

Gordonsville Intersections Improvement Study – Project Kick-Off Meeting with Stakeholders Group	
ATTENDEES: see attachment	MEETING DATE: 2013-01-22 LOCATION: Town of Gordonsville Town Hall, Gordonsville, VA
MEETING PURPOSE: Project Kick-Off	
ATTACHMENTS / HANDOUTS: Meeting Sign-in Sheet Meeting Agenda	

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Introductions

- Dan Painter, the VDOT project manager for this study, opened introductions. All attendees introduced themselves and their role for the study.
- See the attached sign-in sheet for the list of attendees.

Overview of Project

- Dan provided a brief overview of the study and introduced HNTB as the consultant for the study. He and Debbie Kendall attend the Rappahannock-Rapidan Planning District Commission (PDC) Rural Transportation Committee meetings, where Dan had requested the jurisdictions to suggest projects that could be undertaken by VDOT’s on-call consultants. Debbie contacted Dan and suggested the High Street project. Dan found the concerns to be similar to those addressed by VDOT and HNTB in Warrenton. He requested funding for the project from Central Office in Richmond. He further explained that money might be available for construction of small projects within each VDOT district.

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- Throughout the meeting Dan emphasized that while VDOT is funding and leading the study, it is important to involve in the community members so that the project is shared between VDOT and the Town.

Overview of Scope, Schedule and Previous Studies

- Dan indicated that the study will examine the two intersections at either end of High Street, as well as identify improvements along the corridor.
- Rob Brander (HNTB) briefly described the study scope and focus of efforts for the study.
 - Traffic counts would be performed at both intersections. Attendees confirmed that the hours from 6-9 AM and 3-6 PM are the peak hours for both commuter traffic town activities.
 - A walk-through of the corridor would be performed in the study to examine issues. Dan indicated that in the Warrenton Study, they talked to all business owners along the corridor to solicit input. At the conclusion of the study no one raised objections to the study findings, as owners were coordinated with during the process.
 - Existing conditions assessment including operations, safety and geometry will be performed, and areas of concern will be identified.
 - Potential improvements will then be identified and evaluated for their possible effectiveness, including preliminary cost estimates.
 - These improvements would be prioritized, with shorter and longer-term phasing.
 - Throughout the study, HNTB will provide study progress to the stakeholders and solicit feedback.
- Dan indicated that a formal meeting schedule will not be adopted, so that meetings can be scheduled as needed based on the activities of the project. Rob agreed with the flexible scheduling, as to respond to any potential needs of the project, HNTB will coordinate with VDOT to schedule meetings.

Overview of Vision Statement/Goals

- Rob presented the Vision Statement and Goals; meeting attendees agreed with the Vision Statement and Goals.

Discussion, Questions and Feedback from Stakeholders

- Stakeholders attending the meeting asked why Klockner Road could not serve as a bypass in lieu of High Street. The road is in good condition, with the exception of the railroad crossing which can be upgraded similar to the crossing on High Street.

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- Sabrina Martyn (Town of Gordonsville) indicated that the residents along Route 231 were opposed to this, and the Louisa Board of Supervisors indicated they would not support this action.
- Dan will review past studies/decisions for information on why trucks were moved to High Street.
- Rob indicated that in 2003 a truck bypass study was completed. Several reasons for diverting trucks to High Street were identified, including the low clearance under the railroad trestle, pedestrian safety, and the preservation of Main Street's character. This study identified a long term bypass beginning in the west off of Route 33, and around Gordonsville to the north and east, tying into Route 15 to the southeast. The study indicated needs for improvements at both ends of High Street.
- A main issue at both ends of High Street is the insufficient turn radius for truck traffic. There have been instances where a truck swings wide to the left in preparation to turn right, and cars, assuming the truck is turning left, try to sneak by on the right. The end result is a collision when the truck turns right. One stakeholder estimated a dozen of these crashes occurred in the past 15 years.
- Several attendees indicated that there is heavy pedestrian activity, including runners, along the existing sidewalks in the study area.
 - One attendee thinks that there may be some pedestrian mobility/safety issues along High Street.
 - The sidewalk along High Street may not be sufficient width in some places, as pedestrians cannot always walk two-abreast.
- Stakeholders inquired about bike lane options along High Street
 - Rob explained two options. The first is to widen the existing sidewalk to a shared bike-pedestrian path. The other is to add on-street bike lanes as High Street has sufficient width to accommodate them.
 - Dan indicated that VDOT would only consider adding a bike path if it was on the bike plan or connected to other bike paths. An isolated bike path is not desired if there are no long term plans for other bike paths to be constructed. Debbie confirmed that there was no town bike plan.
- Dan indicated that although Route 15 is not a Corridor of Statewide Significance, it is a key freight corridor that connects to multiple corridors of significance, so there may be potential funding to accommodate freight traffic.
- Dan reviewed the historical traffic counts and crash history within the study area. The data indicates that there are no capacity concerns, no high crash locations and no

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notable particular crash patterns at the two intersections and along High Street. Based on the traffic counts, it is unlikely a signal will be warranted at either intersection. Therefore, the major issue in this study is street operations (truck turning radius) and access management.

- Meeting Attendees discussed potential ideas and concerns at each intersection:
 - Preference is that signals not be installed.
 - At the southern end of High Street:
 - A roundabout (or traffic circle) should be considered as one potential solution. A small roundabout could be constructed with the potential for some land being needed from adjacent properties. Jim Bradley (Town of Gordonsville) illustrated with the similarly sized main traffic circle in town, how such a roundabout could work at this location. He also believed the roundabout alternative would enhance the Main Street Streetscape Plan. Dan indicated that the impacts to pedestrians need to be considered in this traffic circle option.
 - Depending on the solution implemented, the closing of Stonewall Avenue may be considered.
 - Meeting attendees indicated that the Main Street Streetscape Plan is moving ahead and should be considered in the alternative(s) examined.
 - Shelly Preddy mentioned that when a train passes through the town, vehicles back-up from the at-grade railroad crossing on High Street to the intersections at either end of High Street.
 - Shelly Preddy also indicated that there are some water runoff issues through her property (small building next to the Barbeque Exchange) into the study intersection.
 - At the northern end of High Street
 - Turning radii need to be improved to accommodate all truck movements. Trucks are swinging into the opposing lane of traffic and trailers are riding the curb, damaging the landscape. The utility pole in the northeast quadrant has been nicked by trailers.
 - The possibility of a roundabout at this location was mentioned, but meeting attendees understood that it may require land acquisition from the church and/or school. Dan indicated that the angle of approach for east-westbound Route 231 traffic could be a concern as the alignment of the circle may cause the drivers to perceive that there is no roundabout, causing them to proceed

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through the roundabout without yielding. An adequate amount of deflection would be needed for all approaches into the roundabout.

- Although there is limited pedestrian traffic crossing the roadways here, there is concern for the lack of facilities including no sidewalks on the west side or the southeast corner of the intersection.

Other Issues and Action Items/Next Steps

- Dan asked all attendees present if they had information on the extent of their property, such as a survey plat, to provide such information to the Town and VDOT. This would confirm data in GIS files, and reduce the effort of VDOT to examining records in the Courthouse.
- Dan asked the attendees if they would be available to attend future steering committee meetings during the day as opposed to night time. All committee members present stated that they were available for daytime meetings.
- HNTB to obtain:
 - A copy of the Main Street streetscape plan.
 - Any available utilities information.
- HNTB/VDOT/Town to coordinate a walk-through of the corridor.
- HNTB will update the schedule to reflect comments in the meeting.