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## September 2020 Stakeholder Meeting

### Zion Crossroads Small Area Plan – Phase 1

September 17, 2020: 10AM-12PM

Virtual Meeting

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#### 1. Welcome and Introductions

**Attendees: Andy Butsick, Liz Byrom, Chris Tiesler, Douglas Miles, Sandy Shackelford, Brad Robinson, Bryan Rothamel, Charles Proctor, Chip Boyles, Eric Dahl, Jeff Ferrel, Christian Goodwin, Grant Sanders**

Chris welcomed the stakeholders to this meeting and led introductions. Chuck thanked the stakeholders for their participation and support for this project. He addressed that there are some concerns that are starting to appear along these corridors.

Chris reviewed the agenda of the meeting and the overall schedule of the project. KAI has completed the no-build conditions and refined the goals and objectives of the project. The project team has started to prepare for the virtual public meeting. This public meeting kickoffs the process of determining opportunities for improvements along these corridors. The 2<sup>nd</sup> public meeting is expected to be mid-January, but the project team will meet with stakeholders before the holidays. These meetings will review the proposed concepts along US 15 and US 250. The project team will meet again with the stakeholders near the end of the project so that everyone is on board with the concepts being proposed.

#### 2. Review of Project Purpose

Andy reviewed the project purpose. KAI and Stakeholders will engage with the public via a virtual meeting to see if there are any other goals that they might want to improve the roadway environment.

#### 3. Existing/No-Build Traffic Operations and Crash History

Andy provided a review of the study area (US 15 and US 250). In the last stakeholder meeting, KAI provided an overview of the existing conditions. This meeting extends that conversation to consider the operations in the 2040 No-Build Conditions. For the 2040 No-Build Analysis, KAI considered the approved planned developments, regional growth, and a major improvement along Camp Creek Parkway. Andy went into additional details of the type and location of the planned developments.

Andy Butsick provided a review of the existing and No-Build 2040 conditions. KAI looked at the AM, PM, and Saturday peak hours. Below are notable changes:

- US 15: Sommerfield Drive to Freedom Trail: The new traffic along this segment is primarily through volumes from developments downstream.
- US 15: Freedom Trail to Camp Creek Parkway: This segment supports the existing commercial development near the Lowe's and Walmart. Operations deteriorate at the Spring Creek Parkway/Camp Creek Parkway. This is largely due to this intersection being at the center of the planned developments and a large number of left turns coming out of Spring Creek Parkway.
- Camp Creek Parkway/Spring Creek Parkway: Wood Ridge Terrace to Market Street: This segment is expected to operate more or less the same. The improvement in operations at Camp Creek Parkway/Market Street is due planned conversion of the westbound right-turn to a right-through lane.
- The DDI is expected to operate fine and is expected to continue to do so. KAI will suggest some improvements, especially to address the safety, here.
- US 15: Crossing Pointe Drive to Starlite Park: The major operational concern is the expected LOS F during Saturday Peak Hours at Crossing Pointe Drive because of the expected commercial developments. The Crossing Pointe development will require a high number of U-Turns/out of direction travel, given the proposed right-in-right-out access. In the 2040 No-Build conditions, KAI assumed that some drivers will "sneak" through the BP/McDonalds parking to head south. KAI and VDOT have been looking at a roundabout at US 15/US 250 to capture the impacts of the proposed truck facility.
- US 250: Troy Road/Zion Station Court to Poindexter Road: US 250 has less operational issues as most intersections operate at a LOS A. These intersections will likely not warrant signal but are candidates for safety improvements. Important to note that the operations improve at US 250/Zion Road in Year 2040. This is likely as a result of TOSAM requirements, especially for the Peak Hour Factor (*Question by Bryan Rothamel*).

Jeff Ferrel raised the point that new developments have been started in the last 3-5 months and will likely be in construction prior to the second public meeting. In addition, the truck facility at US 250/US 15 is now delayed/not happening. KAI suggested that if the developments are expected to make a large impact, then KAI may update the 2040 No-Build operational analysis. Some of the assumed regional growth will capture these activities. Chris Tiesler suggested that the truck facility should be kept in the analysis, despite being delayed, as it may be realistic before 2040. Jeff Ferrel and the other stakeholders will send these new developments to KAI and Chuck Proctor. These developments should also be included in the maps and discussions with stakeholders.

Liz Byrom provided a review of crash trends that occurred between January 2014 and December 2018 in the study area. The following study-wide trends were provided:

- 70% of crashes were rear-end or angle crashes.

- 99 of the 134 crashes recorded resulted in property damage only. This accounted for 74% of the total crashes.
- Two fatal crashes occurred in the study area during 2014-2018. One was a Non-Collision crash at the North DDI ramp and the other was an angle crash at the US 250/Troy Road intersection.
- The majority of crashes occurred under daylight conditions.
- The majority of crashes occurred with no adverse weather and dry roadways.
- 91% of the crashes were not speeding-related. However, this field is dependent upon the field officer's filing of the crash report. KAI will still consider speed-related concerns when proposing concepts.
- The number of annual crashes increased at a higher rate than the growth in traffic volumes.
- US 15 and Camp Creek Parkway/Spring Creek Parkway (District Rank: 106) and US 15 and US 250 (District Rank: 28) were included in Culpepper Districtwide Ranking.

Five intersections were highlighted as draft priority intersections as they were found to have high frequency and severities of crashes.

- Liberty Trail/US 15
- Spring Creek Parkway/Camp Creek Parkway/US 15
- North DDI Ramp Terminal/US 15
- US 15/US 250
- Troy Road (Route 631)/US 250/Zion Station Court

These draft priority intersections accounted for 51% of all crashes in the study, including all fatal and severe crashes.

#### 4. Public Outreach Survey and Website

Andy Butsick provided the next steps, particularly for the public meetings. Both are planned to be virtual. The first one is to make the public aware of the project and gather feedback on the goals for the proposed concepts. The goals should be in alignment with the public's interest. The first meeting will have a MetroQuest survey. The questions for these need to be signed off by the stakeholders. Andy Butsick showed the MetroQuest survey questions. The demographic information will be anonymous. Comments need to be received in the next 1-2 weeks.

Andy Butsick showed the project website and highlighted the benefit of this format allows the public to take their time reviewing the information. Attention was given to the "Your Input" tab to show that the public can draw and comment on the map.

Jeff Ferrel asked when the county should send the public meeting information out on their websites and if there should be a uniform statement made by the different public agencies. The Stakeholders agreed that this is important and agreed to joint message on social media and a longer press release. Sandy Shackelford will take the lead on drafting the press release that will be circulated among

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stakeholders by the end of next week. KAI will send Sandy Shackelford some draft text that has already been developed for this project. Chuck Proctor will engage the communication folks at the district to support efforts on Twitter and News Releases.

The goal is for the website to go live in early October and will stay active for 2-3 weeks. Feedback from the stakeholders will need to be finalized by the end of the month.

Chuck and KAI will check-in about ESL resources, including the use of project fact sheets.

#### 5. Next Steps and Next Meeting

KAI will send out public meeting information to receive comments. After the virtual public meeting, KAI will confirm the draft goals then begin looking at safety and operational improvements.