



VTRANS

VIRGINIA'S
TRANSPORTATION PLAN

Mid Term Needs
Assessment Regional
Workshop Summary
Fredericksburg Area
Tuesday, August 6, 2019



Office of Intermodal Planning and Investment

1221 E. Broad Street

Richmond, Virginia 23219

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

Contract Number 47082, Task Two: Agency Involvement

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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 Fredericksburg 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 Stratford Hall near Montross, 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		
Erik Nelson	City of Fredericksburg	Transportation Administrator
Mark McCaskill	Fredericksburg-Area Metropolitan Planning Organization (FAMPO)	Deputy Administrator
Craig Reed	FRED Transit	Planning Manager
Linda S Millsaps	George Washington Regional Commission	Executive Director
Anne Ducey-Ortiz	Gloucester County	Director of Planning, Zoning and Environmental Programs
Ron Etter	King William County	Director of Community Development
Jerry W Davis	Northern Neck PDC	Executive Director
Stuart McKenzie	Northumberland County	County Planner
Daniel Cole	Spotsylvania County	Transportation Engineer

Jacob L. Pastwik	Spotsylvania County	Planner III
Alex Owsiak	Stafford County	Transportation Program Manager
Christine Hoeffner	VRE	Manager of Project Development
Sonali Soneji	VRE	Planning Program Coordinator
Beth McDowell	Westmoreland County	Planning Director
Additional Regional and Local Representatives Invited but Unable to Attend		
Pat Sanders	Bay Transit	
Craig Pennington	Caroline County	
Mike Finchum	Caroline County	
Timothy Wilson	Essex County	
Tom Swartzwelder	King and Queen County	
Annie Cupka	King George County	
Neiman Young	King George County	
S Harvey	King George County	
Don Gill	Lancaster County	
Lewie Lawrence	Middle Peninsula PDC	
Charles Steigerwald	Potomac and Rappahannock Transportation Commission	
Hope Mothershead	Richmond County	
Morgan Quicke	Richmond County	
Robert Murphy	Town of Colonial Beach	
Travis Quesenberry	Town of Port Royal	
Lee Hood Capps	Town of Warsaw	
State Agency Staff		
Randy Selleck	DRPT	Rail Planning

Jake Herrman	VDOT	Planner
Olivia Mobayed	VDOT TMPD	Transportation Planning Program Manager - TDM / Park & Ride
Linda LaSut	VDOT, Fredericksburg District	Assistant Planning Manager
Stephen Haynes	VDOT, Fredericksburg District	District Planning Manager
Jitender Ramchandani	OIPI	Transportation Planning Program Manager
Chris Wichman	OIPI	Transportation Planner
Katie Schwing	OIPI	Transportation Planner
Ronique Day	OIPI	Deputy Director
Consultant Facilitators and Scribes		
Hannah Twaddell	ICF	Facilitator
Peter Hylton	High Street Consulting	Facilitator
Rebecca Jablon	CDM Smith	Scribe
John Cowart	CDM Smith	Scribe
Kristina Heggedal	ICF	Scribe
Rob Etter	ICF	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

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

- 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.

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 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 stakeholders. 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.	Recommend extending PECC to non-limited access facilities.
2.	It's important to distinguish between recurring congestion and congestion caused by incidents in the analysis.
3.	The tolerance for congestion varies by region. Consistency of standards/thresholds statewide has to be balanced with the particular needs of certain areas. An idea to address regional differences is to control for regional characteristics (e.g., VMT, population, person-miles traveled) or to have sub-measures specific to each region.
4.	The PECC maps do a good job of representing congestion points on weekdays, but not on weekends. On weekends, northbound travel on the I-95 corridor is worse than southbound.

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

	Comment
5.	I-95 northbound around Spotsylvania experiences weekend congestion, particularly on Sundays. This segment appears to experience congestion according to the PECC maps, but the weekend severity may not be apparent.
Congestion: Travel Time Index (TTI)	
6.	Tidewater Trail southbound experiences weekday congestion. It does not seem to appear on the TTI map.
7.	Check the TTI map for Route 17 at I-95 since there is expected to be congestion here.
Reliability: Unreliable Delay (UD)	
8.	For a statewide measure of reliability, there should be consideration of the number of people impacted by the delays. This will help reveal where the problems are greatest.
9.	The maps show I-95 northbound having less reliability problems than expected, particularly on Sundays.
Reliability: Buffer Time Index (BTI)	
10.	The BTI measure hasn't been capturing the region's problems. It doesn't show other factors in the story, like where people are traveling to (e.g., commuting to Northern Virginia), where opportunities are, and how the region is growing.
11.	There is potential for a new unreliability measure, such as the percentage of facilities that are unreliable and unreliability per capita.
Passenger Rail: VRE and Amtrak Station On-Time Performance	
12.	One of the region's biggest needs is improving cross-infrastructure connections, particularly to improve local transportation connections to modes leading to Northern Virginia. This is especially relevant for transit access to VRE stations. It would be good to have a measure or accounting for this in VTrans.
13.	It would be useful to measure rail reliability (as distinguished from on-time performance).
Accessibility: Transit Access Deficit to Activity Centers	
14.	Consider using VRE stations as activity centers since they could be nodes of transit-oriented development (TOD).
15.	There should be a focus on the development of bicycle and pedestrian networks since they are incomplete. This includes areas near activity centers, but also those away from activity centers, and it may also be related to other reliability and congestion measures.

	Comment
Travel Options: Disadvantaged Population Beyond ¼ Mile Access to Fixed Route Transit	
16.	What about modes of transit that are not fixed-route, like paratransit, micromobility, and human transportation services?
17.	Recommend removing block groups from consideration for Quantico and Fort AP Hill.
18.	Caroline County is losing fixed-route transit, so areas in Caroline County that show on the maps as being served by fixed-route transit may [need to be updated].
19.	Check how communities are identified as being served by transit. Some areas that are blue on the map have transit access.
20.	North on Route 17 from the Exit 133 interchange appears on the map not to be viable for fixed-route transit, which is surprising.
Safety: Vehicle Crashes	
21.	Can crashes be classified by time of day, weather conditions, lighting and visibility conditions, or day of the week?
22.	Consider excluding drunk driving-related incidents since SMART SCALE scoring also excludes these.
23.	Bicycle and pedestrian crashes are [mixed in with] the [motor vehicle] data on potential for safety improvements (PSI) and may need to be broken out.
24.	Key safety issues in rural areas: Mixed traffic attempting to share space on narrow roads with no shoulders: cars, trucks, bicyclists, vespas, and heavy equipment farm vehicles; pedestrian and bicyclists crossing major arterials.
Economic Development: Urban Development Areas and VEDP Business Ready Sites	
25.	The designation of industrial development areas seems to favor new development instead of redevelopment because of its 25-acre site criterion. Is there a way that it can be made more equitable and economically feasible to redevelop a site with existing development?
26.	Should large-scale residential developments be considered in the economic development analysis? For instance, residential development sites could be considered too. This may be related to UDAs.
27.	Consider tourism a form of economic development e.g., Regional bike trail [provides] tourism connections to State parks/ National parks - Potomac Heritage trail. Virginia Capital Trail provides an example of a completed trail that provides economic benefits to the areas it connects. A similar network would be beneficial to the Middle Peninsula.

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

i. PLENARY PRESENTATION

Jitender Ramchandani provided the plenary presentation, in which he described VTrans and detailed the data and analysis that is being conducted to ultimately support mid-range needs identification. The presentation provided a foundation for the breakout session discussions that followed. Participants asked a couple of questions for clarification during the plenary session (e.g., the meaning of the acronym CoSS - Corridors of Statewide Significance), then offered more in-depth insights and discussion during the breakout session.

INTRODUCTION/OVERVIEW

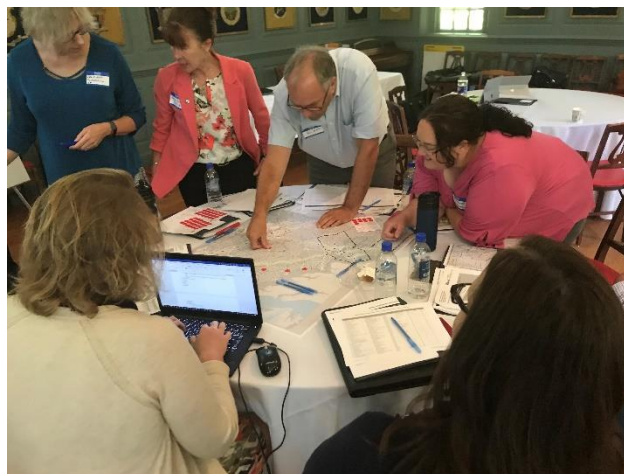
- Jitender re-introduced the purpose of VTrans, the planning context and the federal and state requirements
- He emphasized that the data and analysis presented is meant to spur discussion, and is not the final Needs. He requested that participants also review the data with an eye for completeness/accuracy.

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.

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. Questions from participants are shown in italics, followed by brief responses from the plenary speaker.

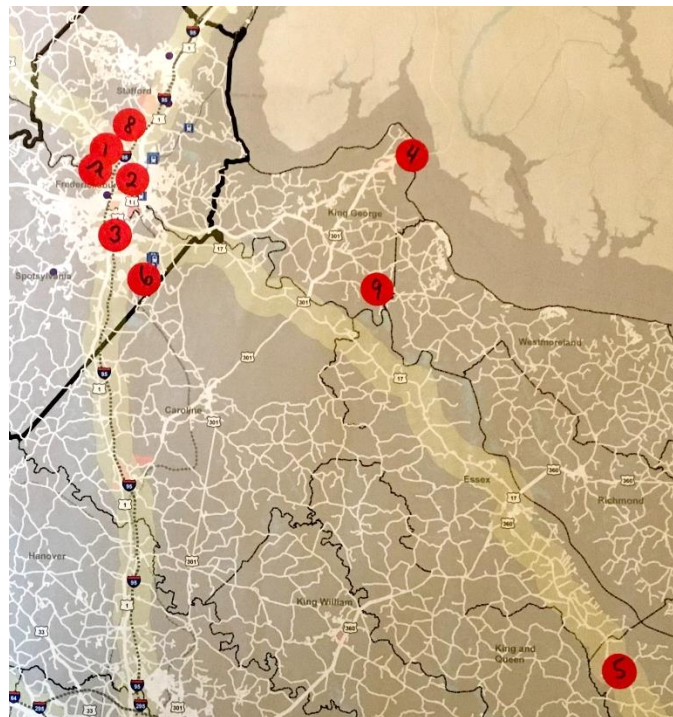
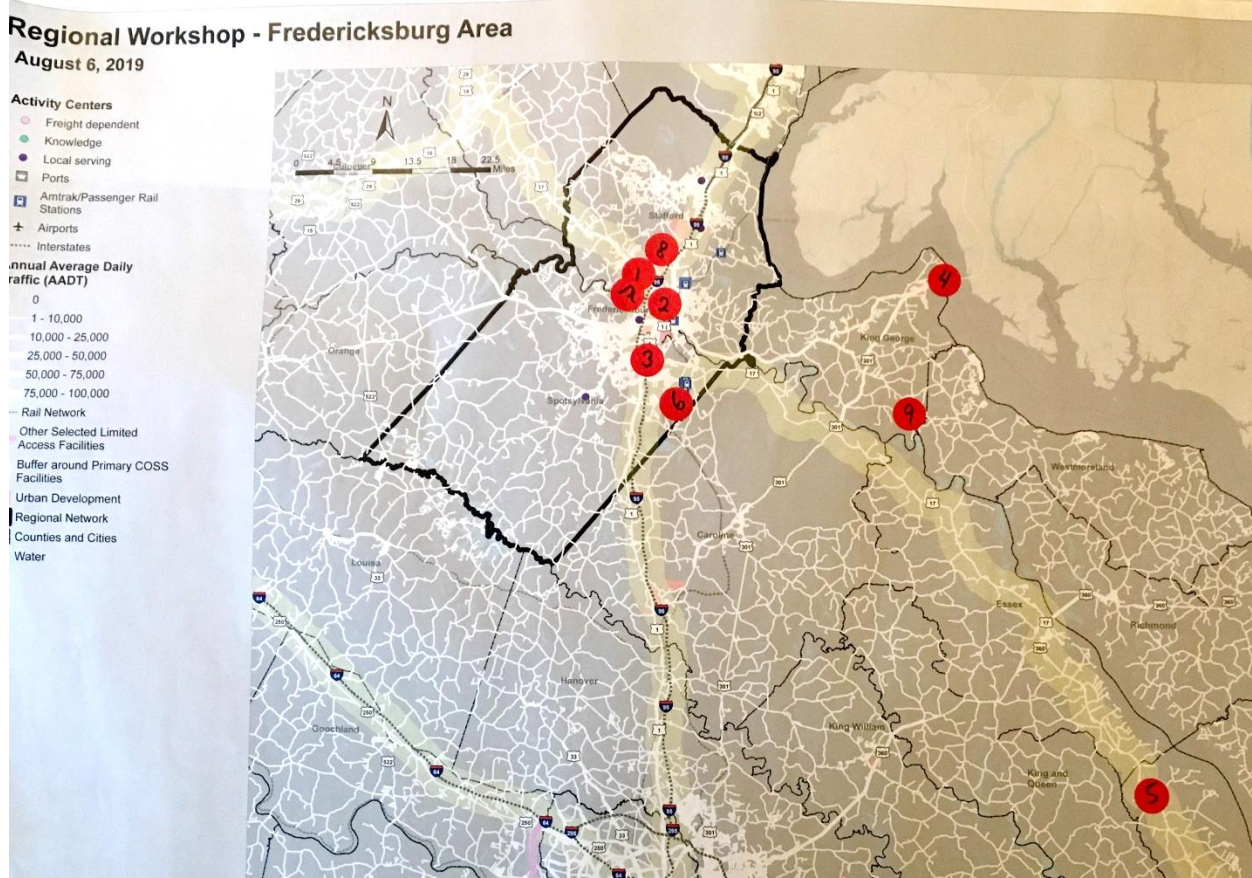


Facilitators and scribes assigned to each group recorded the input by writing notes on a flip chart and on a laptop. For comments with geographic specificity, facilitators and/ or group members placed numbered stick-on dots onto a poster-sized base map and noted the meaning of the numbered dot on the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



Congestion

1. Route 17 at I-95. Check TTI since there is expected to be congestion here.
2. Falmouth. There is diverted traffic, and there are incident management needs.
3. U.S. 1 at I-95 (Exit 126). There is a STARS project (Strategically Targeted Affordable Roadway Solutions)³ here. Congestion is severe on weekends, especially in the summer.
4. U.S. 301 at Dahlgren. There is traffic on bridge. At the bridge the number of lanes on U.S. 301 reduces from four to two. U.S. 301 also serves as an alternative to I-95.

Percent Person Miles Traveled in Excessively Congested Conditions (PECC)

- The standards/thresholds for what constitutes congestion that apply in northern Virginia do not apply to the rest of the state and tolerance for congestion varies by region. Consistency of standards/thresholds statewide has to be balanced with the particular needs of certain areas. It takes lower speeds to constitute congestion in northern Virginia than elsewhere. An idea to get around this is to control for regional characteristics (e.g., VMT, population, person-miles traveled) or to have sub-measures specific to each region.
- The PEC measures with the 60% and 75% thresholds are better than the measures with the 90% threshold.

Travel Time Index (TTI)

- Recommend extending PECC to non-limited access facilities.
- It is important to distinguish between recurring congestion and congestion caused by incidents in the analysis.
- Weekend congestion is worse because I-95 has more severe congestion that causes drivers to reroute onto parallel roads. For instance, north-south roads parallel to I-95 are congested whenever there is an incident on I-95. This affects—
 - Route 17 approaching I-95 and Route 126 northbound (which just missed the list as a STARS project)
 - Route 126 northbound at I-95 (which also just missed the list as a STARS project)
- Traffic on U.S. 301 is expected to double over the next one to two decades.
- Park-and-ride lots can create more local congestion while removing it from I-95.

Reliability

5. U.S. 17 northbound trips as far as U.S. 301 experiences unreliable travel. In the future it may serve as an alternative to I-95 northbound, particularly for trucks.

Unreliable Delay

- There is potential for a new unreliability measure, such as the percentage of facilities that are unreliable and unreliability per capita.

³ <https://www.virginiadot.org/projects/stars.asp>

- For a statewide measure of reliability, there should be consideration of the number of people impacted by the delays. This will help reveal where the problems are greatest.

Buffer Time Index (BTI)

- The BTI measure has not been capturing the region's problems. It does not show other factors in the story, like where people are traveling to (e.g., commuting to northern Virginia), where opportunities are, and how the region is growing.
- Encouraging UDAs might help address needs in face of declining SMART SCALE scores in the region.

Passenger Rail On-Time Performance

6. Spotsylvania Station. Access to train stations (i.e., VRE) is a major emerging transit issue. Thought is needed about how to measure it.

Amtrak

- Amtrak's delays are generally incurred further north on the Northeast Regional line. Interference with freight trains is one of the reasons due to freight railroad's peak period dispatching practices in the northern Virginia region.
- Generally, long-distance trains are less reliable than local and state-sponsored trains.
- Reliability is critical to Amtrak's success, in part since low reliability makes it hard for passengers to make connections with other modes.

VRE

- One of the region's biggest needs is improving cross-infrastructure connections, particularly to improve local transportation connections to modes leading to northern Virginia. Transit is an example of this. It is difficult to convince counties to fund transit routes to VRE stations, so transit agencies are constrained in the service that they can provide to VRE stations.
- The Fredericksburg and Quantico stations may merit expansion.
- It would be useful to measure rail reliability (as distinguished from on-time performance).

Travel Options for Disadvantaged Populations

7. The map marks this as dark blue, but it seems to be in a transit-served area. Check the routes for FRED Transit. More generally, some areas that are blue on the map have transit access.
 8. North on Route 17 from the Exit 133 interchange. Check this location too since the map shows that it is not viable for fixed-route transit based on population density alone.
- What about modes of transit that are no fixed-route, like paratransit, micromobility, and human transportation services?
 - Recommend removing block groups from consideration for Quantico and Fort AP Hill.

- There are geography challenges to transit, walking, and biking in the region.

Accessibility to Activity Centers

- Consider using VRE stations as activity centers since they could be nodes of transit-oriented development (TOD).

Safety

9. At this location (on Route 3 near Route 628 in Westmoreland County), the data shows a cluster of fatal crashes. This is not intuitive given the design of the roadway.
 - Can crashes be classified by time of day, weather conditions, lighting and visibility conditions, or day of the week?
 - Stafford County has completed a comprehensive safety study.⁴
 - Is there a safety measure specific to bicycle or pedestrian crashes?
 - Consider excluding drunk driving-related incidents since SMART SCALE scoring also excludes these.

Economic Development

- Having the infrastructure in place (indicative of a site being in tier 4 or 5) is very important since economic development facilitated by site selection consultants typically requires existing utilities, etc. to be in place.
- Should large-scale residential developments be considered in the economic development analysis? For instance, residential development sites could be considered too. This may be related to UDAs.
- Maybe business development sites need to be UDAs.
- In terms of transportation, the distinction between locations that generate large commuter / employee traffic and those that generate large amounts of freight traffic is significant.

⁴ <https://staffordcountyva.gov/2037/Comprehensive-Road-Study>

GROUP 2 COMMENTS

Breakout Group 2 Marked Up Map (zoom-in of “dots”)



Congestion

1. I-95 northbound around Spotsylvania experiences weekend congestion, particularly on Sundays. This segment appears to experience congestion according to the PECC maps, but the weekend severity may not be apparent.
2. Tidewater Trail southbound experiences weekday congestion. It does not seem to appear on the TTI map.
3. There is peak period congestion on I-95 southbound at Garrison Road since express lanes end here. The PECC map with the 90% threshold indicates an increase in congestion at this location.

Percent Person Miles Traveled in Excessively Congested Conditions (PECC)

- Much of the congestion on limited-access roads comes from through trips, for instance related to travelers from other regions going to the beach in the summer. These through trips worsen congestion and travel times significantly. The congestion on I-95 also spills out onto parallel roads as navigation apps reroute people away from highway congestion onto alternative arterial routes (e.g., Route 217).
- The PECC maps do a good job of representing congestion points on weekdays, but not on weekends. On weekends, northbound travel on the I-95 corridor is worse than southbound. Express lanes are not always available northbound.

Travel Time Index (TTI)

- The fact that the TTI maps show the average based on data throughout the day might mask problem times that are especially bad for congestion.
- A little bit surprised to see the congestion on the map at Stafford.
- There are several obvious congestion problems in the region based on experience.
 - Garrison Road seems to be frequently / constantly congested.
 - Route 1 going under 95 is an “obvious” problem too.
- Quantico has offered to spend some money to address congestion backing up to gate to get onto I-95
- Old Plank Road currently experiences some congestion that will worsen with new development. Roundabouts are being added at Andora Drive and Chancellor Road. There is also peak-period congestion at Old Plank Road and Harrison Road.
- The TTI maps are based on 2018 data and do not account for planned development.

Reliability

4. I-95 northbound in Spotsylvania. It is surprising that weekend congestion is not showing up. It is worth doublechecking this, although it could be related to the fact that I-95 northbound near Spotsylvania is reliably (rather than unreliably) congested on the weekends.

Unreliable Delay

- The maps show I-95 northbound having less reliability problems than expected, particularly on Sundays.
- Does the reliability data consider express lanes?

Buffer Time Index (BTI)

- The maps for buffer time index look pretty accurate in terms of the locations that are highlighted and their relative intensity.
- Reliability problems in Fredericksburg district tend to have an interregional and inter-district component simply because of the travel patterns and number of through trips through the region.

Safety

- Safety is more critical for rural areas than within Corridors of Statewide Significance (COSS) and regional networks (RN), where there are other issues that can also warrant improvements.
- PSI is a well-used measure that could be good for safety for safety analysis. The challenge is determining where to draw the cutoff lines for VTrans (e.g., top 100 per district).
- The data shows that Courthouse Road toward Lake Anna has had many crashes despite being a wide, straight road with shoulders. By contrast, the map shows a large number of crashes on curvy / winding roads in King George County
- Bicycle and pedestrian crashes are in the potential for safety improvements (PSI) data and may need to be broken out.

Passenger Rail On-Time Performance

Amtrak

- Long-distance trains seem to have less reliability than regional service, and it would be helpful to highlight the stations with long-distance serve on the map to distinguish.

VRE

- It is important to note that the region experiences a lot of roadway congestion on weekends, which is also a time when VRE does not operate.
- There are many conflicts between freight trains and VRE trains, which causes delays. This has increased as freight railroads, which used to have limited AM and PM dispatches, have started dispatching trains more continuously throughout the day.
- Additional capacity has helped improve on-time performance where it has been provided (e.g., Quantico Bridge). A 4th track may eventually be needed in some areas.
- New development is planned at places like Jackson Village, Alexander's Crossing, and Palmer's Creek. What about future growth areas?

Accessibility to Activity Centers

- The dots do not seem to represent the quality of transit service.
- There should be a focus on the development of bicycle and pedestrian networks since they are incomplete. This includes areas near activity centers, but also those away from activity centers, and it may also be related to other reliability and congestion measures.

Economic Development

- The designation of industrial development areas seems to favor new development instead of redevelopment because of its 25-acre site criterion. Is there a way that it can be made more equitable and economically feasible to redevelop a site with existing development?
- The Fredericksburg region has more industrial development areas than any other regions, but surprisingly none of them are classified as tier 4 or 5.
- The Real Estate Investment Fund (REIFA) is a tool where proceeds from tax is generated from development that occurs on a site is allocated to the local entities that cooperated for its development. There are no such sites in the Fredericksburg region.
- How different are industrial development areas from other industrial access programs?
- Industrial development areas already incentivize rezoning to align with the intended use, and using industrial development areas in VTrans might further incentivize rezoning.
- *Would VTrans needs have to be within certain radius of site?* No, there is not expected to be a needs radius around industrial development areas.

Travel Options for Disadvantaged Populations

- Transit viability on the map seems about right.
- Note that Caroline County is losing fixed-route transit, so areas in Caroline County that show as being served by fixed-route transit may not be soon. Similarly, the area agency on aging has seen funding decreases for mobility options.
- There are also longer-distance accessibility needs, including connections between the Fredericksburg region and northern Virginia (e.g., vanpools, VRE, commuter buses). The region has one of the largest vanpool fleets in the country.

Economic Development

1. Gloucester UDA. This is a traditional village that Route 17 passes through the Courthouse UDA, which is a “national main street”. In the past it has received funding for a bike/ped crossing. Its needs including other bike/ped crossings and intersections, especially across Route 17. The county is seeking designation of the Gloucester Point/Hayes area as an affiliate area to the “national main street” designation.
2. Gloucester UDA. Gloucester Point is trying to create an area of a village, suburban, and nontraditional development. It is listed as an affiliate to main street (receives state funding), and it has used OIPI’s UDA Planning Grant Program. Needs include ITS, telework centers, signal timing, shoulders, and bike lanes.
3. There are signal timing needs between Gloucester and Gloucester Point along Route 17. Right now a comprehensive plan is under way to divided Route 17 into three lanes in each direction, although even with this capacity the level of service is expected to fall to F over the next two decades due in part to tourist traffic that is avoiding I-95. They are exploring alternatives.
4. Middle Peninsula State Park (now called Machicomomoco State Park) is opening to the public within the next year.
5. The Werowomoco Nation Park located in the Pinetta region of Gloucester County (existing but not currently open to funding) that is opening within one or two years.

Important local economic drivers / activity centers/ potential UDAs

6. Colonial Beach
7. Montross (Stratford Hall)
8. Warsaw
9. Kilmarnock
10. Callao
11. Heathsville
12. Reedville
13. White Stone
14. Irvington
15. Central Gorges (existing UDA)
16. Aylett
17. Urbanna. There is an oyster festival the first weekend of November.
18. Deltaville

Other Notes

19. There is an opportunity for a regional bikeway, maybe a blue-way or green-way. You can take the Capital to Capital bikeway as an example of how a bikeway that began as an idea can be implemented.
20. Downing Bridge (Route 360) (Tappahannock and Warsaw) has major maintenance concerns since it is a narrow, old steel bridges over saltwater. This bridge and many others in the region are of regional significance since the only way to reach a CoSS from some parts of the state is to go over one of these bridges.
21. Norris Bridge (Route 3) is also a narrow, old steel bridge over salt water.
22. Potomac Heritage National Scenic Trail is a planned trail that will go from Ohio down Route 3, through Washington DC and all the way to Smith Point (Reedville). It is in the planning phase.

23. Oyster trail (and winery trail) in Northumberland that is marketed on the Northern Neck tourism webpage.
 24. Matthew's Courthouse - important local center
 25. Westmoreland Industrial Park is nearly full. There is a study to build another park in the northern part of the region. Access to Route 3 is key, and the new park would generate traffic on Route 3. The state has not recognized Route 3 as a CoSS; participants were interested in finding out how to request adding it.
 26. Route 30. The shoulders on Route 30 are critical for farm traffic (e.g., tractors). However, tractors end up on the road when the shoulders crumble and VTrans doesn't have funding to repair. There is also horse and buggy traffic, there are many logging trucks, and there are cyclists. If cyclists are intended to use the shoulder, they'll need a multiuse trail that is separated from the roadway because of the farm traffic and the fact that chips from logging trucks stay on the roadway longer than they used to due to decreases in maintenance funds.
 27. There is a feasibility site selection study underway for an industrial park.
 28. There is an existing commerce plot (with automotive businesses, a welding shop, a gun shop, and some restaurants). It needs road improvements to pave the gravel access road.
 29. Fontainebleau industrial development area should be tier 4 since it has all the access infrastructure (e.g., sewer, water). It is seeking an industrial park.
 30. Tappahannock - important local center
 31. West Point is an emerging industrial park with paper mill and logging trucks.
- The word "urban" in urban development areas means that some villages do not apply for funding even though they might qualify for it. However, note that counties and cities are not required to use the term "urban development areas" as long as their programs meet requirements in Virginia Law. For instance, Gloucester calls its areas under this law "village development areas" and has received bicycle and pedestrian funding through the program.
 - The fact that Route 3 is not designated as being of regional significance hurts applications for projects on this road in SMART SCALE scoring.
 - Producing estimates for SMART SCALE can be difficult when agencies don't necessarily have the funding to collect data. The UDA Planning Grant Program through OIPI can help localities to determine scale and character of their UDAs.

Safety

32. Route 3 near King George-Westmoreland county boundary. The road goes from four lanes down to two. This combined with the fact that drivers are trying to pass slow-moving trucks has resulted in a high number of crashes in this area (as visible on the map). Westmoreland County has been requesting passing lanes between Oak Grove and King George County, but they are somewhat controversial.
33. Globe Road recently had a fatal crash. It is an example of a larger issue. All but two roads in the county are rural, and they often do not have striping or shoulders. Vegetative sightlines are also an issue.
34. Access management needs along Route 17.
35. Access management needs along Route 360. The Route 33/60 improvements next year will help address.

36. Downing Bridge. May close with winds near 45 mph. Trucks have rolled over during high winds.⁵

Congestion

Travel Time Index (TTI)

37. There is minor congestion on Route 17 at Gloucester due to stop signs and unsignalized crossings. It may not impact a large number of people, but there are a lot of movements.
38. Congestion on I-95 affects the entire commonwealth's freight movement.
39. Tappahannock granary (owned by Purdue). Location where farms transfer grain to barges, requiring 52-foot truck access.
40. Kinsale granary (owned by Purdue). Location where farms transfer grain to barges, requiring 52-foot truck access.
41. Kilmarnock granary (owned by Purdue). Location where farms transfer grain to barges, requiring 52-foot truck access.
42. Fontainebleau. There is a Nestle/Purina cat litter plant that uses clay.
43. West Point paper mill [logging truck traffic, see #31]

Accessibility to Activity Centers

44. Example location with older adult demographics where there is housing turnover approximately every 10-12 years. Retirees move to rural areas like this, but after around a decade move back to urban areas to be closer to medical facilities.
45. Gloucester private taxis. Private taxi operators have sprung up in the past few years. There are also medical transportation providers in the area.
46. Vespa-type 50cc scooters are slow-moving, but they are also mixed in with faster-moving (55 mph) traffic. This is potential an argument for wide shoulders for slower-moving vehicles.
47. Route 17/Gloucester areas popular with bicyclists. Marking to raise awareness about cyclists using the road has been difficult since the local VDOT engineer says the road is too fast to use 'sharrows' and "share the road" signs. There is a desire to raise awareness about cyclists using the road.
48. Additional example of popular bike routes around Gloucester, same issue as #47.
49. Gloucester TPO, Bay Transit's blue line.

iii. COMMENT SHEET INPUT

The following section lists the written input from two 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.

⁵ <https://wtvr.com/2018/03/02/downing-bridge-closed/>

Congestion:

Does Congestion affect this region's economic competitiveness? If so- where, how, and why?

- No, congestion is not an issue in or near King William County.
- Access management on Route 17

Person hours in Excessively Congested Conditions (PECC):

Does this measure reveal the region's needs as YOU perceive them? If not, why?

- Yes

Do you have an opinion on the Analysis threshold?

- No

Travel Time Index (TTI):

Does this measure reveal the region's needs as YOU perceive them? If not, why?

- Yes

Do you have an opinion on the Analysis threshold?

- No

Reliability

Does travel time reliability affect this region's economic competitiveness? If so-where, how, and why?

- Don't know.

Person Delay During Unreliable Conditions (UD):

Does this measure reveal the region's needs as YOU perceive them? If not, why?

- Yes

Do you have an opinion on the Analysis threshold?

- No

Buffer Time Index (BTI):

Does this measure reveal the region's needs as YOU perceive them? If not, why?

- Yes

Do you have an opinion on the Analysis threshold?

- No

Passenger Rail on Time Performance

Does passenger rail on-time performance affect this region's economic competitiveness? If so- where, how, and why?

- Not applicable to this area (King William)

Accessibility to Activity Centers

Is accessibility to activity centers a concern for this region? If so- where, how, and why?

- Not in King William Co

Transit Deficit to Activity Centers

Does this measure reveal the region's needs as YOU perceive them? If not, why?

- Yes

Do you have an opinion on the Analysis threshold?

- No

Travel Options for Disadvantaged Populations

Is the availability of travel options for disadvantaged populations a concern for this region? If so- where, how, and why?

- Probably
- Too low density (rural ares)

Disadvantaged Population Beyond ¼ Mile Access To Transit Service

Does this measure reveal the region's needs as YOU perceive them? If not, why?

- Yes

Do you have an opinion on the Analysis threshold?

- No

Safety:

Is traveler safety a concern for this region? If so- where, how, and why?

- Yes. Sharing road with heavy equipment, farm vehicles, etc.
- Many issues with narrow rural roads - crossovers, no shoulders, slow moving vehicles

Vehicular Crashes/ Potential for Safety Improvement

Does this measure reveal the region's needs as YOU perceive them? If not, why?

- Yes

Do you have an opinion on the Analysis threshold?

- No

Economic Development

- Be good to have funds to get projects done

- Consider tourism a form of economic development e.g., Regional bike trail [provides] tourism connections to State parks/ National parks, Potomac Heritage trail
- SMART SCALE emphasis on existing approved development versus potential development

Urban Development Areas

- UDAs - pedestrian connections, road crossings across Rt 17, 3/14

VEDP Business Ready Sites

- Look at [adding] lower-tier [VEDC] level 4-5 [list] to help get sites ready in rural areas

Additional comments

What did you find most useful about this workshop?

- UDA/ Economic Development
- Interaction with other localities

What could we do to make workshops better?

- Gear more to rural areas
- Missing some localities - may be helpful to get input
- Invite/ insist that economic development staff participant
- Broader comment about classification of localities for SMART SCALE - should be able to have more than one per locality - rural and UDA areas.