraged to attend meetings of the Pittsylvania County Board of Supervisors where projects like might be discussed in the future.
- With regard to future development, Mr. Cashman noted that this would be a major factor in considering project location at a later time. He reiterated that the map that presented in the corridor study shows a general location only.
- Mr. Kessler reviewed the process of how concepts such as this reach the project status level and indicated that it would be a substantial time period with many steps before it would be funded.

Mr. Harville made a motion, seconded by Mr. Sides, to accept the Iris Lane Parkway/Piney Forest Road Bypass Study (Pittsylvania) presented by Mr. Bill Cashman of the URS Corporation and further that the comments received from those present at the June 23, 2008, MPO meeting as well as those from public meetings held during the planning process be included in the record. Upon vote, the motion carried unanimously.

With regard to the Route 730-US Route 29 Connector Study (Pittsylvania), Mr. Cashman informed the Board that this study had evaluated the options for locating the connector to Route 29. The purpose of the project was to provide direct access for freight and other traffic from businesses and industries along or nearby Route 730 to the US Route 29 corridor. He noted that the study considered the alternative of an interchange where the overpass now lies and provided a more detailed assessment in the form of conceptual alternatives. As with the Iris Lane Parkway/Piney Forest Road Bypass Study, this corridor study's evaluation criteria included: capacity, system performance, spillback, safety, cost, right-of-way impacts, environmental, economic impacts, financial impacts, and plan consistency. Mr. Cashman noted that two Citizens' Meetings, both of which were well attended, had been held during the study process.

Mr. Cashman informed the Board that VDOT policy requires a study to show that adjacent interchanges cannot adequately meet the traffic demand and that both the Route 58 and Route 41 interchanges with the Danville Expressway had available capacity and could not be shown to be inadequate. He further noted that the Route 41 interchange could be improved to add more capacity. For US Route 29 to be incorporated into the federal interstate highway system, new construction must be designed to meet interstate standards. For a new interchange at Route 730, this would include:

- Installing a collector/distributor system connecting the three interchanges
- Improving the adjacent interchanges at Route 58 and Route 41 to meet interstate design standards. This would include increasing the design speed of ramps.
- The new interchange would need to be approved by the Federal Highway Administration, which uses the same criteria as used by VDOT.
- The cost to meet both federal and VDOT design standards would be extremely expensive. VDOT policy requires a study to show that adjacent interchanges cannot adequately meet the traffic demand.

Mr. Cashman reviewed the following alternatives with their costs in 2000 dollars, not adjusted for future inflation: Alternative #1—Access to Interchange via North Kentuck Road (\$11.5 million); Alternative #2—Direct Access to Interchange from Eagle Springs Road (\$11.7 million); and Alternative #3—New Interchange Eagle Springs at US Route 29 (\$229.0 million). The preferred alternative was Alternative #1.

Mr. Harville made a motion, seconded by Mr. Sides, to accept the Route 730-US Route 29 Connector Study (Pittsylvania) presented by Mr. Bill Cashman of the URS Corporation and further that the comments received from the public meetings held during the planning process be included in the record. Upon vote, the motion carried unanimously.

Following acceptance of the corridor study components as presented, Mr. Cashman informed the Board that next steps would be completion/submittal of the final report to VDOT and FHWA.

6. Presentation on Access Management Projects for US Route 58 West (Danville) and Memorial Drive-West Main Street/Route 29 Business (Danville) from Hayes, Seay, Mattern & Mattern—Mr. Paul Anderson

Mr. Paul Anderson of Hayes, Seay, Mattern & Mattern reviewed the work his firm had undertaken on behalf of the MPO on Access Management Studies on West Main Street-Memorial Drive (Route 29 business) and US Route 58 West (Riverside Drive). He informed the Board that the Route 29 improvements had focused on corridor renewal, reducing frequency of crossovers, consolidating entrances, improvement turn lanes, addressing sight distance/safety concerns, and anticipating future development. He then reviewed proposed changes for the various segments along West Main Street/Memorial Drive.

Mr. Anderson noted that the Route 58 improvements had focused on preservation of mobility, identification of future crossovers/intersection locations, improvement of corner clearances at intersections, addressing safety and operational concerns, and anticipation of future development. He then reviewed proposed changes for the various segments along Route 58/Riverside Drive.

It was noted that it was the desire of the City to take control of portions of the West 58 Corridor, and Mr. Anderson indicated that the Corridor Overlay District Ordinance material would assist the City in its management in the future.

Mr. Drazenovich made a motion, seconded by Mr. Kessler, to accept the Access Management Study for US Route 58 West (Danville) and Memorial Drive-West Main Street/Route 29 Business (Danville) as presented by Mr. Paul Anderson of Hayes, Seay, Mattern & Mattern and further that the comments received from the public meetings held during the planning process be included in the record. Upon vote, the motion carried unanimously.

7. Review of Public Hearing Comments on the Draft FY 2009-2012 Transportation Improvement Program [Review any comments, suggested changes received during the Thirty Day Review Period, prior to the Public Hearing. Discussion should include any additional Policy Board, Local, MPO, VDOT, VDRPT or FHWA staff changes offered on the TIP amendments before action is taken below]

Mr. Dowd reviewed the procedure and actions taken prior to tonight's MPO Public Hearing and Policy Board meeting in order to fulfill the requirements of its public participation procedures and manual. He noted the advertisements that were run, news releases, and letters to

transit providers, agencies, citizen advisory committee members, churches and neighborhood organizations were transmitted. He noted that the public hearing was held earlier for an hour and that only one individual had attended—Ms. Kathy Milam of the Danville-Pittsylvania Community Services Board, who noted her appreciation for the MPO's support for the Section 5310 Program and its assistance to local agencies including the CSB.

Mr. Dowd also reviewed a handout which outlined changes/additional information respective to the projects and project tables for inclusion in the FY 2009-2012 TIP as follows:

Primary Projects:

- 1) Project Number, UPC 13511. Slight change in the mileage of route segment.

Urban Projects:

No changes to projects.

Miscellaneous Projects:

Project Number, UPC 81509. Project sheet for SRTS (Safe Routes to School Program) added in.

Project Groupings:

- 1) Deleted "MPO Note" line on Construction: Bridge Rehabilitation/Replacement/Reconstruction
- 2) Construction: Rail
The "Total Cost" is changed from \$20,404,815 to \$20,242,615.
- 3) Construction: Safety/ITS/Operational Improvements
"Total Cost" is changed from \$25,202,282 to \$25,302,282.
- 4) Construction: Transportation Enhancement/Byway/Non-Traditional
"Total Cost" is changed from \$77,796,208 to \$71,938,208

Appendix A:

- 1) Project Number, UPC 88872 deleted
- 2) Project Number, UPC 16072 deleted
- 3) Project Number, UPC 16613 deleted
- 4) Project Number, UPC 56417 deleted
Projects are apparently combined into, funded by Enhancement Projects-Statewide, UPC T1868
- 5) Project Number UPC T1170, 511 Virginia-Travel Information funding add under Construction: Safety/ITS/Operational Improvements

Mr. Dowd had prepared a handout with the revised tables for insertion into the final TIP.

8. Resolutions Related to Contents, Approval of Amendments to the FY 2009-2012 TIP:

- a) Public Involvement Employed in Adoption of Danville MPO Fiscal Year 2009-2012 Transportation Improvement Program; Resolution 2008-7
- b) Public Involvement Participation Plan and Notification Procedures Manual Policies Were Followed in Adoption of the Danville MPO FY 2009-2012 Transportation Improvement Program-- Resolution 2008-8

Mr. Dowd reviewed the reasoning for considering Resolution 2008-7 and Resolution 2008-8 that indicate that the MPO carried out its public participation process steps as normally done and that, in carrying out the steps, it had followed its procedures in doing so.

Mr. Harville made a motion, seconded by Mr. Drazenovich, for the MPO to approve Resolution 2008-7, that public involvement had been employed in adoption of the MPO's FY 2009-2012 TIP. Upon vote, the motion carried unanimously.

Mr. Harville made a motion, seconded by Mr. Drazenovich, for the MPO to approve Resolution 2008-8, certifying that the MPO's Public Involvement Participation Plan and Notification Procedures Manual had been followed in the development of the FY 2009-2012 TIP. Upon vote, the motion carried unanimously.

9. Consideration of Resolution 2008-9, Adoption of the Danville MPO, FY 2009-2012, Transportation Improvement Program

Mr. Harville made a motion, seconded by Mr. Kessler, to adopt Resolution 2008-9, adopting the Fiscal Year 2009-2012 Transportation Improvement Program to include the observance of planning requirements and compliance with the National Transportation Act of 2005, SAFETEA-LU and its regulations. Upon vote, the motion carried unanimously.

Mr. Dowd noted that this included the replacement pages presented at the hearing.

10. Authorization to the MPO Administrator, in Concert with VDOT District Planning Engineer, to Finalize Adjustments to FY 2009-2012 Transportation Improvement Program Project Lists and Financial Plan with Input from VDOT and Federal Highway Administration

It was noted that the staffs of the MPO, VDOT, and federal agencies may determine more up-to-date material may be included in the submitted TIP and that final adjustment may be required in the TIP's Financial Plan for best accuracy in presentation.

Mr. Harville made a motion, seconded by Mr. Drazenovich, to adopt Resolution 2008-11, authorizing the MPO Administrator, in concert with the District Planning Engineer, to finalize adjustments, if needed, to the FY 2009-2012 Transportation Improvement Program with input from other VDOT and Federal Highway Administration staff as appropriate. Upon vote, the motion carried unanimously.

11. Consideration of Resolution 2008-10, Statement of Certification: Compliance with Regulations

Mr. Dowd noted that the MPO must approve an Annual Statement of Certification for submission to the Federal Highway Administration of the U.S. Department of Transportation, certifying that the transportation planning process is being carried out in conformance with all applicable requirements of a listing of regulations as set forth in the Board package.

Mr. Harville made a motion, seconded by Mr. Kessler to adopt the 2008 Statement of Certification dated June 23, 2008, as presented. Upon vote, the motion carried unanimously.

12. Update on Transportation Meetings, Programs, and Area Projects

Mr. Dowd briefed the Board on the status of the Route 29 Access Management Study being undertaken by VHB Corporation.

Mr. Kessler noted that the Lynchburg District comes under the new Chapter 527 regulations on July 1st.

13. Other Business

Mr. Hamlin noted that the election of officers would be held at the next meeting. Board members expressed their appreciation for Mr. Hamlin's past service as Chairman and as a MPO member.

Mr. Dowd informed the Board that he had been selected to serve on a technical study committee for the Route 29 corridor from Danville to Gainesville/Route 66. The committee was in the process of employing a consulting firm.

14. Update on Development of MPO, Year 2035, Long Range Transportation Plan, Update of Current Plan

Mr. Dowd informed the Board that, following consultation interviews for development of an update to the Year 2035 Long-Range Transportation Plan, URS Corporation had been selected.

15. Adjournment

There being no further business, the meeting was adjourned at 8:14 p.m.

Robert W. Dowd, AICP
Danville MPO Administrator

Draft—subject to Board approval at next MPO Meeting

MINUTES

June 23, 2008 PUBLIC HEARING

of the
Danville Metropolitan Planning Organization

held in the
Second Floor Conference Room
Danville Municipal Building, Patton Street, Danville, VA
from 5:30 p.m. to 6:30 p.m.

Hearing Subject: *Consideration of the 2009-2012 Transportation Improvement Program (TIP)*

1. Opening of Hearing

Mr. Dowd opened the Public Hearing at 5:30 p.m. in the Second Floor Conference Room, of the Danville Municipal Building, Danville.

2. Briefing on the Subject of the Hearing

Mr. Dowd explained that the Danville MPO is required to develop an annual transportation improvement program covering the Danville MPO Study Area. The document included: a narrative indicating the TIP's importance and role in setting out the transportation projects to be developed over a multi-year period and defines the contents to follow in sections; a number of sections that identify specific projects, their funding sources, and when they may be expected to take place; a section on public participation; and a section that sets out the documentation for the TIP development process. He noted that the transit projects are separated out into the Transit Element of the document and address items involved with Danville Transit.

He noted that VDOT had a number of amendments to be made to the FY 2009-2012 TIP and provided information on the following:

Primary Projects:

- 1) Project Number, UPC 13511. Slight change in the mileage of route segment.

Urban Projects:

No changes to projects.

Miscellaneous Projects:

Project Number, UPC 81509. Project sheet for SRTS (Safe Routes to School Program) added in.

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3. Comments Received to Date of the Hearing During Public Participation Process Period

Mr. Dowd indicated that he did not receive any verbal or written comments from the general public or other parties regarding the items under consideration for the public hearing from the beginning of the thirty-day review period up to the convening of the present public hearing other than the VDOT changes requested and noted above. The hearing was advertised in the newspaper of general circulation 30 days, 14 days, and 7 days before the hearing.

Mr. Dowd then commenced to review the various advertisements, contacts/postings with churches, community-based organizations, organizations and agencies, committees, and private sector providers, plus press releases and general efforts to implement the public participation and public notification process.

4. Public Participants/Comments

Bob Dowd, Danville MPO Administrator
Joan Hullett, MPO Staff
Kathy Milam, Danville-Pittsylvania Community Services Board

Ms. Milam expressed appreciation for the MPO's support for the Section 5310 Program and its assistance to local agencies including the CSB. She noted the Danville-Pittsylvania Community Services Board's need for a new vehicle through the 5310 Program.

Mr. Dowd noted that there were no other members of the public attending the hearing to make comments other than Ms. Milam.

5. Hearing Closure

The public hearing was closed at 6:30 p.m.

Robert W. Dowd, AICP
Danville MPO Administrator