



Steering Committee Meeting #3

Attendees:

<input checked="" type="checkbox"/>	Tammy Rosario (JCC)	<input checked="" type="checkbox"/>	Jeff Kuttesch (RK&K)
<input type="checkbox"/>	Paul Holt (JCC)	<input checked="" type="checkbox"/>	Melissa Manalo (RK&K)
<input checked="" type="checkbox"/>	Alex Baruch (JCC)	<input type="checkbox"/>	Owen Peery (RK&K)
<input type="checkbox"/>	Ken Shannon (VDOT)	<input checked="" type="checkbox"/>	Leo Rutledge (RK&K)
<input type="checkbox"/>	Emmanuel Darko (VDOT)		
<input checked="" type="checkbox"/>	Kirkland Goddard Sr	<input checked="" type="checkbox"/>	Glenn Carter
<input type="checkbox"/>	Alan Doucet	<input checked="" type="checkbox"/>	Gloria Hill
<input checked="" type="checkbox"/>	James Curtis	<input type="checkbox"/>	Tracy Williams
<input type="checkbox"/>	Eric Williams	<input checked="" type="checkbox"/>	Pat McCormick
<input checked="" type="checkbox"/>	Thomas McCormick	<input checked="" type="checkbox"/>	Rob Till
<input checked="" type="checkbox"/>	George Drummond	<input checked="" type="checkbox"/>	Danny Schmidt

Date: January 18, 2018

Reference: Steering Committee Meeting #3 Summary

RK&K Team presented a PowerPoint reviewing the study corridor, scope and schedule. It also provided the summary of the proposed options, including the feedback heard from the Technical and Advisory Community meetings as well as proposed refinements to procure additional feedback on the options. Points noted, comments and questions included:

- Three concepts along the corridor were reviewed, including **1.** 3-Lane with Shared Used Path **2.** 3-Lane with Bike Lanes, **3.** 5- Lane with Shared Use Path.
- A comparison table was reviewed between the three options showing the differences in key base features including vehicular enhancements, non-vehicular enhancements, safety, aesthetics, and right-of-way.
- Undergrounding of utilities was discussed for improvement to aesthetics, where a cost estimate will be developed to understand the potential financial impacts to the project. Committee members expressed interest in undergrounding utilities to provide more less

change of service disruption to due inclement weather that has impacted the area in the past.

- The placement of the shared-use path was discussed, on the north or the south, where it was noted that if the shared-use path is installed on the north, an asphalt shared-use path would replace the existing concrete sidewalk which has condition issues and does not meet the 5' minimum required width along most of the segment.
- Some condition issues on the existing sidewalk is due to tree roots breaking the sidewalk. The proposed improvements will include review of landscaping along the corridor, including near the proposed sidewalk and/or shared use path in order to maintain the condition of the proposed work.
- Review and discussion of refinements included the feedback from the Steering meeting #2 feedback reflecting desired locations of new Bus Pull-offs, Bus Shelters and crosswalk locations.
- Updated schematic drawings were shown reflecting the incorporated feedback from the Steering and Technical committees where the entire corridor was reviewed, with additional development of specific intersections where the community had previously brought up concerns.
- Pedestrian crossing was discussed, including the possibility to install pedestrian refuge areas in locations where there are no turning lanes. Median types discussed was mountable raised median, pavers with ground cover, where depending on the option or landscaping features may or may not be traversable by emergency vehicles.
- In addition, pedestrian markings, signage and flashing beacons would be considered to bring awareness of drivers of pedestrian crossing locations. In-pavement pedestrian lighting was asked about, however VDOT generally prefers not to install items in the pavement, due to challenges to maintenance and potential to affect the integrity of the pavement.
- One type of pedestrian median refuge treatments include staggered pedestrian crossings (“Z-crossings”) in which the configuration required pedestrians to face and can check the traffic in the direction that they are about to cross.
- Presentation of VDOT requirements for installation of new traffic signals was discussed. Thresholds for major road, side street, and/or pedestrian volume thresholds must be met, and alternatives to traffic signals must be investigated prior to consideration by VDOT. Meeting the aforementioned conditions along the corridor to get approval by VDOT would be very challenging.
- For the preliminary layout showing the proposed bus pull-out in front of the mobile home park north of Howard Drive, as per comments received in the Technical Committee meeting #3, the proposed location was shifted to the currently vacant commercial property just west of Howard Drive in order to minimize potential impacts. In addition, proposed access management at the mobile home location was shown, to provide a more typical entrance configuration.
- At Woodside Dr / Magruder Avenue, near Colonial Manor, because a signal warrant is not likely to be met, a second option shown was a single-lane roundabout. The positive aspects of the roundabout are slowing down traffic, providing reduced pedestrian crossing distances, enhanced safety, and reduced side street delays. Some possible

disadvantages include increased property impacts, more impacts during construction, and reduced flexibility for emergency responders to use the center lane to bypass traffic in emergency situations.

- At the location of the 7-11 where there is a concentration of accidents, there are many access points very close together. Access management was discussed to reduce the number of access points and/or simplify the movements at this location, keeping in mind that gas tanker trucks need to maintain access to fueling locations.
- At the Heritage Mobile Home Park location, as per discussion with the Technical Committee meeting #3 and due to the low point and potential property impact to the Mobile Home Park, the proposed bus stop and was shifted further west toward the Grove Christian Outreach Center. Mr. McCormick of the Grove Christian Outreach Center felt that was better than in front of the Heritage Mobile Home Park as it provides more space to accommodate the bus stop.
- Across the street from the Heritage Mobile Home Park is a proposed new bus stop, adjacent to the proposed sidewalk.
- The center turn lane, which is included in all concepts, was discussed. This would provide additional capacity by removing turning vehicles from the through lanes, a safe location to make left-turn maneuvers.
- The outreach for the January 24, 2018 Public Workshop includes materials distributed with the considerable help of Steering Committee members and WATA for:
 - Flyers
 - Door hangers
 - Posting in bulletins
 - Press Releases
 - WATA bus posters & brochures
- Next steps for the study include the January 24, 2018 Public Workshop #2, refining concepts, developing cost estimates.

Next Meeting:

- January 24, 2018 Public Workshop #2

