

HAMPTON ROADS

MPO CROSSINGS

A QUARTERLY PUBLICATION OF THE HAMPTON ROADS METROPOLITAN PLANNING ORGANIZATION • Winter '09





From the Editor's Desk...

Welcome 2009!

As the New Year begins, the Hampton Roads Metropolitan Planning Organization (HRMPO) continues to make progress on the corrective actions outlined in the Federal Highway Administration/Federal Transit Administration's Quadrennial Review of the HRMPO. In her first message, Camelia Ravanbakht, HRMPO Deputy Executive Director provides an outline of where the HRMPO planning priorities are for the upcoming fiscal year.



Though we are looking ahead, we are steadily working on projects and studies for this fiscal year. In this issue, we have articles that analyze the Jordan Bridge closure and the impact of upcoming construction at one of the alternate crossings, the Gilmerton Bridge. There is also an article about the recent public meeting for the development of a comprehensive transit system for Hampton Roads, "A Transit Vision Plan for Hampton Roads."

We continue to incorporate your suggestions and enhance CROSSINGS. In this issue look for an expanded calendar of meetings which now includes the times and location for the Transportation Technical Committee along with the HRMPO Board Meetings. Also, a new feature in this issue is the article byline for our authors. If you have questions or need more information regarding one of our articles, the HRMPO subject matter expert is only a phone call or an email away.

Just like me. Feel free to drop me an email with comments and suggestions. My email address is included below.

Joe Turner
Editor

E-mail: jturner@hrpdcva.gov

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Winter Driving Advisory

With Winter in full-swing, VDOT has produced advisories and reminders for Virginia motorists. When the inclement weather approaches, refer to VDOT's website to make travel preparations and monitor up to the minute road conditions for travel throughout the state of Virginia. The following tips and additional information on winter driving can be found at VDOT's website (www.virginiadot.org) or VDOT's 511 website, www.511virginia.org.

Winter Driving Tips

- Delay travel until VDOT has had a chance to clear the roads. Traffic prevents the road from being cleared.
- Keep vehicle windows, mirrors, roofs and lights clear of snow and ice.
- Allow extra time to arrive at your destination.
- Wear your seat belt.
- Drive slowly and know the road conditions. Ice may not be visible.
- Stay alert. Ice is common in shady areas and on bridges.
- Avoid passing trucks that are spreading chemicals or plowing snow unless it is absolutely necessary. Never cut between a caravan of snowplows.

Deputy Executive Director Address

The FY 2010 tasks and planning activities currently being developed will be structured and organized to meet and comply with all state and federal MPO planning regulations and requirements. Major planning priorities are:

- Although public involvement has long been a cornerstone of the transportation planning process at HRMPO, the additional SAFETEA-LU requirements challenge the planning process to continue to find innovative and proactive ways of assuring that all citizens, stakeholders, low income and minority neighborhoods, interest groups, and others have a meaningful voice and opportunities to participate in the transportation planning and programming decision-making processes.
- An important element of the current MPO work is preparing the next update of the Long-Range Transportation Plan (2034 LRP). The long-range plan focuses on developing a balanced multimodal transportation system and serves as the guide to decision-making for the HRMPO Board.
- The Transportation Improvement Program (TIP) is a four-year program that identifies which federally funded projects are programmed to be implemented. The TIP must be financially constrained and consistent with HRMPO's adopted Long-Range Transportation Plan.
- The Congestion Management Process (CMP) is the program in which congestion in the multi-modal, regional transportation system is monitored, evaluated and managed. The intent is to protect the region's investments in, and improve the effectiveness of, the existing and future transportation networks.
- HRMPO will continue to be a leader in addressing and implementing management and operations requirements of SAFETEA-LU. Mainstreaming Intelligent Transportation System (ITS) technology and investment decisions in the transportation planning process remains a strong component of the region's planning process.
- The Port of Hampton Roads, third largest seaport on the East Coast, attracts more than 80% of the world's major shipping lines and connects the region with more than 100 nations and over 300 ports of call. HRMPO will continue to consider and incorporate freight as a critical element of the region's transportation planning process.



It is truly an honor to serve as the Deputy Executive Director of HRMPO. My goal is to help keep the momentum of our MPO reform activities while carrying out successfully the transportation planning and programming processes of the region.

Camelia Ravanbakht, PhD
Deputy Executive Director, HRMPO

How can I monitor winter road conditions?

VDOT has a number of ways motorists can get information about their commute:

Dial 511 from your home or mobile phone. Visit:
<http://www.511virginia.org>

Listen to Highway Advisory Radio at 1610 AM or 520 AM

Visit <http://www.virginiadot.org>

For more information about VDOT's snow-removal process and safety tips for motorists, visit:

<http://www.virginiadot.org/news/snowseason.asp>.

For tips on how to best prepare for winter weather and other emergencies, visit: <http://www.ReadyVirginia.gov>



Photos courtesy of VDOT

Regional Travel Delay Study

By Keith Nichols, knichols@hrpcva.gov
Senior Transportation Engineer

Those who travel the roadways of Hampton Roads on a regular basis know that delays can happen at any time of the day. Whether it's a regular backup at one of our region's tunnels or a crash that backs up traffic for miles, congestion is a fact of life for those who travel throughout Hampton Roads.

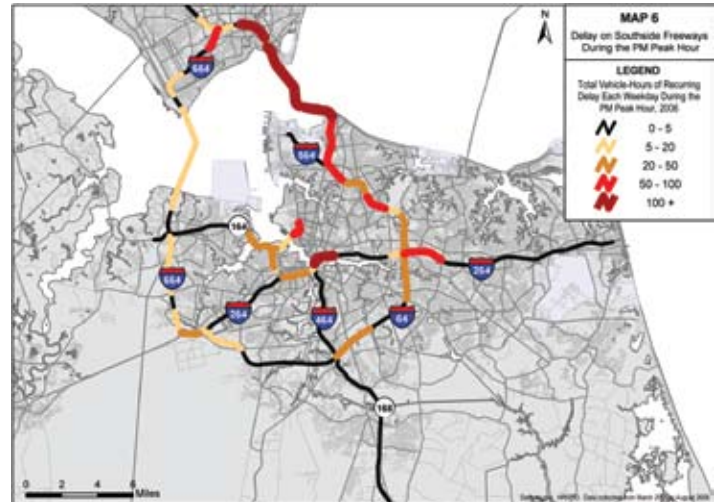
This congestion not only costs travelers their time but also money, an estimated \$200 billion nationwide in direct and indirect costs annually according to the US Department of Transportation. And unfortunately this congestion is increasing. The amount of time lost from being stuck in traffic increased about 70% in the United States between 1995 and 2005 according to the Texas Transportation Institute.

With congestion having such a wide range of impacts on both the economy and quality of life in Hampton Roads, the staff of the HRMPO decided to undertake the Regional Travel Delay Study. The purpose of this study was to measure the current travel delay in the region and also determine how delay has changed throughout Hampton Roads in recent years.

The Regional Travel Delay Study is broken down into two distinct sections. The first section looks at the total delay and changes in delay on the regional level. This was done using regional travel time data collected by the staff of the HRMPO. Every five years, HRMPO staff collects travel time data on roadways throughout the region by driving around a GPS-equipped vehicle. This effort was most recently completed in 2000 and in 2005.

Based on the travel time data, it was discovered that travel delay throughout Hampton Roads during the morning peak travel hour increased by 19% between 2000 and 2005. During this same five-year period, travel delay increased 45% during the afternoon peak travel hour. Nearly all Hampton Roads jurisdictions experienced increases in delay during this time and many experienced increases of more than 50%.

In addition, it was discovered that over a third of the time traveling during the afternoon peak travel hour is lost due to delay. During the morning peak travel hour about a quarter of the time traveling is wasted due to delay.



Change in AM/PM Peak Hour Each Weekday, 2000 to 2005

AM Peak Hour	%Change
Total Delay	18.5%
Cumulative Travel Time	9.5%
Vehicle-Miles of Travel	9.3%

PM Peak Hour	%Change
Total Delay	45.3%
Cumulative Travel Time	17.9%
Vehicle-Miles of Travel	9.1%

The second section of this study further examines travel delay on the regional freeway system. This delay is broken down into recurring delay, which is delay that occurs regularly due to normal traffic volumes and conditions, and nonrecurring delay, which is delay that is due to events such as crashes, bad weather, special events, and work zones. For this section HRMPO staff collected travel time data in 2006 with a GPS-equipped vehicle.

The freeway segment with the most delay in the morning peak hour was the eastbound approach to the Hampton Roads Bridge-Tunnel. Nearly 26% of all recurring delay on the freeway system during the morning peak hour occurs there. During the afternoon peak hour, 31% of all recurring delay on the freeway system occurs at the westbound approach to the Downtown Tunnel.

The Regional Travel Delay Study is available on our website <http://www.hrmpo.org>.

Know Your MPO

From the Editor-“Know Your MPO” is a continuing feature of CROSSINGS that seeks to improve the understanding of the HRMPO, the MPOs in general and the transportation planning and programming process. It first appeared in the Fall 2008 issue of CROSSINGS.

Who makes up the Hampton Roads MPO?

Voting representation on the Hampton Roads MPO Board includes elected officials from the cities of Chesapeake, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg, and the counties of Gloucester, Isle of Wight, James City, and York; plus representatives from the Transportation District Commission of Hampton Roads (TDCHR), Williamsburg Area Transit Authority (WATA), and the Virginia Department of Transportation (VDOT). Non-voting board members include representatives from the Virginia Department of Rail and Public Transportation (VDRPT), the Virginia Port Authority (VPA), the Virginia Department of Aviation (VDOA), the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Federal Aviation Administration (FAA). The HRMPO Board continually assesses its membership to account for emerging trends or shifts in the area of regional transportation and may add other stakeholders as deemed appropriate.

Who are the current members of the Hampton Roads MPO Board?

Refer to the back page of CROSSINGS for a complete list of the current members of the HRMPO Board.

What is the current planning area boundary of the MPO?

At a minimum, a Metropolitan Planning Area (MPA) must cover the urbanized area and contiguous geographic areas likely to become urbanized within the next 20 years. Currently, the cities of Chesapeake, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg; the counties of Isle of Wight, James City, and York; and a portion of Gloucester County are included in the Hampton Roads MPA.

Why should the MPO be important to me?

Transportation has a direct and personal impact on the population of a region and is of critical importance to economic vitality and quality of life. Across the country, the costs of needed improvements to the transportation system far exceed the funding available to address those needs and difficult decisions must be made regarding the use of scarce transportation dollars. This is our community and the funds to be used are primarily our tax dollars, so it is important that we all be involved in the transportation planning process. Taking advantage of public involvement opportunities provided by the HRMPO is just one way to become engaged in the process.

MPO Committee Improving MPO Functions

*By Mike Kimbrel, mkimbrel@hrpdca.gov
Principal Transportation Engineer*

Since the Fall 2008 edition of CROSSINGS, the MPO Committee has continued to make progress on several important issues. Based on recommendations by the MPO Committee, the HRMPO Board is now considering the adoption of a set of bylaws as well as approval of an updated Metropolitan Planning Agreement.

The draft bylaws under consideration by the Board address issues such as Board membership and voting, HRMPO advisory committees, and public meeting and notification requirements and procedures. The Metropolitan Planning Agreement identifies the mutual responsibilities of the HRMPO, State, and public transportation operators in carrying out the metropolitan transportation planning process.

The MPO Committee has also been monitoring the progress of the HRMPO Best Practices Study. In response to a request by the HRMPO Board, a consulting firm, PBS&J, was engaged to perform a study of the best practices of metropolitan planning organizations. In addition to evaluating the practices of 40 “peer” MPOs, the consultant has conducted surveys and interviews with a number of stakeholders involved with the HRMPO. The draft final report was presented to the MPO Board in December. HRMPO Board approval of the final report on the HRMPO Best Practices Study is expected to occur at the HRMPO Board meeting on January 21, 2009.

Jordan Bridge Closure Traffic Analysis

By Andy Pickard, apickard@hrpdcva.gov
Principal Transportation Engineer

On November 8, the Jordan Bridge, one of the Elizabeth River crossings, was closed. The bridge, which provided a connection between the cities of Chesapeake and Portsmouth, was built in 1928. Its closure was due to a combination of safety and risk factors as well as the cost of repair. Commuters that used the Jordan Bridge must now travel to one of the remaining other crossings. However, one of those, the Gilmerton Bridge, is scheduled to begin a major reconstruction effort.

VDOT and the city of Chesapeake are currently in the process of moving forward to reconstruct the Gilmerton Bridge along Military Highway, another highway which crosses the southern branch of the Elizabeth River. It is anticipated that reconstruction of the Gilmerton Bridge will require approximately four years. During this time, the travel lanes along the Gilmerton Bridge will be reduced from four lanes to two lanes.

The combination of the closure of the Jordan Bridge and the reduction in lanes during the Gilmerton Bridge reconstruction represents a significant loss in highway travel options across this vital area of the region.

Being concerned about this loss prior to the Jordan Bridge closure, the city of Chesapeake requested that the HRMPO staff evaluate the traffic impacts of the Jordan Bridge closure in concert with the loss of two travel lanes at the Gilmerton Bridge.

To ease congestion on the remaining options for crossing the Elizabeth River following the Jordan Bridge closure, an additional bus route began weekday service on November 10. HRT Route 65 travels across the Elizabeth River via the Downtown Tunnel with stops at the 20th Street and Seaboard Avenue transfer point in Chesapeake, the Elizabeth River Park at the west end of Poindexter Street, County Street in downtown Portsmouth, and gate 15 of the Norfolk Naval Shipyard in Portsmouth. The route is being funded by \$500,000 of regional Congestion Mitigation and Air Quality (CMAQ) funds, a federal transportation funding program designed for projects that are beneficial to air quality. A schedule and map of HRT Route 65 can be found on HRT's web site at www.hrtransit.org or call HRT at 222-6100 for more information.



Transit Vision Plan Public Meeting Held

By Andy Pickard, apickard@hrpdcva.gov
Principal Transportation Engineer

HNTB, a consulting firm from Northern Virginia, has been hired by the HRMPO to develop "A Transit Vision Plan for Hampton Roads." The Virginia Department of Rail and Public Transportation (VDRPT) is funding the study, which is being directed by the HRMPO with help from representatives from the Hampton Roads Partnership, Hampton Roads Transit (HRT), Williamsburg Area Transit Authority (WATA), Virginia Department of Transportation (VDOT), Federal Highway Administration (FHWA), and the localities of Hampton Roads. When complete, the Plan will present a comprehensive transit system for Hampton Roads comprised of a mix of local and express bus, bus rapid transit, street car/trolley, light rail, commuter rail, and ridesharing designed to provide mobility to non-drivers and an attractive alternative to drivers. It will also identify any needed changes in development patterns in areas where expanded public transit is recommended. The entire study is due for completion in spring of 2009.

The first public information meeting for the Transit Vision Plan was held on October 16, 2008 at the Regional Building in Chesapeake. A second public information meeting will be held in early 2009, before the study is completed. For the first meeting, the HRMPO arranged with HRT to host a live interactive video feed between their headquarters in Hampton and the Chesapeake meeting location. Citizens who were not able to travel to Chesapeake for the meeting were able to participate via the video feed from Hampton. Approximately sixty people attended the public meeting in Chesapeake and five people participated from Hampton.

Mr. Robert Case, Principal Transportation Engineer for the HRMPO, welcomed attendees to the meeting with a background on the impetus for the study. Mr. Michael Townes, President of HRT, provided an overview from the transit operator's point of view noting the need for transportation choices, more frequent and direct transit service, and greater transit funding appropriations. Mr. Matthew Huston, Project Manager from HNTB, conducted the

Gilmerton Bridge Replacement Project

By Andy Pickard, apickard@hrpdcva.gov
Principal Transportation Engineer

Commuters and those that use the US 13/Military Highway corridor in Chesapeake take note. The Gilmerton Bridge, which spans the southern branch of the Elizabeth River in that corridor, is scheduled for replacement starting in 2009. Capacity across the bridge will be severely affected during the replacement project.

During the nearly four year construction period, speed limits in the construction zone will be lowered to 35 miles per hour, and the bridge will be reduced from its current four lanes to two lanes. Additionally, the bridge will be closed to all traffic during a two-week period to float in and install the new bridge deck. When completed, the new bridge will have four lanes, but will be able to accommodate six lanes of traffic in the future. Construction is scheduled to begin July 2009 and continue until summer of 2013.

Concerned about potential congestion on alternate crossings as a result of the reduced capacity on the Gilmerton and the closing of the Jordan Bridge, the city of Chesapeake requested that the HRMPO staff evaluate the traffic impacts. See the article "Jordan Bridge Closure Traffic Analysis" in this newsletter for the results of the study. Congestion will be significant and felt region-wide. However, VDOT has indicated that it will employ several traffic mitigation tools and techniques to help minimize the pain.

The City, HRMPO and VDOT have requested the Coast Guard extend the hours during which bridge openings are restricted. Wrecker service, which can also be found at the region's tunnel facilities and James River Bridge, will be available on-site for efficient clearing of any traffic accidents. Following the success realized during the I-64/Battlefield Boulevard Interchange project, VDOT plans to aggressively provide project information and status reports to the public and all stakeholders.

For more information, please contact Lauren Hansen, Acting Public Affairs Manager, Hampton Roads District, VDOT at 757-925-2504, or visit the city of Chesapeake's web site (www.chesapeake.va.us) or VDOT's web site (www.virginiadot.org).

The following chart summarizes the estimated change in weekday traffic volumes at various locations with the Jordan Bridge closed during the Gilmerton Bridge reconstruction, in comparison to the Jordan Bridge being open during the Gilmerton Bridge reconstruction. Note that the Hampton Roads Bridge Tunnel is also expected to be affected, with an estimated 250 additional trips per day using it as an alternate to the Monitor Merrimac Memorial Bridge Tunnel.

Significant backups along the studied facilities will occur. The following chart summarizes the estimated length of typical backups each work day during the afternoon peak period with the Jordan Bridge closed during the reconstruction of the Gilmerton Bridge. The backups represent a significant delay for the typical commuter.

Location	Change in Daily Vehicle Traffic Volume	Typical PM Peak Period Backups
Gilmerton Bridge	+1,100	2.3 miles
High Rise Bridge	+1,400	1.0 miles
Downtown Tunnel	+4,000	3.0 miles
Midtown Tunnel	+1,000	3.9 miles
HRBT	+250	3.7 miles

slide presentation and question and answer session. Attendees were presented with a study schedule, maps of congestion and major commuter flows, forecast residential and employment densities in 2034, and location of existing transit routes.

Materials from the October public meeting as well as all the latest study information are available from the project web site at www.hamptonroadstransitplan.com.



transit vision plan
for HAMPTON ROADS



The State of Transportation in Hampton Roads



First Light Rail Tracks Are Installed

By Tom Holden
HRT Public Affairs Manager

Hampton Roads reached a milestone in December when the first section of track for the region's new light rail system was installed at Bristol Avenue in Norfolk. The prefabricated section – lowered in place by a crane - was the first of nine scheduled for the segment running east of Harbor Park on The Tide, Virginia's first light rail transit project. Hampton Roads Transit (HRT) is building the 7.4-mile "starter" light rail project with close support from the City of Norfolk, the Virginia Department of Rail and Public Transportation and the Federal Transit Administration.

The section of track installed has the look of a single slab with rails built in place. As other sections of track are installed, such as on trestle bridges, they will take on the familiar look of rail lines linked with wooden ties. Some sections of track will be set in a heavy type of gravel known as ballast, while others will be embedded directly into a new street surface, a configuration that will be typical of downtown Norfolk.

The rail was laid by G. W. Peoples, Inc., a subcontractor to Skanska USA Civil Southeast, Inc., one of the main contractors on The Tide. Other sections of pre-cast track will be installed at the emergency access crossing of the industrial park and the park's main access road. After that, sections will go in at Kidd Boulevard, Military Highway Frontage Road, Corporate Boulevard, Huntsman Road, Ingleside Road and Ballentine Boulevard.

Meanwhile, another milestone is scheduled to unfold in January: the closing of Brambleton Avenue at Norfolk State University where construction crews will install light rail beams over the road. A road closure of about 10 days is planned – enough time for Bryant Contracting to complete the work, which include lifting and setting into place 170-foot beams.

HRT and Norfolk developed an elaborate public outreach campaign to inform the public of the street closure.

For more information about The Tide and light rail transit in Hampton Roads visit: www.ridethetide.com



Regional Initiative to Transportation Operations Underway

By Sam Belfield, sbelfield@hrpdcva.gov
Senior Transportation Engineer

While recurring congestion is a big enough issue on its own, congestion resulting from highway incidents only serves to exacerbate the problem. An incident during rush hour on one of the region's interstates can generate traffic queues stretching for miles, generating a negative impact on both the region's economy and quality of life. In October 2005, the HRMPO staff formalized a Regional Concept for Transportation Operations (RCTO) working group to assist with traffic incidents in the region. An RCTO, as defined by Federal Highway Administration (FHWA), is a management tool that assists in planning and implementing management and operations strategies in a collaborative and sustained manner.

In June 2008, the Hampton Roads RCTO established a formal document and executive summary that outlines specific RCTO goals and objectives. On October 22, the RCTO working group met to discuss the latest initiatives. At the meeting, Stephen Boyce (Operations Manager at the VDOT Hampton Roads Transportation Operations Center) was introduced as the new chairman of the RCTO working group. VDOT will work closely with HRMPO staff, Virginia State Police, local fire and rescue agencies, local traffic engineers and local public works departments. Members of these departments and agencies throughout Hampton Roads are encouraged to participate in this RCTO working group, which plans on meeting every other month. Other initiatives of the Hampton Roads RCTO include a semi-annual performance measure report that addresses the six RCTO objectives and establishing an RCTO website.

At the October meeting, new guidelines and procedures were established for Post Incident Analyses (PIA). A PIA is the recreation of events that occurred to review and assess the process, procedures and operations performed to identify the effectiveness and weaknesses during the incident time frame. The purpose is to reinforce effective operations, to identify areas of improvement for future operations, and to share results with others seeking opportunities to be more effective. The Hampton Roads RCTO plans on hosting PIA reviews once per quarter on an ongoing basis.



The Hampton Roads RCTO is also taking a proactive approach to spread the word about the region's efforts and initiatives. Over 200 copies of the Hampton Roads RCTO Executive Summary document were distributed at national conferences, including the 15th World Congress on ITS in New York City in November 2008 and the 88th annual Transportation Research Board (TRB) Meeting in Washington DC in January 2009. Additionally, Camelia Ravanbakht, Deputy Executive Director for the HRMPO, presented the region's RCTO background and initiatives at the TRB National Workshop to Advance Regional Transportation Operations in Washington DC in December 2008.

A copy of the Hampton Roads RCTO Executive Summary can be downloaded at the HRMPO website: www.hrmpo.org/MPO_Reports.asp.

North Main Street Corridor Study Complete

By Sam Belfield, sbelfield@hrpdca.gov
Senior Transportation Engineer

The North Main Street (Business Route 460/32/10) study corridor between Constance Road and Pruden Boulevard/Godwin Boulevard currently serves between 30,000 and 31,000 vehicles per day and is a vital commercialized area for the city of Suffolk. It is anticipated that daily traffic volumes will increase to approximately 37,000 to 39,000 by 2017 with the anticipated 26-acre mixed-use development at the former Obici Hospital site. There were a total of 421 crashes within the 1.5 mile section of the study corridor from 2005 to 2007. Crashes are becoming more of a problem each year as 123 crashes occurred in 2005, 141 crashes in 2006, and 157 crashes in 2007. Preserving the corridor's capacity, safety, level of traffic service, while simultaneously providing access to many adjacent activity centers will be critical to the future growth and vitality of this area.

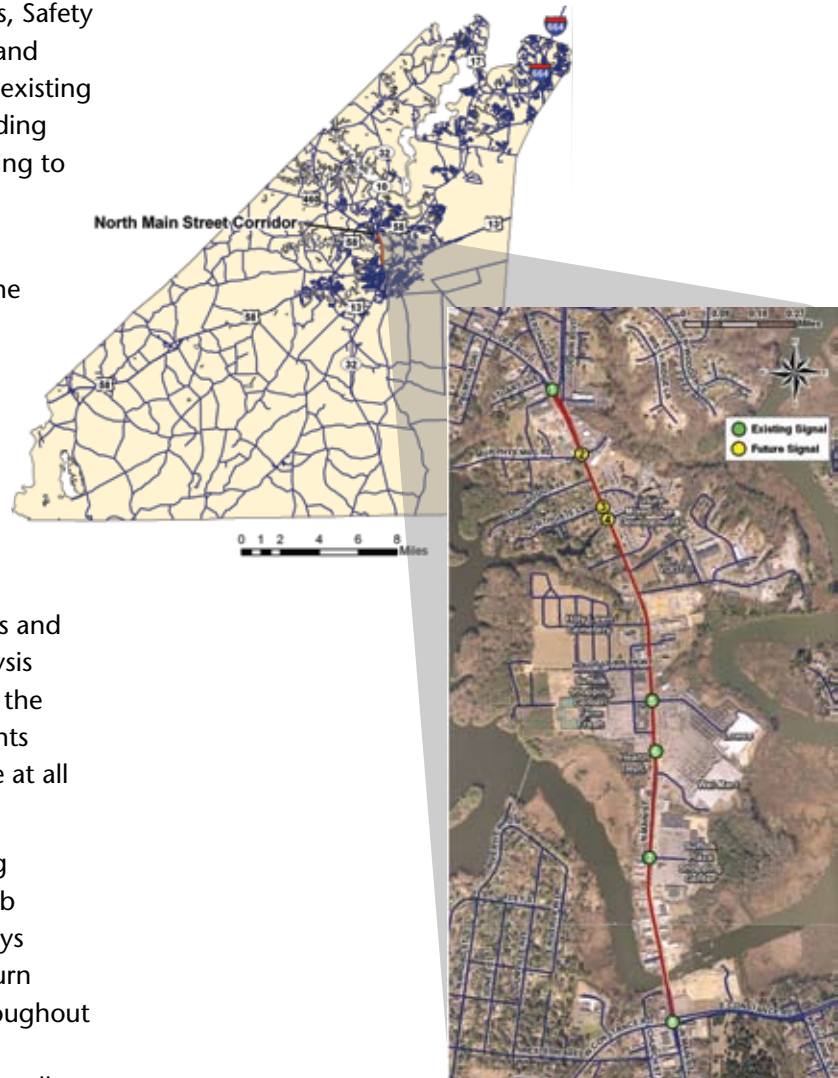
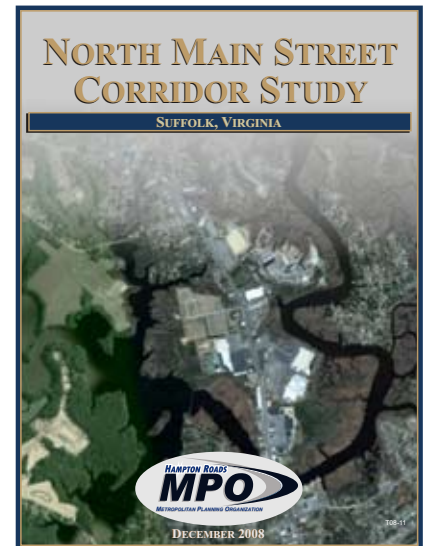
This study analyzed three major components of North Main Street: Arterial and Intersection Traffic Analysis, Safety Analysis, and Access Management. For the arterial and intersection traffic analysis, this study reviewed the existing conditions as well as three scenarios for 2017 including No Build, Spot Improvements, and Six Lane Widening to determine what benefits each would provide.

The arterial analysis revealed that optimizing the existing signal network along the corridor during the PM Peak Hour will increase average travel speeds from 22 mph to 26 mph northbound and 20 mph to 25 mph southbound. Despite the increased capacity along North Main Street with the Six Lane Widening alternative, travel speeds on average are expected to be the same as the Spot Improvement alternative: 22 mph (northbound) and 20 mph (southbound), which is mostly the result of the high number of signalized intersections and driveways along the corridor. The intersection analysis revealed similar results and it is recommended that the city of Suffolk proceed with 2017 Spot Improvements alternative as the congestion levels were acceptable at all intersections.

The study also recommended replacing the existing continuous two-way left-turn lane with a raised-curb median with openings and channelized left turn bays at strategic locations. The median will restrict left turn movements and thus, improve vehicular safety throughout the entire area. A median design will also provide a refuge for pedestrians crossing the highway. Additionally,

vehicular efficiency will improve due to the removal of turning traffic from through lanes thereby maintaining/increasing roadway operating speed. Access management improvements, such as closing unused driveways, consolidating driveways, and providing cross access between businesses were provided in the report.

For a copy of the report, please visit: www.hrmpo.org.



Aerial Map Source: VGIN

Camelia Ravanbakht Promoted to Deputy Executive Director

On September 1, 2008, Dr. Camelia Ravanbakht was promoted to Deputy Executive Director of the Hampton Roads Metropolitan Planning Organization (HRMPO). She has served the HRMPO since 1984, and successfully led several of the MPO's technical programs.

Dr. Ravanbakht has a Ph.D. in Civil Engineering from North Carolina State University and more than 20 years of experience in research and applications of transportation engineering and planning activities. She serves on several Technical and Advisory Committees including Virginia

Surface Transportation Safety, VTrans 2035, and Virginia Systems Operations and Research Advisory Committees.

Dr. Ravanbakht is an adjunct faculty member in the Civil & Environmental Engineering Department of Old Dominion University. She is a member of the Institute of Transportation Engineers and actively serving on several Transportation Research Board Committees on safety, operations and multimodal planning activities. She is a member of the Intelligent Transportation Society of Virginia where she served as President in 2005-2006

HRMPO On the Road...

The work of the HRMPO continues to receive national recognition. Below is a brief list of the staff and the regional and national conferences where they have been invited to present or will participate.

A majority of MPO Staff will be attending the Transportation Research Board's 88th Annual Meeting, January 11-15, 2009, in Washington DC.

Other notable accolades, conferences and events:

Camelia Ravanbakht, Deputy Executive Director

October 2008 - Dr. Ravanbakht was appointed to the Committee on Statewide Multimodal Transportation Planning by the Transportation Research Board (TRB) Executive Committee. She began serving in October 2008 and will continue to serve on the committee until April 2011.

April 1-2, 2009 - Dr. Ravanbakht will participate in a roundtable discussion at the Journal of Commerce's North America's Marine Highways conference in Jacksonville, Florida. The topic of discussion will be on Short Sea shipping and barge projects.

Rob Case, Principal Transportation Engineer

December 2008 - Mr. Case assumed oversight responsibility for several HRMPO programs including: Operations Planning, Congestion Management Process (CMP), Safety Planning, Freight Planning, and non-driver mobility.

January 2009 - At TRB's Annual Meeting Mr. Case will be presenting "The Relationship between ATIS and Drivers Shifting Choice of Crossing-A Case Study of

Hampton Roads." ATIS refers to an Advanced Traveler Information System, and "choice of crossing" examines the Hampton Roads Bridge Tunnel versus the Monitor-Merrimac Memorial Bridge Tunnel.

Accolade - Mr. Case was also recently asked to be a member of VDOT's "Transportation Planning Research Advisory Committee" (TPRAC).

Mike Kimbrel, Principal Transportation Engineer

December 2008 - As part of the redistribution of responsibilities, Mr. Kimbrel assumed responsibility for oversight of the TIP Project Selection Process for CMAQ and RSTP programs.

Andy Pickard, Principal Transportation Engineer

December 2008 - Mr. Pickard was promoted to Principal Transportation Engineer. In this role, Mr. Pickard will manage the HRMPO's Long Range Transportation Planning process, travel demand modeling, bicycling/pedestrians, and Census data.

March 2009 - Attending Virginia Chapter of the American Planning Association Conference in Williamsburg, VA.

Voting Members (as of December 2008)

Chesapeake

Alan P. Krasnoff
Mayor

Gloucester County

Brenda G. Garton
County Administrator

Hampton

Randall A. Gilliland
Member

Isle of Wight County

Stan D. Clark
Chair, Board of Supervisors

James City County

Bruce C. Goodson
Chair, Board of Supervisors

Newport News

Joe S. Frank
Mayor

Norfolk

Paul D. Fraim
Mayor

Poquoson

Charles W. Burgess Jr.
City Manager

Portsmouth

Douglas L. Smith
City Council Member

Suffolk

Selena Cuffee-Glenn
City Manager

Virginia Beach

Louis R. Jones
Vice Mayor

Williamsburg

Jeanne Zeidler
Mayor

York County

James O. McReynolds
County Administrator

Williamsburg Area Transit Authority

Mark D. Rickards
Executive Director

Transportation District Commission of Hampton Roads

Michael S. Townes
President/Chief Executive Officer

Virginia Department of Transportation

Dennis W. Heuer
District Administrator, VDOT-Hampton Roads District

HRPDC

Dwight L. Farmer
Executive Director/Secretary

Non-voting Members

Federal Highway Administration

Roberto Fonseca Martinez
Division Administrator, Virginia

Federal Transit Administration

Letitia A. Thompson
Regional Administrator, Region 3

Federal Aviation Administration

Terry Page
Manager, Washington Airports District Office

Virginia Department of Aviation


Randall P. Burdette
Director

Virginia Port Authority

Jerry A. Bridges
Executive Director

Virginia Department of Rail and Public Transportation

Daniel Rudge
Chief of Planning

			<p><i>All meetings are held at the Regional Board Room, unless otherwise noted. Please verify any last minute changes via the HRMPO website: www.HRMPO.org</i></p>			MEETING CALENDAR
MPO Board		Transportation Technical Committee		MPO Committee		
Jan 21	9:30am-11am	Feb 4	9:30am-12:30pm	Feb	TBA	
Retreat	TBA	Mar 4	9:30am-12:30pm	Mar	TBA	
Mar 18	9:30am-11am					

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