

PUBLIC PARTICIPATION 3

PUBLIC PARTICIPATION, STAKEHOLDER REVIEW AND ENVIRONMENTAL JUSTICE

Public Participation, Stakeholder Review and Environmental Justice (EJ) are interrelated concepts aimed at encouraging citizen and stakeholder participation throughout the planning process. Environmental Justice (EJ) is especially concerned with identifying, minimizing, and/or eliminating “disproportionate impacts” of planned projects on low-income or minority communities. The concept of Environmental Justice will be described in greater detail in chapter 13, “Environmental Justice Screening.”

The RVAMPO public participation and stakeholder review process can be represented by the following:

Direct Public Input

- Touch Screen Kiosk
- Neighborhood Groups/
Civic Organizations
- Focus Groups
- Annual Public Meeting Concerning CL RTP Process and Assumptions

SAFETEA-LU Stakeholder Review

- Database of Stakeholder Agencies to review plan Drafts
- Agencies include: State Government, Non-Profit Organizations and Transportation Modal Interests

Representative Group Input

- Community Advisory Committee (CAC)
- Transportation Technical Committee (TTC)
- AD-HOC committees: Bicycle, Greenway and Other

Each component will be further explained in the remaining pages of this chapter.

DIRECT PUBLIC INPUT

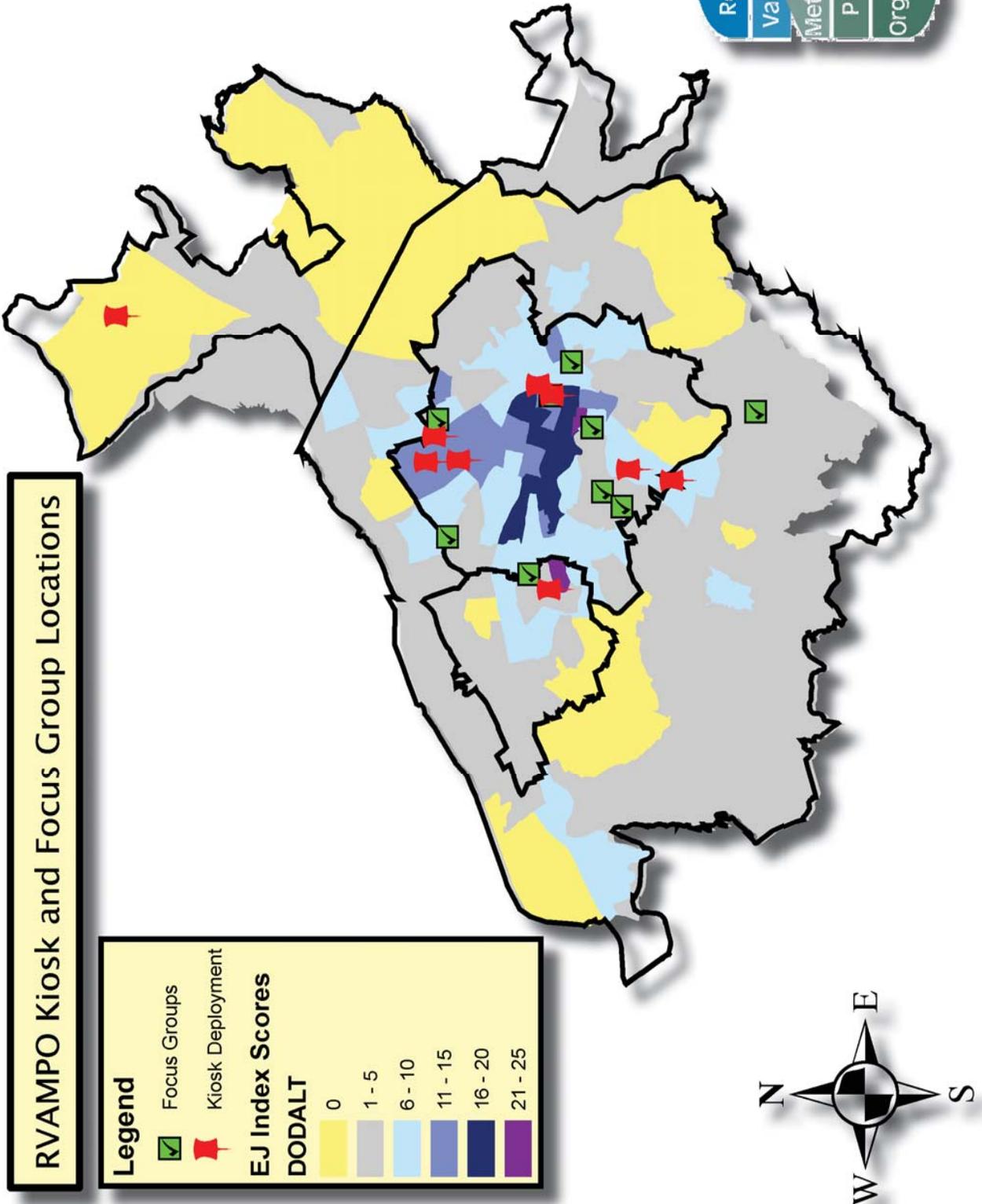
TOUCH SCREEN KIOSK

The Electronic Touch Screen Kiosk provides a portable method for directly engaging citizens throughout the planning process. The kiosk was developed in a partnership between RVAMPO and Radford University (RU). RVAMPO funds paid for the kiosk



hardware while two successive semesters of students in RU's Information Science and Systems Senior Capstone Course programmed the kiosk. The kiosk has been continuously deployed, except for routine maintenance and location transfer delay, since July 2006. Since the kiosk is moved from location to location, it can be targeted to locations of specific interest such as the Roanoke Regional Airport, the Virginia

- July 11–September 18, 2006: Roanoke Higher Education Center main entrance
- September 29–November 20, 2006: Virginia Workforce Center (VEC)
- November 20, 2006–January 5, 2007: Roanoke Regional Airport
- January 12–March 2, 2007: Virginia Western Community College
- March 2–July 27, 2007: Department of Motor Vehicles (DMV)
- July 31–September 13, 2007: Tanglewood Mall
- September 13, 2007 (1-day event—Valley Forward Forum for the Future): Roanoke Civic Center
- October 5, 2007 (1-day event—Entrepreneurship Fair): Roanoke Civic Center
- October 8–December 20, 2007 – Arnold R. Burton Career and Technical Center
- February 7–May 2, 2008: The Franklin Center, Rocky Mount, VA
- May 2–July 22, 2008: The Greenfield Center, Botetourt County
- July 22–October 1, 2008: Dabney S. Lancaster Community College Moomaw Center



RVAMPO Kiosk and Focus Group Locations

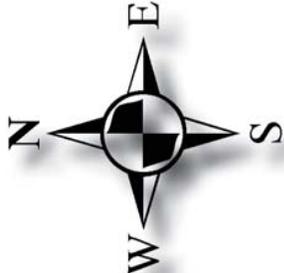
Legend

- Focus Groups
- Kiosk Deployment

EJ Index Scores

DODALT

| | | | | | |
|---|-------|--------|---------|---------|---------|
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Please see chapter 13, "Environmental Justice Screening," for an explanation of EJ Index Scores

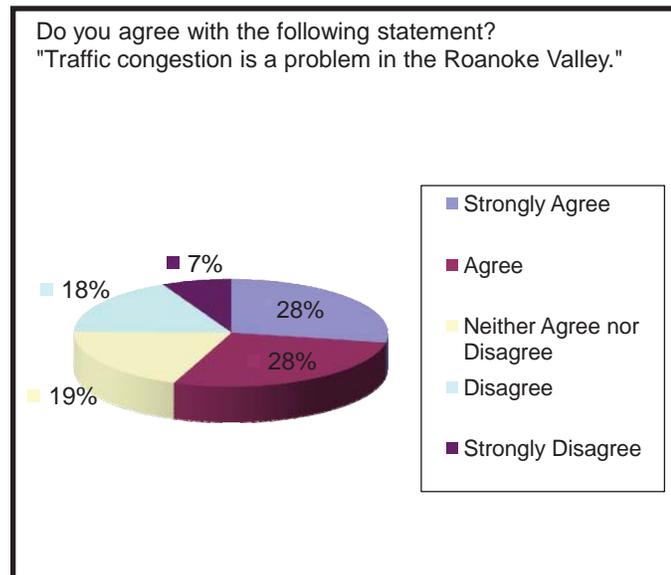
KIOSK RESULTS

BACKGROUND

A note of caution: the following data represent selected results from all of the kiosk locations, but do not represent a statistically valid random sample. The touch screen kiosk is a public involvement tool, and as such, we do not pre-select or pre-qualify respondents. Quite the opposite. We invite any and all citizens to use the kiosk when it is deployed on location. Therefore, the following results are valid only for kiosk respondents, and we cannot extrapolate these results to the larger regional community. Nonetheless, the results can be useful as a point of reference in the long-range transportation planning process.

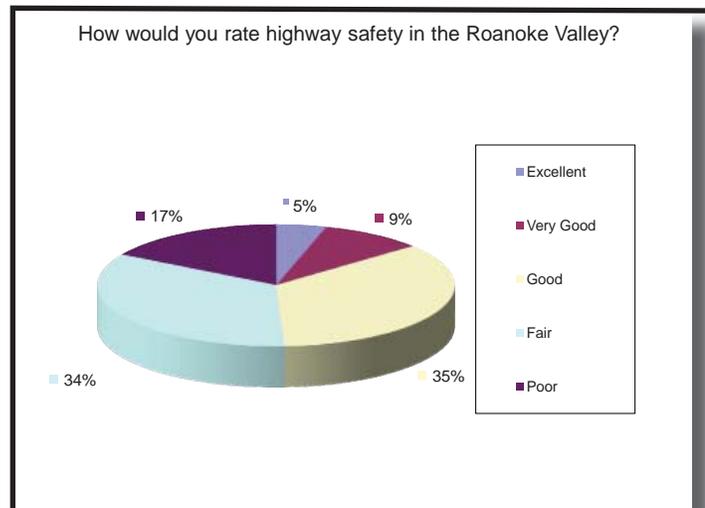
TRAFFIC CONGESTION

An obvious question to ask is whether or not respondents feel traffic congestion is a problem in the region. The chart at the right represents 2,697 total responses. It is evident that respondents are split on this issue. A slight majority (56%) either agreed or strongly agreed that traffic congestion is a problem. This suggests that the CL-RTP 2035 should contain a combination of congestion reduction and mobility measures.



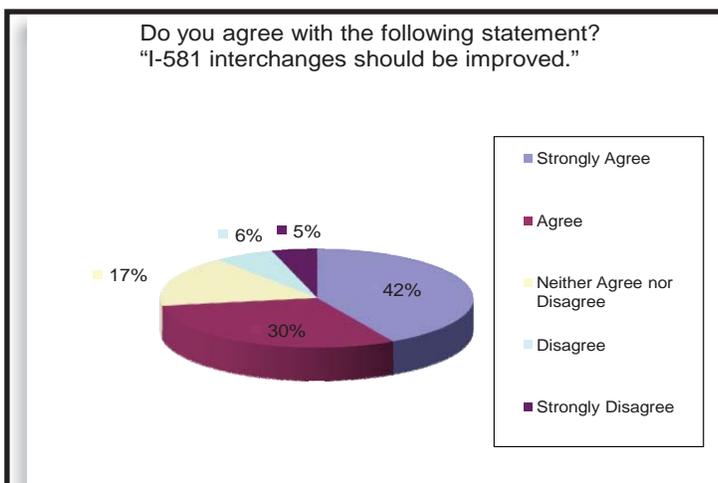
HIGHWAY SAFETY

A similar question asked respondents to rate highway safety in the region. A clear majority (69%) of respondents stated that highway safety is either good or fair. However, only 14% of respondents rated highway safety as either very good or excellent, indicating room for improvement in both congestion and safety.



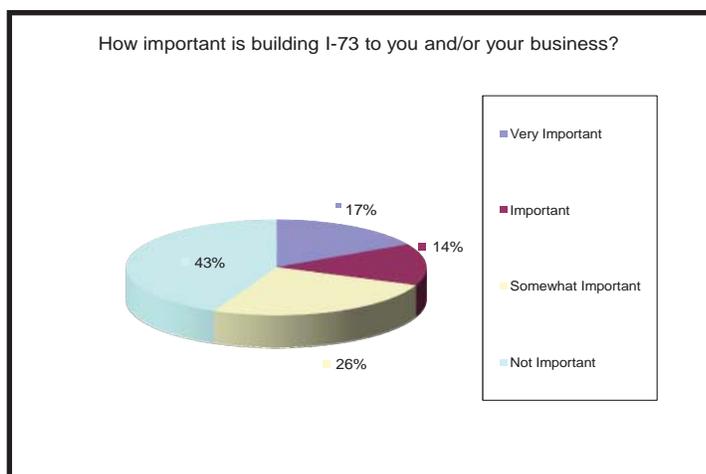
I-581 INTERCHANGES

The kiosk responses provided a good candidate for a project that can address both congestion reduction and safety improvement goals. When asked whether or not Interstate 581 (I-581) interchanges should be improved, an impressive 72% either agreed or strongly agreed, while only 11% either disagreed or strongly disagreed. Improvements to I-581 interchanges can incorporate both congestion reduction and safety improvement aspects. For example, longer acceleration lanes can improve safety in weave and merge areas. Likewise longer exit ramps can add more queueing capacity. A recent study concerning I-581 and US 220 includes recommendations for improving several of the interchanges within the study area.



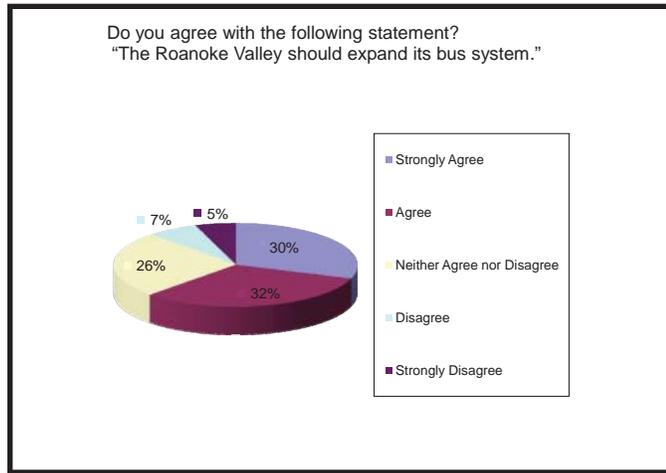
PROPOSED I-73 AND CONGESTION ON I-81

A frequent topic at public meetings and other public events is the proposed Interstate 73 (I-73.) The proposed I-73 has been through its own planning, public participation, and federal Record of Decision (ROD) Process, but kiosk respondents appear to be split over the importance to themselves and/or their business of the proposed I-73. A slight majority of respondents (57%) rated the proposed I-73 as somewhat important, important, or very important. However, the remaining 43% rated the proposed I-73 as not important. For more information about the proposed I-73 and interstate projects in general, please see chapter 11 "Financially Constrained List of Projects." However, when asked if adding lanes to I-81 would help relieve traffic congestion, a significant majority (62%) either agreed or strongly agreed with the statement, indicating that kiosk respondents see upgrading I-81 more favorably than they see the construction of I-73. These results are not represented in pie chart format.



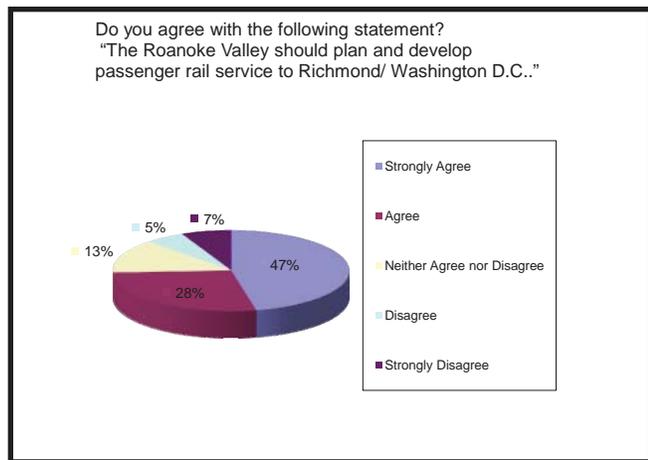
PUBLIC TRANSPORTATION

Public transportation received fairly strong support from kiosk respondents. A full 62% of respondents either agreed or strongly agreed that the Roanoke Valley should expand its bus system. This result is corroborated by recent statements from Valley Metro officials concerning system-wide ridership increases using year over year figures. Similarly, when kiosk respondents were asked "How important is the rideshare/carpool program?" (not presented in pie chart format), a large majority (81%) responded with either somewhat important, important or very important. Rideshare, public transportation and other Transportation Demand Management (TDM) strategies are presented in chapter 7 "TDM and Public Transit" of this report.



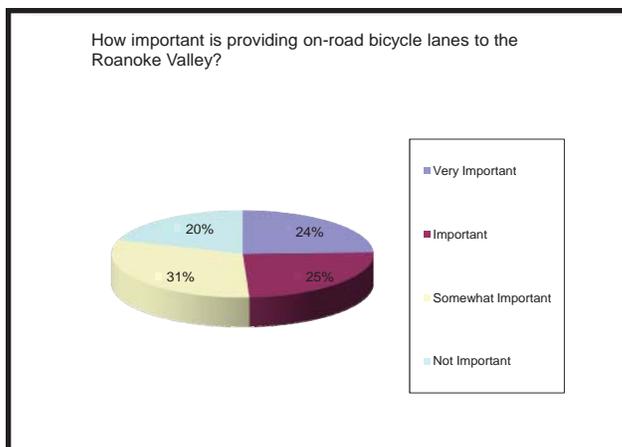
PASSENGER RAIL TRANSPORTATION

The concept of intercity passenger rail also received a lot of support from kiosk respondents. Nearly half of respondents (47%) strongly agreed that the Roanoke Valley should plan and develop passenger rail service to Richmond/Washington D.C. As of the writing of this plan, the Statewide Rail Plan is in development by the Virginia Department of Rail and Public Transportation (VDRPT). Draft versions of the plan include increased passenger rail service on the Washington D.C. to Lynchburg, Virginia corridor as a Phase I project, with mention of a later connection from Lynchburg to Roanoke as a Phase II project. In fiscal year 2008, RVAMPO produced a summary report on passenger rail and its potential to serve business-related travel needs. That report was based on results from a survey of business and non-profit organizations and is available on the RVARC website (www.rvarc.org). RVAMPO staff continues to research possibilities concerning passenger rail, but it is unclear what role RVAMPO can play in intercity passenger rail beyond encouragement.



BICYCLES AND OTHER PEDESTRIAN TRANSPORTATION

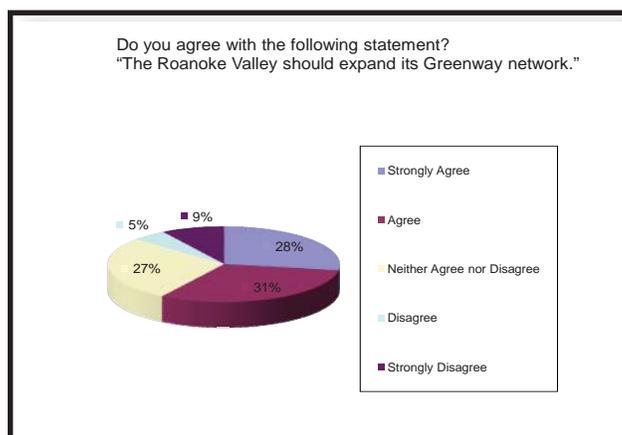
Bicycle and pedestrian modes of transportation are enjoying increasing attention and support in recent years. The pie chart at the right shows that 49% of respondents indicated that providing on-road bicycle lanes is either important or very important. Only 20% of respondents indicated that providing on-road bicycle lanes is not important. Chapter 8 of this document will explore bicycle, greenway, and pedestrian transportation in more detail and will introduce a range of bicycle accommodations including not only “on-road” bicycle lanes but signage, pavement markings, paved shoulders, wide outside lanes, lowered speed limits for motorized traffic, and shared lanes. Potential bicycle accommodations can be evaluated with spreadsheet tools and models such as the Bicycle Level of Service (BLOS) and the Bicycle Compatibility Index (BCI).



GREENWAY TRAILS

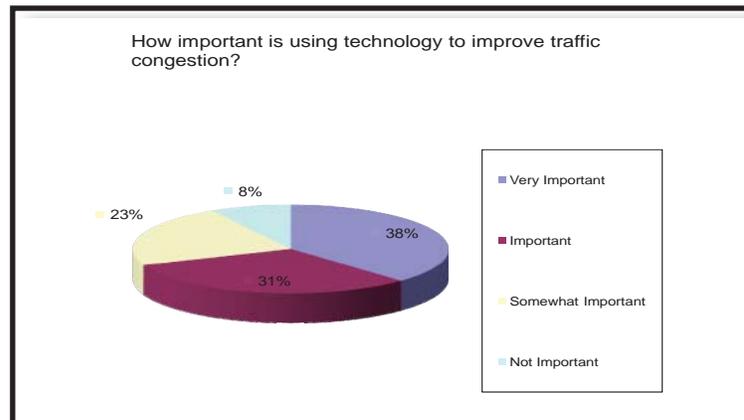
Greenway trails are typically separated paths that are closed to motorized traffic and typically accommodate both pedestrian and bicycle modes of transportation. In some cases, greenways can be open to equestrian riders as well. According to kiosk results, expansion of the Roanoke Valley’s Greenway network enjoys wide support. In fact, a clear majority of respondents (59%) either agreed or strongly agreed that the Roanoke Valley should expand its greenway network, while only 11% of respondents either disagreed or strongly disagreed with greenway system expansion.

Greenway system planning efforts will be described in greater detail in chapter 8 of this plan. In summary, RVARC staff, through work with the RVAMPO Unified Planning Work Program (UPWP) and the rural transportation planning process, has assisted the regional greenway commission with the 2007 Update to the Roanoke Valley Conceptual Greenway Plan’s greenway usage monitoring and mapping.



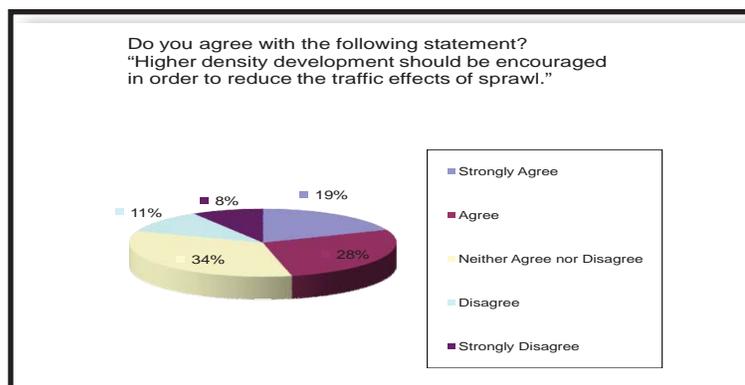
TECHNOLOGY AND INTELLIGENT TRANSPORTATION SYSTEMS

Technology can have a potential influence on transportation demand and traffic flow. Kiosk respondents agreed -- nearly 70% rated using technology to improve traffic congestion as important or very important. One form of technology is Intelligent Transportation Systems (ITS), which encompasses a wide variety of technological and management approaches to existing transportation infrastructure. Chapter 10 will further describe ITS, Operations Management, and Safety Planning approaches to both new and existing transportation infrastructure. Chapter 10 will also feature photo simulations of potential ITS approaches on regional transportation facilities.



SETTLEMENT PATTERNS AND URBAN FORM

Changes in settlement patterns and urban form can also influence transportation demand and traffic flow, and urban design and urban form are popular topics in civic, planning, and environmental circles. The kiosk question most closely related to urban form focused on density, asking if higher density development should be encouraged in order to reduce the traffic effects of sprawl. Slightly less than a majority (47%) either agreed or strongly agreed with that statement. More importantly, a much smaller percentage (19%) either disagreed or strongly disagreed with the statement. This indicates a potential for infill development and other strategies at the local planning level. RVAMPO does not have direct authority over land-use in the region, as local government members administer their own comprehensive planning and zoning programs. Nevertheless, themes of density and urban form occur throughout this document, as these concepts have a connection with the environmental and accessibility goals of this plan.



FOCUS GROUPS

NEIGHBORHOOD GROUP/CIVIC ORGANIZATION FOCUS GROUPS

Focus Groups provide guided discussion among a small group of participants and allow for a more in-depth conversation and process discussion than purely “quantitative” methods such as surveys or a touch screen kiosk. They allow connections to be made between interrelated, and sometimes seemingly unrelated, ideas. In this regard focus groups are a good supplement to the quantitative and numerical data received by survey or touch screen kiosk approaches. Established neighborhood groups or civic organizations are chosen for focus group participation because they already have a well established membership of citizens who volunteer their time to the civic organization and who have experience in facing civic or neighborhood public policy discussions through their group’s activities.

In conjunction with the Community Advisory Committee (CAC), RVAMPO staff established a framework and general questions to guide focus group discussion. These questions served as a conversation guide only. Ample time was given at each focus group to add new discussion topics and/or to explore interrelationships between various topics under consideration. A geographic representation of the focus groups held during the time period 2005-08 can be found at the beginning of this chapter.

Neighborhood Focus Group Questions

- Do you feel your neighborhood is well connected to the regional transportation system?
- Are there any groups of people (e.g. teenagers, elderly, low-income) in your neighborhood that could benefit from additional or expanded transportation options? What forms of transportation do you feel would be effective?
- What features work to enhance transportation safety in your neighborhood? How do you feel transportation safety could be improved?
- What role do you see technology playing in transportation? In your neighborhood?
- Over the next twenty years, how can transportation in your neighborhood and the region be improved?

Following is a listing of focus groups held during the CL RTP 2035 planning process:

- April 1, 2005 – Gainsboro Neighborhood Alliance
- April 21, 2005 – Gainsboro Steering Committee
- May 12, 2005 – Greater Raleigh Court Civic League
- February 27, 2006 – Miller Court Neighborhood Alliance
- March 9, 2006 – Grandin Court Civic League
- August 10, 2006 – Ridgewood Park Neighborhood League
- September 5, 2006 – Airlee Court Neighborhood Watch
- February 15, 2007 – Old Southwest Incorporated
- October 3, 2007 – Southeast Neighborhood Action Forum
- April 17, 2007 – Clearbrook Civic League

The purpose of conducting multiple focus groups is to detect patterns in responses given by successive groups. Topics that are discussed by multiple groups may indicate a regional trend that is worthy of note in the long-range transportation planning process. For example, participants in nearly 80% of the focus groups changed the subject to inter-city passenger rail when asked “Do you feel your neighborhood is well connected to the regional transportation system?” Specifically, participants advocated a service such as Amtrak or TransDominion Express that would connect Roanoke to Washington D.C. This focus group feedback is in line with the overwhelmingly positive results from the kiosk responses (previously discussed in this chapter) concerning passenger rail.



Ridgewood Park Neighborhood League - August 10, 2006



Southeast Neighborhood Action Forum - October 3, 2007



Clearbrook Civic League - April 17, 2008

NEIGHBORHOOD GROUP/CIVIC ORGANIZATION FOCUS GROUPS - CONTINUED

Other popular responses to the neighborhood connection question were additional trails, greenways, and bicycle lanes. According to the focus groups, participants saw safe bicycle and greenway systems as essential to connecting their neighborhoods to other neighborhoods and activity centers within the region. Finally, a number of focus group respondents from several focus groups indicated that enhancements to public transit would go a long way to connect their neighborhoods to the rest of the region. Specifically, respondents felt that increased frequency for existing fixed route bus service, coupled with bus shelters or improved bus stops, would help attract additional riders and offer an alternative to driving for greater transportation accessibility. Potential public transportation strategies will be further discussed in chapter 7 of this plan, and Bicycle, Pedestrian, and Greenway planning will be further described in chapter 8 of this plan.

A pattern emerged in response to the questions: “What features work to enhance transportation safety in your neighborhood?” and “How do you feel transportation safety could be improved?” Specifically, focus group respondents added that driver education, especially concerning mobile phone use while driving, should be enhanced. Some focus groups even suggested that there should be a ban on mobile phone use while driving in Virginia. Long-range transportation plans do not usually have influence over legal and policy issues such as mobile phone usage in vehicles; however, it is important to note that citizens are interested in the transportation safety effects of mobile phone use while driving. Another pattern observed in multiple focus groups concerning transportation safety dealt with cross walks and other pedestrian accommodations. Specifically, several focus groups advocated for painted, textured, or other visually distinguishable cross walks in residential neighborhoods.

In response to the questions: “What role do you see technology playing in transportation? In your neighborhood?” a pattern developed over multiple focus groups for traffic light synchronization or another form of centralized traffic light control that would include both the City of Roanoke and Roanoke County. Furthermore, multiple focus groups advocated the installation of automated red-light and/or speed detection cameras to enhance transportation safety through enforcement. As of the writing of CL RTP 2035, the legal ability for localities to employ traffic light or speed enforcement automated technology has not been granted. However, since this is a long-range planning document, such technologies bear mentioning in case such authority is given by the General Assembly in the future. Intelligent Transportation Systems and Safety Planning will be further discussed in chapter 10 of this plan.

ANNUAL PUBLIC MEETING AND OTHER PUBLIC INFORMATION TOOLS

RVAMPO staff hold an annual public meeting that is advertised to the public according to provisions of the “RVAMPO Public Participation Plan.” (Appendix C) The purpose of the Annual Public Meeting is to invite citizens to review and discuss the planning assumptions, data, and concepts that will eventually lead to the CL RTP 2035. These meetings take place well before any decisions or other features of the plan are developed. Following is a schedule of recently held CL RTP Annual Public Meetings:

- March 9, 2006 – First Annual Public Input Open House - 3:00 – 7:00 p.m. Roanoke Higher Education Center
- March 26, 2007 – Annual Open House - 4:00 - 6:00 p.m. RVARC Conference Room
- April 15, 2008 – Annual Open House - 4:00 - 6:00 p.m. RVARC Conference Room
- June 23, 2010 - 12:00 - 5:00 p.m.

Feedback from annual public meetings tended to focus on bicycle and pedestrian accommodations. Also, feedback concerning proposed I-73 was common at all three annual public meetings. Specifically, several citizens advocated for a US 220 upgrade using extensive Transportation Systems Management and Access Management techniques in lieu of new terrain construction for the proposed I-73.

OTHER DIRECT PUBLIC INFORMATION TOOLS

RVAMPO staff employs other direct public information and public involvement tools that directly target the long-range transportation planning process such as:

- CL RTP 2035 Process Public Web Page (Pictured above);
- On-line transportation web surveys (web version of kiosk);
- Display tables at various VDOT 6-Year Improvement Program or other VDOT and VDRPT events in the RVAMPO Service Area.



Annual Open House - March 26, 2007



CL RTP 2035 Process Web Page- November 10, 2008

SAFETEA-LU LIST OF STAKEHOLDERS

A draft of chapter 2, “Guiding Principles,” was mailed to the SAFETEA-LU Stakeholders for comment, and the comments received are in Appendix D. Likewise, an entire draft CL RTP 2035 was mailed to the SAFETEA-LU Stakeholders for a 30-day comment period, and these comments are also included in Appendix D. The review of the Guiding Principles was completed months before the rest of the draft plan was written, allowing for a stakeholder review before any substantial decisions had been made.

The SAFETEA-LU List of Stakeholders is a contact list primarily comprising local, state, and federal agencies that could either influence or be impacted by CL RTP projects, including agencies concerned with Economic Development, Historic Resources, Environmental Issues, and other areas of focus. The list was developed using an initial suggested list of contacts from VDOT and was enhanced by local contacts. Below is the list as it was in December 2008:

| Contact Person | Title | Organization | Classification |
|-----------------|---------------------------------|--|---|
| Tom Driscoll | Strategic Planner | Virginia Board for People with Disabilities | Representative of Populations with Disability or Limited Mobility |
| Ronald Lanier | Director | Virginia Department for Deaf and Hard of Hearing | Representative of Populations with Disability or Limited Mobility |
| Stephen Aukward | Roanoke Regional Office Manager | Virginia Department for Blind and Vision Impaired | Representative of Populations with Disability or Limited Mobility |
| Colleen Miller | Executive Director | Virginia Office for Protection and Advocacy | Representative of Populations with Disability or Limited Mobility |
| Michele Daley | | Local Office on Aging | Representative of Populations with Disability or Limited Mobility |
| Julie Stanley | Director | Community Integration for People with Disabilities | Representative of Populations with Disability or Limited Mobility |
| Gloria Cary | Legislation and Advocacy | AARP Virginia State Office | Representative of Populations with Disability or Limited Mobility |
| Kimberly Perry | | Bike Walk Virginia | Representative of Users of Public Walkways and Bicycle Facilities |
| Allen Muchnik | President | Virginia Bicycling Federation | Representative of Users of Public Walkways and Bicycle Facilities |

SAFETEA-LU LIST OF STAKEHOLDERS - CONTINUED

| Contact Person | Title | Organization | Classification |
|-----------------|---|--|---|
| David K. Paylor | DEQ Director | Virginia Department of Environmental Quality | State Environmental Mitigation Agency |
| Traycie West | Environmental Engineer | Virginia Marine Resources Commission | State Environmental Mitigation Agency |
| Amy Martin | Environmental Services Biologist | Virginia Department of Game and Inland Fisheries | State Environmental Mitigation Agency |
| Dennis McCarthy | | Virginia Department of Forestry | State Environmental Mitigation Agency |
| Angela Coleman | | USDA Forest Service | Federal Environmental Mitigation Agency |
| Pat Paul | | USDA Natural Resources Conservation Service | Federal Environmental Mitigation Agency |
| William Hester | | U.S. Fish and Wildlife Service | Federal Environmental Mitigation Agency |
| Pat Hooks | Regional Director | National Park Service | Federal Environmental Mitigation Agency |
| Chris Jaeschke | Planning Engineer | Federal Highway Administration | Federal Environmental Mitigation Agency |
| Alisa Bailey | President and CEO | Virginia Tourism Corporation | State Planning Agency |
| Vernon Hodge | | Department of Housing and Community Development | State Planning Agency |
| Robbie Rhur | | Department of Conservation and Recreation | State Planning Agency |
| Ted Costin | Director of Preparedness, Training and Exercises Division | Department of Emergency Management | State Planning Agency |
| Matt Heller | Manager, Geologic Mapping | Department of Mines, Minerals, and Energy | State Planning Agency |
| Marc Holma | DHR Project Review | Virginia Department of Historic Resources | State Planning Agency |

REPRESENTATIVE GROUP INPUT

COMMUNITY ADVISORY COMMITTEE

The Community Advisory Committee (CAC) is an advisory committee to the RVAMPO Policy Board. The CAC is a citizen representative committee made up of members appointed by local governments and other organizations such as the Blue Ridge Bicycle Club, Virginians for Appropriate Roads, and other organizations. The membership of the CAC is somewhat fluid due to its inclusive nature and no one interested in participating on the CAC has been denied membership. The CAC meets on an as needed basis averaging four meetings per year and operates on a consensus meeting style that does not rely on formal motions or resolutions. One of the main duties of the CAC is to help develop the goals and objectives for the RVAMPO Constrained Long-Range Transportation Plan. The CAC was instrumental in developing the final goals and objectives featured in chapter 2 of this plan.



Community Advisory Committee (CAC) meeting- March 28, 2008

TRANSPORTATION TECHNICAL COMMITTEE

The Transportation Technical Committee (TTC) is a technical advisory committee to the RVAMPO Policy Board. The TTC is primarily comprised of local government planners and engineers that have some expertise in the technical aspects of transportation planning, programming, or engineering.

The TTC operates on a more formalized basis than the CAC, in that TTC members make motions and pass advisory resolutions for the RVAMPO policy board. The TTC also meets on a more formalized schedule similar to the RVAMPO Policy Board.

One of the TTC's main responsibilities is to review RVAMPO planning products, including this plan, and to provide feedback to RVAMPO planners concerning accuracy and applicability of RVAMPO planning products.



TTC meeting- March, 2008 - VDOT Smart Travel Center

TTC membership as of December 2008:

| ROANOKE VALLEY AREA METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION TECHNICAL COMMITTEE (TTC) | |
|--|---|
| VOTING MEMBERS: | |
| <u>County of Bedford (1 member)</u> Mr. Kevin Leamy | <u>Roanoke Regional Airport (1 member)</u> Mrs. Jacqueline Shuck <i>(Alternate: Efen Gonzalez)</i> |
| <u>County of Botetourt (1 member)</u> Mr. Jeff Busby | <u>Virginia Department of Transportation - Salem Office (1 member)</u> Mr. Jeff A. Echols |
| <u>County of Roanoke (2 members)</u> Mr. Tim Beard Mr. Philip Thompson | <u>Virginia Department of Transportation – Planning Office (1 member)</u> Mr. Michael Gray <i>(Alternate: Walter Pribble)</i> |
| <u>City of Roanoke (2 members)</u> Mr. Ian Shaw Mr. Mark Jamison | <u>Greenway Commission (1 member)</u> Mrs. Liz Belcher |
| <u>City of Salem (2 members)</u> Mr. Ben Tripp Ms. Melinda Payne | <u>Virginia Department of Rail & Public Transportation (1 member)</u> Mr. Jeff Sizemore |
| <u>Town of Vinton (1 member)</u> Mr. Mike Kennedy | |
| <u>Unified Human Services Transportation System (1 member)</u> Mr. Curtis Andrews | NON-VOTING MEMBERS: |
| <u>Greater Roanoke Transit Company (1 member)</u> | <u>Federal Highway Administration</u> Ms. Tammye Davis |
| | <u>Federal Transit Administration</u> Mr. Tony Cho |
| | <u>Virginia Department of Aviation</u> |

AD HOC AND SPECIAL PURPOSE COMMITTEES

Occasionally, RVAMPO planners engage in projects that employ special purpose or *ad hoc* committees for input and feedback. In many cases the TTC or CAC would encompass the expertise to fulfill these rolls; however, the planning process requires a group that can meet more regularly, or a group that can meet exclusively about one planning topic. Generally, RVAMPO planners have sought to form special purpose committees in the areas of Air Quality Planning and Bicycle/ Pedestrian Planning.

AIR QUALITY PLANNING

The area served by the majority of the RVAMPO urbanized boundary is an Ozone Early Action Compact (EAC) and Ozone Early Action Plan (EAP) area. RVAMPO planners developed an Ozone EAC and EAP for the region and, based on current data, these efforts have been successful, resulting in compliance with the Federal 8-hour Average Ozone standard. Similarly, RVAMPO planners have engaged stakeholders in the development of a voluntary compact concerning Fine Particulate Matter (FPM). The area served by RVAMPO is in compliance, but near the limit, of federal FPM 2.5 standards. Special purpose stakeholder committees were used for both of the air quality planning processes. There was considerable overlap in stakeholders participating in both the Ozone and the Fine Particulate Matter planning processes. Chapter 12 of this plan will more fully describe the air quality planning process as it relates to the RVAMPO long-range transportation planning process.



Ozone EAP Committee Meeting - August 2003

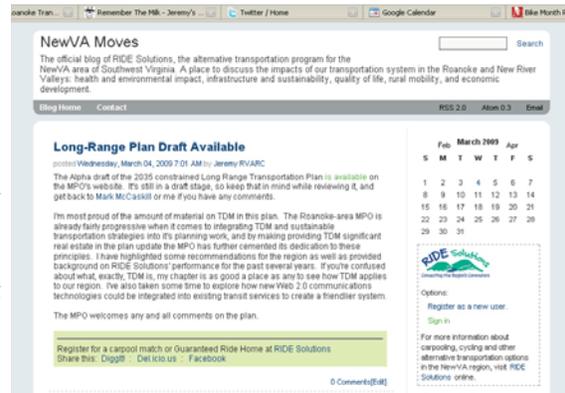
BICYCLE AND PEDESTRIAN PLANNING

To assist in these planning efforts, RVAMPO established a Regional Bicycle Advisory Committee (BAC). BAC representation includes local governments, RVAMPO, Virginia Department of Transportation, local bicycle clubs and advocacy groups, and citizens. The BAC meets periodically to provide input on bicycle, pedestrian, and greenway planning efforts, to participate in training/workshops, and to provide a forum for discussion of a range of bike/pedestrian issues and activities. Chapter 8 of this plan will more fully describe the Pedestrian, Bicycle and Greenway planning processes.

DOCUMENT DEVELOPMENT AND STAKEHOLDER REVIEW

ALPHA AND BETA DRAFT RELEASES

Many of the previously mentioned stakeholder and public involvement strategies - touch screen kiosk, focus groups, etc. - are designed to provide input before the draft CL RTP 2035 is written. These strategies provide input continually between successive CL RTP updates. Once substantial progress in developing a draft document has been made, a new type of stakeholder review process begins. This review process is focused on releasing a successive series of draft documents for review and comment by stakeholders and the general public. The CL RTP 2035 planning process uses an Alpha and Beta draft document release and review system that is commonly found in software development and other creative industries. Alpha drafts are 80% or more complete, but they lack complete information in some chapters or lack any information in one or two chapters. They are adequate in demonstrating the overall direction, tone, and look-and-feel of the draft document. Beta drafts are essentially complete drafts and mark the beginning of the final review and adoption process. A Beta draft will be sent to the SAFETEA-LU Stakeholders. The official 30-day public comment period does not start until the document is in the Beta stage. There will be several Alpha and Beta drafts. Below is a log of draft document releases for stakeholder comment. All releases are featured on the CL RTP 2035 official webpage: <http://www.rvarc.org/mpo/lrtp.htm> . Some draft releases will be emailed, mailed or otherwise distributed to specific stakeholder groups or featured in public meetings.



Alpha I Draft Release featured on NewVA Moves Blog 03-04-2009

- Alpha 1 - released February 27, 2009, and emailed to TTC and CAC
- TTC reviews 3-step model transportation network on March 12, 2009
- MPO reviews 3-step model transportation network on March 26, 2009
- Alpha 2 - released March 30, 2009, and emailed to TTC and CAC
- Mid May 2009 to Mid June 2009 - Western Virginia Water Authority Bill insert (see image next page) distributed to approximately 53,000 accounts (commercial and residential). Bill insert encourages citizens to follow LRTP 2035 progress on website.



TDM Model Network Review - March 12, 2009 TTC Meeting

FURTHER PUBLIC PARTICIPATION

Newspaper advertised public meetings:

The following opportunities for public comment and review were advertised in the Roanoke Times (the newspaper of major circulation in the region):

Dates reflect when notice ran in newspaper.

- Minimum 30-day Public Comment Period - May 8, 2011
- Public Open House - May 29, 2011
- Official Public Hearing - June 12, 2011 and June 19, 2011



Envelope Insert distributed with Western Virginia Water Authority water bills. The insert reached a total of approximately 53,000 accounts in 4 staggered billing cycles from mid May 2009 to mid June 2009. The Water Authority covers the City of Roanoke and most of Roanoke County.

The following opportunities for public comment and review were advertised in the Roanoke Tribune (the newspaper which serves the historically minority neighborhoods and populations). Dates reflect when notice ran in newspaper:

- Minimum 30-day Public Comment Period - May 12, 2011
- Public Open House - June 2, 2011
- Official Public Hearing - June 9, 2011 and June 16, 2011

The Public Open House was held at RVARC Conference Room from 4:00 to 6:30 p.m. on June 6, 2011. The Official Public Hearing takes place at RVARC Conference Room at 1:30 p.m. Thursday June 23, 2011.