



Transportation Committee Meeting Minutes of November 16, 2017

Call to Order:

The Transportation Committee meeting was called to order at 6:00 p.m.

Members Present

Gary Skinner (Lee Hill District), Tim McLaughlin (Chancellor Supervisor), Robert Fogg (At Large Representative), Sean Nelson (VDOT), Dan Cole (staff), Doug Morgan (staff), Bonnie Jewell (staff)

Others Present

Wanda Parrish (County – Planning Dept.), Erik Nelson (City of Fredericksburg), Linda LaSut (VDOT), Paul Agnello (FAMPO), John Riley (JMT), Karzan Bahaaldin (JMT)

Public Comment

None

Discussion Items

Route 2/17 Existing Conditions Presentation – Karzan Bahaaldin

The purpose of this meeting was to present and discuss the existing conditions evaluations for the corridor. During the presentation, the following items were discussed:

Dan Cole opened the session and introduced the attendees and JMT. The following is a summary of questions and comments from the presentation.

Robert Fogg: does the study cross into the City of Fredericksburg?

- All the study area is in the County; however, the influence is within the County and the City (especially at Lansdowne Rd., any future improvements may require ROW from the City)

Gary Skinner: when will we expect the final study?

- Karzan Bahaaldin - per the schedule (Nov. 2018), we expect faster delivery (around July-August 2018), depending on the information required and the public meetings.

Robert Fogg: How we do control access points?

- Karzan: dependent on the County’s will to consolidate existing entrances. Adding median, for example, will limit full access entrances and reduce conflict points. For future conditions, there will be access management guidelines which will be developed specifically for this corridor.

Items of concern to be addressed:

Gary Skinner: The #1 problem within the 2/17 corridor is the Lansdowne Road intersection.

Paul Agnello: It could be 10 years to fix corridor problems with Smart Scale funding. We need to look at other funding mechanisms.

Sean Nelson: will the County/JMT recommend interim fixes?

- County: yes.



Mid-block school bus stops. School bus stops and schedules to be reviewed by JMT for the following schools (the County will provide JMT with school bus schedules/routes/number of students at each stop, and any other information that may potentially impact the traffic along the corridor):

- Lee Hill Elementary School,
- City of Fredericksburg,
- Cedar Forest Elementary School,
- Massaponax High School,
- Fredericksburg Christian School.

Bus stops at crosswalk (about 20 kids get on/off).

Sean Nelson: The Lansdowne Rd. improvement is estimated to cost about \$1 Million. This Includes 135' storage lane and 100' taper. The high cost partly due to utility relocation, rising cost of signalization.

Bus bump-out could be simple and cost-effective solution, for the near-term.

Action items:

1. County (Dan Cole) to provide the FRED ridership to JMT (preferably for 5 years to determine the trends).
2. A faded sign to be replaced (all the sign exhibits sent to the County to be shared with VODT).

Dan Cole: Multimodal Accommodations is the preferred solution by the County.

Gary Skinner: requested to finish this study as soon as possible.

Doug Morgan: We need as much information as possible to submit the Smart Scale application.

Paul Agnello: An additional funding idea is to apply for RSTP funding. The call for applications is in December.

Route 1/208 Existing Conditions Presentation – Karzan Bahaaldin

The purpose of this meeting was to present and discuss the existing conditions evaluations for the 1/208 corridor. During the presentation, the following items were discussed:

Gary Skinner: is the AM peak data later than what would be typical along this corridor?

- Karzan: No. The peak period was determined from the directional counts, and TMCs were collected during that peak period. Further analysis was conducted to determine the universal peak hour for all studied intersections.

Gary Skinner: When were the counts collected?

- Karzan: Counts were collected in May/June 2017.

John Riley: How often does the County see detours from I-95 (due to incidents) to the Route 1 corridor?

- Sean Nelson: frequently/regularly.

Robert Fogg: Hood Dr. The VISSIM model should have more traffic congestion?

- Karzan: Long queues were observed but most cleared within a single cycle.

Paul Agnello: how soon can we finish future no-build and build?

- Karzan: Approximately around June-July 2018.
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Items of concern to be addressed:

Dan Cole: There is a need for a SB right-turn lane from Spotsylvania Ave. to Market St.

- Sean Nelson: The alignment issue prevents it

Gary Skinner: The County wanted a dual lane off-ramp on Southbound I-95 at least back to CarMax, but FHWA didn't approve it. We are fortunate to not have had a fatality at Exit 126.

Sean Nelson: Incident management is a regular issue, causing congestion (two issues already this week).

Karzan: Bus bump-outs could be a simple and cost-effective solution.

Action items:

1. County (Dan Cole) to provide the FRED ridership to JMT (preferably for 5 years to determine the trends).
2. Multiple signs to be replaced (all the sign exhibits sent to the County to be shared with VODT).
4. Doug Morgan: We need as much information as possible to submit for the Smart Scale applications.

Items to consider:

1. Gary Skinner and Chris Yakabouski are in favor of Germanna Connector across Massaponax Creek.
2. Gary Skinner: The Cosner property (north side of Rte. 1 from Market St. to Hood Dr.) is more than 50 acres. Developers may be willing to help a future Germanna connector road.
3. Sean Nelson: The deficient US-17 bridge over I-95 will be replaced by VDOT with US-17 widening funds.
4. Gary Skinner: City and County have looked at widening Lafayette Blvd. to four lanes all the way up to the city limits.

Future traffic/approved developments:

1. Gary Skinner: many approvals are for 20-year horizon, but not happening quickly.
2. Doug Morgan: the 100K vpd from approved TIAs does not account for other by-right residential, commercial, and industrial properties that are currently undeveloped.
4. John Riley: it would be a good idea to look at the new Smart Scale regulations.
5. Sean Nelson: Kimley-Horn is doing a Smart Scale on Rte. 1, due in March.
6. Paul Agnello: Smart Scale changes we know so far:

- Application limit = 4 (regardless of the dollar amount). Could be a good idea to combine projects (there are criteria for which projects can be combined).
- Initial declaration is June 1, 2018.
- Deadline is August 1, 2018.
- The project needs to be in MPO Constrained Long Range Plan (CLRP) for "Major Projects". The project criteria to be considered "Major" is vague (assume \$5 million and higher). The changes came from issues in Hampton Roads.
- HB 2313 is not bringing dollars as expected.
- The MPO CLRP will shrink due to lack of sufficient funds (some projects will fall out).
- Entering an era of scarcer funding. \$25-30M may be available for the whole district.
- FAMPO gets to submit 8 Smart Scale applications, will pull whatever comes from STARS (Kimley-Horn) submittal.

7. Gary Skinner: suggested a direct flyover for NB and SB on- and off- of Germanna connector.

8. Sean Nelson: this concept has an exhibit. It is similar to super ramp & slip ramp at trailer park. Although J-Ramp is gone, other element of the past study done by Kimley-Horn is still valid.



The above represents a true and accurate account of the discussion during this meeting to the best of my knowledge. If there are any conflicts, misrepresentations, or omissions with the above statements, please contact the undersigned within 14 of this date.

Next Meeting

The next Transportation Committee meeting will be on December 11' 2018.

Adjourn:

The Transportation Committee adjourned at 8:30 pm.