

VTRANS

VIRGINIA'S
TRANSPORTATION PLAN

Mid Term Needs
Assessment Regional
Workshop Summary
Charlottesville-Culpeper Area
Thursday August 22, 2019



Office of Intermodal Planning and Investment

1221 E. Broad Street

Richmond, Virginia 23219

FINAL September 23, 2019

Prepared for OIPI in support of VTrans, Virginia's Statewide
Multimodal Transportation Plan

Contract Number 47082, Task Two: Agency Involvement

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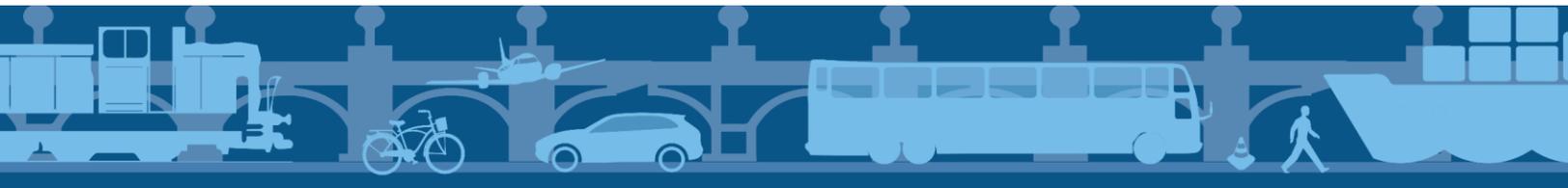
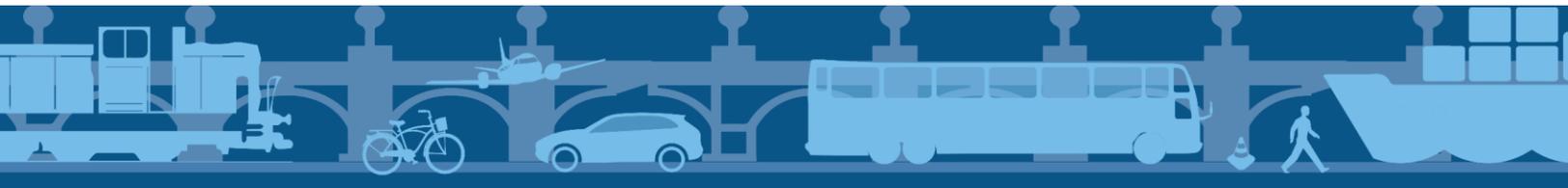


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1 INTRODUCTION

This report summarizes the input from a workshop conducted by the Virginia Office of Intermodal Planning and Investment (OIPI) with representatives of local, regional, and state agencies that support transportation planning for the Charlottesville-Culpeper area. The purpose of the meeting was to elicit input on the analysis methods (specifically, key performance measures) and the regional results of initial analyses conducted to identify statewide transportation needs for the coming seven to ten years.

2 MEETING LOCATION AND PARTICIPANTS

The workshop was conducted at Germanna Community College in Culpeper, Virginia, from 10:00 a.m. to 2:00 p.m. Table 1 provides a list of participants.

Table 1: Workshop Participants and Invited Representatives

Name	Agency	Title
Regional and Local Representatives		
Alexander Ikefuna	City of Charlottesville	NDS Director
Brad Robinson	Fluvanna County	Senior Planner
Denise Harris	Town of Warrenton	Planning Manager
Douglas Miles	Fluvanna County	Community Development Director
Edward Bolling Tucker	Town of Warrenton	Director of Public Works
Jim Hoy	Town of Culpeper	Director of Public Services
John G. Cooley	Town of Orange	Director of Community Development and Planning
Joseph Costello	Rappahannock-Rapidan Regional Commission	Regional Planner

Josh Frederick	Fauquier County	Senior Planner
Juwhan Lee	Charlottesville Area Transit	Assistant Director
Kevin McDermott	Albemarle County	Principal Planner - Transportation
Patrick Mauney	Rappahannock-Rapidan Regional Commission	Executive Director
Paul Bernard	Town of Warrenton	Assistant Director of Public Works & Utilities
Sam McLearn	Culpeper County	Director of Planning & Zoning
Sandra Shackelford	Thomas Jefferson PDC	Director of Planning & Transportation
Tony Edwards	City of Charlottesville	NDS Manager
Kendall May	Culpeper County	Principal Planner
Dan Butch	Albemarle County	Senior Planner
Debbie Kendall	Town of Gordonsville	Town Manager

Additional Regional and Local Representatives Invited but Unable to Attend

Ligon Webb	Madison County
Melinda Crawford	Charlottesville-Albemarle Airport Authority
James Frydl & Stephanie Golon	Greene County
Brad Sheffield & Karen Davis	JAUNT
Tom Egeland & Jeffrey Ferrel	Louisa County
Jack Hobbs	Madison County
Stephen Carter & Candy McGarry	Nelson County
Alyson Simpson	Orange County
Garrey Curry	Rappahannock County
Brad Humphrey	Town of Louisa
Barbara Roach	Town of Madison

Ti-Lea Downing	Town of Mineral	
Sharon Lee	Town of Remington	
Bill Palmer	University of Virginia - Office of Architect	
State Agency Staff		
John Lynch	VDOT - Culpeper District	District Engineer
Stacy Londrey	VDOT - Culpeper District	Assistant District Administrator - Business, Planning & Investment Management
Charles Proctor	VDOT - Culpeper District	District Planning Manager
Kobina Gaituah	VDOT - Culpeper District	Transportation Planning Engineer
Marshall Barron	VDOT - Culpeper District	Transportation and Land Use Director
Grant Sparks	DRPT	Manager of Transit Planning
Shane Sawyer	VDOT - Transportation and Mobility Planning Division	Multimodal Programs Manager
Stephen Smiley	Virginia Department of Aviation	Senior Aviation Planner
Margie Ray	OIPI	Performance Management Program Manager
Andrew Pike	OIPI	Senior Analyst
Jitender Ramchandani	OIPI	Transportation Planning Program Manager
Chris Wichman	OIPI	Transportation Planner
Katie Schwing	OIPI	Transportation Planner

Consultant Facilitators and Scribes		
Walt Cole	EPR, P.C	Facilitator
Will Cockrell	EPR, P.C	Facilitator
Jessica Dimmick	EPR, P.C.	Facilitator
Michael Stafford	CDM Smith	Scribe
Marissa Sperry	EPR, P.C.	Scribe
Philip White	EPR, P.C.	Scribe

3 AGENDA AND MATERIALS

Following a plenary presentation and discussion of the VTrans needs assessment method and performance measures, the participants broke into small groups to review the information developed for the region. They regrouped at the end of the meeting to share their findings and to hear about the process and schedule for developing, reviewing, and finalizing the VTrans mid-term needs assessment.



Upon sign-in, each participant received a packet with the following materials, all of which are available for download from VTrans website.¹

- Agenda
- Plenary presentation slides
- VTrans Summer 2019 Newsletter
- VTrans Mid-Term Needs Frequently Asked Questions (FAQ)
- Comment Form
- Regional maps, charts, and/or tables of data developed for the region. Detailed descriptions of each measure and analysis method are included in the plenary presentation slides posted to the VTrans website.

¹ VTrans website: www.vtrans.org Location of workshop summaries: <http://vtrans.org/get-involved/online-meetings/VTrans-Mid-Term-Needs-Regional-Workshops>

4 SYNTHESIS OF COMMENTS

The following section provides a summary of comments about each performance measure, compiled from the plenary session, breakout groups, and comment sheets. The appendix includes transcripts of the sessions and comment sheets, including photos of the marked-up maps developed by each breakout group. After the participants have reviewed and vetted the draft report, OIPI will synthesize the comments that were associated with the maps and upload them to the online InteractVTrans map.² In addition to serving as a repository for regional workshop comments, InteractVTrans provides a publicly available resource for ongoing input from local stakeholders and the public.



OIPI will consider each comment during the process of refining the needs assessment methodology and developing the draft needs, and will respond directly to specific questions posed by stakeholder. As noted in the plenary presentation, OIPI will present the initial list of needs to the Commonwealth Transportation Board in October 2019, and the final needs assessment with a request for Board action in December 2019.

Table 2 Synthesis of Comments

	Comment
Congestion: Percent Person Miles Traveled in Excessively Congested Conditions (PECC)	
1.	Travel speed expectations on interstates are different compared to non-interstate roads. Drivers expect to drive at least the speed limit on interstates.
2.	On I-64, trucks slow traffic going uphill at Afton Mountain. Data seems to capture this.
3.	Ensure that measures and data for congestion and reliability are sensitive to crash issues.
4.	There is a five-mile segment of the US 29 Bypass in Charlottesville that is limited access, but data is not shown on the PECC maps. Please examine this segment.

² InteractVTrans: www.vtrans.org/mid-term-planning/InteractVTrans

	Comment
5.	I-64 exit off-ramp backups regularly occur at Exit 118 eastbound in the morning. Traffic backs up onto the interstate through lanes. Not appearing in data.
6.	I-64 between Exits 107 and 104 in Crozet (Group 1 Dot 2) experiences slowdowns and backups. This is also a location of ramp backup. Not appearing in data.
Congestion: Travel Time Index (TTI)	
7.	Congestion occurs on US 250 from Northridge to the City of Charlottesville (Emmet Street), but the maps do not show this.
8.	The maps show limited data for the John Warner Parkway. It is 35 mph and congested, backing up from Cherry Avenue and through downtown Charlottesville.
9.	Congestion frequently occurs on northbound Avon Street (Charlottesville) in the peak hour, but the maps do not show this.
10.	There is high congestion in the Barracks Road Shopping Center area during the school year. There are many seasonal congestion issues that are not captured.
11.	In small towns (Warrenton, Orange, Culpeper, and Gordonsville), along with Fauquier County and areas of Rappahannock-Rapidan Regional Council certain facilities experience acute TTI issues that may not affect a high volume of vehicles.
12.	The importance of a regional freight network is not captured in measures. Example provided for Gordonsville, where there is a choke point for truck traffic and two SMART SCALE applications for roundabouts have been unsuccessful.
13.	The intersection of Route 20 and Route 15 in the Town of Orange has a tight turning radius and diverts traffic onto local roads. Not appearing in data.
14.	There is an emerging need to address truck traffic in downtowns with tight spacing between Zion Crossroads and Front Royal from freight growth. Policy needed to put more freight onto trains.
15.	US 29 north of Warrenton is an extremely congested commuter route. Congestion hotspots include Opal, Bealeton, Remington, and County Line. Not appearing in data.
16.	Future development at Clevenger's Corner is projected to add 14,000 additional commuter trips through Warrenton. Developments are underway on Broadview Avenue. Infrastructure is available and has been around for a while. Data may not capture potential impact of future growth.
17.	Is there any consideration of new roads? I.e. ideas of connectors/bypasses between I-64?
18.	The spots shown in green in Culpeper will get worse with new development. Data not sensitive to future growth impacts.

	Comment
19	Congestion occurs in the AM peak at Freemans Ford Road near the county line that backs up to before the bridge. Vehicles sometimes wait several cycles at the traffic signal. Not apparent in data. <i>Clarification: Concerns may have been related to temporary signal timing changes initiated to help control traffic during the Route 29 “cut the hills” project in Vint Hill. With that project now finished, no longer experiencing congestion at Freemans Ford Rd. While that intersection still has a safety deficiency, you may want to consider removing my comments here as they might be misleading now.</i>
20	About 60 percent of Warrenton commutes out, and they all leave very early. Congestion occurs before 6:00 AM (which is before the data recording period), and the peak period is spreading. Vanpooling and park-and-ride use has grown. Route 28 and I-66 capture a lot of the commute pattern. There are needs for expanding commuter services, park-and-ride facilities, extending VRE to Haymarket, and expanding the VA Breeze.
21	Is US 15 part of the US 29 CoSS? Redundant routes should be considered for CoSS needs.
22	US 15 near Zion Crossroads has heavy truck traffic and experiences beach-bound traffic in the summer. Not appearing in data.
23	Route 28 on the weekends is reliably congested, especially at the intersections and towards Prince William County. Not appearing in data.
24	US 29 is congested at Route 33 in Ruckersville, but this is not shown on the TTI map.
25	Traffic is influenced by farm and school seasonal fluctuations.
26	In Culpeper, Main Street is always congested between 10:00 am and 6:00 pm.
27	In concept, Unreliable Delay is a more valuable measure than Buffer Time Index.
Reliability: Buffer Time Index (BTI)	
28	Please show park-and-ride locations on the maps.
29	A park-and-ride facility is needed in Crozet.
30	The Corridors of Statewide Significance function as commuter routes.
31	Please review the I-81/I-64 Inter-Regional Public Transportation Feasibility Study that examined the feasibility of intercity transit between Harrisonburg, Staunton, Waynesboro, and Charlottesville.
32	There is a reliability issue on US 29 south of the Charlottesville airport that is not showing on the maps.
33	There is a reliability issue on the John Warner Parkway. Not apparent in data.

	Comment
34	Route 53 has a lot of Buckingham truck traffic that goes through Fluvanna and Lake Monticello. This route is used to get to Charlottesville. Impacts of trucks not captured in data.
35	The reliability issue on the map near 5th Street South needs to be extended due to emerging issues with new development.
36	There is emerging development (housing) in Greene County at the Albemarle County boundary along US 29. Potential future need not captured in data.
37	There is no redundancy in the US 29 corridor. Accidents lead to “off main” detours and clog the entire network. No measure to capture non-recurring delays.
38	Reliability issues in Culpeper occur at the intersection of McDevitt Drive and Route 3 and along Main Street. Not appearing in data.
39	In Warrenton, reliability issues occur at Route 211 (Old Bypass). Not appearing in data.

Passenger Rail: Amtrak Station On-Time Performance

40	There is limited capacity at the Charlottesville Amtrak station.
41	This measure does not account for ridership. Please integrate ridership into the measure to show the need for additional frequency.
42	There is a need for improved intra-state passenger rail connections.
43	There is a need for more frequent trains to serve more people and improve ridership.
44	There is a potential need to improve transit access to the passenger rail station(s).

Accessibility: Transit Access Deficit to Activity Centers

45	<p>Potential “Activity Centers” to be considered:</p> <ul style="list-style-type: none"> • National Ground Intelligence Center (Group 1 Dot 17) • Fifth Street Station (Group 1 Dot 18) • Fontaine Research Park (Group 1 Dot 19) • Germanna Tech Center & CTE School at Frank Turnage Drive • Equinox Data Center/Terramark • US 29 at Route 3
46	Participants recommended OIPI modify the transit access deficit analysis methodology to include a residential component, a component for transit dependence, and include people age 18 and younger.
47	Please consider including a park-and-ride at Zion Crossroads in analysis.

	Comment
48	Please check the boundaries for the Pantops Activity Center. What does it include?
49	The maps are missing data for JAUNT service in Crozet and the Fontaine Research Park.
50	The lack of crosswalks on US 29 in Charlottesville and Albemarle County is a safety issue and an accessibility issue for non-motorized modes.
51	US 250 is a barrier for pedestrians, and US 29 in Nelson County is a pedestrian barrier too.
52	The Town of Orange provides transit service to Gordonsville and an in-town circulator trolley. Please add these to the maps of transit service. Data for some fixed routes are not available through DRPT, but OIPI can get this data from the localities.
53	Park-and-ride facilities could become locations for fixed route service. Include in analysis of transit accessibility.
54	Please check Routes 29, 28, 15 and 17 for AADT volumes on the Accessibility and Disadvantaged Population maps.
55	Park-and-ride facilities could become locations for fixed route service.
56	Warrenton could be an activity center as part of the Northern Virginia regional network analysis.
57	Evaluate if Ruckersville should be designated as an activity center.
Travel Options: Disadvantaged Population Beyond ¼ Mile Access to Fixed Route Transit	
58	Will you consider scooters and mopeds? These modes present mobility options that are competitive with bicycles and transit. Scooters are popular in Charlottesville.
59	A person who is older but wealthy shouldn't necessarily be considered disadvantaged. Northern Fauquier County is shown as disadvantaged - this is probably being driven by age. <i>Can the data be broken out if you only have to meet one criterion?</i> It is important to understand what the need is. Lake of the Woods is a gated community with elderly (75+) and disabled population, but not low-income.
60	The small areas of dark blue in the Town of Culpeper and Warrenton are difficult to see on the map.
61	Transit viability is better determined by localities.
62	Rural transit services should be included in the analysis, in addition to the fixed route services. There is a paratransit route that serves Culpeper to Charlottesville.

	Comment
63	The Bealeton and Morrisville (Southern County High School) areas in southern Fauquier County are low income and disadvantaged, but they are not shown as disadvantaged in the maps.
64	The eastern and western parts of Culpeper County are shown as different colors. Eastern Culpeper County is shown as disadvantaged; western Culpeper County is not. But these areas are demographically the same and should be shown as the same color (all disadvantaged, or all not disadvantaged).
Safety: Vehicle Crashes	
65	There is a noticeable amount of fatal crashes on 5th Street in Charlottesville.
66	Route 6 has a lot of fatalities for a low-volume rural road.
67	There are a lot of fatalities at the intersection of Plank Road and US 29.
68	A fatal crash occurred last week on Route 53 in Lake Monticello.
69	There are safety issues at Troy Road.
70	Pedestrian safety at Pantops is a major concern because of the lack of crosswalks. Pedestrian safety is also a big issue for the Rappahannock-Rapidan area. There is a need for pedestrian crossings and sidewalks.
71	There is a safety issues along Route 151 from breweries and wineries on US 250 to Nellysford.
72	There are safety issues on US 29 because of school buses that make turns and frequent abrupt stops and can blind other vehicles.
73	In the Town of Orange, there are safety needs for sidewalks and crosswalks to comply with ADA requirements and improve connectivity.
74	The group would like more flexibility in identifying safety needs.
75	Future removal of DUI/Impaired from PSI?
76	Recommend synchronizing SMART SCALE scoring timelines with PSI needs analysis timelines.
77	The two at-grade signalized intersection along US 29 at Brandy Station and at Elkwood are safety concern.
78	In Warrenton, US 29 has safety needs at the interchanges and intersections.
79	In Madison, there is a safety need at Fairground Rd and US 29 Business.
80	In Orange, there are safety needs in the Route 3 corridor, especially in the UDA.

	Comment
81	In Culpeper County, US 29 from the Town of Culpeper to Madison County is not limited access, and traffic is growing. The County is exploring access management improvements to address access spacing issues.
Economic Development: Urban Development Areas and VEDP Business Ready Sites	
82	Have you considered including Opportunity Zones?
83	Group 1 agreed that Tier 4 and Tier 5 sites should be included in the VTrans needs and said there needs to be strict ranking criteria. Group 2 thought having zoning in place (Tier 3) is a good marker. Group 3 thought getting to Tier 4 is a heavy lift and didn't want the cutoff to miss the green spaces.
84	The VEDP sites in Albemarle County are redundant; they overlap with the County's UDA.
85	The Town of Orange needs to update its UDA(s) and respond to the UDA needs survey.
86	The Town of Warrenton needs to respond to the UDA needs survey for four or five designated UDAs. OIPI should follow up with Denise Harris (Town Planning Manager).
87	In the UDA Variables table, check and update the population for the Town of Gordonsville. This UDA was designated in 2017.
88	Smaller towns and counties may not have large (25+ acre) tracts of land. There are smaller parcels the localities want to develop/redevelop, but these places will not show up on this list because they're not big enough.
89	There is a need for broadband to attract more people who want to telework or work from home four days a week and one day at the office. There is a related need for trails to improve quality of life.
90	Orange Industrial Park is an economic development area of interest. Not included in the business ready site program.
91	Culpeper County is considering designating the area at McDevitt Drive and East Chandler Street as a UDA.
92	The Town of Madison is considering designating itself as a UDA.

5 APPENDIX: COMMENTS FROM PLENARY PRESENTATION, BREAKOUTS, AND WORKSHOP HANDOUTS

i. COMMENTS DURING PLENARY PRESENTATION

The following section summarizes questions and comments about the topics covered during the plenary presentation by Jitender Ramchandani. Questions from participants are shown in italics, followed by brief responses from the plenary speaker.

INTRODUCTION/OVERVIEW

- Jitender re-introduced the purpose of VTrans, the planning context and the federal and state requirements
- He emphasized that the data and analysis presented is meant to spur discussion, and is not the final Needs. He requested that participants also review the data with an eye for completeness/accuracy.

VTRANS NEEDS ASSESSMENT PROCESS

- *Will VTrans needs be defined for specific locations or for entire corridors?* OIPI indicated they are seeking feedback on how specific the needs should be. Should they be segment-specific or more general?
 - Participants noted they do not want a SMART SCALE project application to get screened out because it is small segment.
- When asked whether VTrans should focus on an acute problem affecting only a few people or a moderate problem affecting a lot of people, one small town planner said he would emphasize an acute problem. The transportation needs in his small town have fewer impacts on the system, and this makes it tough for a small locality to address these issues. Another participant said there should be a way to put both situations on a similar scale.

CONGESTION MEASURES

Percent Person Miles Traveled in Excessively Congested Conditions (PECC)

- When Jitender Ramchandani asked if the group if you are traveling at 60 percent of the speed limit, do you consider this to be a congested condition; the group generally agreed. One participant said, “I expect to drive at least the speed limit. You don’t expect to have a delay on interstates. You have different travel speed expectations for interstates [compared to non-interstate roads].”
- On I-64, trucks slow traffic going uphill at Afton Mountain.

Travel Time Index (TTI)

- No comments during the plenary presentation

RELIABILITY MEASURES

Unreliable Delay (UD)

- No comments during the plenary presentation

Buffer Time Index (BTI)

- *How sensitive are the congestion and reliability data to crash issues?*

PASSENGER RAIL

Amtrak Station On-Time Performance

- No comments during the plenary presentation

Virginia Railway Express On-Time Performance

- No comments during the plenary presentation

ACCESSIBILITY TO ACTIVITY CENTERS MEASURES

Transit Access Deficit to Knowledge-Based and Local-Serving Activity Centers

- Fontaine Research Park should be considered an Activity Center.

MULTIMODAL ACCESSIBILITY MEASURES

Travel Options: Disadvantaged Population Beyond ¼ Mile Access to Fixed Route Transit

- No comments during the plenary presentation

Potential measures for nonmotorized accessibility analyses (not mapped yet)

- *Will you consider scooters and mopeds? These modes present mobility options that are competitive with bicycles and transit. Scooters are popular in Charlottesville.*

SAFETY MEASURES

Vehicle Crashes

- The needs in the VDOT Lynchburg District are primarily at locations with recurring high crash rates.

ECONOMIC DEVELOPMENT MEASURES

Urban Development Areas and VEDP Business Ready Sites

- *Is there a problem with designating an entire community (e.g. City of Charlottesville) as a UDA? The Code of Virginia has recommended densities, and as long as those are met, it should be fine.*
- *In designating certain locations for industrial and economic development, what kinds of land uses can be included in this designation? Charlottesville has a city-wide policy encouraging mixed-use development - would this qualify?*

- *Have you considered including Opportunity Zones?* OIPI is looking into this. The challenge is that opportunity zones vary in size a lot. Just because there is an opportunity zone doesn't necessarily mean there is a transportation need.

SUMMARY/WRAP-UP

- The facilitators briefly summarized the discussion and comments received at each table
- Jitender asked the group if there was anything that wasn't covered that the participants expected to cover. There was no discussion on this question.

ii. BREAKOUT SESSION COMMENTS

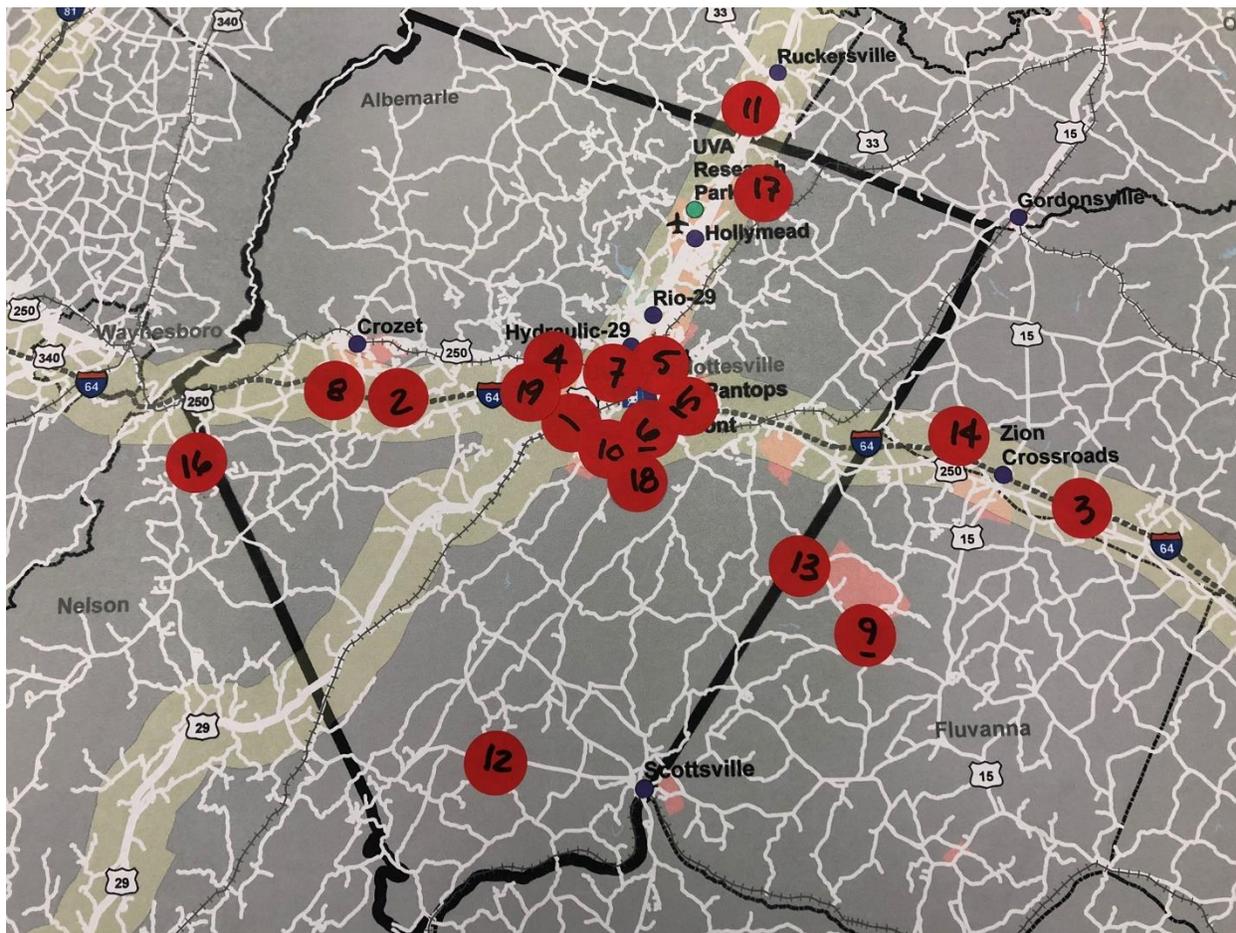
The following synthesis reflects input from all the breakout groups. Participants were asked to reflect broadly upon the issues addressed by the performance measures (i.e., congestion, reliability, passenger rail on-time performance, accessibility to activity centers, travel options for disadvantaged populations, safety, and economic development. They were also asked for input on the regional applicability of each measure.

Facilitators and scribes assigned to each group recorded the input by writing notes on a flip chart and on a laptop. For comments with geographic specificity, facilitators and/ or group members placed numbered stick-on dots onto a poster-sized base map and noted the meaning of the numbered dot on the flip chart.

Participants were invited to jot down additional notes on the Comment Form and return it to a facilitator at the end of the meeting, or to fill it out later and email their responses to OIPI staff. A summary of input from the written Comment Forms is included at the end of this section

GROUP 1 COMMENTS

Breakout Group 1 Marked Up Map



Congestion

PECC:

- There is a five-mile segment of the US 29 Bypass in Charlottesville that is limited access, but data is not shown on the PECC maps. Please examine this segment.
- There is a seasonal sun glare that causes a slowdown on I-64 going up the mountain at Ivy.
- I-64 exit off-ramp backups regularly occur at Exit 118 eastbound (Dot 1) in the morning. Traffic backs up onto the interstate through lanes.
- I-64 between Exits 107 and 104 in Crozet (Dot 2) experiences slow downs and backups. This is also a location of ramp backup.
- Backups occur on I-64 at Afton Mountain because of truck traffic.
- AM congestion occurs on westbound I-64 at the Ferncliff/Palmyra area (Dot 3). This is an emerging issue.

TTI:

- Congestion occurs on US 250 from Northridge to the City of Charlottesville (Emmet Street) (Dot 4), but the maps do not show this.
- The maps show limited data for the John Warner Parkway (Dot 5). It is 35 mph and congested, backing up from Cherry Avenue and through downtown Charlottesville.
- Congestion frequently occurs on northbound Avon Street (Charlottesville) (Dot 6) in the peak hour, but the maps do not show this.
- There is high congestion in the Barracks Road Shopping Center area (Dot 7) during the school year. There are many seasonal congestion issues that are not captured.

Reliability

BTI:

- Please show park-and-ride locations on the maps.
- A park-and-ride facility is needed in Crozet (Dot 8).
- The Corridors of Statewide Significance function as commuter routes.
- Please review the I-81/I-64 Inter-Regional Public Transportation Feasibility Study that examined the feasibility of intercity transit between Harrisonburg, Staunton, Waynesboro, and Charlottesville.
- There is a reliability issue on US 29 south of the Charlottesville airport that is not showing on the maps.
- There is a reliability issue on the John Warner Parkway (Dot 5).
- Route 53 has a lot of Buckingham truck traffic that goes through Fluvanna and Lake Monticello (Dot 9). This route is used to get to Charlottesville.
- The reliability issue on the map near 5th Street South (Dot 10) needs to be extended due to emerging issues with new development.
- There is emerging development (housing) in Greene County (Dot 11) at the Albemarle County boundary along US 29.

Safety

- There is a noticeable amount of fatal crashes on 5th Street.
- Route 6 (Dot 12) has a lot of fatalities for a low-volume rural road.
- There are a lot of fatalities at the intersection of Plank Road and US 29.
- A fatal crash occurred last week on Route 53 in Lake Monticello (Dot 13).
- There are safety issues at Troy Road (Dot 14).

- Pedestrian safety at Pantops (Dot 15) is a major concern because of the lack of crosswalks.
- There is a safety issues along Route 151 (Dot 16) from breweries and wineries on US 250 to Nellysford.
- There are safety issues on US 29 because of school buses that make turns and frequent abrupt stops and can blind other vehicles.

Accessibility to Activity Centers

- Participants recommended OIPI modify the transit access deficit analysis methodology to include a residential component, a component for transit dependence, and include people age 18 and younger too.
- Please consider including a park-and-ride at Zion Crossroads.
- Activity Centers not shown:
 - National Ground Intelligence Center (Dot 17)
 - Fifth Street Station (Dot 18)
 - Fontaine Research Park (Dot 19)
- Please check the boundaries for the Pantops Activity Center. *What does it include?*
- The maps are missing data for JAUNT service in Crozet and the Fontaine Research Park.
- The lack of crosswalks on US 29 is a safety issue and an accessibility issue for non-motorized modes.
- Streetscape projects are underway in Fork Union and Palmyra.
- US 250 is a barrier for pedestrians, and US 29 in Nelson County is a pedestrian barrier too.

Passenger Rail On-Time Performance

- There is limited capacity at the Charlottesville station.
- This measure does not account for ridership. Please integrate ridership into the measure to show the need for additional frequency.
- There is a need for improved intra-state passenger rail connections.

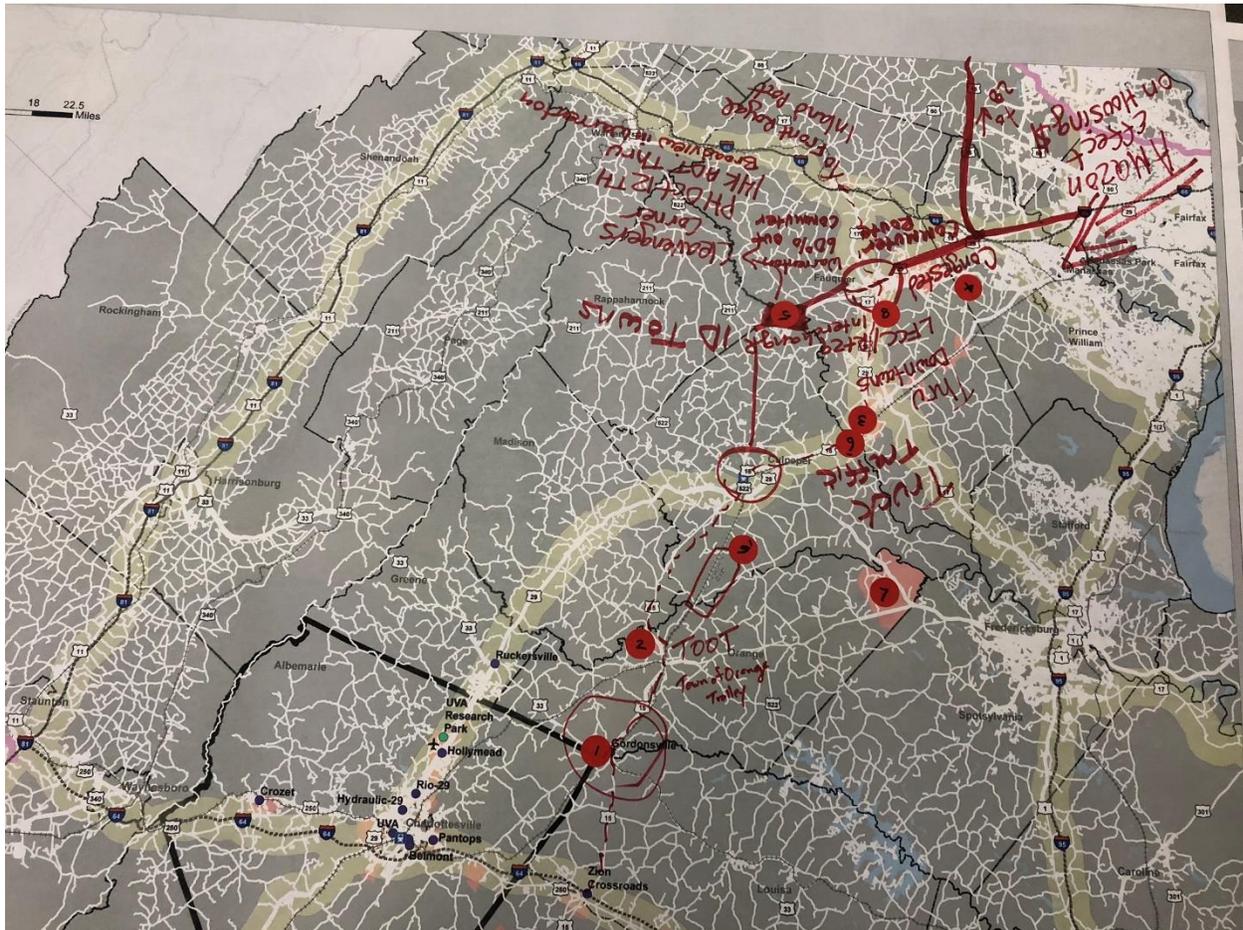
Economic Development

- Charlottesville is a growth area for the region because of the density of the city.
- The group agreed that Tier 4 and Tier 5 sites should be included in the VTrans needs and said there needs to be strict ranking criteria.

- The VEDP sites in Albemarle County are redundant; they overlap with the County's UDA.

GROUP 2 COMMENTS

Breakout Group 2 Marked Up Map



Congestion

TTI:

- This group consisted primarily of planners from small towns (Warrenton, Orange, Culpeper, and Gordonsville), along with Fauquier County and Rappahannock-Rapidan Regional Council. These are small areas with acute TTI.
- The regional freight network doesn't seem to matter in Gordonsville, where there is a choke point for truck traffic (Dot 1). Two SMART SCALE applications for roundabouts were unsuccessful.
- The intersection of Route 20 and Route 15 in the Town of Orange (Dot 2) has a tight turning radius and diverts traffic onto local roads.

- There is an emerging need to address truck traffic in downtowns with tight spacing (**Dot 3**) between Zion Crossroads and Front Royal from freight growth. “Force” freight to trains.
- US 29 north of Warrenton (**Dot 4**) is an extremely congested commuter route.
- Future development at Clevenger’s Corner (**Dot 5**) is projected to add 14,000 additional commuter trips through Warrenton. Developments are underway on Broadview Avenue. Infrastructure is available and has been around for a while.
- Is there any consideration of new roads? I.e. ideas of connectors/bypasses between I-64?
- New US 29 interchange for Lord Fairfax Community College (**Dot 8**)
- The spots shown in green in Culpeper will get worse with new development.
- There are constraints due to the railroad.
- Congestion occurs in the AM peak at Freemans Ford Road (**Dot 9**) near the county line that backs up to before the bridge. Vehicles sometimes wait several cycles at the traffic signal.
- About 60 percent of Warrenton commutes out, and they all leave very early. Congestion occurs before 6:00 AM (which is before the data recording period), and the peak period is spreading. Vanpooling and park-and-ride use has grown. Route 28 and I-66 capture a lot of the commute pattern. There are needs for expanding commuter services, park-and-ride facilities, extending VRE to Haymarket, and expanding the VA Breeze.
- US 15 is an evacuation route for Northern Virginia.
- ***Is US 15 part of the US 29 CoSS? Redundant routes should be considered for CoSS needs.***
- US 15 near Zion Crossroads has heavy truck traffic and experiences beach-bound traffic in the summer.

Reliability

Discussions related to reliability are noted previously under Congestion.

Accessibility to Activity Centers

- The Town of Orange provides transit service to Gordonsville and an in-town circulator trolley. Please add these to the maps of transit service. Data for some fixed routes are not available through DRPT, but OIPI can get this data from the localities.
- Park-and-ride facilities could become locations for fixed route service.
- Please check Routes 29, 28, and 17 for AADT volumes on the Accessibility and Disadvantaged Population maps.

- The Towns are not listed as activity centers because they are not within Regional Networks.
- We don't have identified activity centers, but maybe we just need a location for telecommuting.

Travel Options for Disadvantaged Populations

- Lake of the Woods (Dot 7) is a gated community with elderly (75+) and disabled population, but not low-income.
- A person who is older but wealthy shouldn't necessarily be considered disadvantaged. Northern Fauquier County is shown as disadvantaged - this is probably being driven by age. *Can the data be broken out if you only have to meet one criterion?* It is important to understand what the need is.
- The small areas of dark blue in the Town of Culpeper and Warrenton are difficult to see on the map.

Safety

- Pedestrian safety is a big issue. There is a need for pedestrian crossings and sidewalks. Warrenton was awarded SMART SCALE funds for a project, but the cost increased, and the pedestrian HAWK signals were eliminated. (Asphalt costs on I-66 were the issue.)
- Some participants were concerned that property damage only crashes were not considered.
- In the Town of Orange, there are safety needs for sidewalks and crosswalks to comply with ADA requirements and improve connectivity.
- The group would like more flexibility in identifying safety needs.
- Please provide crash maps for each county. The maps provided are hard to read.
- Future removal of DUI/Impaired from PSI, but not R4.
- Missing Route 615 (Dot 6)
- *Why is the timeline for SMART SCALE scoring every 5 years, but PSI is every 3 years?*

Economic Development

UDAs:

- The Town of Orange needs to update its UDA(s) and respond to the UDA needs survey.
- The Town of Warrenton needs to respond to the UDA needs survey for four or five UDAs. OIPI should follow up with Denise Harris (Town Planning Manager).
- In the UDA Variables table, check and update the population for the Town of Gordonsville. This UDA was designated in 2017.

I/EDAs:

- A 25+ acre site is a different type of site than what many small towns have. For our area, the 25+ acre sites are too large for small towns to be able to draw attention.
- Having zoning in place (Tier 3) is a good marker.

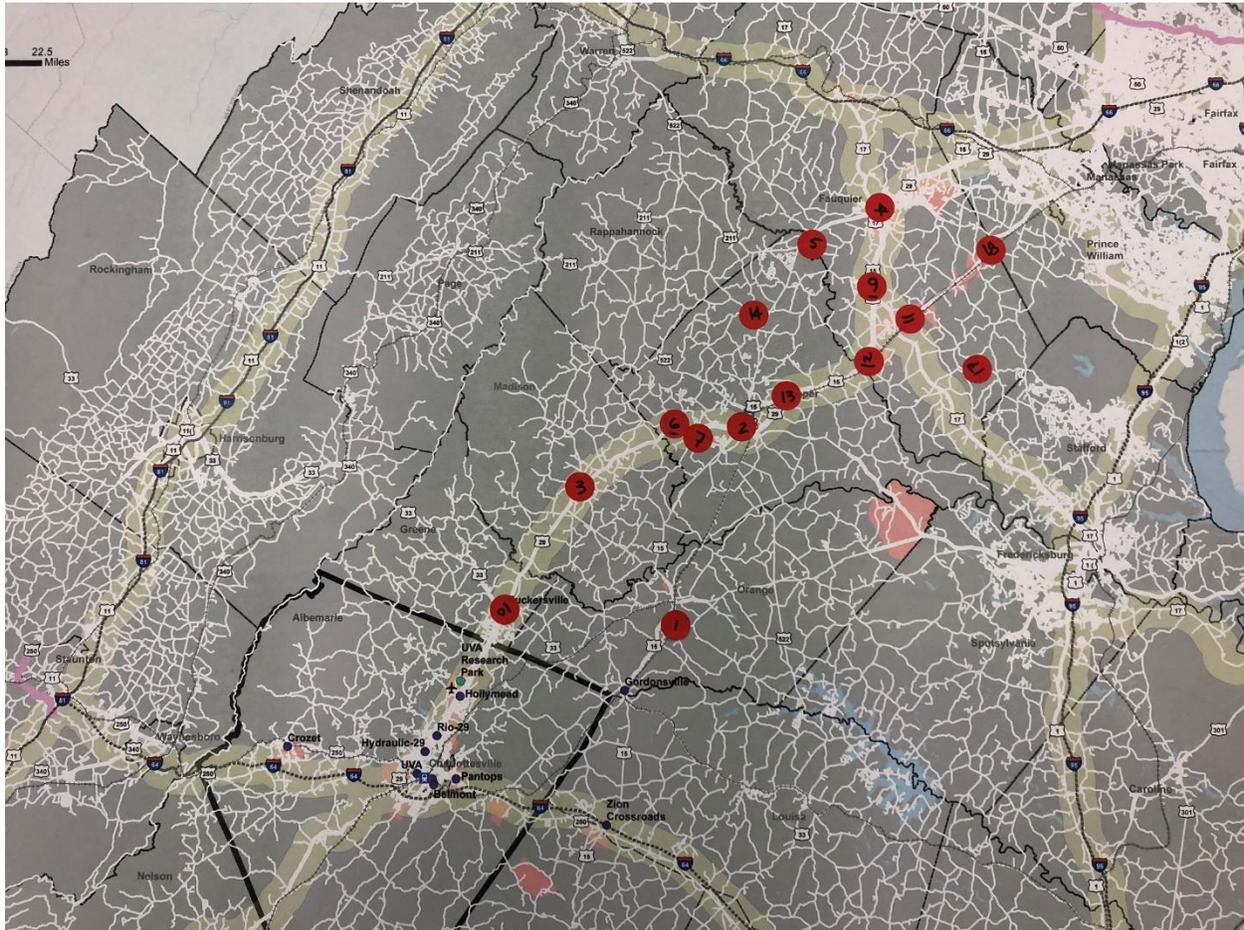
SMART SCALE's Economic Development scoring criteria do not favor small towns. In the last round of SMART SCALE, the Town of Culpeper's industrial sites were thrown out for the economic development scoring. Small towns also cannot compete for HPP funds. Our local priorities do not match what can get funded. We seem to be losing out to Northern Virginia; we have only received SMART SCALE funding for roundabouts and park-and-ride facilities. We are scoring well on the safety criteria.

Other comments related to Economic Development:

- There is a need for broadband to attract more people who want to telework or work from home four days a week and one day at the office. There is a related need for trails to improve quality of life.
- Economic Development measures for SMART SCALE requires active site plans - but the scoring is not matching what we are looking for.
- Scoring for Economic Development not looking at walkability in terms of economic development. Land use measures only apply in Area Type A - don't apply in our area - but walkability improvements in a town may be a bigger "quality of life" economic draw (tourism, business, etc) than a particular business site - this definition of ED may be hurting smaller localities
- May not be reaching VTrans goals based on SMART SCALE scoring and area type

GROUP 3 COMMENTS

Breakout Group 3 Marked Up Map



Economic Development

VEDP Industrial and Economic Development Areas:

- Smaller towns and counties may not have large tracts of land. There are smaller parcels the localities want to develop/redevelop, but these places will not show up on this list because they're not big enough. There are only about 3 parcels in Warrenton that are over 25 acres and we are looking to adjust open land for development, possibly by annexing.
- Be careful on the definition of "readiness". There is a balance between marketing a site but not losing the ability to negotiate once an interested party comes forward.
- A lot of the sites identified on this list haven't reached "pad status" yet. Getting a site to Tier 4 is a heavy lift. In setting thresholds, you don't want to miss the green spaces.
- Redevelopment areas that are crucial to the towns will be missed by this definition.

- Orange Industrial Park (**Dot 1**) is an economic development area of interest.

UDAs:

- The UDA listed for Culpeper encompasses the entire Town. Access to the Amtrak station is a key element in the comprehensive plan.
- Culpeper County is considering designating the area at McDevitt Drive and East Chandler Street (**Dot 2**) just outside the Town limits as a UDA.
- The Town of Madison (**Dot 3**) is considering designating itself as a UDA.
- The Town of Warrenton (**Dot 4**) has designated several UDAs.
- Development is occurring west of Warrenton (**Dot 5**) and will bring traffic into the town. There is a need for a bypass or another way to make the traffic manageable. This is a regional network need.

Safety

The group identified locations with safety needs:

- The two at-grade signalized intersection along US 29 at Brandy Station and at Elkwood need to be opened up and made more safe.
- In Warrenton, US 29 has safety needs at the interchanges and intersections.
- In Madison, there is a safety need at Fairground Rd and US 29 Business.
- In Orange, there are safety needs in the Route 3 corridor, especially in the UDA.
- In Culpeper County, US 29 from the Town of Culpeper to Madison County (**Dots 6 and 7**) is not limited access, and traffic is growing. The County is exploring access management improvements to address access spacing issues.

Congestion

- US 29 around Warrenton and Route 28 in Fauquier County are consistently congested in the AM and PM peaks. Congestion hotspots include Opal (**Dot 9**), Bealton (**Dot 11**), Remington (**Dot 12**), and County Line (**Dot 18**). Route 28 on the weekends is reliably congested, especially at the intersections and towards Prince William County.
- US 29 is congested at Route 33 in Ruckersville (**Dot 10**), but this is not shown on the TTI map.
- Traffic is influenced by farm and school seasonal fluctuations.
- In Culpeper, Main Street is always congested between 10:00 am and 6:00 pm.

Reliability

- There is no redundancy in the US 29 corridor. Accidents lead to “off main” detours and clog the entire network.

- Reliability issues in Culpeper occur at the intersection of McDevitt Drive and Route 3 and along Main Street.
- In Warrenton, reliability issues occur at Route 211 (Old Bypass) (Dot 4).
- In concept, Unreliable Delay is a more valuable measure than Buffer Time Index.

Passenger Rail On-Time Performance

- There is a need for more frequent trains to serve more people and improve ridership.
- There is a potential need to improve transit access to the passenger rail station(s).

Accessibility to Activity Centers

- The group identified activity centers that are not shown on the map:
 - Germanna Tech Center & CTE School at Frank Turnage Drive
 - Equinox Data Center/Terramark
 - US 29 at Route 3
- Warrenton could be an activity center as part of the Northern Virginia MPO.
- *Why is Ruckersville designated as an activity center?*
- *Are activity centers tied to the regional networks?*

Travel Options for Disadvantaged Populations

- Transit viability is better determined by localities.
- Rural transit services should be included in the analysis, in addition to the fixed route services. There is a paratransit route that serves Culpeper to Charlottesville.
- The Bealeton and Morrisville (Southern County High School, Dot 11) areas in southern Fauquier County are low income and disadvantaged, but they are not shown as disadvantaged in the maps.
- The eastern and western parts of Culpeper County (Dot 14) are shown as different colors. Eastern Culpeper County is shown as disadvantaged; western Culpeper County is not. But these areas are demographically the same and should be shown as the same color (all disadvantaged or all not disadvantaged).

iii. COMMENT SHEET INPUT

The following section lists the written input from participants who chose to fill out the printed comment sheet in their meeting packets. Key points and concepts from this input are reflected in Table 2 (Synthesis of Comments). Some participants planned to send comments to OIPI staff after the meeting; input from these post-

meeting messages may not be captured in this meeting summary, but OIPI is considering all continued input during the development of the needs assessment.

Only one comment sheet was submitted at the Lynchburg Area workshop, and it consisted of a few general comments.

General Mapping:

- *Consistency in data on maps - Town of Orange UDA - Route 15 south out of Town being shown as 1-10,000 and/or 10,000-25,000 ADT on different maps*
- *Need to get the Town of Orange Trolley (TOOT) routes on the transit map.*
- *Town of Orange Transit routes are not shown - Transit to Gordonsville and TOOT around Town*

Economic Development

Urban Development Areas

- *The Town of Orange is responsible for the UDA within its boundary. This UDA was created using VDOT funding.*