

**Appendix G**  
**Stakeholder Meeting Minutes – Review of Alternative Layouts**

Gordonsville Intersections Improvement Study – Stakeholder Meeting #3: Concept Review	
ATTENDEES: see attachment	MEETING DATE: 2013-05-14  LOCATION: Town Hall, Gordonsville, VA
MEETING PURPOSE: Alternative Concept Review and to receive input from adjacent property owners	
ATTACHMENTS / HANDOUTS:  Meeting Sign-in Sheet  Concept Plans	

## MEETING NOTES

### Introduction

- Dan Painter, the VDOT project manager, briefly explained the remaining procedure of this study. This would be the last stakeholder meeting to receive inputs. After that, concept plans of the proposed alternatives will be submitted to the Town Council for review, vote and approval.

### South High Street Intersection

#### Alternative 1 – Roundabout

- Rob Brander, the consultant project manager, recapped Alternative 1 – a roundabout with an inscribed diameter of 125 feet.
- Dan and Jim Bradley were concerned about the approach alignment of Martinsburg Avenue. The approach seemed too flat, and almost like a straight through. Rob indicated that the approach alignment would be adjusted to increase the curvature of this approach.
- Ms. Shelly Preddy did not like the closure of her parcel access to Martinsburg Avenue. Dan suggested that the two parcels (BBQ and Shelly's parcel) could be internally connected. Shelly mentioned that drivers could not drive from BBQ entrance to access her property because of the grading.

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Shelly further expressed that she and her husband do not want to lose the entrance on Martinsburg Avenue. Dan and Rob said if the entrance remains, it had to be a right-in/right-out (RIRO) due to the access management requirement. Dan suggested a cut-off near the intersection at South Main Street. Rob suggested a RIRO entrance on Martinsburg Avenue and a two-way access on South Main Street.

Shelly mentioned that most drivers access the parcel from Martinsburg Avenue and egress the parcel onto South Main Street. Shelly asked if we could move the BBQ entrance further south so that two entrances are not too close. Rob responded that this would make the too close to the NB Martinsburg Avenue entrance and might confuse drivers. Dan said VDOT would maintain the entrance and would look at the option of shifting the BBQ entrance.

- Jim asked about the pipe issue near the track. Dan responded that it has not been looked at, but would review it during the engineering stage.
- Allen asked what the blue areas on the plan represent. Rob responded that these areas represented concrete pedestrian islands. If desired, they could be green spaces. Jim said green spaces would match the streetscape plan. Dan also prefers green spaces. Sabrina mentioned that the town would be willing to maintain the green space. The drawing will be updated to include green space.
- Dan emphasized the sidewalk would be only be installed in the project area as this is not a sidewalk project. Rob explained that the design would be compatible to allow for future extension of sidewalks per the town's sidewalk plan.

### **Alternatives 2 and 2A – Conventional Intersection**

- Rob reviewed Alternative 2. The Stonewall Avenue access would be closed as the spacing between Stonewall and Martinsburg Avenues are too close and does not meet current spacing requirements.
- Rob understood the concern of local residents in regards to the accessibility of emergency vehicles from Stonewall Avenue approach. He explained Alternative 2A, which would maintain the inbound access to Stonewall Avenue.
- Jim was concerned that drivers would still try to make left turns from the right turn channelization in Alternative 2A. The possibility of providing full access for Stonewall Avenue was discussed. Rob indicated that due to the approach alignments of each roadway the drivers' line of sight may be poor. HNTB will explore the possibility of providing full access for Stonewall Avenue.
- Kelly mentioned that Stonewall Avenue was the only easy access for fire and rescue vehicles. Noble Avenue is not easy for trucks and has a very difficult turn for large fire and rescue vehicles. Jim further emphasized that closing this access would affected the entire sub-division, not just the houses on Stonewall Avenue.

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- Jim questioned this alternative from the safety perspective. He believed it would be less safe than the existing configuration. Clay Corbin believed that the proposed Alternative 2A would be a very dangerous intersection. It would encourage drivers to speed, as it has the appearance of a wide-open roadway. He understood that the wider the road is, the faster people drive.
- Clay also mentioned that the current stop bar location on High Street was too far back and the proposed crosswalk would move it farther back. If two trucks from NB Martinsburg Avenue stop in the left turn bay, they would block the sight of the vehicles on High Street. Dan suggested not putting crosswalk on High Street, and have the pedestrians loop around the intersection. Rob indicated that if the crosswalk is moved closer to the intersection, it would increase the crossing distance.
- Dan asked if the minimum radius is used in this alternative. Rob confirmed that it was the minimum for truck turning movements. Dan asked Rob to check if it is possible to tighten up this alternative.
- Jim believed that the existing one was safer than these two options, and the roundabout option would solve all concerns.

## North High Street Intersection

### Alternative 1 – Roundabout

- Rob reviewed this alternative:
  - The church egress driveway would be closed as the spacing between the egress driveway and the intersection does not meet standard. A potential modification to the parking area was shown conceptually. It would be refined with the coordination of the church when the design process is carried forward.
  - Sidewalks would be constructed around the roundabout.
  - The commercial plaza entrance would be modified with a diverter island to encourage drivers to turn right. The plaza would not lose any parking space.
  - A retaining wall along the edge of the ball field would minimize the land impact.
- Allen strongly expressed his preference for this alternative. Entering traffic will yield to the circulating traffic.
- Jim liked the sidewalk and crosswalk configuration.

### Alternative 2 – Conventional Intersection

- Rob explained this alternative:

## MEETING NOTES

- Land impacts would be not as much as Alternative 1.
- The church driveway would be closed as the spacing between the egress driveway and the intersection does not meet standard. A potential modification to the parking area was shown conceptually. It would be refined with the coordination of the church when the design process is carried forward.
- Doug said this alternative would have slightly less land impact, but without the same benefits as the roundabout alternative.
- Allen, Jim and Clay all believed that the left turn bay would free the through movement from any delays caused by left turning traffic. The free movement could lead to increase of travel speeds. Jim stated that the roundabout alternative would be a traffic calming measure.
- Allen expressed concerns regarding the loss of the deceleration lane. That was a part of the development package requested by VDOT to obtain the approval of the original site development. He asked if it was feasible to add a right-turn bay in this alternative. Rob and Dan responded that it would be possible and the drawing would be updated. As the design is carried forward, ROW and utilities will be examined in detail to determine exact impacts.
- Allen also mentioned that this option will likely need signalization, if the area behind the shopping area is developed. Dan responded that the developers would be responsible for the transportation improvement caused by their development.
- Dan indicated that the cost of roundabout would be significantly higher than this alternative.
- Clay mentioned that the main roundabout in the town is working fine and it serves more traffic than this intersection. Jim stated that T-intersection would only address the short term needs of the intersection, whereas the roundabout would address both short and long term needs.
- Allen asked if the turning radius was sufficient for truck trailers. Rob responded that the radius had been tested for WB-62 trucks and he presented the AutoTurn diagrams. Allen felt the radius was still too tight for trucks. His reasoning is that a car on the High Street approach may not stop at the stop bar, but cross over the stop bar. This would make it more difficult for a tractor-trailer to navigate the turn. Rob said the refuge island in the southwest quadrant could be shifted to the west, modifying the design.
- Allen expressed his concern of losing the deceleration lane and further worried that the entrance would be taken away in the future because of this. Dan said that this was unlikely.
- Allen also emphasized that the sidewalk around the roundabout is preferred as it increases the safety of the school and students. Rob said the design would make sure all the alternatives would be compatible with the potential sidewalk plan.

## MEETING NOTES

### Wrap-Up

#### Selection of Preferred Alternative

- Dan called for a vote on the preferred alternative at both locations. All attendees voted for the roundabout options at both locations.

#### Other items

- Jim asked about the possibility of removing the stop sign at the existing roundabout in the town. Dan responded that VDOT is in the process of examining potential improvements to identify appropriate solutions.

#### Next Steps

- HNTB will revise the drawings based on the comments received from the stakeholders in preparation for the submittal of the drawings to the Town (Debbie Kendall) for their preparation of the package for the Town's council meeting.
  - Alternative 2A at South High Street would be dropped as it does not provide full access for Stonewall Avenue. HNTB will develop an alternative that provides Stonewall Avenue with full access.