

ITEM #11: PUBLIC COMMENT PERIOD

Members of the public are invited to address the HRTPO Board. Each speaker is limited to three minutes.

A transcript of the oral public comments made during the previous HRTPO Board meeting has been posted on the HRTPO website with the agenda materials.

ITEM #12: SUBMITTED PUBLIC COMMENTS

There was one submitted public comment. Any written public comments received after the preparation of this agenda will be distributed as a handout at the meeting.

Attachment 12

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**HRTPO Public Comment**  
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RE: Elizabeth River Third Crossing/Alt. 460

Name: Dr. Donald Cherry

Date: January 31, 2015

Subject: Elizabeth River Third Crossing/Alt. 460

Public Comment Input (Via E-Mail)

A lot of times people come to our meetings to make proposals, make them, we put it aside and move on.

I took the time to read the proposal by the gentleman about the quick less costly fix to a third crossing of the Elizabeth River without spending millions of dollars up front and I think it makes a lot of sense and should be looked at from a “cost effective” approach for our area dollars. His proposal would certainly cost millions of dollars less up front but still give us the option of the Craney Island connector later for what I consider traffic within Hampton Roads.

I for one believe that Alt.460 holds the key for the “entire traffic pattern” for all of Hampton Roads. If it is completed as previously proposed, all the traffic of Southside Hampton Roads, except Norfolk proximity area, will use Alt. 460 for ingress and egress of south Hampton Roads to points North and South of I-95. Over 50 years ago, old 460 was used for ingress of south Hampton Roads instead of taking the ferry from Willoughby to Newport News (did not go to Hampton until later). Think about it, if you lived in Chesapeake, Portsmouth, Va. Beach or the Outer Banks, would you go thru the congestion of HRBT or Monitor Merrimack to get to Richmond or take an expressway Alt. 460 which would be a virtual freeway all the way to I-295 and points north and south on I-95?

It is our job to listen to people and evaluate, I think the gentleman’s proposal has a very valid “cost effective” point.