

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **November 11, 2014**

AGENDA ITEM NO.: **1**

CONSENT: REGULAR: WORK SESSION: **X**

CLOSED SESSION:
(Confidential)

ACTION: INFORMATION: **X**

ITEM TITLE: **Zoning Ordinance Update (Continued from October 14, 2014)**

RECOMMENDATION: Hear a presentation on proposed changes to the zoning ordinance.

SUMMARY: Representatives from PlanningWorks will provide an overview of key zoning policy issues and recommended changes to the City's Zoning Ordinance. These recommendations are the culmination of numerous public forums and work sessions with the Planning Commission, City staff and dedicated members of the community that identify and address the goals and policies of the recently *Comprehensive Plan 2013-2030*. This plan guides decisions that affect land use, community character, economic development, natural systems, service delivery, and mobility and provide an implementation matrix to achieve the City's vision of being "A Great Place to Live, Work and Play."

Following the presentation, the consultant will solicit input from City Council and Planning Commission about the recommendations and any additional policies that may need to be reviewed prior to the final upcoming public forums and Planning Commission work sessions. The public hearing process for adoption of the Zoning Ordinance is expected to begin in early 2015.

PRIOR ACTION(S):

January 14, 2014: City Council adopted the Comprehensive Plan 2013-2020

October 14, 2014: Joint Meeting with Planning Commission

FISCAL IMPACT: N/A

CONTACT(S): Tom Martin, City Planner - 455-3900
Kent White, Director of Community Development – 455-3900

ATTACHMENT(S):

- Summary Memo 10-9-14

REVIEWED BY: lkp

149V

TO: Lynchburg City Council and Planning Commission
FROM: Michael Lauer, AICP – Principal
Michael Chandler, AICP – Principal
DATE: October 9, 2014
RE: Zoning Ordinance Update Status Report

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At the October 14 Joint Workshop, we will summarize the Planning Commission's recommendations for revisions to the City's zoning ordinance. This memo outlines proposed substantive changes to the ordinance that include new provisions or refinements to existing provisions. In addition to the changes described in this memo, the revised zoning ordinance will be reorganized, illustrated and clarified as described in the 2012 Zoning Diagnostic Report.

KEY REGULATORY ISSUES

1. Exclude Intense Uses From Resource Conservation Districts

- **Issue.** The current R-C district allows a broad range of intense uses including planned unit developments, institutional uses and traditional neighborhood development through the conditional use permit process. These more intensive uses are incompatible with the purposes of the district.
- **Planning Commission Recommendation** – Eliminate the following conditional uses from the R-C district and establish conditions that remaining conditional uses in the districts would be subject to limitations on the building, grading, parking, outdoor storage and septic systems in critical areas:
 - Airports
 - Antique Stores
 - Care Centers
 - Convents and monasteries
 - Educational facilities
 - Group Homes
 - Hospitals and sanatoriums
 - Mobile home parks
 - Nursing homes
 - Offices and Research Development Organizations
 - Police and Fire Stations
 - Planned developments including Traditional Neighborhood Developments (TNDs) and Planned Unit Developments (PUDs)
 - Religious institutions
 - Shooting ranges
 - Temporary fairs and carnivals
 - Trailer parks.

2. R-4 and R-5 District Consolidation

- **Issue.** There are currently two multi-family residential districts within the city: R-4, Medium-High Density which allows 21.78 dwelling units per acre and R-5, High Density which allows 29.04 dwelling units per acre. With limited land area in the city and an increasing population, the Comprehensive Plan recommends allowing up to 30 dwelling units per acre in high density residential areas.

- **Planning Commission Recommendations**

- o Consolidate the districts
- o Establish compatibility-based revisions to setbacks and height as shown in the compatibility section below (see number 6 below).
- o Authorize the establishment of neighborhood retail and service uses occupying up to 5% of the gross floor area of a development (4,500 sq.ft. for a typical 100 unit complex). Note that drive-through uses (such as fast food) should be prohibited and hours limited.
- o Add the following rules for density bonuses:

Density Bonuses. The net density may be increased to not more than twenty-nine (29) dwellings per acre subject to achievement of any combination of design standards below.

Exhibit IV-6: Density Bonuses in the R-4 District

Design Element	Density Bonus
Impervious building ground cover	Density may be increased by 1 dwelling per acre for every 1 percent in impervious building ground cover below 30 percent.
Additional buffer width	Density may be increased by 3 dwellings per acre if the required buffer width of 20 feet and plantings within the buffer are doubled.
Transitional buildings	Density may be increased by 2 dwellings per acre if the buildings closest to an abutting R-1, R-2 or R-3 district are limited to 2 story structures with pitched roofs.
Mobility – transit stop	Density may be increased by 2 dwellings per acre subject to provision of a covered transit stop approved by GLTC and the City Transportation Engineer, and the commitment to provide transit service by GLTC or other transit service provider approved by the City.
Mobility – pedestrian enhancements	Density may be increased by 2 dwellings per acre subject to the provision of a multi-purpose trail extending through the property and connecting to existing pedestrian facilities, pedestrian facilities identified in an adopted City Plan, retail/service uses within ½ mile of the development or a school within ½ mile of the development. Connections to sidewalks abutting the property or the provision of on-site recreational paths shall not be eligible for this density bonus.
Mobility – mixed use	Density may be increased by 2 dwellings per acre subject to the on-site provision of floor area for authorized retail or service uses in accordance with the R-4 district use standards established in section 35.1-44.3.
Accessible Units	Density may be increased by 1 dwelling per acre if 10 percent of units are accessible and an additional dwelling per acre for each additional 5 percent of accessible units
Water quality	Reserved for best management practices incentives following adoption of the water quality master plan.
Affordable or work force housing	Reserved for future incentives subject to resolution of target occupants, qualified units and administrative matters.

3. B-1 and B-2 District Consolidation

- **Issue:** B-1, Limited Business Districts are intended to provide for business uses that can provide a transition between residential uses and heavily traveled thoroughfares. B-2, Local Neighborhood Business Districts are intended to provide merchandise or services needed frequently by occupants of a residential area. B-1 Districts do not allow for any retail sales and there is only 35 acres of B-2 land sporadically placed throughout the city.
- **Planning Commission Recommendation**
 - o Consolidate the districts
 - o Modify use standards to:
 - Prohibit drive-through uses;
 - Limit restaurants to 4,000 square feet of gross floor area;
 - Limit other commercial developments to 50,000 sq.ft. in gross floor area and 20,000 sq.ft. per business.

[note: Discussions are pending about decreasing the maximum size of businesses]
 - o Require dumpsters to be screened and meet minimum setback requirements from residential districts.
 - o Modify front setback and parking standards to promote pedestrian access by:
 - Requiring side or rear parking; and
 - Reducing front setbacks to 5 feet when an 8 ft. wide sidewalk is provided in front of the building.

4. B-4 and B-6 District Consolidation

- **Issue:** The B-4, Central Business District and the B-6, Riverfront Business District encompass the downtown area of the city. These districts allow essentially the same types of uses, provide for an off-street parking exemption and require a “non-binding” design review of exterior modifications by the City’s Design Review Board.
- **Planning Commission Recommendation** – Consolidate the districts and allow all uses permitted in either district within the combined district.

5. Eliminate the Design Review Process in the B-4 and B-6 districts

- **Planning Commission Recommendations**
 - o Eliminate the Design Review process but require Technical Review Committee (TRC) review of site plans.
 - o Adopt the following additional district development standards from the City’s Historic Design Guidelines for Commercial Structures:
 - For new development and redevelopment, restorations or modifications to existing structures:
 - o Building and site development should comply with the “Lynchburg Historic Districts Commercial Design Review Guidelines”;
 - o Walls shall be constructed out of brick or masonry except that roof and rear additions complying with the guidelines may be constructed of wood, brick or masonry (note that a provision should be included to authorize materials of comparable appearance and durability subject to TRC approval);
 - o Front building setbacks shall be aligned with existing buildings along the street except where a courtyard is established (this involves requiring minimum and maximum setbacks);
 - o Entries shall be oriented to the street on which the building fronts, except that entries for buildings on corner lots may face the corner;
 - o Window size, the proportion of openings and the alignment of windows, floors and

- cornices shall be consistent with adjacent buildings; and
- o Large buildings shall include architectural features to create the appearance of matching existing storefront widths.
- In administering the above requirements, the City may grant exceptions to allow development that emulates historic design patterns when a project is located adjacent to one or more buildings that is inconsistent with these patterns.
[Note: as with all exceptions, specific criteria must be established defining circumstances under which exceptions may be granted, the extent of the exception can deviate from the standards]

6. Ensure Compatible Land Use Transitions between Single Family and More Intensive Development

- **Planning Commission Recommendation** – The following standards shall apply in addition to the above standards for development in the R-4 district:

Design Element	Existing	Proposed
Maximum Height in R-5 Districts abutting R-1, R-2 and R-3 Districts	40 feet at required setback and increasing by 2 feet for every additional foot of setback, but not to exceed 125 ft.	For any lot line abutting a R-1, R-2 or R-3 district a minimum setback of 50 feet shall be required and shall be increased by 1 foot for every additional foot of setback, but height shall not exceed 125 feet. For purposes of this provision, building height shall be measured from average grade at the building line closest to the abutting residential district.
Maximum Height in B-1 Districts Abutting a R-1, R-2, R-3 or R-4 District	40 feet at required setback and increasing by 2 feet for every additional foot of setback, but not to exceed 125 ft.	40 feet, but allow for exceptions for institutional uses.
Maximum Height in B-3, B-4, B-5 or I District Abutting R-1, R-2 or R-3 District	40 feet at required setback and increasing by 2 feet for every additional foot of setback, but not to exceed 125 ft.	For any lot line abutting a R-1, R-2 or R-3 district a minimum setback of 50 feet shall be required and shall be increased by 1 foot for every additional foot of setback, but height shall not exceed 125 feet. For purposes of this provision, building height shall be measured from average grade at the building line closest to the abutting residential district.
Minimum Buffer (screened yard)	20 feet with evergreen tree lines planted in rows fifteen (15) feet apart and staggered ten (10) feet on center.	No change, but see density incentive for R-4 District
Minimum Building Setback for B-1 Districts abutting R-1, R-2 or R-3 Districts	A fifty (50) foot setback and a buffer (20 feet)	A fifty (50) foot setback which may include the buffer (20 feet)
Minimum Building Setback for B-3, B-4 or B-5 Districts abutting R-1, R-2 or R-3 Districts	A fifty (50) foot setback and a buffer (20 feet)	Clarify that the total building setback is 70 feet and that the proposed height limitations begin at this setback.

Design Element	Existing	Proposed
Minimum Building Setback for I Districts abutting R-1, R-2 or R-3 Districts	A one hundred (100) foot setback and a buffer (20 feet)	No change
Minimum Building Setback for Long Buildings	Where a structure exceeds fifty (50) feet in length along a side yard, the required side yard shall be increased one (1) foot in width for each ten (10) feet of additional building length or fraction thereof.	No change
Setbacks for Accessory Private Recreational Uses (<i>includes active recreational facilities but excludes trails and paths</i>)	Not less than 10 feet from any lot line. If less than 50 feet from any lot line then it must be screened by a combination of existing evergreen vegetation, walls, fences, earthen berms and new evergreen vegetation such that the required height at installation is sufficient to screen the use.	Add the following: When abutting a R-1, R-2 or R-3 district, the minimum setback shall not be less than the required buffer for unlit private recreational uses. For lit private recreational uses (e.g., lighted tennis or sports courts or a lighted swimming pool) the use shall comply with minimum building setbacks.

7. Refine Household Size Definition

- **Background** – The ordinance currently defines family to include up to 3 unrelated individuals. Throughout the process, citizens have strongly supported maintaining this definition, but there has been increasing concern that the City’s authorization of accessory dwellings allows for the creation of two dwellings on each single-family lot and therefore up to 6 unrelated individuals. This could damage the character of single-family neighborhoods and lead to lack of parking and excess traffic.
- **Planning Commission Recommendation** – Change the definition of “family” to “household” and refine the definition to allow for up to 3 unrelated individuals to live on any lot zoned for single-family purposes (R-1 and R-2) or dwelling unit in R-3 or R-4 districts. As stated in the following discussion, the Planning Commission recommends retaining owner occupancy requirements for any property with an accessory dwelling.

8. Allow Detached Accessory Dwellings

- **Background** – The City currently allows accessory dwellings as part of an existing structure by right and guest houses by conditional use permit. One parking space is required for each dwelling unit and owner-occupancy is mandatory. The Comprehensive Plan supports the option of accessory dwellings to provide greater housing opportunities. During the Plan update process, several individuals expressed an interest in allowing for detached accessory dwellings (e.g., granny-flats and garage apartments). The allowance of a detached accessory dwelling does not affect parking, density or the current enforcement challenges, but does raise issues that other communities have addressed as follows:
 - o **Setbacks.** The City’s standards for accessory structures do not require setbacks and do not establish additional height limitations, which would allow the construction of a two-story garage apartment or free-standing dwelling on the property line. This has direct impacts on the privacy of neighbors, but could be addressed by requiring that any unit be located within the setback area for the principal structure.

- **Size of Unit.** Most communities that allow for accessory apartments place a limit on the size of such units (e.g., 750-1,000 sq.ft.) and/or the number of bedrooms (e.g., 1-2) to limit the occupancy and parking demand. While the City's impervious cover limits have some impact on the size of accessory dwellings, the large lot requirements in the R-1 and R-2 districts can accommodate relatively large accessory buildings.
- **Enforcement.** Some communities, particularly college towns, have struggled with maintaining compliance with accessory dwelling provisions and have employed devices such as conditional use permits or rental licensing to facilitate enforcement.
- **Planning Commission Recommendation** – Allow detached accessory dwellings by right subject to existing requirements that:
 - Not more than two (2) dwelling units are permitted on any lot in an R-1 or R-2 district;
 - The owner of the property shall occupy either the primary or the accessory dwelling;
 - The above occupancy limitation of not more than 3 unrelated individuals per lot shall apply in the R-1 and R-2 districts. The dwelling shall be no larger than 900 square feet or have more than one (1) bedroom;
 - The dwelling shall comply with all setbacks for principal structures unless approved through the conditional use permit process;
 - Maximum ground cover shall not exceed the established district standards;
 - The dwelling shall be located behind the front building line;
 - The exterior of the accessory dwelling shall be constructed of the same materials as, and be designed to be compatible with the principal structure; and
 - The applicant for an accessory dwelling shall provide a signed statement acknowledging and agreeing to comply with the above requirements.

Note: Medical Cottages are a home-like mobile facility that families can place on their property to care for the elderly. Medical Cottages need to be defined separately as these are authorized by state statute in single-family residential districts. Local governments are allowed to address the location on the lot for this temporary housing option. Other standards typically include the size limitation (300 sq.ft.), connection to utilities and provisions for removal.

9. Establish Appropriate Setbacks in Developed Areas

- **Background** – The Zoning Ordinance requires large suburban setbacks in most residential districts. Many neighborhoods were developed with buildings that do not comply with adopted setback standards. Plan policies call for the establishment of urban setbacks in urban areas.
- **Planning Commission Recommendation:**
 - Establish front and side setbacks to be based on neighborhood norms that are based on either:
 - The average setbacks on the block face of the proposed development as well as the block face opposite the proposed development; or
 - The average setback of the buildings located on either side of the proposed development.
 - When determining the average setbacks, the City shall determine the mean of all principal structure setbacks. For any structure set back further than the minimum required setback for the applicable zoning district shall be deemed to be set back to that minimum.
 - The above neighborhood norm provisions shall be applicable throughout the City.

10. Billboard Cap and Replace

- **Background** – Sign industry representatives have approached the City about the prospects of establishing an option to remove non-conforming billboards from districts where they are not

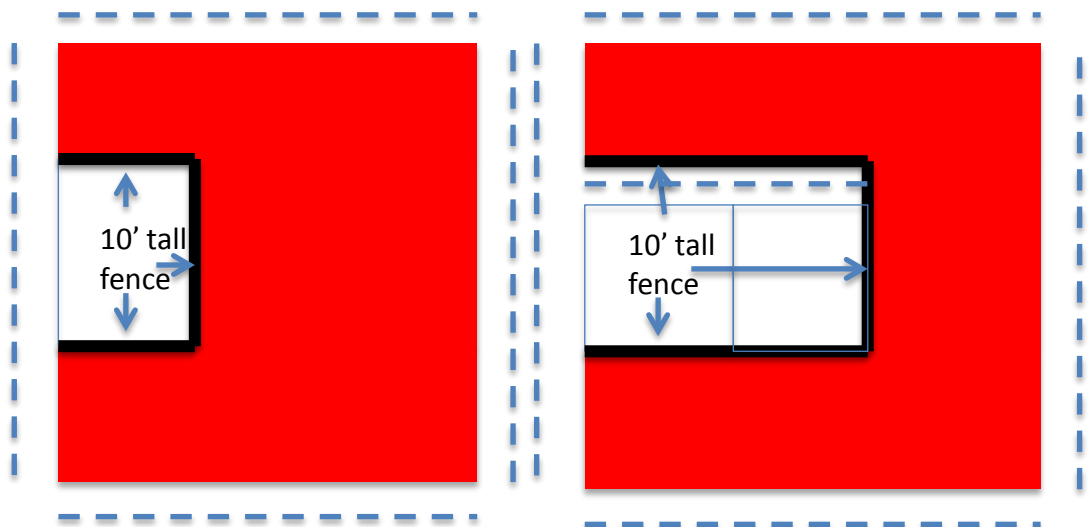
currently allowed in exchange for the ability to establish new billboards in the B-3, B-5, I-1 and IN-2 districts where they are currently prohibited.

- **Planning Commission Recommendations:**
 - Enable cap and replace provisions
 - Enable a 1 for 1 replacement
 - Expand locations to include the B-3, Community Business District, B-5, General Business District, IN-2, Institutional 2 District and I-1, Restricted Industrial districts
 - Consider limitations in scenic corridors and other locations within these districts
 - Allow digital billboards in all districts where billboards are allowed
 - Provide the following exceptions
 - Allow a conforming billboard to be replaced if it is condemned as part of a road project
 - Allow a conforming billboard to be replaced if current lease is terminated
 - Once all non-conforming billboards owned by a sign company have been replaced, the sign company may relocate its conforming billboards
 - Evaluate alternatives to the sign industry proposal to allow non-conforming billboards to be replaced or remain in their current locations if the site is owned by the sign company

11. Limit spite fences

- **Commentary** – While the intent of the fence provisions below is clear, the language allows for commercial properties to build fences up to 10 feet tall along property lines where a front setback is not required. Since front setbacks generally are not required in the B-5 district, tall fences may be allowed that would block visibility of commercial properties (see drawings below ordinance excerpt).

“(g) Fences and walls. The yard requirements of the zoning ordinance shall not be deemed to prohibit any otherwise lawful fence or wall if each fence and/or wall does not exceed four (4) feet in height in front yards and eight (8) feet in height in side and rear yards in residential districts or ten (10) feet in other districts and if it does not conflict with standards in this section except on a corner lot. On a corner lot, no fence and/or wall shall exceed four (4) feet in height in the required side or rear yard abutting a street when a front yard is required for that block of the side street.”



(Note: Dashed lines in graphics are streets)

- **Planning Commission Recommendation:**

- o Limit tall fences in commercial districts within 20 feet of right-of-way to reflect typical setbacks for the B-3 and B-5 districts.
- o Limit the height and opacity of fences in commercial districts within 20 feet of right-of-way.

12. Allow digital reader boards for institutions in certain corridors (see sample photo)

- **Commentary** – Schools, religious institutions and hospitals are allowed in most zoning districts. There has been interest in allowing digital reader boards for some of these uses to allow for frequently changing messages regardless of the district in which the uses are located. If allowed, the City should consider limiting the size, brightness, operations (e.g., no animations or flashing), proximity to residences and corridors in which they may be located.
- **Planning Commission Recommendation**
 - o Allow digital reader boards subject to limitations of digital reader sign area (18 sq.ft.), total sign area (30 sq.ft.), height (8 ft.), brightness, and operational requirements;
 - o Signs are monument style; and
 - o Limit digital reader boards to arterial streets.



13. Establish minimum criteria for connectivity

- **Commentary** – The Comprehensive Plan advocates better access management, particularly along heavily travelled commercial corridors. Reducing curb cuts, providing cross access between properties and promoting the use of shared driveways reduces accidents, improves traffic safety and reduces traffic congestion along high volume streets. Communities have approached access management through a combination of minimum driveway spacing standards and standards/incentives for shared driveways and cross-access between properties. These incentives typically reduce landscaping, buffering, parking and/or setback requirements. Where driveway spacing standards are established, exceptions or variance processes are typically established to allow access to existing lots.
- **Planning Commission Recommendation**
 - o Establish minimum driveway spacing standards; and
 - o Require cross-access and shared driveways unless precluded by topography.

14. Increase the allowed sign area for large sites in industrial districts

- **Commentary** – Industrial districts allow for freestanding signs as large as 66 square feet and wall signs as large as 24 square feet. Lynchburg currently allows larger signs for larger buildings and sites with multiple buildings in the B-3 and B-5 districts.
- **Planning Commission Recommendation** – Mirror the sign provisions in the B-3 and B-5 districts, which:
 - o Allow more wall sign area for larger buildings and for buildings with greater setbacks; (25 sq.ft. plus 1 sq.ft. per lineal foot of building wall, but not to exceed 150 sq.ft. for buildings within 200 feet of a street; or 25 sq.ft. plus 2 sq.ft. per lineal foot of building wall, but not to exceed 200 sq.ft. for buildings further than 200 feet from a street);
 - o Allow more free-standing sign area for sites with multiple buildings (66 sq.ft. for one or more buildings with less than 100,000 sq.ft.; 91 sq.ft. for a group of buildings

between 100,000 and 200,000 sq.ft.; and 141 sq.ft. for a group of buildings with more than 200,000 sq.ft.).

15. Reduce the subjectivity of existing provisions for commercial cluster developments (CCDs);

- **Commentary** – Current requirements for CCDs could be clarified to better achieve the purposes of these developments. Many of the following requirements are either lacking or written subjectively.
- **Options under consideration**
 - o Locate CCDs near other development and existing or planned transit routes;
 - o Establish minimum percentage of site to be set aside for preservation (with waiver provision if there is no area that needs preservation);
 - o Establish a minimum percentage of the site to be dedicated for amenities (e.g., playgrounds, tennis courts, running trails, park space). This should also be required to be illustrated on the sketch plan;
 - o Require commercial floor area to be concentrated on a specified portion of the site.
 - o Limit excess parking and encourage shared parking by:
 - Requiring that any parking above a certain threshold be pervious; and
 - Increasing the percentage of landscape area required as the number of spaces greater than a specified threshold increases;
 - o Apply commercial design and compatibility standards from other portions of the ordinance (e.g., requirement for street connectivity, pedestrian connections, setbacks from low density residential districts).

16. Shift selected scenic and/or commercial corridor overlay standards to applicable base districts and site development standard sections

- **Commentary:** Many of the standards for the City's scenic and/or commercial corridor overlay districts have broader applicability to other areas of the City.
- **Planning Commission Recommendations** – Shift the following provisions from overlays to apply to specific districts citywide, regardless of their location.
 - o Prohibit parking or paving within 25 ft. of a residential district in B-3, B-5, IN-1, IN-2, I-1, 1-2 and I-3 districts;
 - o Require 40 ft. parking setback from arterial or urban collector streets in the B-3, B-5, IN and I districts;
 - o Require all utilities to be located underground;
 - o Move Scenic Corridor Overlay district requirements for building bulk softening (increased landscaping requirements for larger buildings) to the landscaping ordinance; and
 - o Require for architectural materials such as brick, stone or wood or require screening for portions of buildings not constructed of these materials in R-4, B and IN districts.

17. Establish a maximum percentage for the residential component of industrial developments

- **Commentary:** The Comprehensive Plan calls for the flexibility to establish corporate campus type development patterns that allow a limited residential component within

light industrial development areas (e.g., the Googleplex corporate campus). To ensure that valuable industrial land is not converted to large-scale residential uses, some communities have adopted limitations based on density and employee/resident ratios.

- **Planning Commission Recommendation:** When drafting the development patterns that are allowable in the I-1 district, limit the maximum residential or lodging unit component to not more than 1 resident or lodger to 20 employees in any given development or district. Note that this ensures that hotels and residences are developed in conjunction with or subsequent to employment uses.

***Note:** the Planning Commission also recommended addressing design factors related to residential and mixed-use development in commercial districts.*

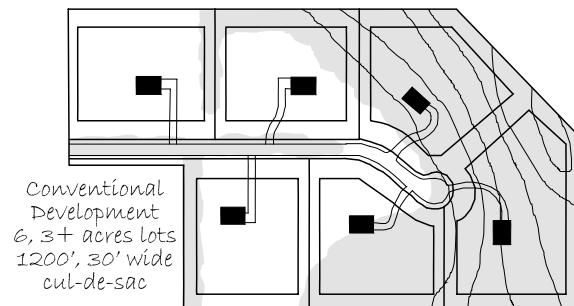
18. Allow Home Occupations to be Conducted in Accessory Structures

- **Background** – The zoning ordinance currently precludes the use of accessory structures “for gain,” which requires that any home occupation be conducted in the principle structure. The key concern about the use of accessory structures for home occupations is the potential for activities that would be a nuisance for adjacent properties due to noise, odors, dust, lighting or aesthetic reasons. Limitation of the allowable uses of accessory structures and prohibition of outdoor storage and operations would mitigate these concerns.
- **Planning Commission Recommendation** – Allow the use of legal accessory structures for authorized home occupations provided that there is no outdoor storage and outdoor operations are precluded.

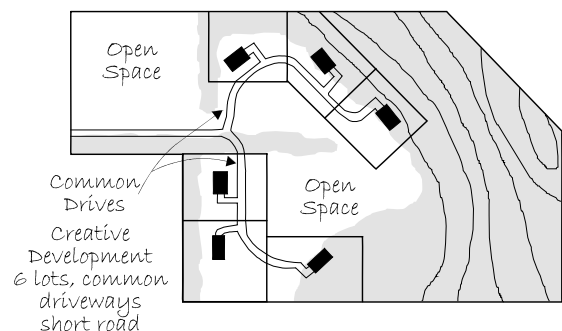
19. Allow Residential Clusters in R-1, R-2 and R-3 Districts

- **Planning Commission Recommendation** – Develop standards that authorize the creation of cluster subdivisions in the R-1, R-2 and R-3 zoning districts that do not exceed the density standards of the applicable district. (see sample graphic below)

Conventional Development



Sample Cluster Development



// A regular meeting of the Council of the City of Lynchburg was held on the 28th day of October, 2014, at 4:00 P.M. in the Jefferson Park Community Center at 405 York Street, Michael Gillette, President, presiding. Council Member Foster gave the Invocation, followed by the Pledge of Allegiance. The following Members were present:

Present: Foster, Helgeson, Johnson, Nelson, Perrow, Tweedy, Gillette

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Absent:

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// Director of Parks and Recreation Kay Frazier gave an overview of the Jefferson Park Community Center. Ms. Frazier provided information on Jefferson Park and the Dearington neighborhood which has a rich cultural and social history. The land was donated to the City by Thomas Randolph Jefferson to create a park for the African American community. Over the years the pool became the main summer gathering place for many children from the inner city neighborhoods. Ms. Frazier stated that a series of events and actions by the City had a significant impact on the park, center and neighborhood. The most significant of these events were closing the pool at Jefferson Park, and using the ravine in the neighborhood as a landfill. Ms. Frazier stated that the Jefferson Center was built in 1976, and more recently City investments through capital dollars were spent on the Center for renovation as follows:

- Interior of the Center was renovated (1989)
- New playground equipment installed (2005)
- Basketball (1979) and tennis courts (2003) were renovated

In conclusion, Ms. Frazier mentioned the different programs and partnerships at the Jefferson Center:

- After school program
- Summer Camp/Open Recreation Center
- Extended hours one night a week for teens
- Outreach into the neighborhood to seek input for adult programming interests
- Preschool program in partnership with Lynchburg City Schools (LCS)
- Randolph College – provides Work Study Program
- Neighborhood Volunteers
- LCS – preschool program
- Blue Ridge Food Bank – provides food for summer program
- Centra Health – in discussions

Parks and Recreation welcomes discussions with nonprofits, faith based communities and businesses to continue expanding programs to create centers as neighborhood hubs.

// City Manager Kimball Payne gave a briefing on the Old Jefferson Park Landfill Site. Mr. Payne stated after spotting erosion in a wooded area of Jefferson Park this spring, a plan was put in place to conduct gas monitoring and land evaluation in parts of the site where a former landfill closed in the late 1960s. Mr. Payne went on to say that severe erosion was found in May 2014 in the tree line near the Jefferson Park Community Center on York Street. The area is close to the Dearington apartments. Another section of the former landfill is at the playground of Dearington Elementary School for Innovation. The erosion is close

to the Blackwater Creek Trail and includes collapsed manholes. The City monitored gas in the area for the first time in 17 years and evaluated the landfill cap. Mr. Payne further stated that there are issues at Jefferson Park Community Center that need to be addressed. Mr. Payne stated that during the old landfill's last evaluation in 1997, there was an elevated level of methane gas in a few spots but there was no immediate threat to the public, though the City should monitor it.

In conclusion, Mr. Payne stated before crews come in with equipment to monitor for gas and other issues, citizens should be made aware. We know we need to have an outreach to the neighborhood residents. We want the neighborhood to understand we are paying attention to this and the neighborhood has a right to know about this. A public meeting will be held Wednesday, November 5, 2014 at 6:00 p.m. at Dearington Elementary School.

// City Manager Kimball Payne provided input for the development of the 2015 Legislative Agenda. Mr. Payne outlined the priorities and positions for the upcoming session of the Virginia General Assembly. After discussion, Council agreed to bring this item back for adoption at the November 11 Council Meeting. // During roll call Council Member Perrow asked if the Physical Development Committee (PDC) meeting could be changed from November 11 to November 6. Council agreed to change the date of the PDC meeting to be held on November 6, 2014 at 11:00 a.m. in the Council/Manager Offices conference room. // Council Member Helgeson addressed the issue of possibly installing a crosswalk on Odd Fellows Road in reference to the accident that happened with the Liberty University student.

// Mayor Gillette announced the following:

- Danville City Officials will visit Lynchburg on October 30, 2014 at 2:00 p.m. in Council Chamber for a tour of downtown Lynchburg.
- Joint Council/School Board Meeting will be held on Tuesday, November 4, 2014 at 7:00 p.m. in the School Administration Building.
- The Bluffwalk Art Project Ribbon Cutting will be held Friday, November 7, 2014 at 5:30 p.m. at the 11th Street steps between Jefferson and Commerce Streets.
- Heritage High School Tour will be held on Tuesday, November 11, 2014 at 1:00 p.m. at Heritage High School.

// Copies of the minutes of the October 14, 2014 meeting, having been previously furnished Council, reading was dispensed with, and on motion of Council Member Perrow, seconded by Council Member Nelson, Council by the following recorded vote approved the minutes as presented:

Ayes: Foster, Helgeson, Johnson, Nelson, Perrow, Tweedy, Gillette

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Noes:

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// In the matter of Budget, Resolution #R-14-121 amending the FY 2015 General, City/Federal/State Aid, Asset Forfeiture, Technology, Fleet, Water and Sewer Operating Budgets, as well as the City Capital and School Capital Fund Budgets to reflect the carry forward of appropriations for ongoing activities not expended in FY 2014, and to appropriate funds for necessary expenditures since the FY 2015 budget was adopted, laid over from the October 14, 2014 meeting, was again presented and read, and on motion of

Council Member Perrow, seconded by Council Member Nelson, Council by the following recorded vote adopted the Resolution:

Ayes: Foster, Helgeson, Johnson, Nelson, Perrow, Tweedy, Gillette 7

Noes: 0

// In the matter of Region 2000/Public Works – General, City Council Report #7 was considered. This item was reviewed by both Committees, Physical Development Committee (PDC) and Finance Committee (FC). Council Member Helgeson, Chair of the Finance Committee (FC), stated that this item came before FC and made a motion to approve the submittal of an application for Transportation Alternatives Program (TAP) Funding. This motion did not require a second and Council by the following recorded vote adopted Resolution #R-14-123, as presented, to approve the submittal of an application for Transportation Alternatives Program (TAP) funding through the Virginia Department of Transportation (VDOT) for construction of a sidewalk on one side of Nationwide Drive:

Ayes: Foster, Helgeson, Johnson, Nelson, Perrow, Tweedy, Gillette 7

Noes: 0

// In the matter of Parks and Recreation – General, City Council Report #8 was considered. Council Member Helgeson, Chair of the Finance Committee (FC), stated that this item came before FC and made a motion for approval. This motion did not require a second, and Council by the following recorded vote introduced and laid over to a later meeting for final action Resolution #R-14-124, as presented, amending the FY 2015 General Fund, Parks and Recreation, Recreation Programs budget and appropriating \$81,298 with resources from the United States Department of Agriculture Farmers' Market Promotion Grant to address food desert challenges in the City and to promote agriculture in the Region 2000 area:

Ayes: Foster, Helgeson, Johnson, Nelson, Perrow, Tweedy, Gillette 7

Noes: 0

// On motion of Council Member Foster, seconded by Vice Mayor Johnson, Council by the following recorded vote elected to hold a closed meeting for discussion and consideration of the City Manager's performance, and for discussion and consideration of the disposition of publicly owned real property to a prospective business or industry where no previous announcement has been made of the business' or industry's interest in locating or expanding its facilities in the City, because discussion in an open meeting would adversely affect the bargaining position or negotiating strategy of the City, and to consider appointments to Council-appointed Boards and Commissions, i.e. Transit Company Board, Lynchburg Parking Authority and Lynchburg Business Development Centre pursuant to Section 2.2-3711(A.)(1)(3) and (5) respectively, of the Code of Virginia (1950), as amended:

Ayes: Foster, Helgeson, Johnson, Nelson, Perrow, Tweedy, Gillette 7

Noes: 0

// The meeting was re-opened to the public.

// Vice Mayor Johnson made the following motion:

WHEREAS, the Council of the City of Lynchburg has convened a closed meeting on this date,

pursuant to an affirmative recorded vote and in accordance with the provisions of The Virginia Freedom of Information Act; and

WHEREAS, Section 2.2-3712 of the Code of Virginia requires a certification by City Council that such closed meeting was conducted in conformity with Virginia law;

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Lynchburg certifies that, to the best of each member's knowledge, (i) only public business matters lawfully exempted from open meeting requirements by Virginia law were discussed in the closed meeting to which this certification resolution applies, and (ii) only such public business matters as were identified in the motion convening the closed meeting were heard, discussed or considered by Council.

The Motion was seconded by Council Member Nelson, and Council by the following recorded vote adopted the motion:

Ayes: Foster, Helgeson, Johnson, Nelson, Perrow, Tweedy, Gillette 7

Noes: 0

// In the matter of Appointments, and on nomination of Council Member Perrow, seconded by Council Member Foster, Council by the following recorded vote re-appointed Jennifer D. Martin, James H. Mundy and L. Kimball Payne, III to serve on the Transit Company Board for terms to expire October 30, 2017:

Ayes: Foster, Helgeson, Johnson, Nelson, Perrow, Tweedy, Gillette 7

Noes: 0

On nomination of Council Member Perrow, seconded by Council Member Foster, Council by the following recorded vote re-appointed Urs Gabathuler to serve on the Lynchburg Parking Authority for a term to expire October 30, 2019:

Ayes: Foster, Helgeson, Johnson, Nelson, Perrow, Tweedy, Gillette 7

Noes: 0

On nomination of Council Member Perrow, seconded by Council Member Foster, Council by the following recorded vote appointed Stephen M. Lamanna to serve on the Lynchburg Business Development Centre for a term to expire September 30, 2017:

Ayes: Foster, Helgeson, Johnson, Nelson, Perrow, Tweedy, Gillette 7

Noes: 0

// The meeting was adjourned at 6:50 P.M.

Clerk of Council

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **November 11, 2014**

AGENDA ITEM NO.: **4**

CONSENT: REGULAR: **X**

WORK SESSION:

CLOSED SESSION:
(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: **Heritage Court Townhomes – 542, 552, 554 and 572 Leesville Road**

RECOMMENDATION: Approval of the Conditional Use Permit (CUP) petition to allow construction of a one hundred twenty-one (121) unit townhome development.

SUMMARY: VIP, LLC is petitioning for a CUP to allow a townhome development at 542, 552, 554 & 572 Leesville Road. The preliminary plan proposes the construction of one hundred twenty-one (121) units, two hundred thirty-seven (237) parking spaces, and community center. The underlying R-3, Medium Density, Two-Family Residential District allows for townhome developments upon approval of a CUP by Council.

The *Comprehensive Plan 2013 – 2030* recommends a Medium Density Residential use for the property at up to, twelve (12) units per acre. The submitted plan proposes nine and thirty-seven hundredths (9.37) units per acre.

PRIOR ACTION(S):

October 8, 2014:

The Planning Division recommended approval of the CUP petition.

The Planning Commission recommended approval (5-0, with 2 members absent, Swienton, Perault) of the CUP petition.

FISCAL IMPACT:

N/A

CONTACT(S):

Tom Martin, City Planner - 455-3900

Kent White, Director of Community Development – 455-3900

ATTACHMENT(S):

- Resolution
- Planning Commission Report and Minutes – October 8, 2014
- Vicinity Zoning Map
- Vicinity Proposed Land Use Map
- Watershed Location Map
- Planimetric and Topographic Map
- Concept Plan
- Narrative
- Property Photograph
- Speaker Signup Sheet

REVIEWED BY: lkp

RESOLUTION:

A RESOLUTION GRANTING A CONDITIONAL USE PERMIT TO VIP, LLC, TO ALLOW A ONE HUNDRED TWENTY-ONE (121) UNIT TOWNHOME DEVELOPMENT AT 542, 552, 554 AND 572 LEESVILLE ROAD IN AN R-3, MEDIUM DENSITY RESIDENTIAL DISTRICT.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LYNCHBURG that the petition of VIP, LLC for a conditional use permit to allow a one hundred twenty-one (121) unit townhome development at 542, 552, 554 and 572 Leesville Road is hereby approved subject to the following conditions:

1. The property shall be developed in substantial compliance with the site plan titled "Heritage Court Townhomes, Conditional Use Permit Plan" as prepared by Perkins & Orrison, dated October 2, 2014.
2. All lighting shall be glare shielded and non-directional to prevent illumination beyond the property lines.
3. A right-of-way vacation request shall be submitted by the petitioner for Misty Mountain Road. Approval of this CUP request does not bind the Physical Development Committee (PDC) or City Council to approving said vacation request.
4. City sidewalk shall be extended across the entire property frontage of Leesville Road.

Adopted:

Certified: _____
Clerk of Council

146V

The Department of Community Development

City Hall, Lynchburg, VA 24504 **434-455-3900**

To: Planning Commission
From: Planning Division
Date: October 8, 2014
Re: **Conditional Use Permit (CUP) – Heritage Court Townhomes – 542, 554, 552, & 572 Leesville Road**

I. PETITIONER

VIP, LLC (Robb Egel), 107 Trinity Court, Lynchburg, VA 24502

Representative: Mr. Norman B. Walton, Jr., P.E., Perkins & Orrison, 27 Green Hill Drive, Forest, VA 24551

II. LOCATION

The subject property is a tract of approximately thirteen and ninety-one hundredths (13.91) acres located at 542, 554, 552 and 572 Leesville Road.

Property Owner(s): VIP, LLC (Robb Egel), 107 Trinity Court, Lynchburg, VA 24502

LTD Properties, LLC (Robb Egel), 107 Trinity Court, Lynchburg, VA 24502

III. PURPOSE

The purpose of the petition is to allow the construction of a one hundred twenty-one (121)-unit townhome development with associated parking and open space area at 542, 554, 552 and 572 Leesville Road.

IV. SUMMARY

- The *Comprehensive Plan 2013-2030's Future Land Use Map (FLUM)* recommends a Medium Density Residential use for the property.
- Townhome Developments are a use permitted in an R-3, Medium Density, Two-Family Residential District upon approval of a conditional use permit by Council.
- The proposed unit density is nine and thirty-seven hundredths (9.37) units per acre.

The Planning Division recommends approval of the CUP petition.

V. FINDINGS OF FACT

1. **Comprehensive Plan.** The *Comprehensive Plan 2013-2030* recommends a Medium Density Residential use for the area. "These areas are characterized by small-lot single-family detached housing, duplexes and townhouses at densities up to 12 units per acre. Where neighborhoods already exist, infill development should be at a compatible density and housing type. In addition to residential uses, they may include public and institutional uses compatible in scale with single family residential homes." (pg 72)
2. **Zoning.** The subject property was annexed into the City in 1976. The existing R-3, Medium Density, Two-Family Residential District was established in 1979. The existing (undeveloped) townhouse lots located at 542 Leesville Road were approved as part of a Conditional Use Permit petition on March 14, 2006.
3. **Board of Zoning Appeals (BZA).** The Zoning Official has determined that no variances are needed for the development of the property as proposed.

4. Surrounding Area. There have been several items requiring Council approval in the immediate area:

- On May 22, 1979 City Council approved the Timberlake Road Land Use Study.
- On May 11, 1982, City Council approved the petition of Dave Wann, Agent for Ahoskie Theatres, Inc., to rezone 7306 Timberlake Road from R-3, Medium Density, Two-Family Residential District to B-5, General Business District (Conditional) to allow a “flea market”.
- On February 14, 1984 through September 12, 2000, City Council approved CUP petitions to allow a temporary circus at 7306 Timberlake Road.
- On February 12, 1985, City Council approved the CUP petition of Memorial United Methodist Church to allow the construction of a sanctuary, education building and parking area at 594 Leesville Road.
- On August 9, 1988, City Council approved the CUP petition of E.F. Baldwin to allow the construction of townhouses at 542 Leesville Road.
- On February 14, 1989, City Council approved the Timberlake Road Corridor Study and established the Commercial Corridor Overlay District centered on Timberlake Road.
- On June 13, 1995, City Council approved the CUP petition of Bell Atlantic of Virginia to allow the construction of a parking and storage area at 553 Leesville Road.
- On October 10, 2000, City Council approved the CUP petition of Bell Atlantic of Virginia to allow the construction of a parking area at 555 Leesville Road.
- On March 14, 2006, City Council approved the CUP petition of LTD Properties, LLC to allow the construction of a 35-unit townhouse complex at 548 and 550 Leesville Road.

5. Site Description. The subject property is a tract comprised of multiple parcels and containing approximately thirteen and ninety-one hundredths (13.91) acres located at 542, 554, 552 and 572 Leesville Road. The property contains three (3) residential structures located at 552 and 554 Leesville Road and one (1) residential structure located at 572 Leesville Road. The structure located at 572 Leesville Road would be demolished during the construction of the proposed townhome development. Once the property is subdivided in order to retain the three residential structures located at 552 and 554 Leesville Road and provided a small portion of Misty Mountain Road right-of-way is vacated, the total development would include twelve and nine hundred six thousandths (12.906) acres. The property also contains thirty-five (35) platted townhome lots located at 542 Leesville Road. If the development is approved, these lots would be vacated and the property subdivided as indicated on the submitted site plan.

With the exception of the existing residential structures, the property is wooded. The highest elevation of the property is located on the southern property line of 572 Leesville Road. The property slopes from this area in a northern, eastern and western direction. Slopes range from five (5) to ten (10) percent.

The property is bounded to the north by the existing Heritage Court Townhomes, to the east by single-family homes and duplexes, to the south by Heritage United Methodist Church and west (across Misty Mountain Road) by apartments.

6. **Proposed Use of Property.** The purpose of the petition is to allow the construction of a one hundred twenty-one (121)-unit townhome development with associated parking.
7. **Transportation & Parking.** At the time this report was written, the City's Transportation Engineer had not given final approval on the final traffic study indicating that only right turn tapers are required from Leesville Road. The original traffic study had indicated additional improvements were required. The petitioner reduced the number of originally proposed units by twenty-six (26) in order to mitigate the need for additional improvements.

The *Zoning Ordinance* would require one (1) parking space per unit; one hundred twenty-one (121) parking spaces for the development as proposed. The preliminary site plan indicates a total of two hundred thirty-seven (237) parking spaces, which exceeds the *Zoning Ordinance* requirements.

8. **Stormwater Management.** A stormwater management/quality plan will be required prior to final site plan approval. Stormwater is proposed to be mitigated by the use of a Best Management Practice (BMP) facility located in the southwestern corner of the site.
9. **Emergency Services:** The City Fire Marshal noted the need for revisions to the plan in order to meet the Virginia Statewide Fire Prevention Code. These comments have or will be addressed by the petitioner prior to final site plan approval. The City's Police Department had no comments of concern with the petition.
10. **Impact.** The subject property is recommended for a Medium Density Residential use on the City's Future Land Use Map (FLUM). These areas are characterized by single-family detached homes, duplexes or townhomes up to twelve (12) units per acre. The submitted site plan indicates one hundred twenty-one (121) units on twelve and nine hundred six thousandths (12.906) acres. The proposed density would be nine and thirty-seven hundredths (9.37) units per acre.

The submitted site plan indicates that a one and forty-four hundredths (1.44) acre area will be left as open space between the townhome development and Leesville Road. The area proposed to be left as open space in addition to leaving the three dwellings (owned by the petitioner) fronting Leesville Road should help the proposed development blend well into the area.

While the City's Transportation Engineer has not given final approval to the latest traffic study, the submitted site plan does indicate two (2) connections to Leesville Road and a connection to Misty Mountain Road. Misty Mountain Road serves an existing apartment development and connects to Timberlake Road.

The submitted site plan indicates a small portion of the right-of-way of Misty Mountain Road which would need to be vacated in order for the property to develop as proposed. The petitioner has not currently submitted a vacation request for the right-of-way; however, a preliminary review by the City's Technical Review Committee (TRC) did not indicate any comments of concern.

The development would be served by city water and sewer.

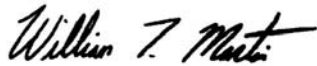
11. **Technical Review Committee.** The Technical Review Committee (TRC) reviewed the conditional use permit on June 3, 2014. Comments have or will be addressed by the petitioner prior to final site plan approval.
-

VI. PLANNING DIVISION RECOMMENDATION

Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of the petition of VIP, LLC (Rob Egel) for a conditional use permit at 542, 554, 552 and 572 Leesville Road to allow the construction of a one hundred twenty-one (121)-unit townhome development subject to the following conditions:

- 1. The property shall be developed in substantial compliance with the site plan “Heritage Court Townhomes, Conditional Use Permit Plan” as prepared by Perkins & Orrison, dated October 2, 2014.**
- 2. All lighting shall be glare shielded and non-directional to prevent illumination beyond the property lines.**
- 3. A right-of-way vacation request shall be submitted by the petitioner for Misty Mountain Road. Approval of this CUP request does not bind the Physical Development Committee (PDC) or City Council to approving said vacation request.**
- 4. City sidewalk shall be extended across the entire property frontage of Leesville Road.**

This matter is respectfully offered for your consideration.



William T. Martin, AICP
City Planner

pc: Mr. L. Kimball Payne, III, City Manager
Ms. Bonnie M. Svrcek, Deputy City Manager
Mr. Walter C. Erwin, City Attorney
Mr. Kent L. White, Director of Community Development
Mr. J. Lee Newland, City Engineer
Ms. Cynthia Kozarow, Lynchburg Police Department
Captain Thomas Mack, Acting Fire Marshal
Mr. Doug Saunders, Building Commissioner
Mr. Robert Fowler, Zoning Administrator
Mr. Rob Egel, Petitioner
Mr. Norman Walton, Representative

VII. ATTACHMENTS

- 1. Zoning Map**
- 2. Future Land Use Map**
- 3. Watershed Map**
- 4. Planimetric and Topographic Map**
- 5. CUP Plan**
- 6. Narrative**
- 7. Property Photograph**

MINUTES OF THE OCTOBER 8, 2014 PLANNING COMMISSION MEETING (MINUTES HAVE NOT BEEN APPROVED):

Petition of VIP, LLC – Robb Egel, for a Conditional Use Permit on approximately thirteen and forty-one hundredths (13.41) acres located at 542, 552, 554 and 572 Leesville Road to allow the construction of a one hundred twenty-one (121)-unit townhome development in an R-3, Medium Density, Two-Family Residential District.

Mr. Tom Martin explained that this proposal includes multiple parcels zoned R-3, many of which have been previously subdivided for townhomes but not built. Mr. Martin mentioned that there was a previous conditional use permit for the properties, which created the lots where townhomes have been already been built. The properties in this petition are designated for Medium Density Residential use on the *Future Land Use Map*, which is characterized by single-family homes, duplexes or townhomes up to a density of twelve units per acre. This proposal calls for approximately 9.3 units per acre.

The preliminary concept plan called for a home to be demolished and the area used for green space. In an earlier conversation with Mr. Martin today, the petitioner indicated that he would like to relocate the single-family home and use it for a clubhouse and to construct a community swimming pool. Mr. Martin had indicated that this proposal would be acceptable to the Planning Division because it would further help the transition from Leesville Road to the medium density development and then to the apartment complex on Misty Mountain Road.

Stormwater management is proposed to be handled through a bioretention facility. There would also need to be some detention areas. The preliminary receiving channels have been determined to be adequate.

Mr. Martin mentioned that the first concept plan reviewed by staff had approximately 26 more units than what is currently being shown on the plan. Staff had some concerns with the density, as well as issues with traffic. When the density was reduced to what is being shown today, the only traffic requirements shown by the traffic study were the right turn tapers into the existing entrance and into the proposed entrance. The City's Traffic Engineer concurs with these recommendations and feels they will be sufficient to deal with the traffic created by this proposed development. The Planning Division recommends approval of this petition with the conditions outlined in the report.

Mr. Jim Richards of Petty, Livingston, Dawson and Richards, and Mr. Robb Egel of VIP, LLC were present to represent the petition. Mr. Norm Walton of Perkins & Orrison was also present to answer any technical questions. Mr. Richards wished to emphasize that the density proposed is lower than what is allowed in R-3 and it will be located next to existing townhomes. There are 35 lots already subdivided for townhome development. To their knowledge, there is no neighborhood opposition to this plan. The petitioner has doubled the parking required and the petitioner plans on providing the amenity of a clubhouse and swimming pool. Mr. Richards feels this proposed development is consistent with the surrounding neighborhood. Mr. Egel has a good track record with attractive developments in the City. They are requesting approval of the development.

Vice-Chair Johnston asked for anyone else who wished to speak in favor of the petition. No one came forward. She asked for anyone who wished to speak in opposition of the petition. No one came forward. Vice-Chair Johnston closed the public hearing portion of the petition.

Commissioner Mays asked Mr. Egel if VIP, LLC owns the existing townhome development. Mr. Egel said he owns them in a different LLC name. He used to own 16 of the 28. He now owns 10 of them. VIP, LLC also owns two of the houses next to the proposed entrance. Commissioner Mays asked for clarification that the house they are planning to move is the one closest to Heritage Baptist Church. Mr. Egel said that is correct. Commissioner Mays asked for clarification that this part of the development

will be connected to Misty Mountain Road. Mr. Egel said that is correct. Commissioner Mays asked Mr. Martin if staff has any concerns with that connection. Mr. Martin said staff has no concerns and promotes connectivity.

There was a question about sidewalks. Mr. Martin stated that sidewalks in front of the development are listed as a condition of this petition. They will need to be shown on the site plan and their cost will be shared 50/50 between the developer and the City.

There was a question about the amount of parking being shown, as it is so much greater than the parking requirement. Mr. Walton indicated that they have found that townhomes are typically occupied by at least two people that both work and have two vehicles. They just cannot see the marketability of a townhome unit with only one parking space per unit. Mr. Walton mentioned that the parking ratio was originally closer to 2.5 spaces per unit, so it has been dropped somewhat from their initial submission due to concerns about the amount of impervious area that would create.

Vice-Chair Johnston indicated that she liked how they had put the parking in between the townhomes. She understands the market conditions and thinks they have done a good job.

Commissioner Light made the following motion, which was seconded by Commissioner Lowe, and passed by the following vote:

“That the Planning Commission recommends to City Council approval of the petition of VIP, LLC (Rob Egel) for a conditional use permit at 542, 554, 552 and 572 Leesville Road to allow the construction of a one hundred twenty-one (121)-unit townhome development subject to the following conditions:

- 1. The property shall be developed in substantial compliance with the site plan “Heritage Court Townhomes, Conditional Use Permit Plan” as prepared by Perkins & Orrison, dated October 10, 2014.**
- 2. All lighting shall be glare shielded and non-directional to prevent illumination beyond the property lines.**
- 3. A right-of-way vacation request shall be submitted by the petitioner for Misty Mountain Road. Approval of this CUP request does not bind the Physical Development Committee (PDC) or City Council to approving said vacation request.**
- 4. City sidewalk shall be extended across the entire property frontage of Leesville Road.”**

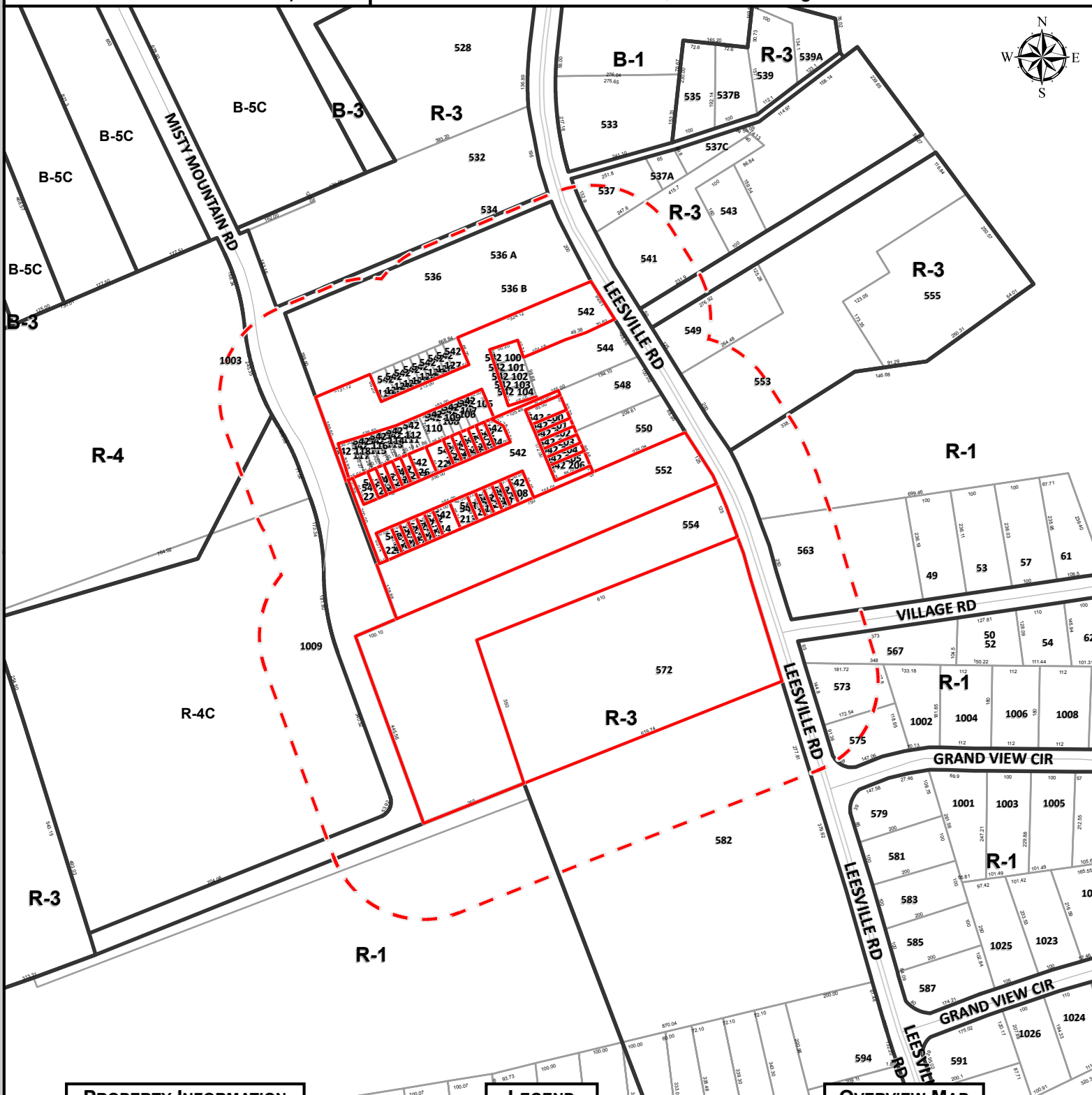
AYES:	Johnston, Light, Lowe, Marion and Mays	5
NOES:		0
ABSTENTIONS:		0
ABSENT:	Perault and Swienton	2

Zoning Map

HERITAGE COURT TOWNHOMES

Conditional Use Permit Request

VIP, LLC - Robb Egel



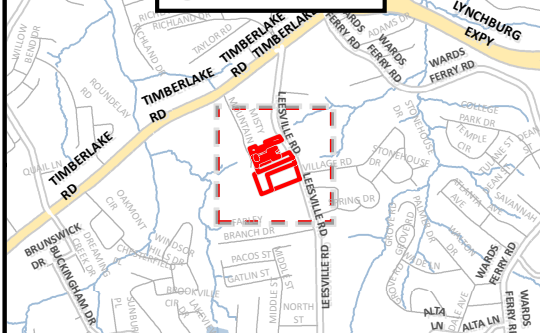
PROPERTY INFORMATION

PARCEL ID	ADDRESS
24813029	542 LEESVILLE RD
24813030	542 LEESVILLE RD 200
24813031	542 LEESVILLE RD 201
24813032	542 LEESVILLE RD 202
24813033	542 LEESVILLE RD 203
24813034	542 LEESVILLE RD 204
24813035	542 LEESVILLE RD 205
24813036	542 LEESVILLE RD 206
24813037	542 LEESVILLE RD 207
24813038	542 LEESVILLE RD 208
24813039	542 LEESVILLE RD 209

LEGEND

- Subject Property
- 215' Buffer
- Zoning Boundary

OVERVIEW MAP



MAP SCALE: 1" to 300' DATE PRINTED: 9/26/2014

DISCLAIMER: THIS MAP IS NEITHER A LEGALLY RECORDED MAP NOR A SURVEY AND IS NOT INTENDED TO BE USED AS SUCH. THE INFORMATION DISPLAYED IS A COMPILATION OF RECORDS, INFORMATION, AND DATA OBTAINED FROM VARIOUS SOURCES. THE CITY OF LYNCHBURG IS NOT RESPONSIBLE FOR ITS ACCURACY OR HOW CURRENT IT MAY BE.

Parcel ID	Address	Owner
25501003	567 LEESVILLE RD	ALDERSON, JUNE A ET AL
24813018	542 LEESVILLE RD 117	ANDERSON, EVA JANE
24813016	542 LEESVILLE RD 115	BAILEY, MATTHEW K & PIKE, MICHAEL B
24813027	542 LEESVILLE RD 126	BERNDT, GARY L
24813028	542 LEESVILLE RD 127	BLANKINSHIP, KEVIN S
24809010	536 LEESVILLE RD A	BROOKS, THOMAS T & MILDRED M
24808025	549 LEESVILLE RD	BURY, JAMES E SR
24808026	553 LEESVILLE RD	C & P TELEPHONE
24813006	542 LEESVILLE RD 105	CARROLL, KATHRYN E
24813020	542 LEESVILLE RD 119	CASWELL, ALAN C
24807001	3020 WARDS FERRY RD	CITY OF LYNCHBURG
24813022	542 LEESVILLE RD 121	COAN, DENNIS R &
24813023	542 LEESVILLE RD 122	EDWARDS, TIMOTHY & AMY
24813013	542 LEESVILLE RD 112	EGEL ENTERPRISES INC
24813012	542 LEESVILLE RD 111	EGEL ENTERPRISES INC
24813011	542 LEESVILLE RD 110	EGEL ENTERPRISES INC
24813010	542 LEESVILLE RD 109	EGEL ENTERPRISES INC
24813008	542 LEESVILLE RD 107	EGEL ENTERPRISES INC
24813007	542 LEESVILLE RD 106	EGEL ENTERPRISES INC
24813003	542 LEESVILLE RD 102	EGEL ENTERPRISES INC
24813002	542 LEESVILLE RD 101	EGEL ENTERPRISES INC
24813001	542 LEESVILLE RD 100	EGEL ENTERPRISES INC
24813004	542 LEESVILLE RD 103	EGEL ENTERPRISES INC
24813009	542 LEESVILLE RD 108	FRITZ, KIRK B & ROBIN T
24808021	537 LEESVILLE RD	HALL, PHYLLIS M
24809019	548 LEESVILLE RD	HARRISON ENTERPRISES LLC
25501004	573 LEESVILLE RD	HATMAKER, GEORGE D & ANA M
24813029	542 LEESVILLE RD	HERITAGE COURT TOWNHOMES HOMEOWNERS
25523002	582 LEESVILLE RD	HERITAGE UNITED METHODIST CHURCH TRS
24813024	542 LEESVILLE RD 123	KENDRICK, ERIC A
24813026	542 LEESVILLE RD 125	KING, RUBY M
24813005	542 LEESVILLE RD 104	KIRSTEIN, SIDNEY
24813017	542 LEESVILLE RD 116	KLOUS, KEVIN J
24813064	542 LEESVILLE RD 234	LTD PROPERTIES LLC
24813032	542 LEESVILLE RD 202	LTD PROPERTIES LLC
24813044	542 LEESVILLE RD 214	LTD PROPERTIES LLC
24813043	542 LEESVILLE RD 213	LTD PROPERTIES LLC
24813042	542 LEESVILLE RD 212	LTD PROPERTIES LLC
24813041	542 LEESVILLE RD 211	LTD PROPERTIES LLC
24813040	542 LEESVILLE RD 210	LTD PROPERTIES LLC
24813039	542 LEESVILLE RD 209	LTD PROPERTIES LLC
24813038	542 LEESVILLE RD 208	LTD PROPERTIES LLC
24813051	542 LEESVILLE RD 221	LTD PROPERTIES LLC
24813037	542 LEESVILLE RD 207	LTD PROPERTIES LLC
24813061	542 LEESVILLE RD 231	LTD PROPERTIES LLC

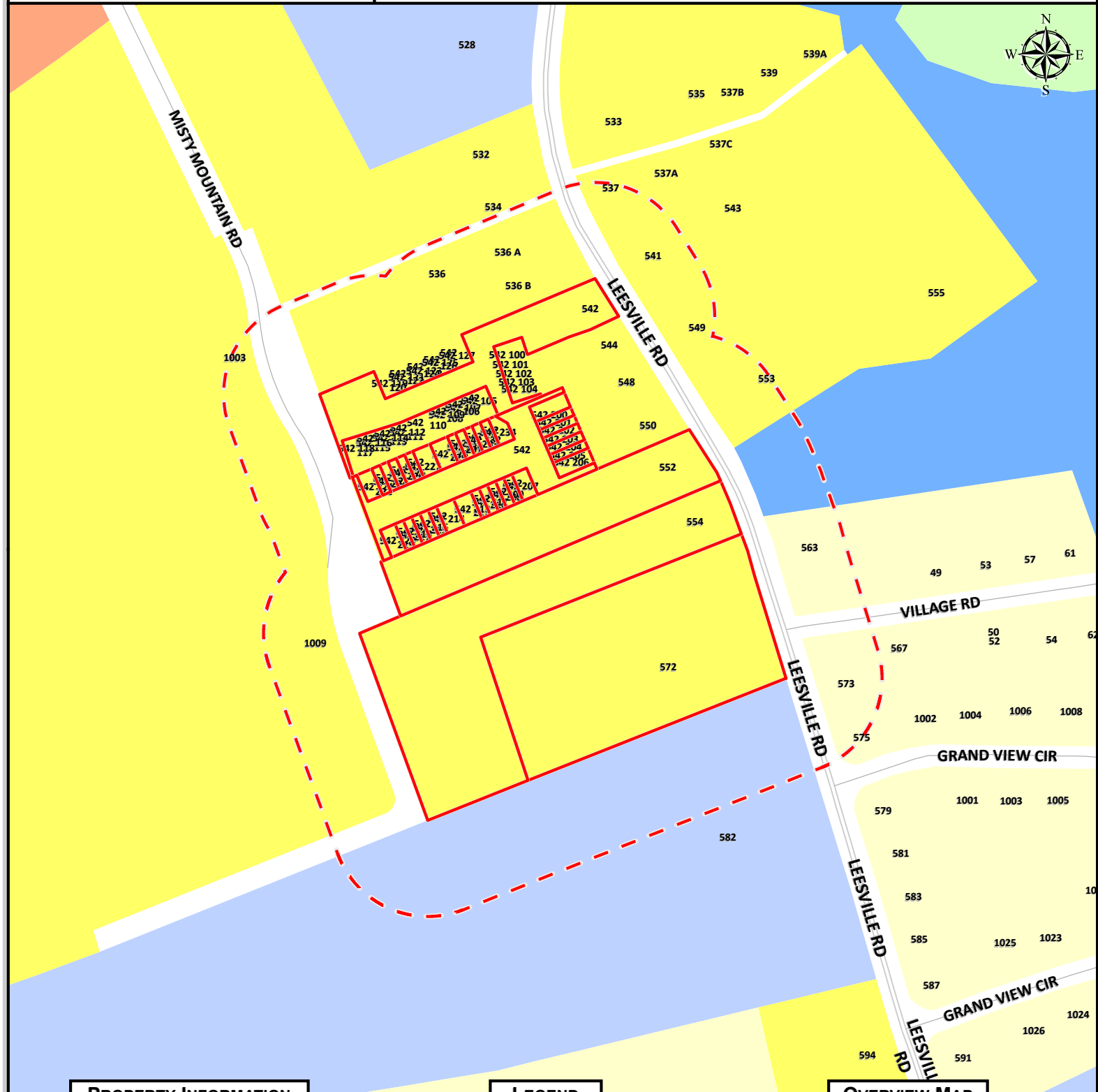
24813033	542 LEESVILLE RD 203	LTD PROPERTIES LLC
24813062	542 LEESVILLE RD 232	LTD PROPERTIES LLC
24813063	542 LEESVILLE RD 233	LTD PROPERTIES LLC
24813050	542 LEESVILLE RD 220	LTD PROPERTIES LLC
24813049	542 LEESVILLE RD 219	LTD PROPERTIES LLC
24813048	542 LEESVILLE RD 218	LTD PROPERTIES LLC
24813047	542 LEESVILLE RD 217	LTD PROPERTIES LLC
24813046	542 LEESVILLE RD 216	LTD PROPERTIES LLC
24813045	542 LEESVILLE RD 215	LTD PROPERTIES LLC
24813053	542 LEESVILLE RD 223	LTD PROPERTIES LLC
24813056	542 LEESVILLE RD 226	LTD PROPERTIES LLC
24813036	542 LEESVILLE RD 206	LTD PROPERTIES LLC
24813057	542 LEESVILLE RD 227	LTD PROPERTIES LLC
24813035	542 LEESVILLE RD 205	LTD PROPERTIES LLC
24813058	542 LEESVILLE RD 228	LTD PROPERTIES LLC
24813059	542 LEESVILLE RD 229	LTD PROPERTIES LLC
24813034	542 LEESVILLE RD 204	LTD PROPERTIES LLC
24813060	542 LEESVILLE RD 230	LTD PROPERTIES LLC
24813031	542 LEESVILLE RD 201	LTD PROPERTIES LLC
24813030	542 LEESVILLE RD 200	LTD PROPERTIES LLC
24813055	542 LEESVILLE RD 225	LTD PROPERTIES LLC
24813054	542 LEESVILLE RD 224	LTD PROPERTIES LLC
24813065	542 LEESVILLE RD	LTD PROPERTIES LLC
24813052	542 LEESVILLE RD 222	LTD PROPERTIES LLC
24808023	541 LEESVILLE RD	MADONIA, LOUIS A SR & FAYE P
24813014	542 LEESVILLE RD 113	MCGEE, MATTHEW P
25501005	575 LEESVILLE RD	NAPIER, SHARLENE M
24809020	550 LEESVILLE RD	NELSON, BRADLEY A & BRITTANY C
24809018	544 LEESVILLE RD	PATTERSON, MICHAEL C & ANNETTE L
24811006	1003 MISTY MOUNTAIN RD	REA LYNCHBURG LLC
24811004	1009 MISTY MOUNTAIN RD	REA LYNCHBURG LLC
24808028	563 LEESVILLE RD	RUSSELL, LORI A
24813019	542 LEESVILLE RD 118	SPEEGLE, REBECCA R
24813021	542 LEESVILLE RD 120	THOMPSON, JOHN H & ANNE M
24813025	542 LEESVILLE RD 124	TYLER, TRACY L
25522001	572 LEESVILLE RD	VIP LLC
24809026	554 LEESVILLE RD	VIP LLC
24809025	552 LEESVILLE RD	VIP LLC
24813015	542 LEESVILLE RD 114	YOST, RALPH C

FLUM Map

HERITAGE COURT TOWNHOMES

Conditional Use Permit Request

VIP, LLC - Robb Egel



PROPERTY INFORMATION

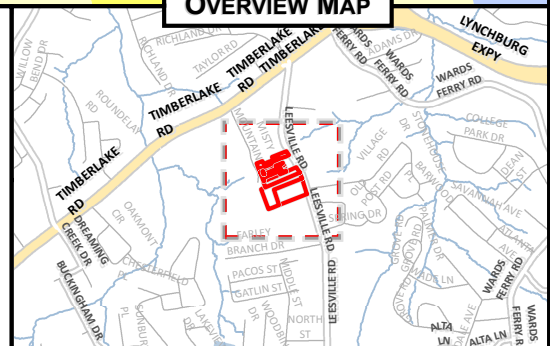
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24813036	542 LEESVILLE RD 206
24813037	542 LEESVILLE RD 207
24813038	542 LEESVILLE RD 208
24813039	542 LEESVILLE RD 209

LEGEND

	Local Historic District		Employment 1
	Traditional Residential		Employment 2
	Low Density Residential		Downtown
	Medium Density Residential		Public Use
	High Density Residential		Public Parks
	Neighborhood Commercial		Resource Conservation
	Community Commercial		Mixed Use

MAP SCALE: 1" to 300' DATE PRINTED: 9/26/2014

OVERVIEW MAP



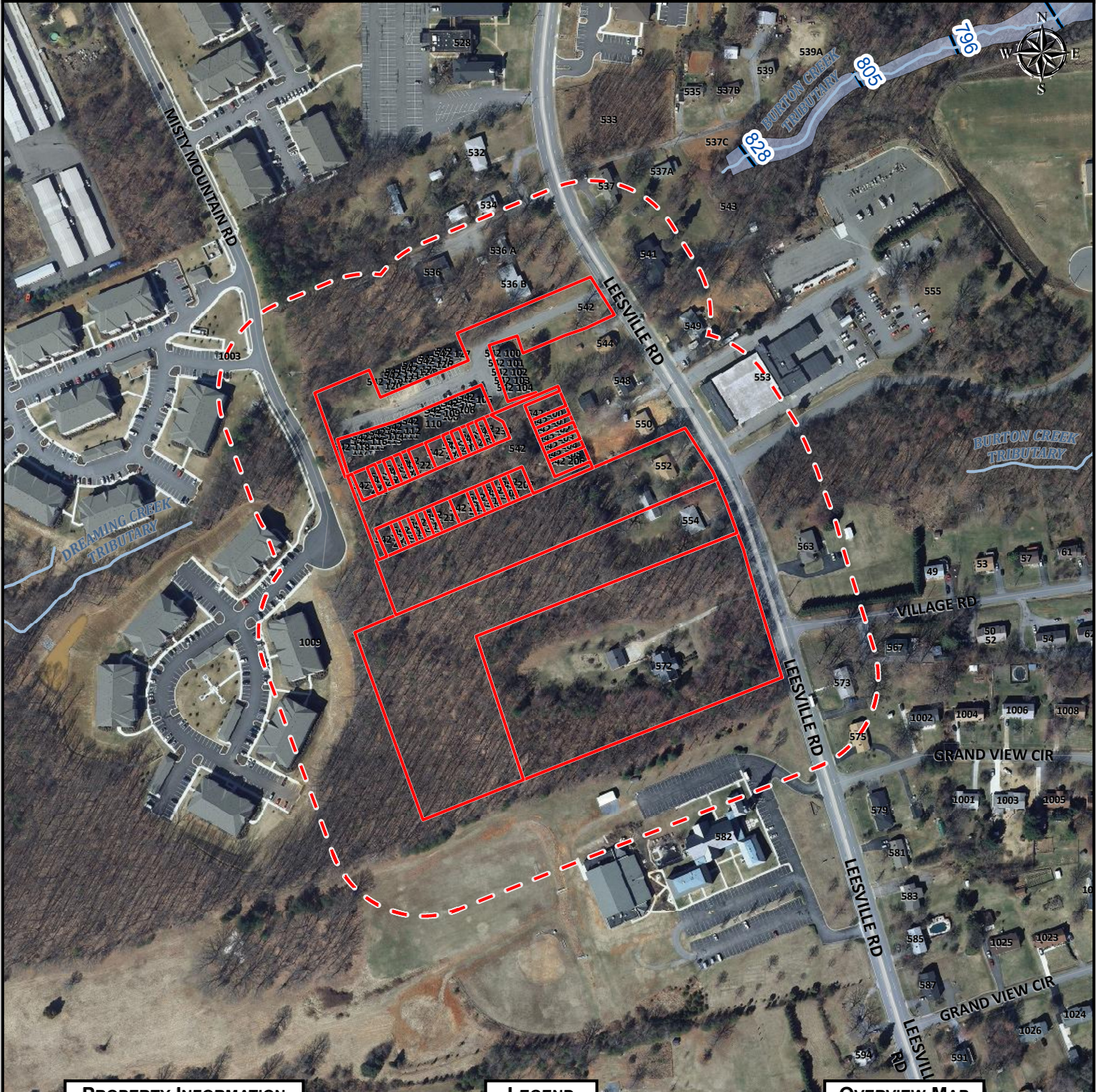
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Watershed Map

HERITAGE COURT TOWNHOMES

Conditional Use Permit Request

VIP, LLC - Robb Egel



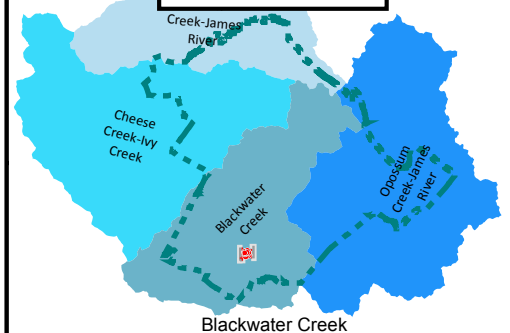
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24813039	542 LEESVILLE RD 209

LEGEND

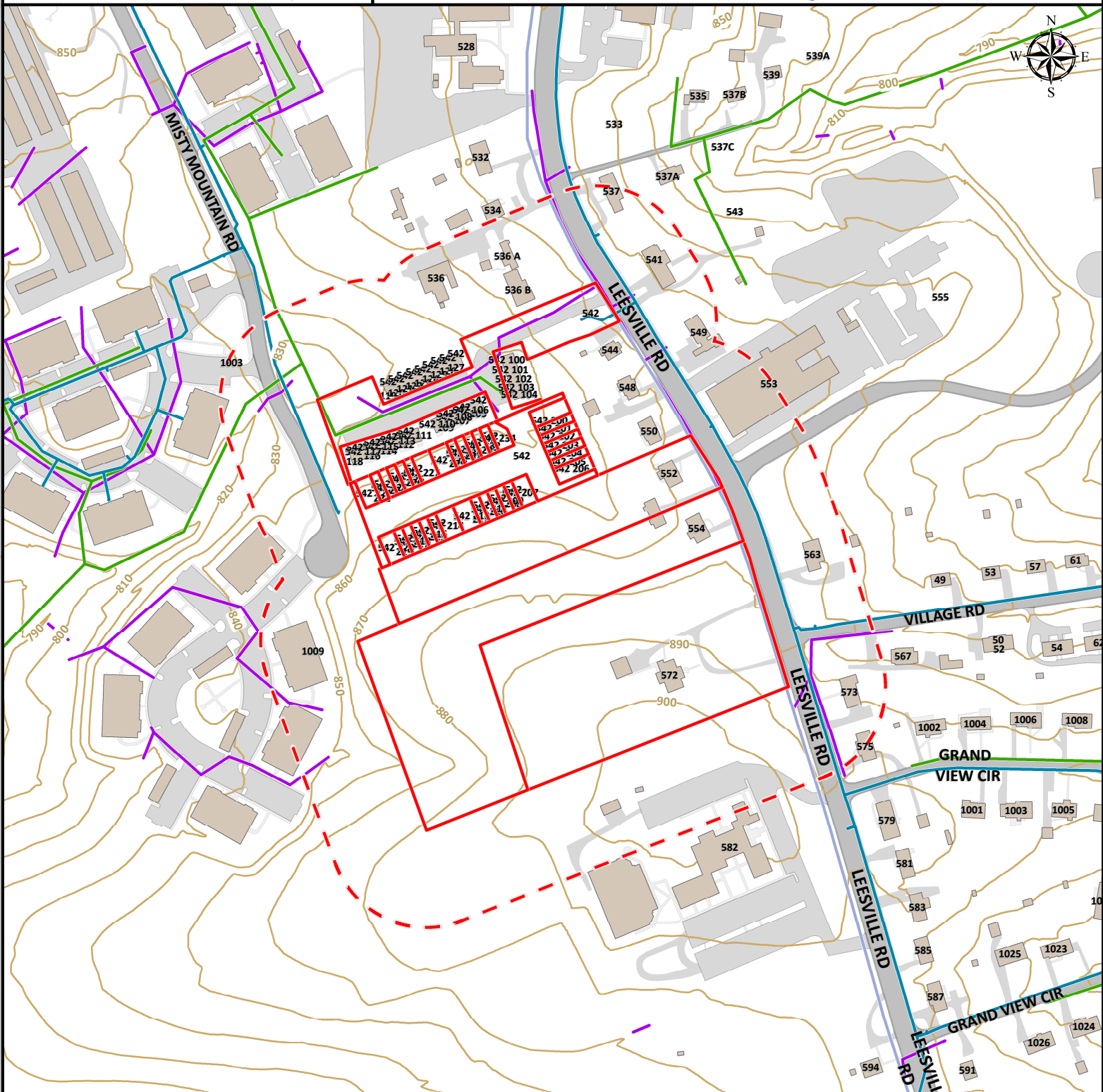
- Subject Property
- Base Flood Elevation
- Floodway
- Floodzone
- River / Lake / Stream

OVERVIEW MAP



MAP SCALE: 1" to 300' DATE PRINTED: 9/26/2014

DISCLAIMER: THIS MAP IS NEITHER A LEGALLY RECORDED MAP NOR A SURVEY AND IS NOT INTENDED TO BE USED AS SUCH. THE INFORMATION DISPLAYED IS A COMPILATION OF RECORDS, INFORMATION, AND DATA OBTAINED FROM VARIOUS SOURCES. THE CITY OF LYNCHBURG IS NOT RESPONSIBLE FOR ITS ACCURACY OR HOW CURRENT IT MAY BE.



PROPERTY INFORMATION

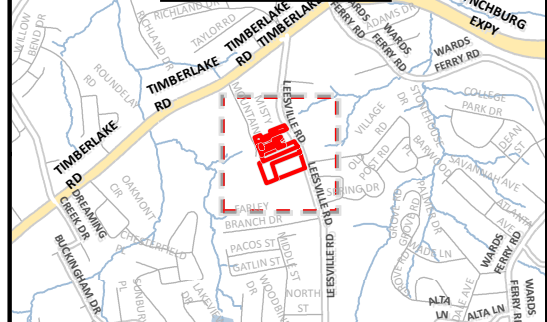
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24813037	542 LEESVILLE RD 207
24813038	542 LEESVILLE RD 208
24813039	542 LEESVILLE RD 209

LEGEND

	Active	Proposed	Abandoned
Utilities			
Water			
Sanitary			
Storm			
Structure			
Roadway			
Parking			
Sidewalk			
Driveway			
Topography			
Contour			

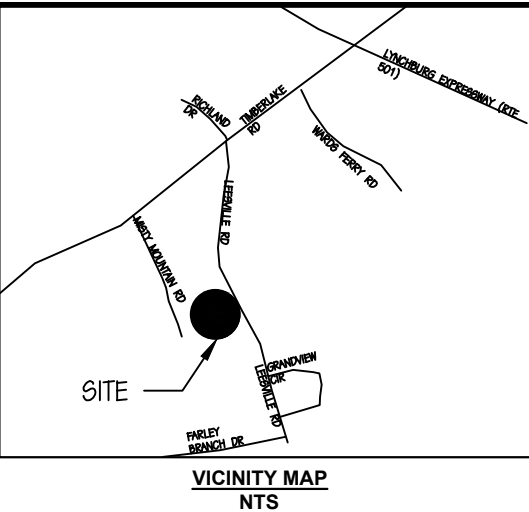
MAP SCALE: 1" to 300' DATE PRINTED: 9/26/2014

OVERVIEW MAP



HERITAGE COURT TOWNHOMES CONDITIONAL USE PLAN

CITY OF LYNCHBURG, VIRGINIA
121 UNITS



NOTES:

- THE PURPOSE OF THIS PLAN IS TO SHOW A PRELIMINARY LAYOUT FOR A CONDITIONAL USE PERMIT. THIS CONDITIONAL USE PERMIT IS TO ALLOW TOWNHOMES ON A PARCEL ZONED R-3. NO REVISION TO THE FLUM IS REQUESTED. THE ACTUAL LAYOUT MAY CHANGE WHEN ACTUAL CONSTRUCTION PLANS ARE SUBMITTED TO THE CITY FOR REVIEW, BUT SHALL REMAIN IN GENERAL CONFORMANCE TO THIS PLAN.
- ANY INCREASE IN IMPERVIOUS AREA WILL BE ATTENUATED VIA THE STORMWATER MANAGEMENT POND PROPOSED ON THIS SITE. A PERMIT GRADING PLAN HAS BEEN SUBMITTED TO DEQ TO OBTAIN A PERMIT UNDER THE PART IIC (CURRENT, 2009-2014) REGULATIONS.
- THE PROPERTY SHOWN HEREON IS NOT WITHIN A FEMA 100 YEAR FLOOD PLAIN. SEE PANEL# 5100930102D, UNSHADED ZONE "X", DATED JUNE 3, 2008.
- LANDSCAPING WILL BE PROPOSED PER THE CITY OF LYNCHBURG'S LANDSCAPE ORDINANCE. LANDSCAPING SHOWN HEREIN IS SHOWN TO BE IN CONFORMANCE WITH THE LANDSCAPING ORDINANCE.
- EROSION AND SEDIMENT CONTROL MEASURES WILL BE USED IN ACCORDANCE WITH THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK. E&S MEASURES ARE NOT SHOWN ON THIS PLAN, BUT WILL BE INCLUDED WITH THE ACTUAL SITE PLAN WHEN SUBMITTED.
- THE DEVELOPER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY STATE, FEDERAL, AND LOCAL PERMITS REQUIRED FOR THE DEVELOPMENT OF THIS SITE.
- THIS SITE WILL BE SERVED BY PUBLIC WATER & SANITARY SEWER.
- ORIGINAL ACREAGE IS 12.711AC, PROPOSED ACREAGE (WITH ACREAGE ACQUIRED FROM RIGHT-OF-WAY) IS 12.906AC. SITE DENSITY IS CALCULATED TO BE 9.37 UNITS PER ACRE. THE 2 EXISTING HOMES THAT FRONT LEESVILLE ROAD WILL BE SUBDIVIDED AND NOT PART OF THE TOWNHOME DEVELOPMENT

SITE NOTES:

- SETBACKS:
R-3 SEMI-DETACHED DWELLINGS
FRONT: 30'
SIDE: 8'
REAR: 30'
- MIN LOT SIZE: 4,000 SF
MIN STREET FRONTAGE: 30'
MIN LOT WIDTH AT BUILDING LINE: 30'

TOWNHOMES
10'
16' AT ENDS
25'
1,200 SF
16'
16'

PARKING CALCS:

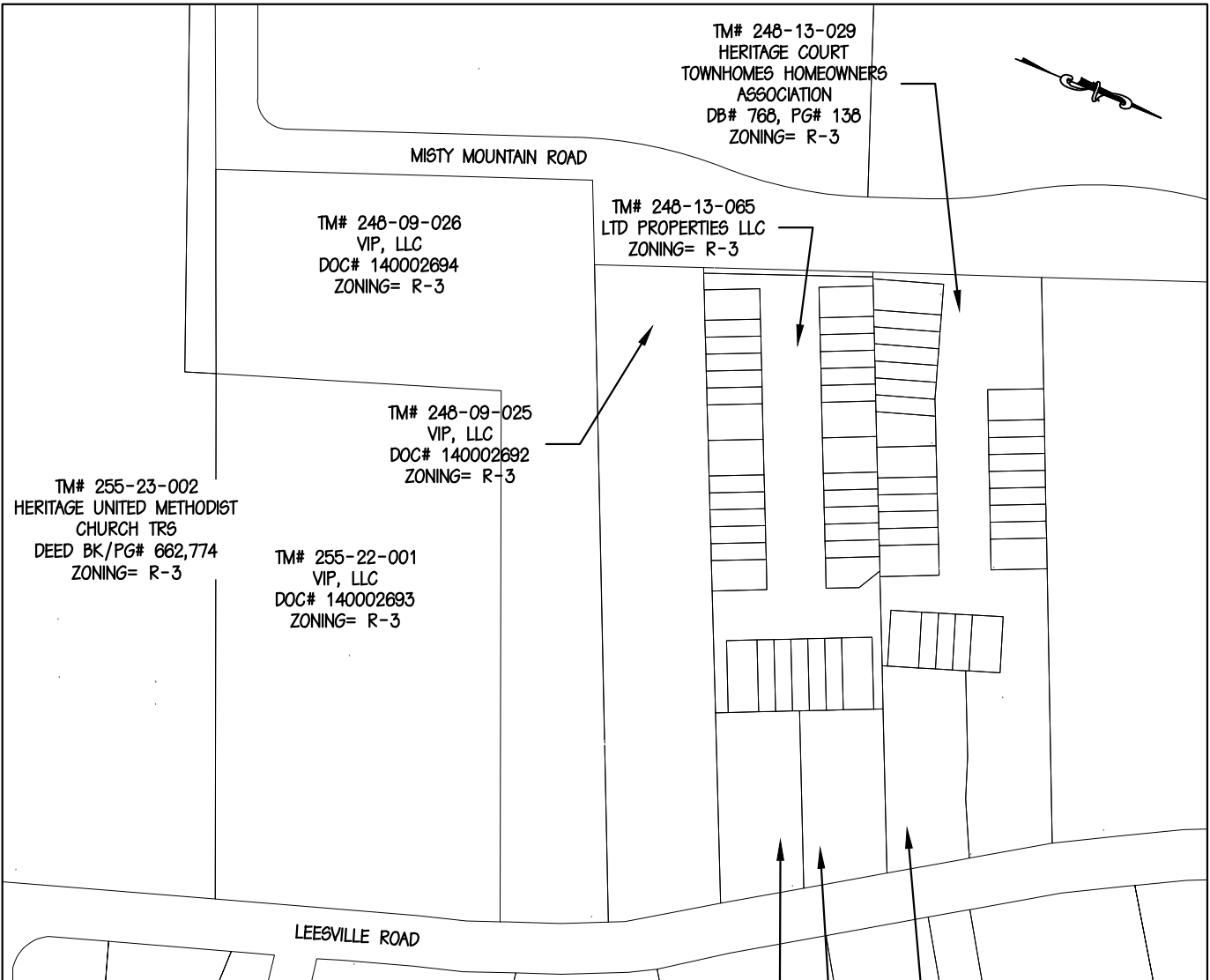
REQ'D:
1 SPACE PER UNIT

REQUIRED:
121 SPACES

PROVIDED:
237 SPACES

SHEET INDEX:

SHEET	SHEET NO.	SHEET TITLE
C-100	1 OF 4	COVER SHEET
C-101	2 OF 4	EXISTING CONDITIONS
C-102	3 OF 4	SITE LAYOUT
C-103	4 OF 4	GRADING PLAN



TM# 248-09-020
BRADLEY A &
BRITTANY C NELSON
DOC# 110000782
ZONING= R-3

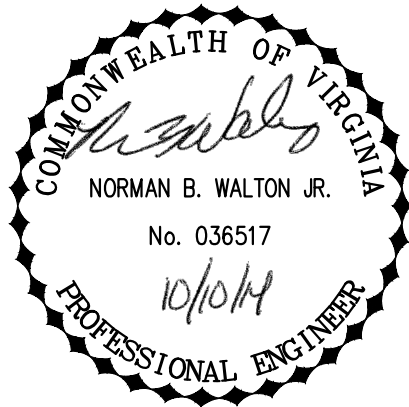
TM# 248-09-018
MICHAEL C &
ANNETTE L PATTERSON
DOC# 110002023
ZONING= R-3

TM# 248-09-019
HARRISON ENTERPRISES LLC
DOC# 090005510
ZONING= R-3



PO BOX 1567 17 W. NELSON STREET
LEXINGTON, VIRGINIA 24450
PHONE: 540-464-9001 FAX: 540-464-5009
EMAIL: PNO@PERKINS-ORRISON.COM

27 GREEN HILL DRIVE
FOREST, VIRGINIA 24551
PHONE: 434-525-5985 FAX: 434-525-5986



JOB:
HERITAGE COURT TOWNHOMES
CONDITIONAL USE PLAN

LYNCHBURG, VA

CLIENT:

MARK	DATE	DESCRIPTION
4	10/10/14	ADD COMMUNITY CENTER
3	10/02/14	REV PER CITY
2	9/29/14	REVISED LAYOUT
1	06/25/14	REV PER CITY

MARK DATE DESCRIPTION

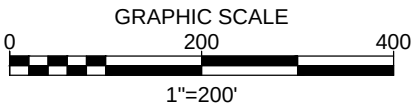
ISSUE: 05/20/14

CONTOUR INTERVAL: 2'

DRAWN BY: MJD/NBW

CHECKED BY: NBW

COVER SHEET

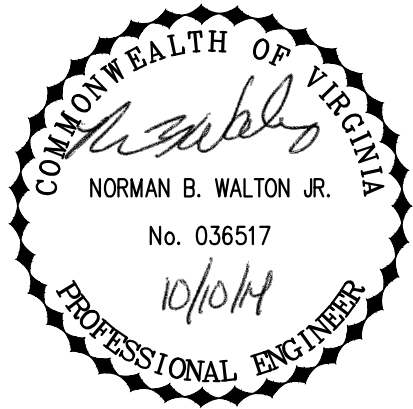


JOB NO 14119 SHEET NO 1 OF 4



PO BOX 1567 17 W. NELSON STREET
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JOB:
HERITAGE COURT TOWNHOMES
CONDITIONAL USE PLAN

LYNCHBURG, VA

CLIENT:
COUNTS & DOBYNS

4	10/10/14	ADD COMMUNITY CENTER
3	10/02/14	REV PER CITY
2	9/29/14	REVISED LAYOUT
1	06/25/14	REV PER CITY

MARK	DATE	DESCRIPTION
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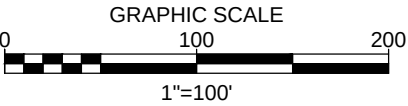
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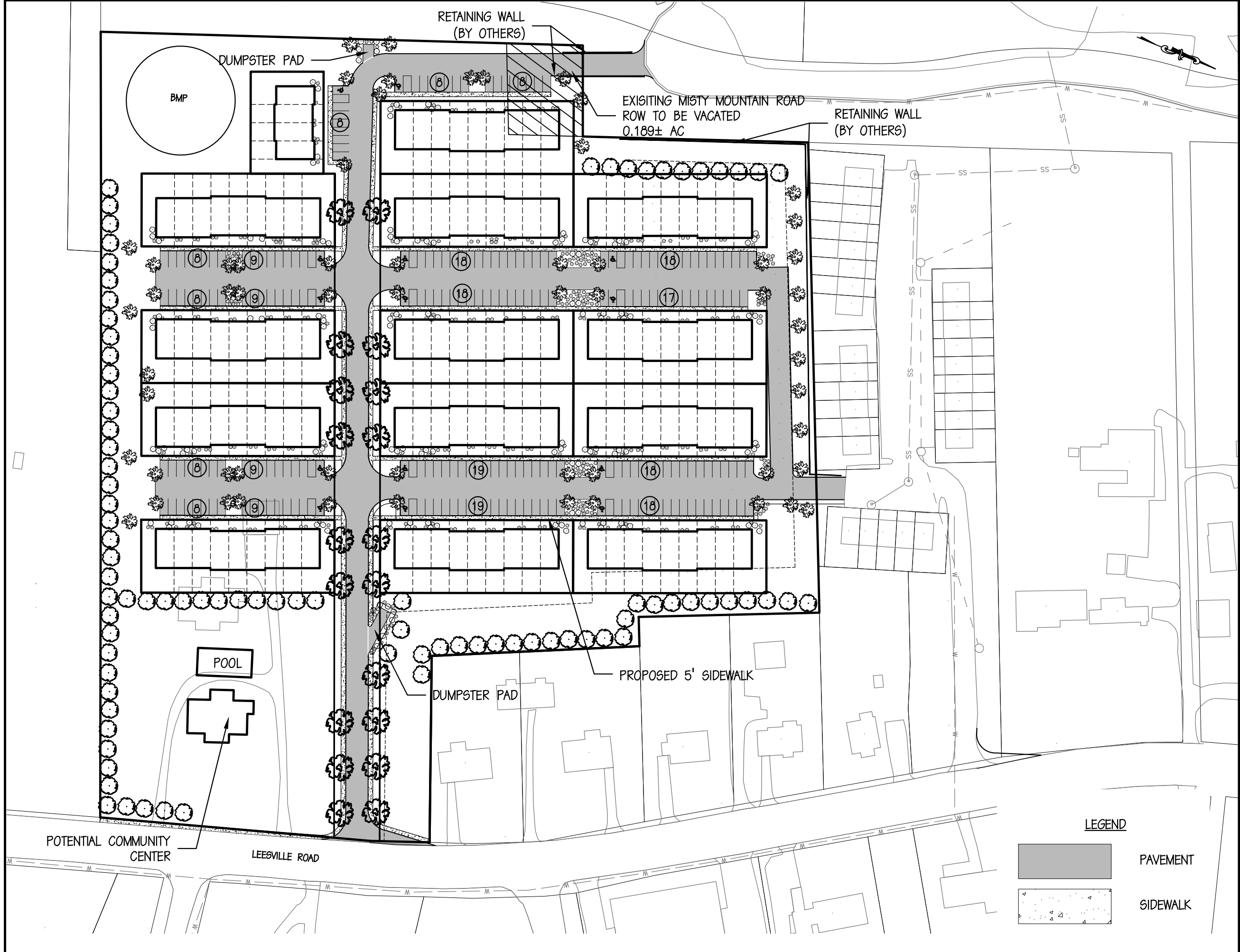
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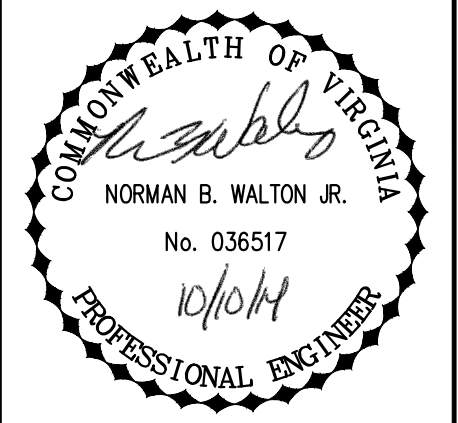


JOB NO 14119 SHEET NO 2 OF 4



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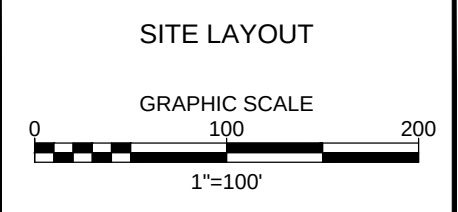


JOB:
HERITAGE COURT TOWNHOMES
CONDITIONAL USE PLAN

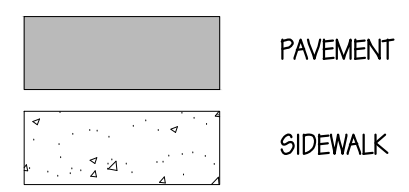
LYNCHBURG, VA
CLIENT:
COUNTS & DOBYNS

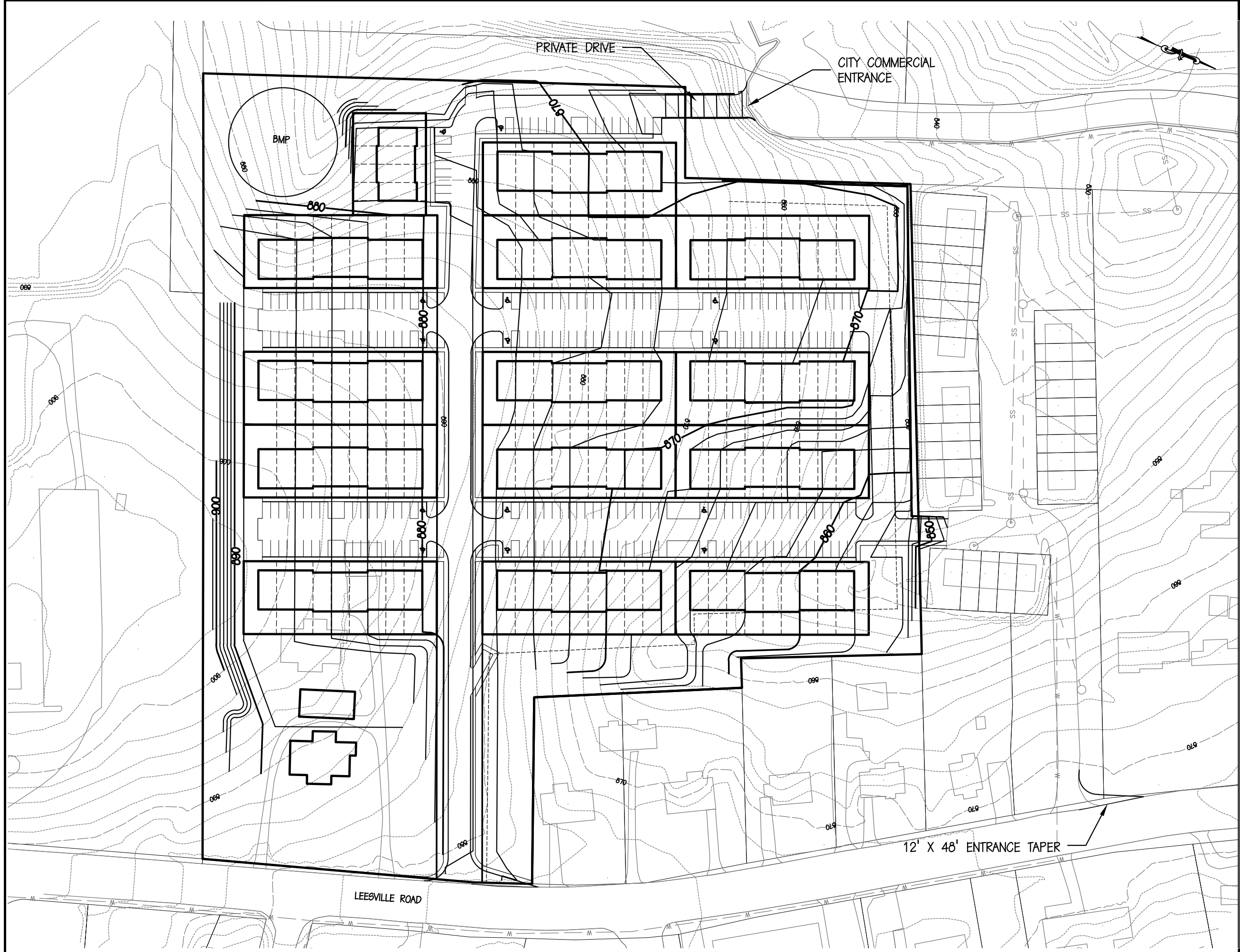
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CONTOUR INTERVAL: 2'
DRAWN BY: MJD/NBW
CHECKED BY: NBW



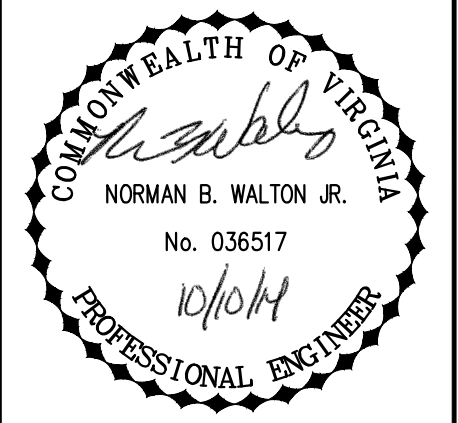
LEGEND





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JOB:
HERITAGE COURT TOWNHOMES
CONDITIONAL USE PLAN

LYNCHBURG, VA
CLIENT:
COUNTS & DOBYNS

4	10/10/14	ADD COMMUNITY CENTER
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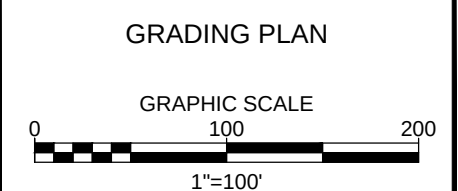
MARK	DATE	DESCRIPTION
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ISSUE: 05/20/14

CONTOUR INTERVAL: 2'

DRAWN BY: MJD/NBW

CHECKED BY: NBW



Lexington

Wes Perkins, LS
Russ Orrison, PE, LS

Susan Perkins
Pierson Hotchkiss, LS

**Lynchburg**

Kenneth Knott, LS
Norman Walton, PE

Aaron Dooley, LS

September 29, 2014

Tom Martin
City of Lynchburg
900 Church Street
Lynchburg, VA 24502

RE: Conditional Use Permit Request Narrative
Heritage Court Townhomes – CUP1405-0002

Dear Mr. Martin

On behalf of the owner/developer, I offer this letter as a narrative or description of the project.

This project fronts both Leesville Road and Misty Mountain Road. There are numerous lots involved in this CUP request as a portion of this development area was already subdivided for townhomes. These existing townhome lots will be abandoned and re-subdivided as shown on our concept plan.

Currently the development plan is to develop 12.91 acres, with 121 townhouse units, yielding 9.4 units per acre. The R-3 zoning allows for 10.89 units per acre. The comprehensive plan and the Future Land Use Map show this area to be Medium Density Residential, allowing for 12 units per acre.

A traffic study has been completed which recommends tapers at both Leesville Road intersection, according to VDOT design criteria. These tapers are now shown on the plans.

The water system for the townhouse development can be connected in at least two points. The first being on the water main along Leesville Road, and the other connection can be a connection to the existing water system for the existing Heritage Court (this may be a private line). Another option would be to connect to the waterline within the right-of-way of Misty Mountain Road. Individual meters will be set for each townhome.

The sanitary sewer system will connect to the existing public sewer main in the existing Heritage Court Townhome development.

PERKINS & ORRISON

17 W. Nelson Street · P.O. Box 1567
Lexington, Virginia 24450

27 Green Hill Drive
Forest, Virginia 24551

540-464-9001 Fax: 540-464-5009

Email: pno@perkins-orrison.com

434-525-5985 Fax: 434-525-5986

The owner/developer currently offers no proffers with this request.

Should you have any questions regarding this information, please let me know.

Sincerely,

A handwritten signature in black ink, appearing to read "Norman B. Walton, Jr.", written in a cursive style.

Norman B. Walton, Jr., P.E.
Perkins & Orrison, Inc.

PERKINS & ORRISON

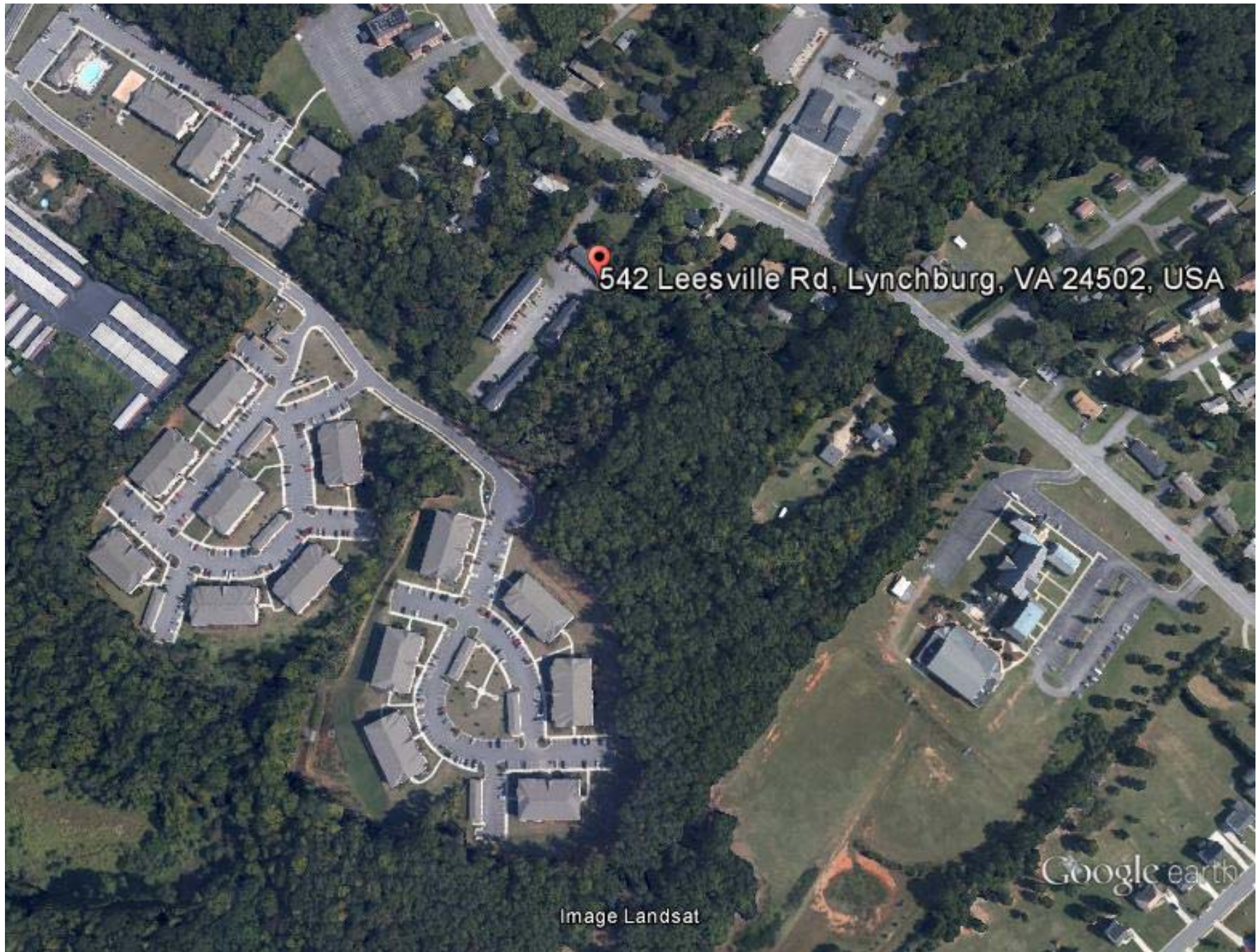
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Google earth

feet
meters

1000

500



**Heritage Court Townhomes
542, 552, 554 and 572 Leesville Road
Conditional Use Permit
Planning Commission Public Hearing
October 8, 2014**

PLEASE PRINT

[illegible]

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **November 11, 2014**

AGENDA ITEM NO.: **5**

CONSENT: REGULAR: **X**

WORK SESSION:

CLOSED SESSION:
(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: **Route 221 Corridor Plan, Bedford County/City of Lynchburg**

RECOMMENDATION: Adopt the Route 221 Corridor Plan, Bedford County/City of Lynchburg as part of the *Comprehensive Plan 2013-2030*.

SUMMARY:

The Route 221 Corridor Plan was prepared in partnership with the Region 2000 Local Government Council and Central Virginia Metropolitan Planning Organization, Bedford County and the City of Lynchburg with assistance from the consulting firm of EPR, P.C. The Plan identifies opportunities for safety improvements, congestion reduction and multimodal accommodations. The plan identifies short-, mid- and long-term implementation goals. The study limits are from Cloverhill Boulevard in Bedford County and extend along 221 to Forest Brook Road in the City.

The plan separates potential improvements into short-, mid- and long-term categories. Short-term improvements include improved traffic signal heads, installing pedestrian signals with countdown timers and increasing speed enforcement in the corridor. A mid-term improvement includes the installation of a multi-use path for pedestrians and bicyclists along Lakeside Drive from Whitehall Road to Forest Brook Road. Long-term improvements include projects that widen Lakeside Drive from two lanes to four lanes from Whitehall Road to Forest Brook Road and extending McConville Road to a new signalized intersection at Lakeside Drive to replace the existing signalized intersection at Wyndale Drive.

PRIOR ACTION(S):

July 23, 2014: The Planning Division recommended approval of the plan.

The Planning Commission recommended approval (5-0, with 2 vacancies) of adopting the plan as part of the *Comprehensive Plan 2013-2030*.

FISCAL IMPACT:

Short-term improvement estimate - \$234,000

Mid-term improvement estimate - \$1.6 million

Long-term improvement estimate – \$11.15 million

CONTACT(S):

Tom Martin, City Planner - 455-3909

Don DeBerry City Transportation Engineer – 455-3935

Gaynelle Hart, Director of Public Works – 455-4406

Kent White, Director of Community Development – 455-3919

ATTACHMENT(S):

- Ordinance
- Route 221 Corridor Plan, Bedford County/City of Lynchburg
- Planning Commission Minutes – July 23, 2014
- Speaker Signup Sheet

REVIEWED BY: lkp

UNCODIFIED ORDINANCE:

AN ORDINANCE ADOPTING THE ROUTE 221 CORRIDOR PLAN, BEDFORD COUNTY/CITY OF LYNCHBURG AS PART OF THE CITY'S COMPREHENSIVE PLAN 2013-2030.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LYNCHBURG that in order to promote the public necessity, convenience, general welfare and good zoning practice the Route 221 Corridor Plan Bedford County / City of Lynchburg is adopted and included as part of the City's Comprehensive Plan 2013-2030.

Adopted:

Certified: _____
Clerk of Council

147V

MINUTES OF THE JULY 23, 2014 PLANNING COMMISSION MEETING (MINUTES HAVE BEEN APPROVED):

a. Consideration of adopting the Route 221 Corridor Plan Bedford County/City of Lynchburg as part of the City's Comprehensive Plan 2013-2030. The draft plan provides recommendations for signal coordination, pedestrian, bicycle and transit facility improvements, intersection improvements, road widening and access management improvements from Cloverhill Boulevard in Bedford County to Forest Brook Road in the City of Lynchburg.

Mr. Bill Wuensch of EPR was available to give a presentation of the plan. Their original charge was to look at congestion and safety through the corridor. They collected data, analyzed current and future conditions, held two well attended public meetings and had a website to receive public comments. The commissioners now have a copy of the draft final document.

They did a fairly exhaustive traffic analysis of the various intersections in the plan limits (roughly four miles from Cloverhill Boulevard in the west to Forest Brook Road in the east.) They also looked at the existing average daily traffic counts. They are looking at failing levels of service and places where the model and the field review show a lot of congestion. What they found is that the most congestion and issues they see in the corridor are really between Cottontown Road and Enterprise Drive.

They are also looking at multimodal mobility. They did an inventory of the sidewalks; there are only two areas west of the expressway to Breezewood Drive that contain sidewalks. There are rutted areas in the grass to indicate that there is a lot of walking taking place on the corridor. They also made note of the bus routes. The sidewalks and the transit routes do not overlap.

They looked at three years of crash data from 2010 to 2012. The accidents can mainly be attributed to the number of driveway entrances and lack of access management measures. Localities now recognize that developing access in a more systematic manner allows for safety and preserves the capacity of the corridor. They correlated crashes to driveway frequency and there is a direct correlation. There are a good many crashes occurring around the expressway largely due to congestion. Mr. Wuensch noted that the City has a project in the works to fix that intersection. He wanted to point out that this area is not part of the plan area. Mr. Wuensch pointed out that the crashes occurring around Gristmill Drive are three times the statewide average. That intersection was a large focus of the discussion with people in Bedford County. At Cottontown Road, the segment rate is also exceeding the state wide average. The crash rate from Breezewood Drive to the expressway also exceeds the statewide average. Mr. Wuensch commented that the project the City has planned to deal with the congestion in that area should help the crash rate as well. Farther into the east in the City, the crash data is lower than the statewide average.

Mr. Wuensch commented that the public input was an important part of the process. People responded well to the website and the meetings were well attended. There was a lot of interest in access management and restricting turns here and there to make the corridor safer. There was a lot of concern with speeding and whether or not the posted speeds fit the environment. People felt that if we were to coordinate the signals corridor wide, there would be less stops and less crashes. Since the signals have been coordinated on Wards Road, there has been a twenty-five percent decrease in crashes.

With respect to recommendations, the first would be to look at signal coordination. The City is ahead of the game there, so these comments pertain more to the county section. That should reduce travel time by about eight percent through the corridor.

There was support for adding sidewalks. They set up some prioritization to start with the transit areas and the community service areas close to neighborhoods. Commissioner Perault noted that he saw

some pretty significant areas that do not have transit routes. Mr. Wuensch said they did not really address that, although they met with GLTC throughout the plan. They did learn that GLTC has about twenty bus shelters that they need to find locations for and hopefully, there are opportunities for them to use them along the corridor. Mr. Wuensch noted that GLTC reviews their routes often and hopefully, they will keep looking at this area.

There is a lot of congestion at Enterprise Drive, so there was talk about some widening there. A minor widening and restriping at Gristmill Drive is recommended. There is some widening also recommended at Graves Mill Road. Their models show that those recommendations would bring the corridor back to good levels of service.

In the City, at the uncontrolled entrance to Forest Brook Road, there are a couple of options. The signal could be reconstructed to bring that in but that is a coordination issue with the landowner. The other option would be to close that entrance. That would bring cars out to Wyndale Drive, which is signalized.

At Cottontown Road, they looked at changing the signal heads. They also provided an example of how future access could be better aligned with the side streets, especially where you have the two-way left turn lane.

They spent some time on the Graves Mill Road and Enterprise Drive section. They provided an example of reconstructing and restricting access there and focusing access at points that are farther away from the intersection. Mr. Wuensch pointed out that the advantages of access management are better safety and you make the corridor last longer before you have to widen.

Within the City, the plan did make a recommendation for a multi-use path, particularly from the expressway to Forest Brook Road.

Mr. Wuensch commented that the volumes currently are about 20,000 vehicles a day and those numbers are expected to increase significantly by 2040. This further supports the widening of 221 to four lanes, certainly in the plan area and probably further into the City.

This culminated in a table of short, medium and long term recommendations. Some highlights are access management standards in the City, increased speed enforcement and prohibiting left turn egress in the functional areas of the intersections along the entire corridor. There is a recommendation to conduct a speed study of the entire corridor to verify that the posted speeds are appropriate. There was also a recommendation to put push buttons for pedestrians at all signalized intersections.

Other longer term recommendations are to construct sidewalks, to extend McConville Road to 221 at a signalized intersection that would replace the signalized intersection at Wyndale Drive. This would provide the opportunity to have some better spacing between Wyndale Drive and Forest Brook Road. There are recommendations to widen from two lanes to four lanes east of the expressway to Forest Brook Road and widen from four lanes to six lanes west of the expressway. Mr. Wuensch noted that the first priority would be east of the expressway.

They took their recommendations to the public at a second open house format meeting. The public was largely supportive of the recommendations.

Mr. Wuensch mentioned that the plan contains a table identifying various possible funding sources. One of the ways is through the Highway Safety Improvement Program. It is a 90/10 match. In the appendix, they filled out spreadsheets provided by VDOT that show some of the projects meet the benefit to cost ratio requirements.

Chair Swienton asked if there was anyone else present to speak in favor of the plan. No one came forward. He asked if there was anyone present to speak in opposition of the plan. No one came forward. He closed the public hearing portion of the plan.

Commissioner Perault thinks any of these efforts would be wonderful and applauds them. Commissioner Perault noted that after the signal coordination on Wards Road, people were getting speeding tickets because they were not used to being able to go so fast. That is not what you want but it is an impressive outcome that you can change people's commuting speeds that much. The more we can do these kinds of things, the better.

Commissioner Perault would like to see access management standards adopted for new developments. He does not know how that happens in the planning process. The other thing he would like to see is the encouragement of proffers to obtain right-of-way for future widening and other recommendations of this plan. Those stood out to him as two things that the commission could consider when reviewing petitions.

Mr. Kevin Henry noted that if this goes before City Council and is adopted, staff will use the policies and objectives from this plan when reviewing projects in the area. It will also become part of the Technical Review Committee comments. Mr. Henry remarked that there was an access management study done on Old Forest Road and it was considered when the Bojangles project was reviewed. This plan, if adopted, would also definitely come up when reviewing conditional rezoning projects.

Commissioner Light likes the efforts to consolidate existing driveways. Mr. Wuensch noted that those opportunities come up with redevelopment.

Commissioner Perault asked how staff keeps these recommendations in mind in its day-to-day operations, especially in terms of the long term recommendations. Does the City actively start pursuing funding opportunities? Mr. Henry said they do. At various times, grant opportunities come up and the City takes the initiative to try and obtain them. The City has many transportation needs and it becomes a balancing act. But certainly having this plan in place makes it easier to apply for some of the grant funding.

Mr. Don DeBerry came forward to add a couple of points. What we have coming up is the update to the Long-Range Transportation Plan for the region. The recommendation to widen Lakeside Drive to four lanes is probably going to appear in that plan as a need. Having the City endorse this plan will be a significant issue. It may very well rate highly in the state's new prioritization process. Funding to begin that widening project may very well come within a six-year timeframe if there is a favorable endorsement of this plan by the Planning Commission and City Council.

Commissioner Johnston made a motion to recommend to City Council the adoption of the Route 221 Corridor Plan Bedford County/City of Lynchburg and include it as part of the City's *Comprehensive Plan 2013-2030*. The motion was seconded by Commissioner Perault and passed by the following vote:

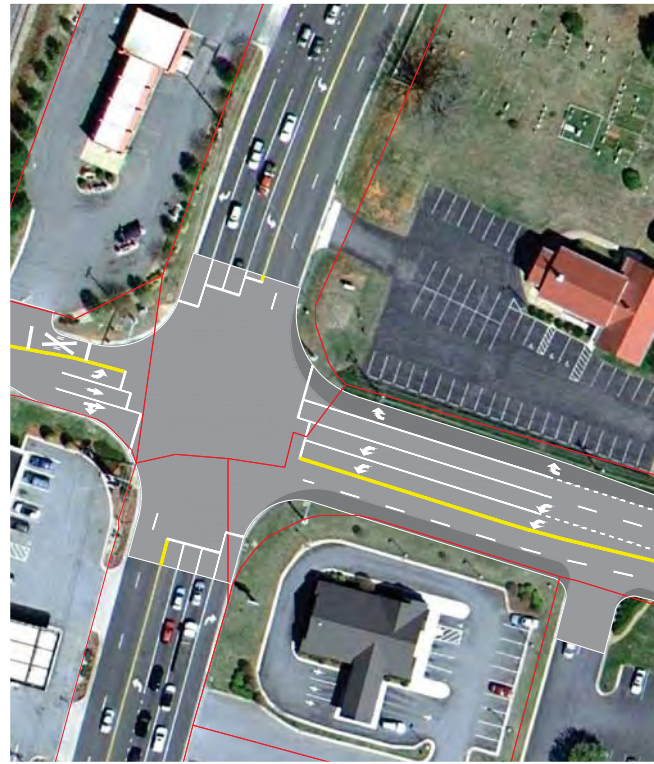
AYES:	Johnston, Light, Marion, Perault and Swienton	5
NOES:		0
ABSTENTIONS:		0
ABSENT:		0
VACANCIES:		2

July 23, 2014

PLEASE PRINT

[illegible]

Route 221 Corridor Plan Bedford County/City of Lynchburg, VA



Submitted by:
EPR, P.C.

in association with Parsons Brinckerhoff

for:

Region 2000 Local Government Council & Central Virginia
Metropolitan Planning Organization

June 2014 (Rev. September 2014)

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I. Introduction and Purpose

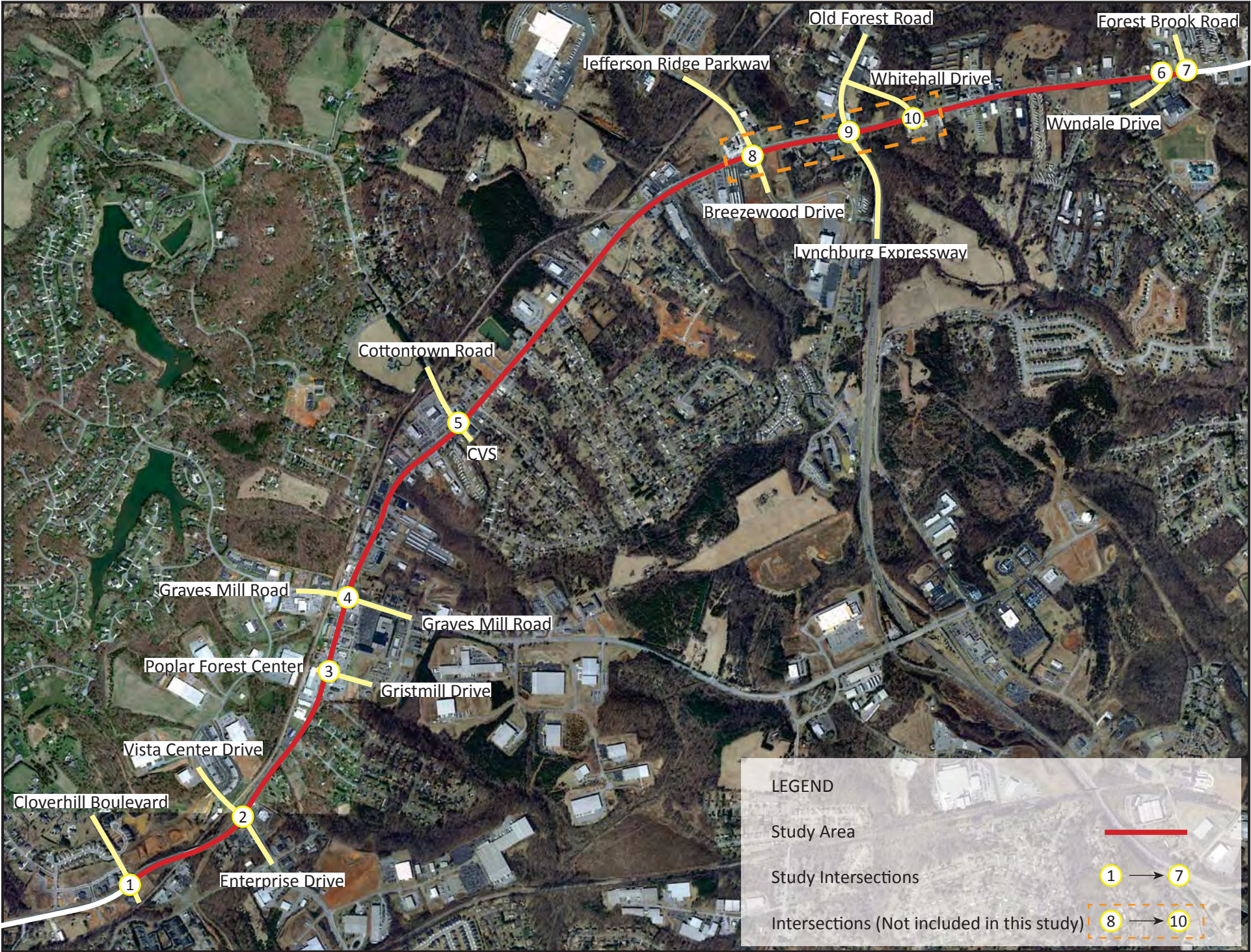
1. Introduction and Purpose

Route 221, named Forest Road in Bedford County and Lakeside Drive in the City of Lynchburg, is a major transportation link that is critical to the economic vitality of the County and City. This roadway serves local residents, as well as local businesses that rely on Route 221. Route 221 also serves as the major connector between the Town of Bedford and the City of Lynchburg.

This study investigated existing and future traffic conditions, traffic operations, multimodal features, and safety issues along Route 221, from Cloverhill Boulevard at the southwest terminus to Forest Brook Road at the northeast terminus, resulting in recommendations for the benefit of the citizens and businesses in the surrounding study area. **Figure 1** provides an illustration of the study area, as well as the intersections this study examined.

A summary of the recommended projects is included. This information is intended to aid the County and City with project prioritization and implementation when grant or other funding opportunities arise in the future. The project list should continue to be updated in the future as a tool to track opportunities and needs within the corridor.

Figure 1 Study Area and Study Area Intersections



2. Data Collection Summary

2. Data Collection Summary

The overall methodology for this study included assembling existing data, analyzing existing and future traffic operations, comparing existing and proposed conditions to accepted traffic engineering standards, and recommending improvements. The recommendations are summarized at the end of the document in a table of strategies for implementation. A summary of funding tools and strategies that may be considered for implementation is also included.

Various sources of information such as traffic counts, traffic forecasts, and crash data were brought together for this study. These include:

- VDOT Historical Traffic Data obtained from VDOT's website at <http://www.virginiadot.org/info/ct-TrafficCounts.asp>,
- Travel Demand Model Data for the Year 2014 and the Year 2040,
- Gables Development Traffic Impact Study prepared in 2012 by EPR, P.C.,
- Lakeside Crossing Traffic Impact Analysis prepared in 2012 by Ramey Kemp & Associates of Richmond, Inc.,
- Gables I Traffic Impact Analysis prepared in 2012 by EPR, P.C.,
- Rosedale Farms Traffic Impact Analysis prepared in 2013 by EPR, P.C.,
- Crash Data received from VDOT for the three year period between January 1, 2010, and December 31, 2012,
- Field observations by professional engineers specializing in traffic engineering, and
- New traffic turning movement counts at Gristmill Drive, Graves Mill Road, Cottontown Road, Wyndale Drive, and Forest Brook Road intersections.

3. Existing Conditions

3. Existing Conditions

Roadways and Land Use

The Route 221 corridor is an urban minor arterial roadway with four lanes and a two-way left turn lane from Cloverhill Boulevard to the Lynchburg Expressway, and with two lanes and a two-way left turn lane from the Lynchburg Expressway to Forest Brook Road. The existing land use throughout the corridor varies. While much of the adjacent land is developed, there remain a number of large, undeveloped parcels. Based on the Future Land Use map contained within the Bedford County Comprehensive Plan, the portion of Route 221 within Bedford County (Cloverhill Boulevard to east of Cottonwood Drive) is planned to be Mixed Use, with primarily commercial and residential development. Based on the Future Land Use map contained in the City of Lynchburg's Comprehensive Plan, the portion of Route 221 within Lynchburg (east of Cottonwood Drive to Forest Brook Road) is zoned for Community Commercial, with the exception of the section between Whitehall Road and Countryplace Lane which is zoned as Medium Density Residential.

Figure 2 provides an illustration of the roadway conditions and the planned land uses in the study area.

Existing Traffic Volumes

The traffic volumes used as the basis for this study were obtained from recent studies, new traffic counts, and VDOT's annual traffic count program. For the intersections of Gristmill Drive, Graves Mill Road, Cottonwood Road, Wyndale Drive and Forest Brook Road with Route 221 new traffic counts were conducted. All traffic counts were performed on a Tuesday, Wednesday, or Thursday of a typical week while schools were in session. The counts for the morning peak period were performed between 7AM and 9AM, and the counts for the afternoon peak period were performed between 4PM and 6PM.

Traffic volumes for the remaining intersections were gathered from other studies and factored up to reflect 2014 conditions. For the intersections of Clover Hill Boulevard and Enterprise Drive with Route 221, existing traffic volumes from the **Gables Development Traffic Impact Study** (completed in 2012 by EPR, P.C.), were factored up by 0.5% per year. For the intersections of Jefferson Ridge Parkway, the Lynchburg Expressway, and Whitehall Road with Route 221, traffic volumes from the **Lakeside Crossing Traffic Impact Analysis** (completed in 2012 by Ramey Kemp & Associates of Richmond, Inc.) 2014 build conditions were used. **Figure 3** provides an illustration of the existing traffic volumes assumed for the study intersections.

Existing average daily traffic volumes along Route 221 were computed from the peak hour traffic volumes by applying the appropriate K Factors per VDOT. The factors were found at <http://www.virginiadot.org/info/ct-TrafficCounts.asp>. **Figure 4** provides an illustration of the existing average daily traffic volumes along Route 221.

Figure 2 Roadway Conditions and Planned Land Uses

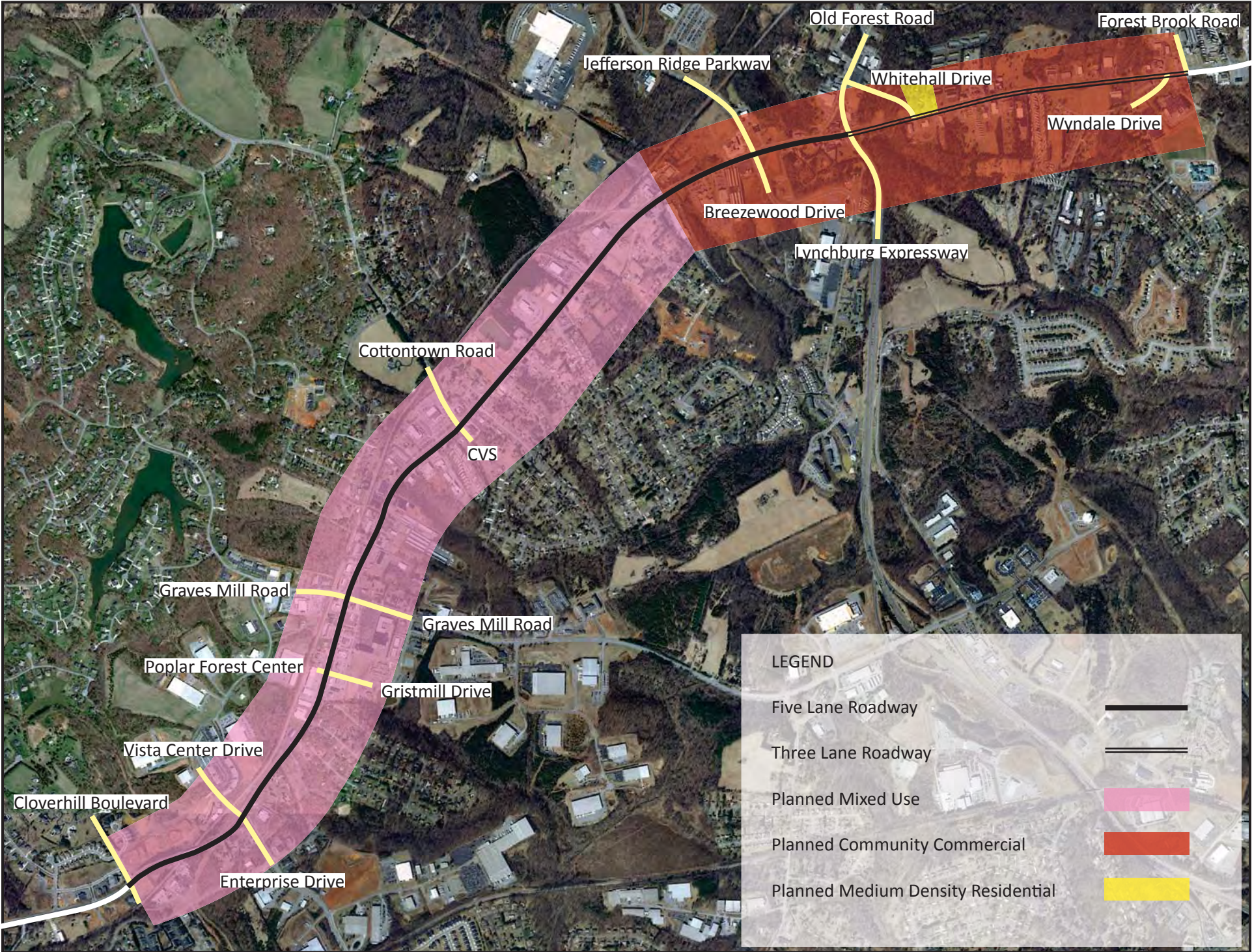


Figure 3 Existing (2014) Traffic Volumes at Study Intersections

XX/XX AM/PM

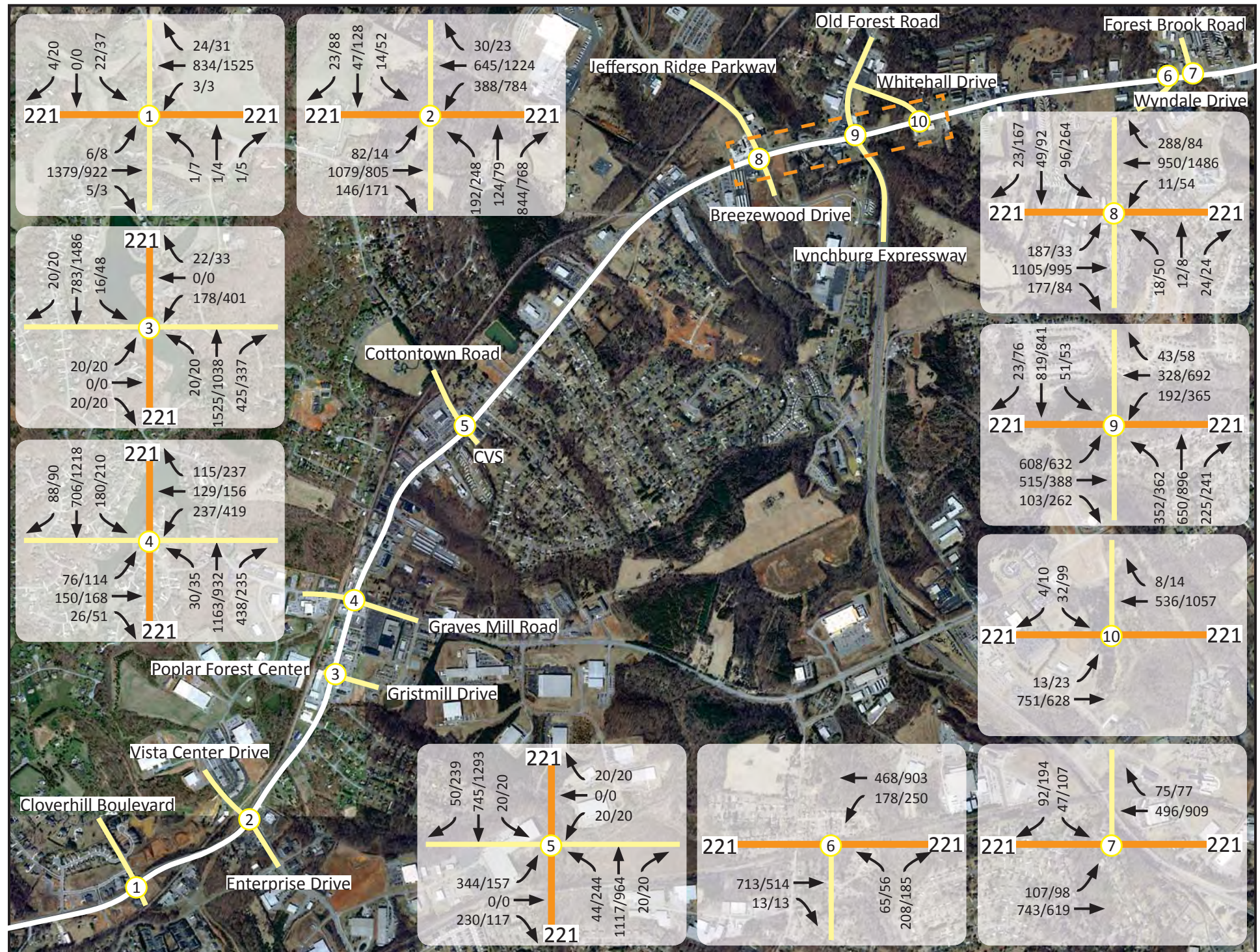
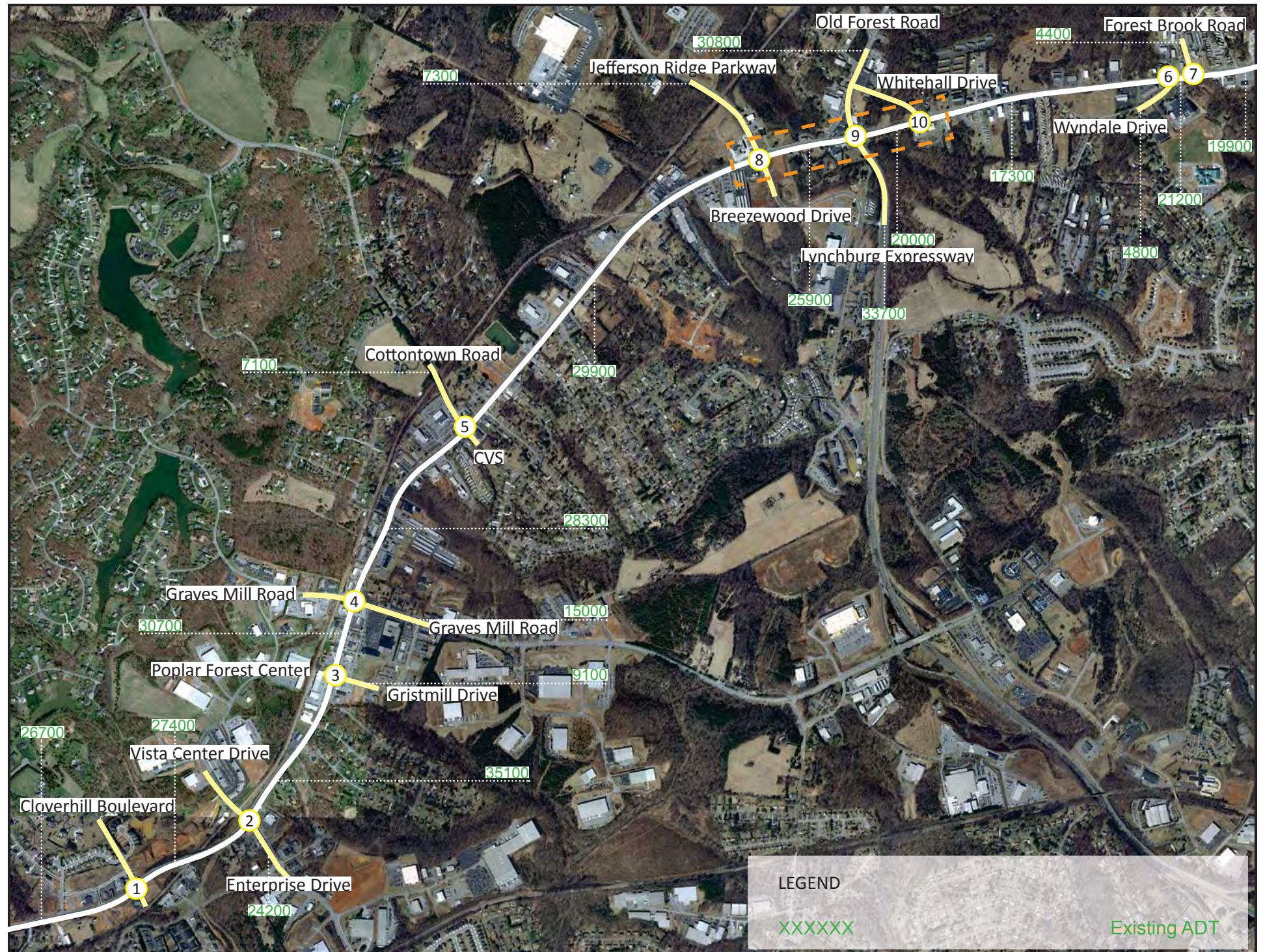


Figure 4 Existing (2014) Average Daily Traffic Volumes



Existing Traffic Operations

Existing traffic operations were examined using Synchro and SimTraffic (version 8) and reports are provided in attached **Technical Appendix A**. The existing intersection lane configurations and storage lane lengths which the analysis was based on are illustrated in **Figure 5**. Traffic signal timings were provided by VDOT and the City of Lynchburg.

The intersections of Jefferson Ridge Parkway, the Lynchburg Expressway and Whitehall Drive with Route 221 are part of a study soon to be undertaken by others and therefore, were not analyzed in this study.

Currently all of the study area intersections operate at LOS D or better overall with the exception of Enterprise Drive during both peak periods and Graves Mill Road during the afternoon peak period. All of the intersections from Cloverhill Boulevard to Cottontown Road have at least one movement that is currently operating at LOS E or F during one peak period. All movements at the intersection of Wyndale Drive and Forest Brook Road currently operate at LOS D or better.

Table 1 provides the existing conditions levels of service, delays, and queues and **Figure 6** provides an illustration of existing levels of service on aerial base mapping.

Figure 5 Existing Intersection Geometry

XX' Storage Lane Length



Table 1 Existing Levels of Service, Delays and Queues

1. Route 221/Cloverhill		Existing					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Cloverhill	NBL/NBT	C	31.4	22	D	38.7	28
Cloverhill	NBR	C	28.7	17	D	35.7	21
Cloverhill	SBL/SBT	F	164.6	46	C	34.1	58
Cloverhill	SBR	C	28.9	10	C	32.3	27
Route 221	EBL	A	4.5	23	A	9.3	37
Route 221	EBT	B	11.3	160	A	8.8	142
Route 221	EBR	A	4.6	21	A	6.0	10
Route 221	WBL	A	7.0	10	A	6.1	11
Route 221	WBT	A	6.7	127	B	13.1	220
Route 221	WBR	A	4.7	25	A	6.2	25
INTERSECTION		B	11.2		B	12.3	

2. Route 221/Enterprise		Existing					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Vista Center	EBL	D	49.4	44	D	48.6	96
Vista Center	EBT	D	52.5	102	E	63.0	175
Vista Center	EBR	D	47.3	72	D	46.3	153
Enterprise	WBL/WBT	E	67.5	357	F	175.3	430
Enterprise	WBR	D	40.1	305	D	45.5	508
Route 221	NBL	D	53.6	400	E	62.6	56
Route 221	NBT	F	121.5	1061	D	52.4	409
Route 221	NBR	A	0.1	425	A	0.2	282
Route 221	SBL	D	50.7	244	F	247.2	476
Route 221	SBT	C	26.8	244	D	39.9	419
Route 221	SBR	B	15.8	67	B	10.8	150
INTERSECTION		E	63.9		F	90.1	

3. Route 221/Gristmill		Existing					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Center	EBL/EBT	D	46.6	61	D	46.9	60
Center	EBR	D	44.8	55	D	45.1	59
Gristmill	WBL	D	37.9	188	E	79.5	451
Gristmill	WBR	C	28.7	73	C	25.3	175
Route 221	NBL	A	8.4	104	B	16.2	89
Route 221	NBT	B	19.9	307	B	18.2	262
Route 221	NBR	A	5.5	73	A	5.4	73
Route 221	SBL	B	14.2	82	B	11.1	205
Route 221	SBT/SBR	B	11.4	241	C	21.4	673
INTERSECTION		B	16.8		C	25.5	

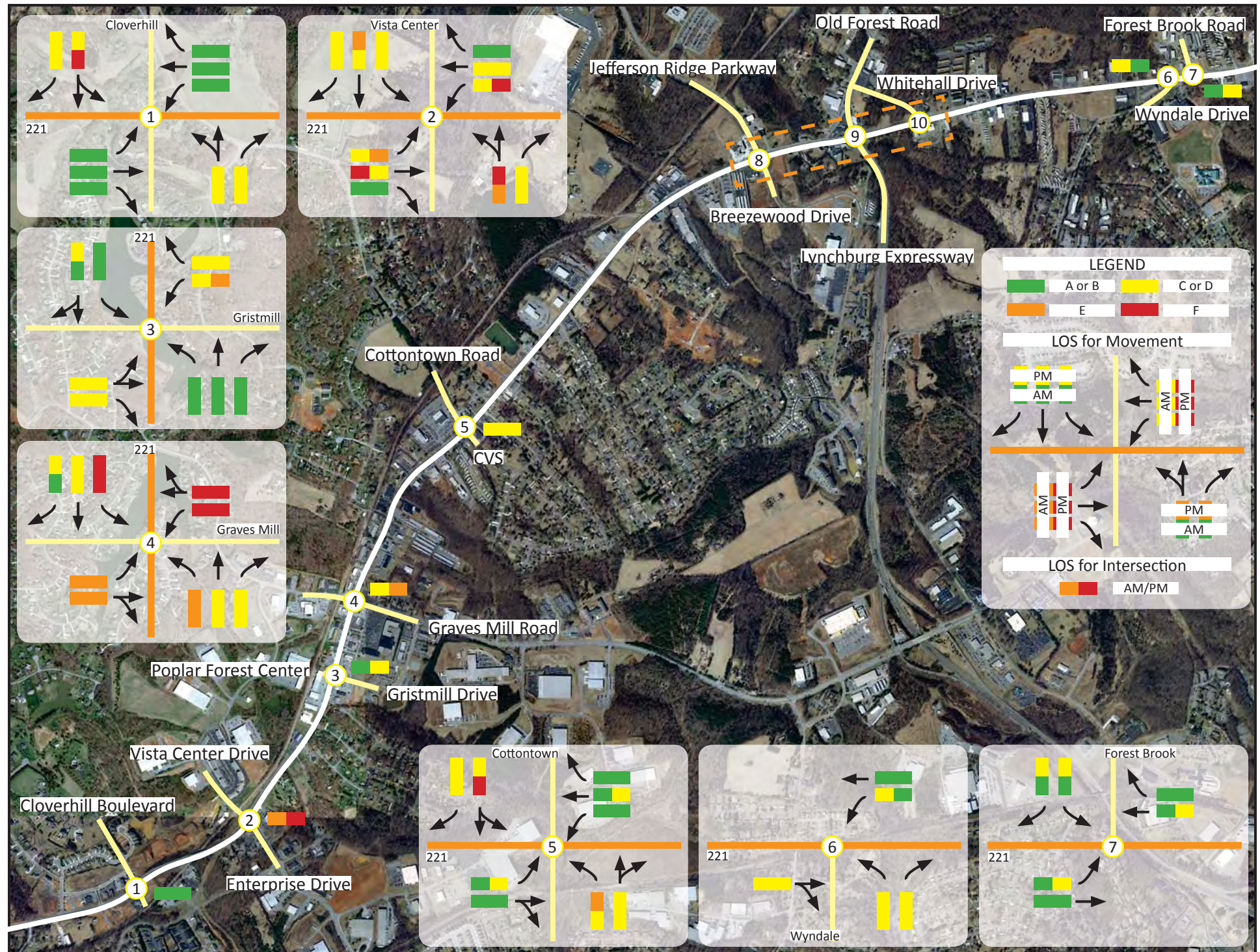
4. Route 221/Graves Mill		Existing					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Graves Mill	EBL	E	56.1	143	E	68.9	149
Graves Mill	EBT/EBR	E	57.7	215	E	62.8	317
Graves Mill	WBL	F	136.0	322	F	96.8	557
Graves Mill	WBT/WBR	F	129.5	300	F	106.4	499
Route 221	NBL	E	59.8	214	E	72.2	249
Route 221	NBT	D	38.9	418	D	48.9	472
Route 221	NBR	C	23.6	225	C	34.3	132
Route 221	SBL	F	113.5	257	F	203.9	325
Route 221	SBT	C	21.3	258	D	52.6	1271
Route 221	SBR	B	17.1	68	C	29.9	400
INTERSECTION		D	54.4		E	69.8	

5. Route 221/Cottontown		Existing					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Cottontown	EBL/EBT	F	93.2	280	D	52.2	205
Cottontown	EBR	C	22.7	132	C	25.5	114
CVS	WBL	D	43.4	54	E	55.3	52
CVS	WBT/WBR	D	41.1	46	D	52.0	49
Route 221	NBL	B	10.3	73	D	43.7	266
Route 221	NBT/NBR	B	19.4	325	B	11.7	340
Route 221	SBL	B	14.7	63	B	14.7	114
Route 221	SBT	B	18.7	253	C	30.0	407
Route 221	SBR	A	4.8	73	A	9.9	301
INTERSECTION		C	30.3		C	25.1	

6. Route 221/Wyndale		Existing					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Route 221	EBT/EBR	C	24.7	432	C	20.8	367
Route 221	WBL	C	22.7	145	B	10.9	199
Route 221	WBT	A	3.9	194	A	6.7	232
Wyndale	NBL	D	46.0	201	C	33.9	111
Wyndale	NBR	D	43.0	125	C	32.6	111
INTERSECTION		C	22.6		B	14.8	

7. Route 221/Forest Brook		Existing					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Route 221	EBL	A	8.0	116	C	25.8	127
Route 221	EBT	A	8.7	231	A	5.6	231
Route 221	WBT	B	16.7	201	C	25.8	638
Route 221	WBR	A	8.7	97	A	7.1	100
Forest Brook	SBL	B	18.4	74	C	32.1	228
Forest Brook	SBR	B	17.7	87	C	32.9	100
INTERSECTION		B	12.1		C	20.5	

Figure 6 Existing (2014) Levels of Service



Existing Multimodal Features

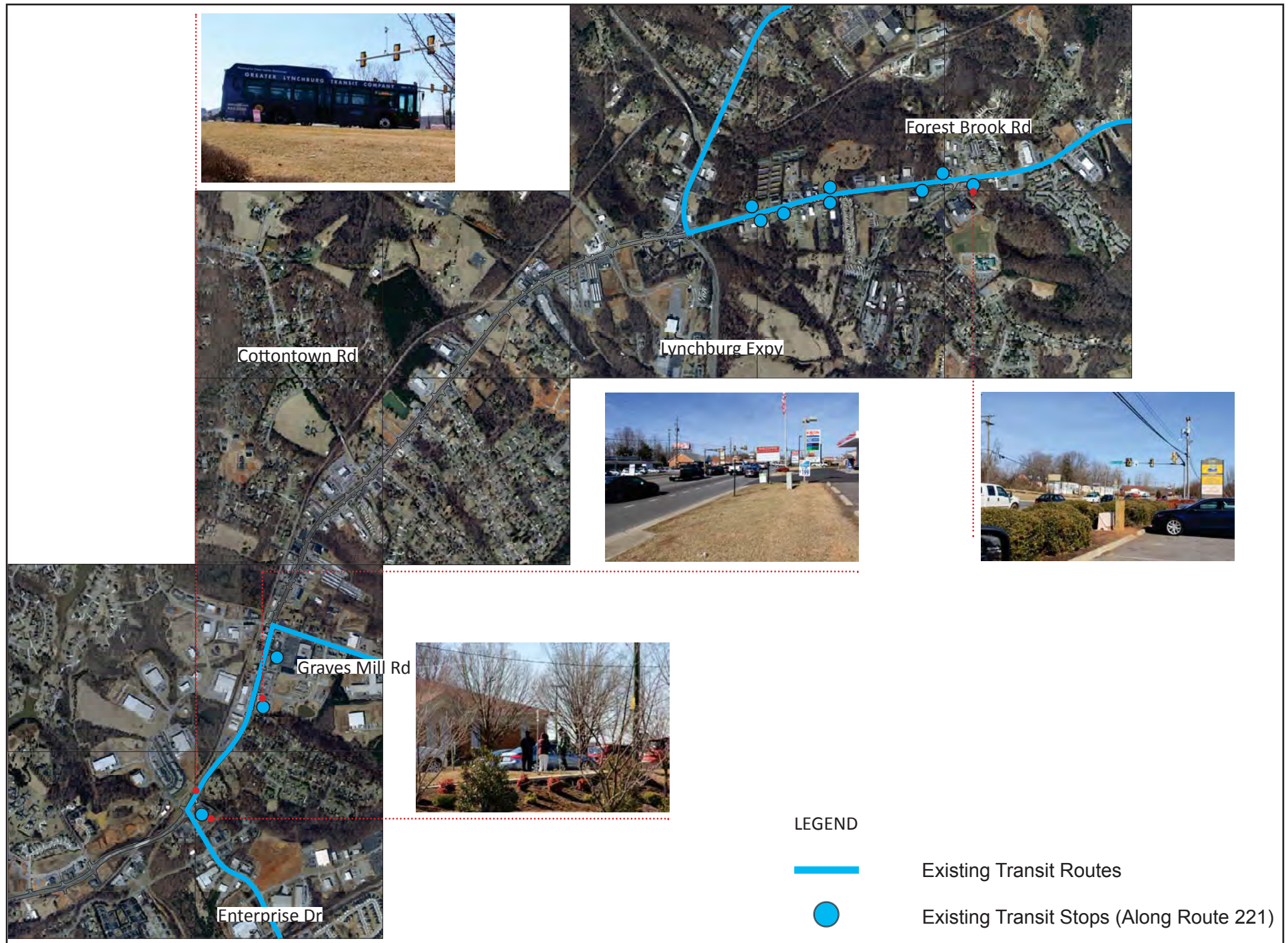
The existing multimodal features along the corridor were examined via professional field observations. Currently no bicycle facilities are provided in either Bedford County or the City of Lynchburg. In Bedford County, from Cloverhill Boulevard to the city limit, there is no sidewalk on either side of Route 221. In the City of Lynchburg, sidewalks are provided on both sides of the corridor from the city limit to the Lynchburg Expressway, and lighting is provided all the way from the city limit to Forest Brook Road. However, from the Lynchburg Expressway to Forest Brook Road, similar to the county, there is no sidewalk on either side of Route 221. Throughout the corridor, where sidewalks are absent, walking paths are evident adjacent to the roadway demonstrating the critical need for sidewalks along the corridor. None of the intersections in the corridor have pedestrian features such as crosswalks or pedestrian signals. **Figure 7** illustrates where sidewalks currently exist.

Bus service is provided along Route 221 by Routes #7, #8 and #32. In Bedford County, three bus stops serve Bus Route #7 between Enterprise Drive and Graves Mill Road. In the City of Lynchburg, eight bus stops are located between the Lynchburg Expressway and Forest Brook Road serving Routes #8 and #32. None of the bus stops have sidewalks or bus shelters. **Figure 8** provides an illustration of existing bus routes and bus stops along the corridor.

Figure 7 Existing Sidewalks



Figure 8 Existing Transit Stops and Routes



Crash Analysis

VDOT provided crash data for the period from January 1, 2010, to December 30, 2012. This data was summarized, mapped and analyzed. Over the three year period analyzed, rear-end, left turn, and right angle collisions were the three most common types of crashes to occur along the corridor. Other types of crashes that occurred along the corridor include: head-on, side swipe, fixed object and collisions with deer. **Figures 9A – 9J** provide a graphical representation of the crashes.

Based on the crash history, the intersections Cottontown Road, Gristmill Drive, and the Lynchburg Expressway with Route 221 have the highest intersection crash rates, and the sections between Gristmill Drive/Graves Mill Road, Graves Mill Road/Cottontown Road, and Cottontown Road/Wayne Drive have the highest corridor crash rates.

When compared with the Virginia statewide average for similar roadways, overall Route 221 is similar to other primary routes throughout the state. **Table 2** shows the crash, injury and fatality rates per 100 million vehicle miles traveled (VMT) for Route 221 and the primary route statewide average.

Table 2 Primary Route Crash Rate Comparison

	Route 221 (2010 - 2012)	VA Primary Route Statewide Average
Crash Rate	272	271
Injury Rate	141	150
Fatality Rate	0.0	0.7

Figures 10A – 10D provide illustrations of corridor crash rates as summarized from the crash history and **Figures 11A – 11D** provide illustrations of the intersection crash rates summarized from the crash history. **While the corridor overall is comparable to the statewide average, five of the nine segments exceed the statewide average and the segment between Gristmill Drive and Graves Mill Road is 2.5 times higher.**

One reason the crash rate is higher than would be expected in certain segments of Route 221 is the lack of access management. **Figure 12** on the right is a graph of the crash rate vs the driveway rate, or number of access points per mile. With two exceptions, segments 6 and 8, there is a direct correlation between the increase in crash rate and the increase in the number of driveways. Therefore, the fewer driveways, the safer the roadway. The most likely reason for the two inconsistencies is the length of these segments. Segments 6 and 8 are 0.72 and 0.52 miles long, respectively. The average length of the other seven segments is 0.38 miles. The reason the length of the segment is significant is because the longer the segment is the less consistent the driveway spacing and density are.

Figure 12 Route 221 Crash Rate vs Driveway Rate

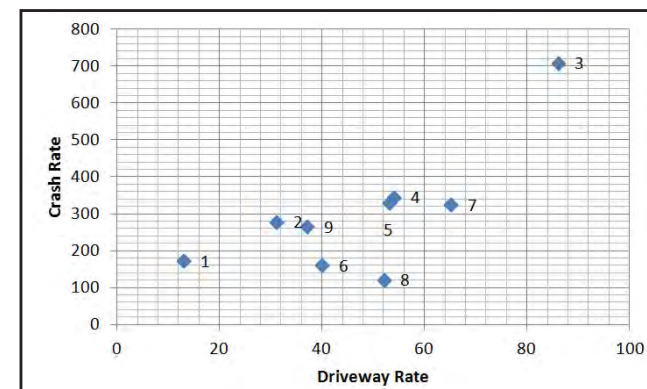


Figure 9-A Crash History

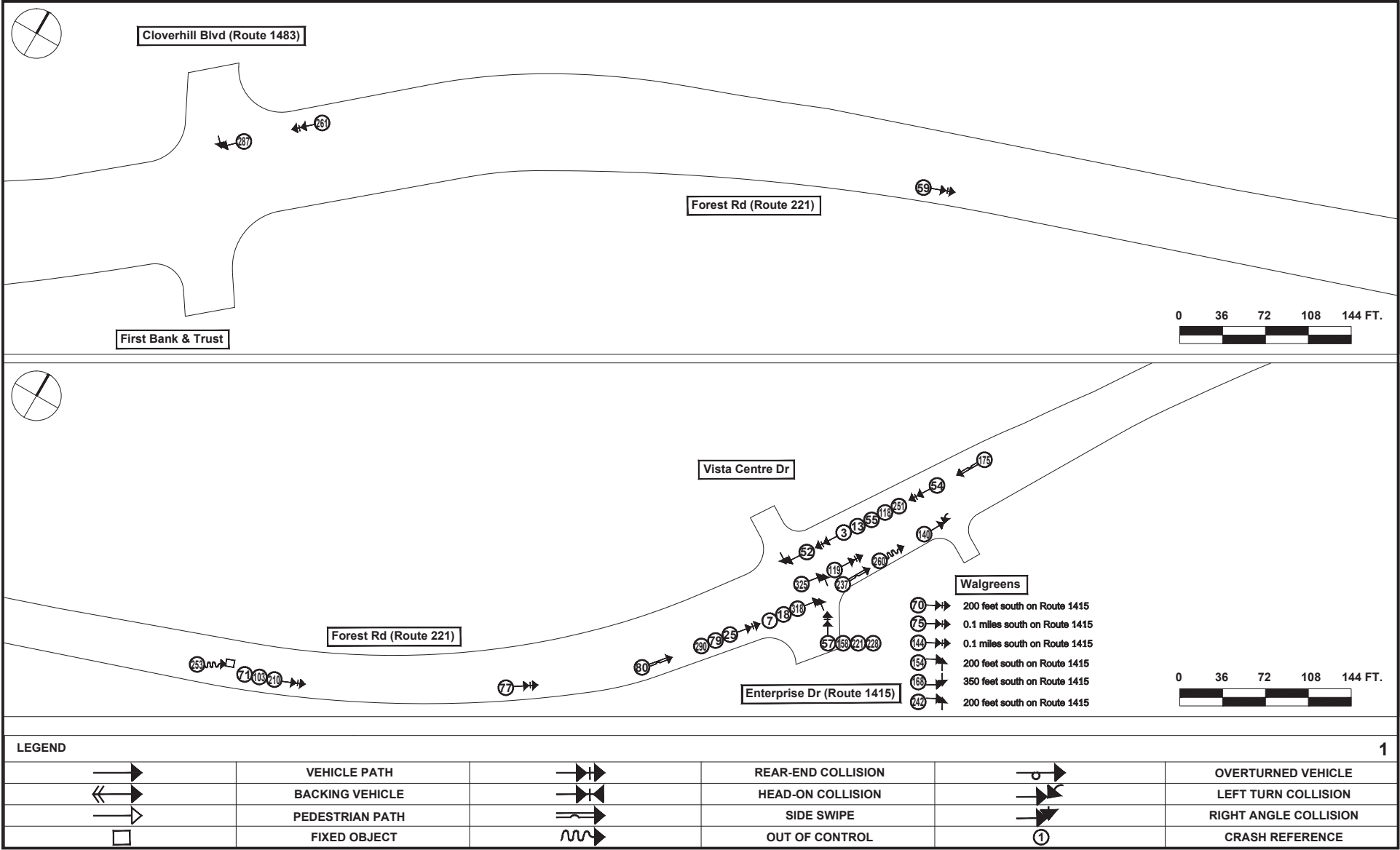


Figure 9-B Crash History

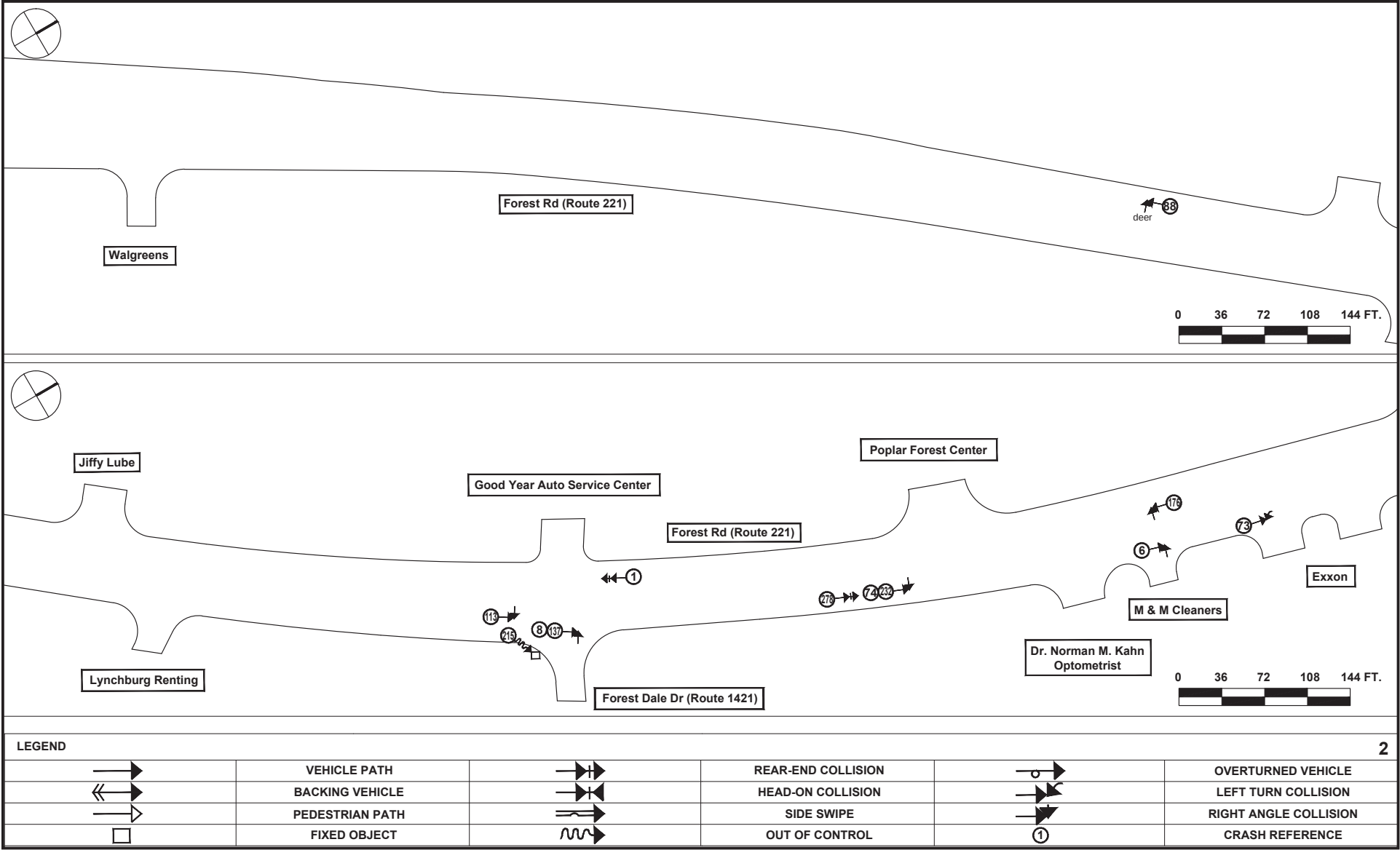


Figure 9-C Crash History

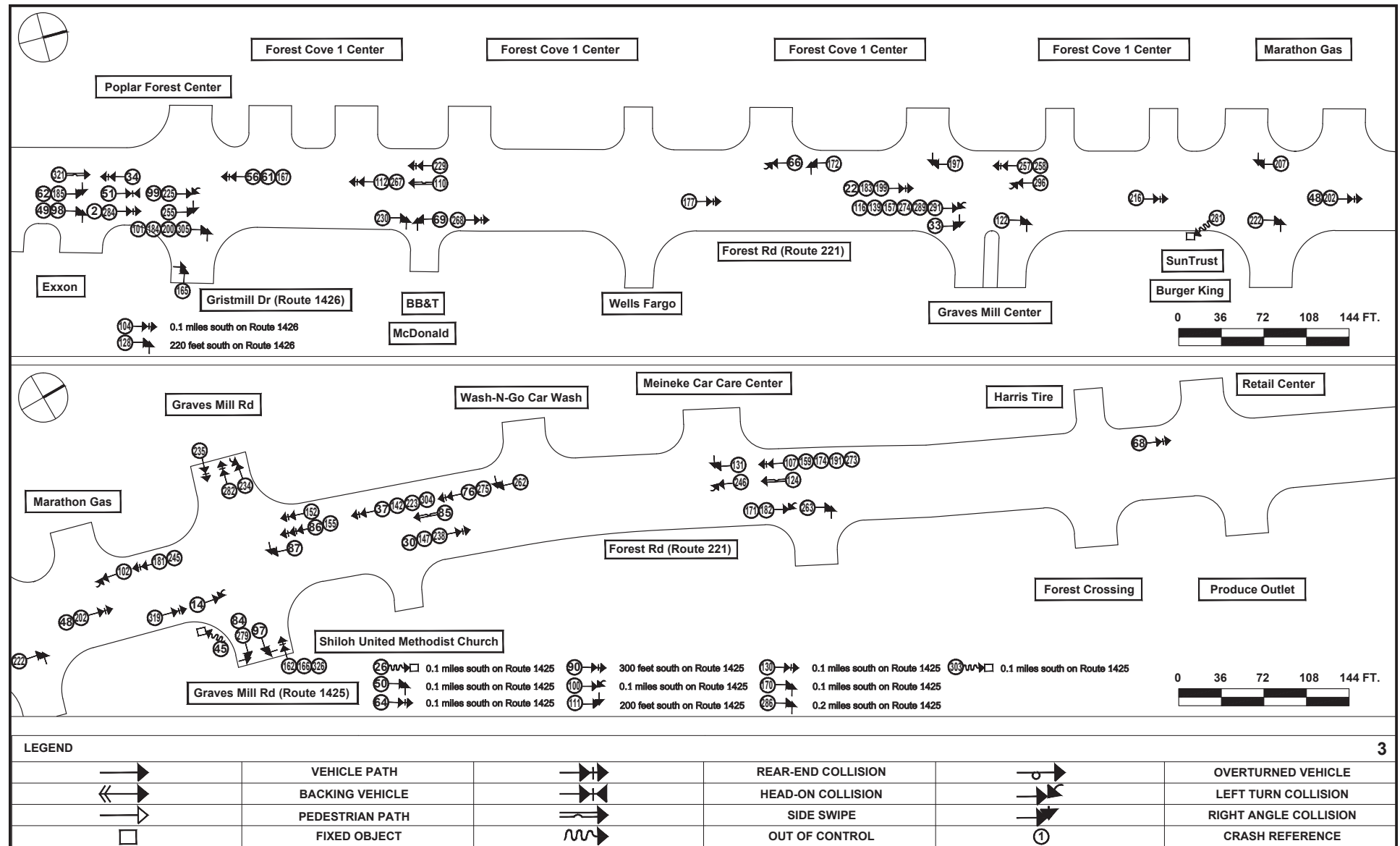


Figure 9-D Crash History

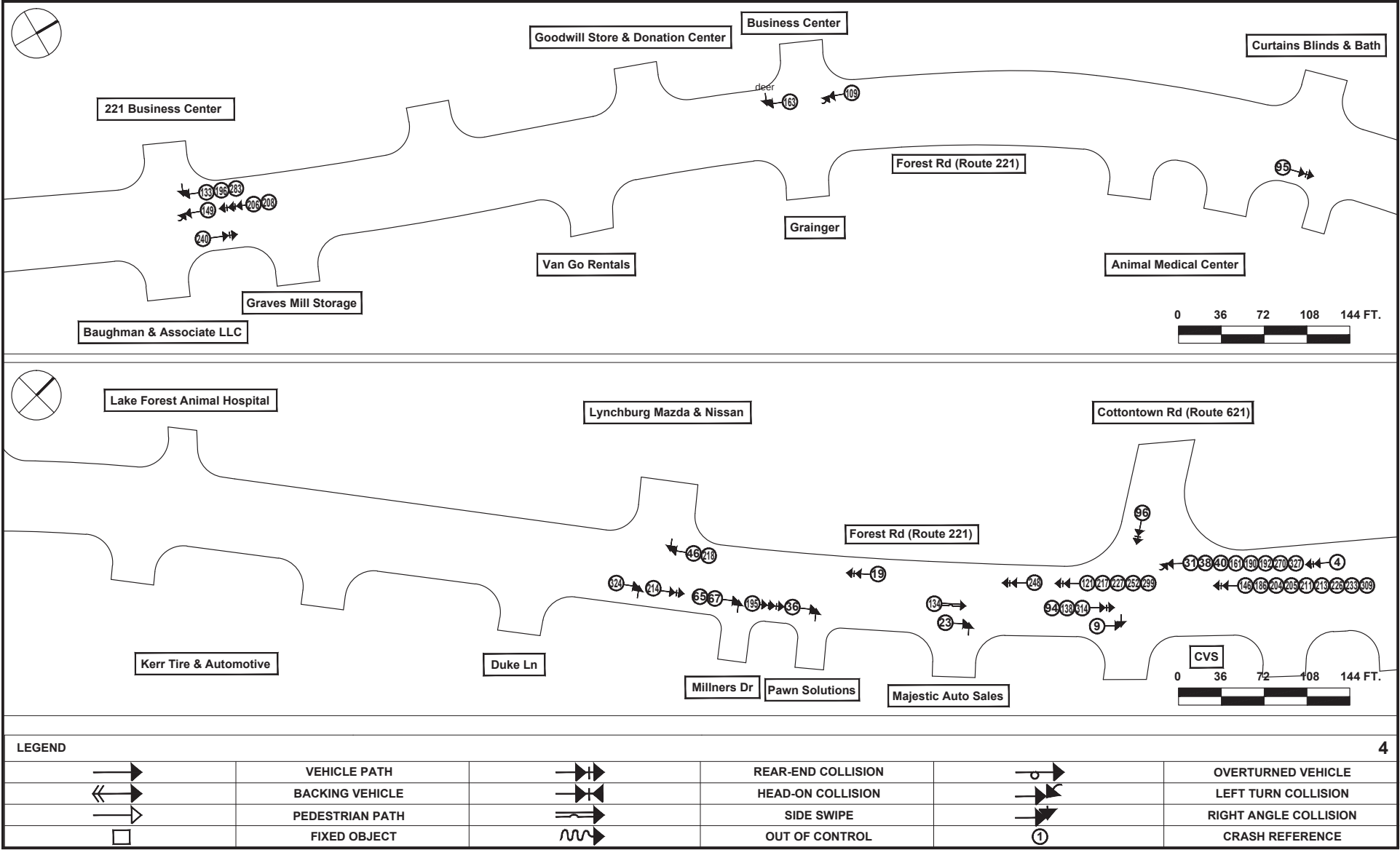


Figure 9-E Crash History

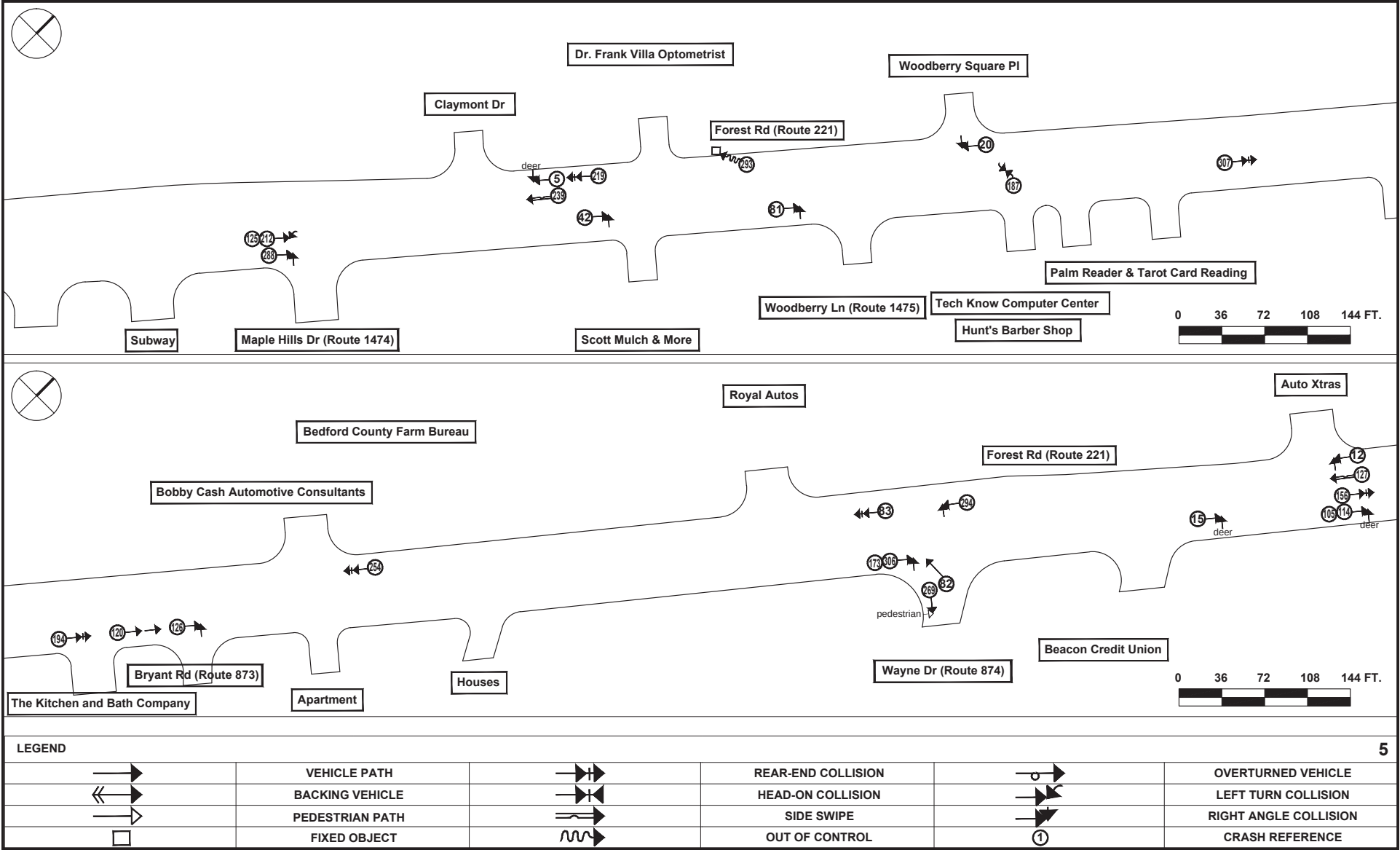


Figure 9-F Crash History

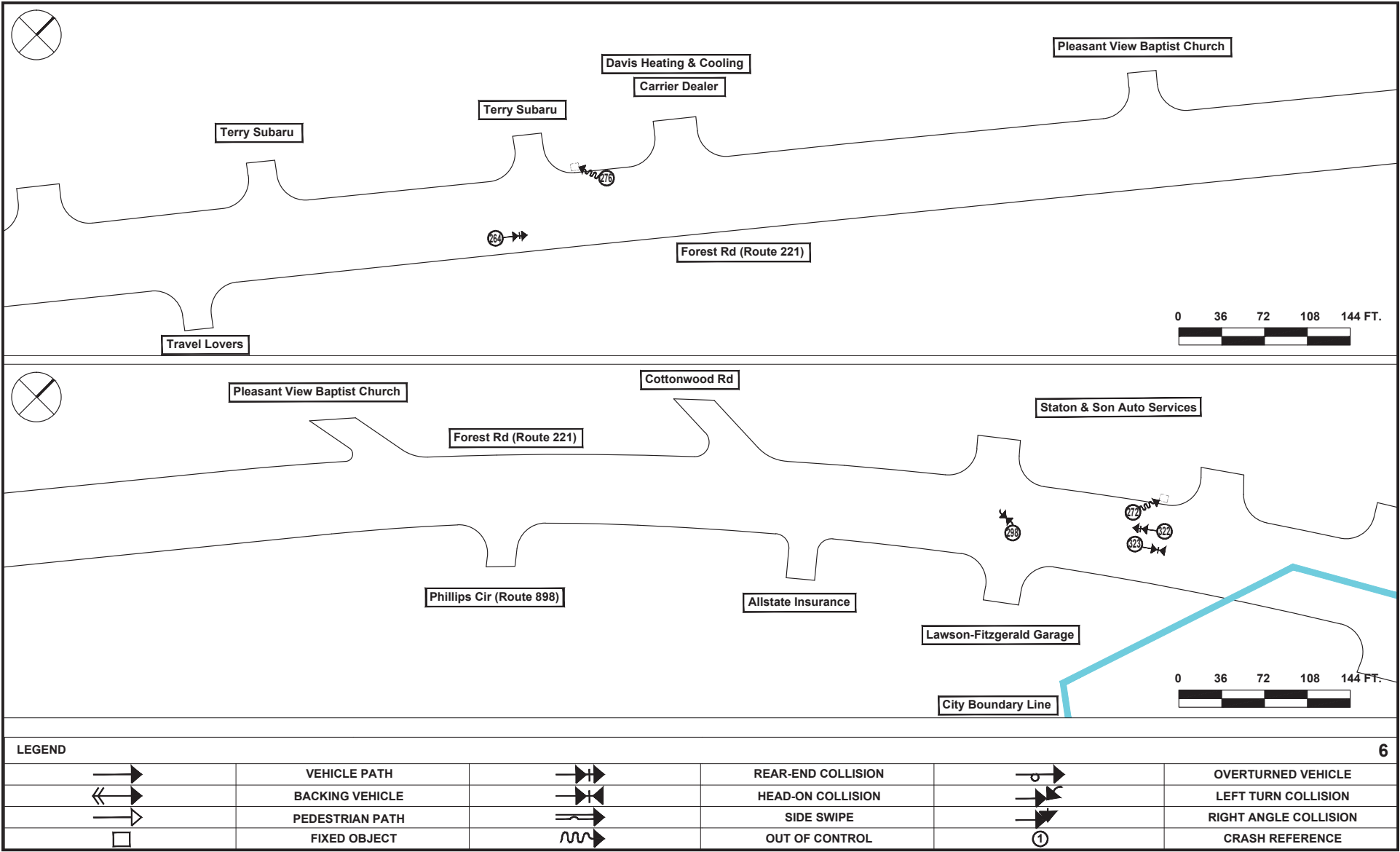


Figure 9-G Crash History

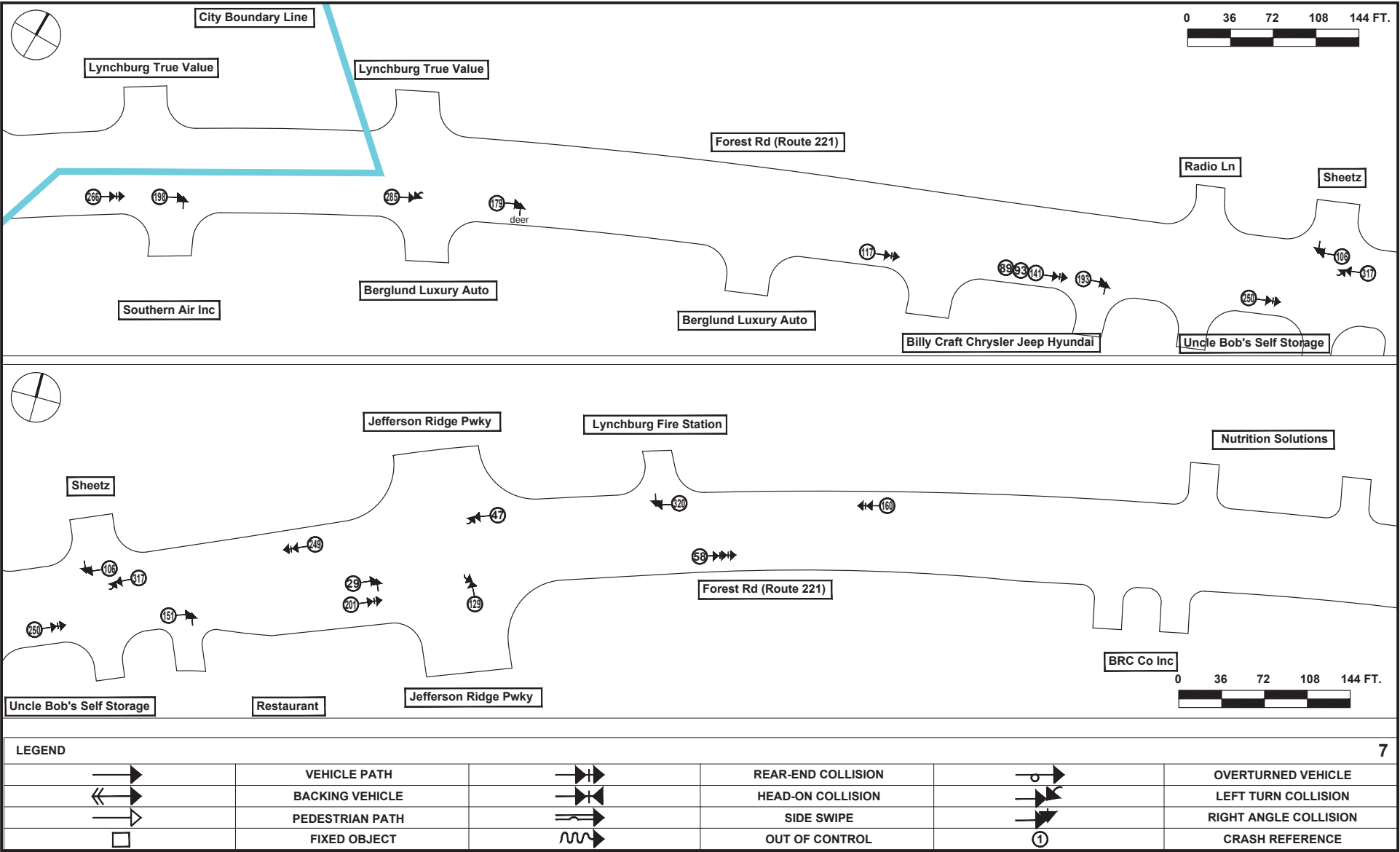


Figure 9-H Crash History

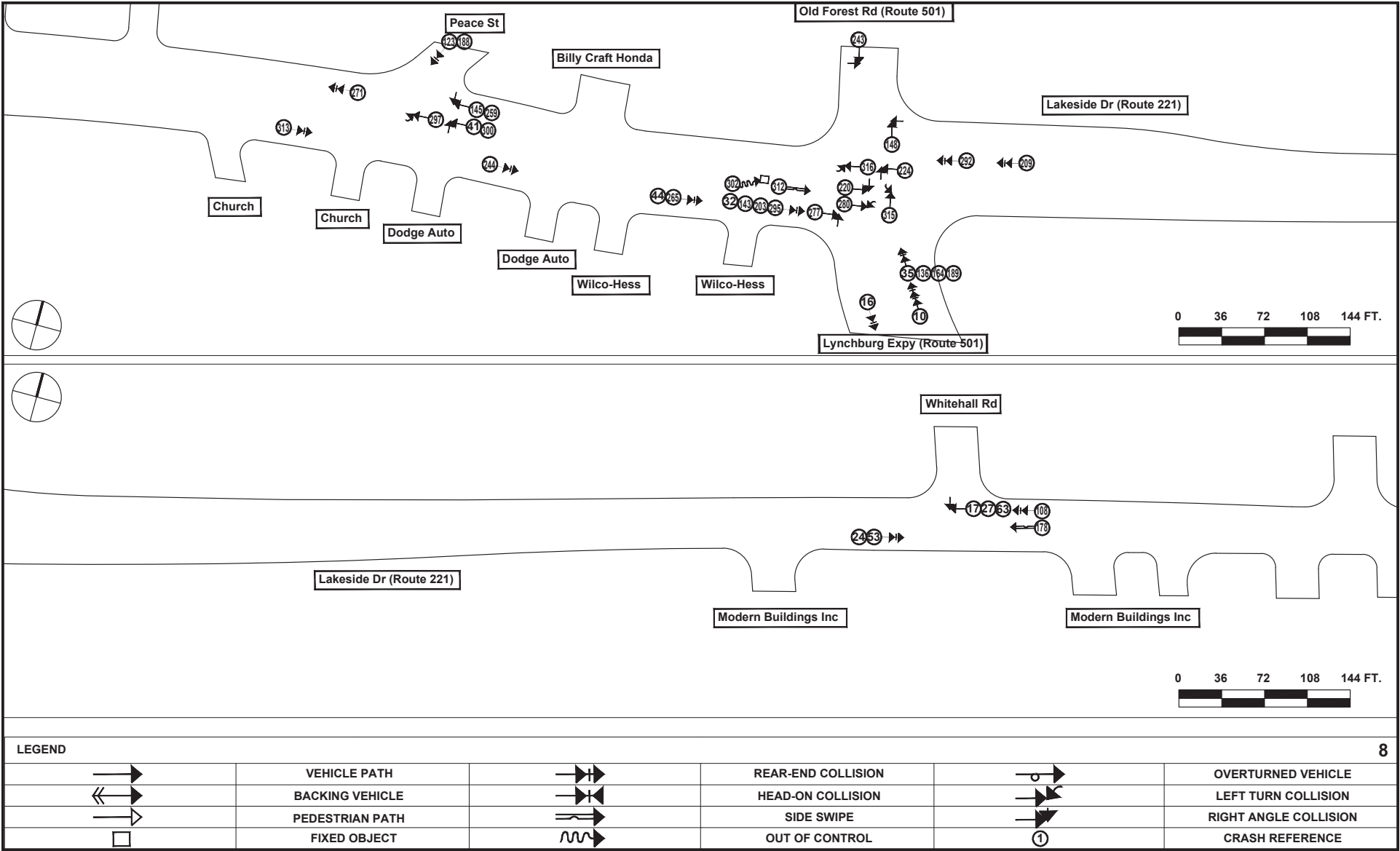


Figure 9-I Crash History

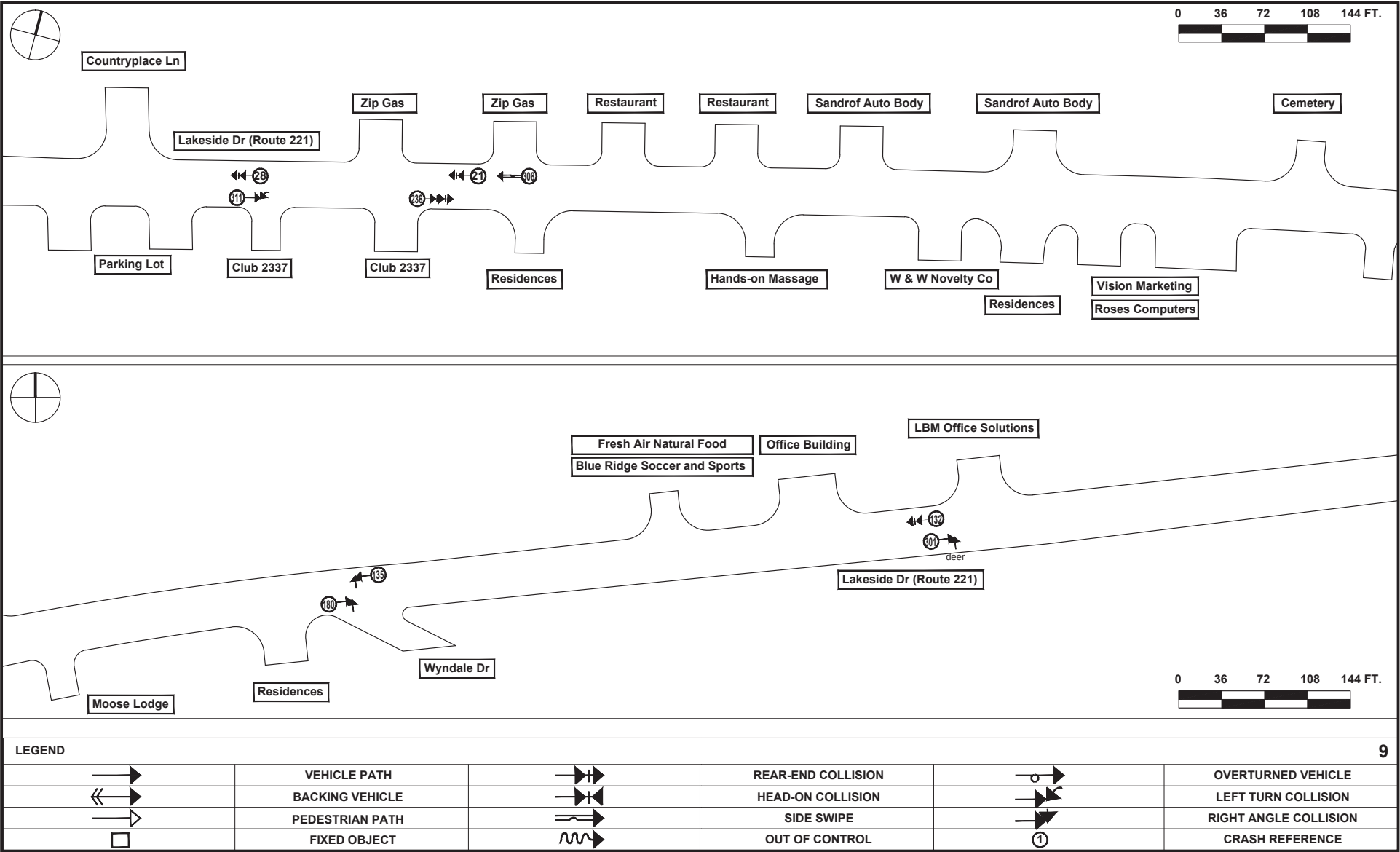


Figure 9-J Crash History

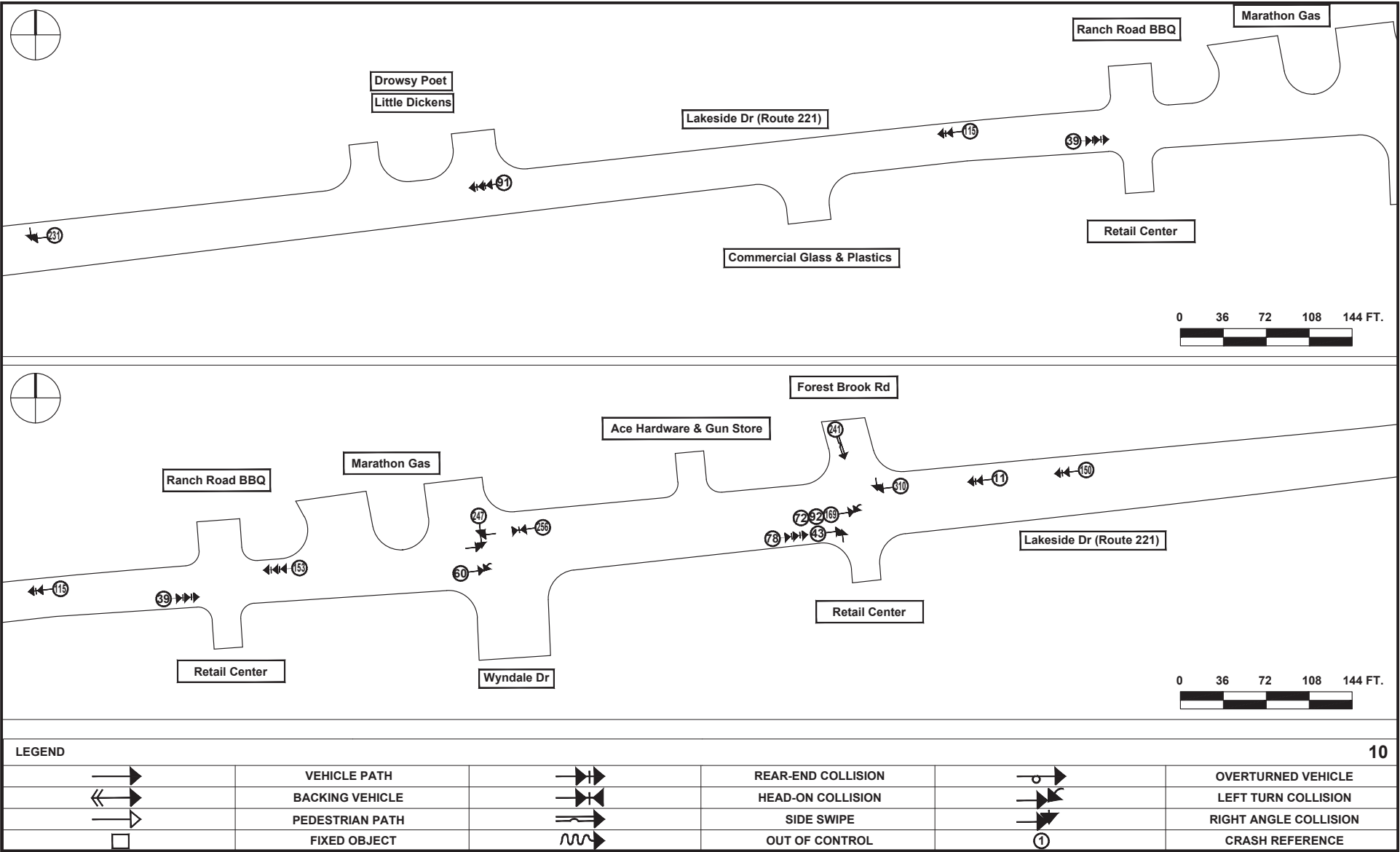
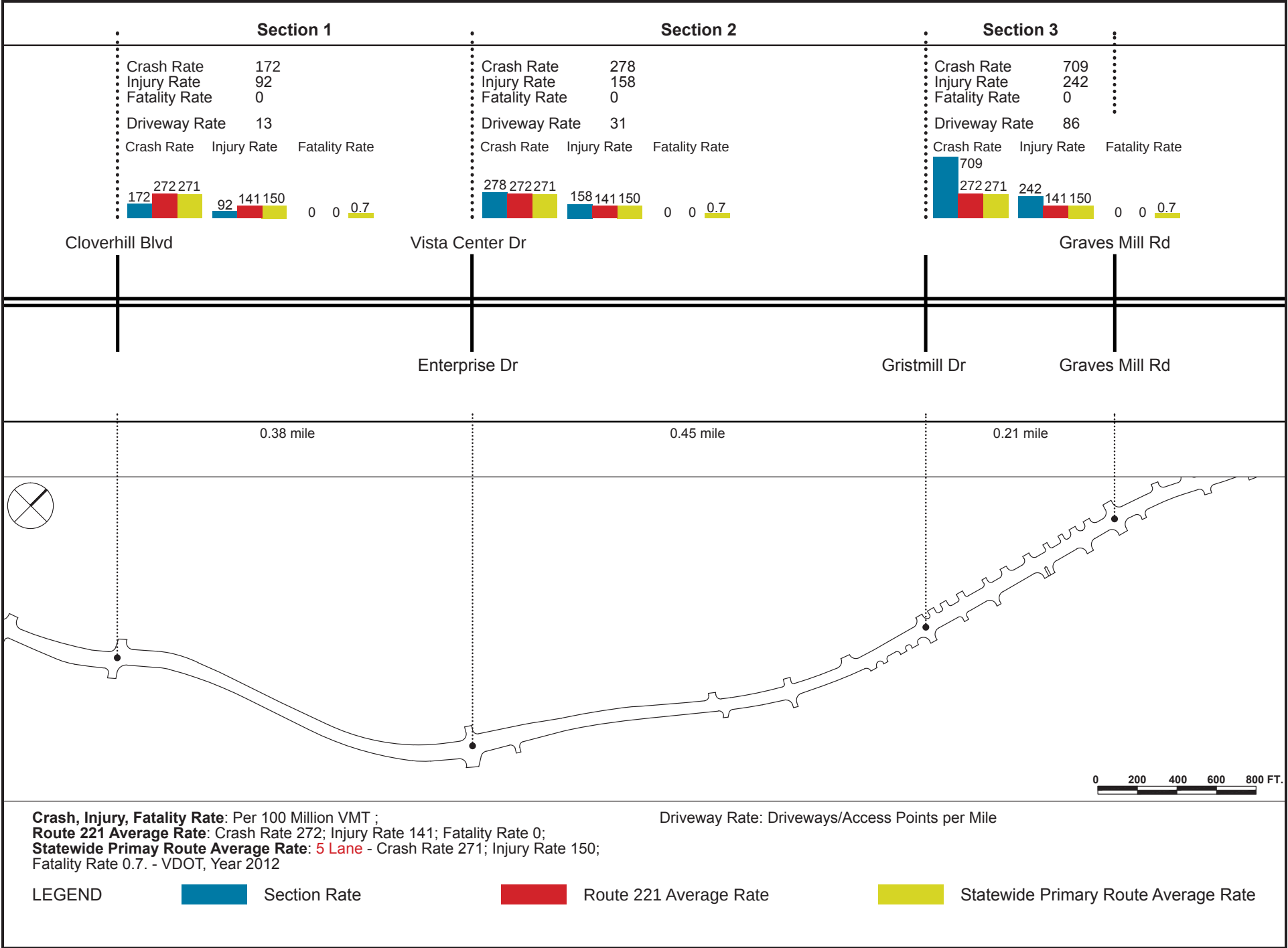


Figure 10-A Corridor Crash Rate Summary



Section 4

Crash Rate	Injury Rate	Fatality Rate
344	279	0

Section 5

Crash Rate	Injury Rate	Fatality Rate
329	214	0

Legend

- Section Rate (Blue)
- Route 221 Average Rate (Red)
- Statewide Primary Route Average Rate (Yellow)

Scale: 0 to 800 FT.

Crash, Injury, Fatality Rate: Per 100 Million VMT ;
Route 221 Average Rate: Crash Rate 272; Injury Rate 141; Fatality Rate 0;
Statewide Primary Route Average Rate: 5 Lane - Crash Rate 271; Injury Rate 150; Fatality Rate 0.7. - VDOT, Year 2012

Driveway Rate: Driveways/Access Points per Mile

Map Labels: Graves Mill Rd, Cottontown Rd, Wayne Dr, 0.57 mile, 0.38 mile

Figure 10-C Corridor Crash Rate Summary

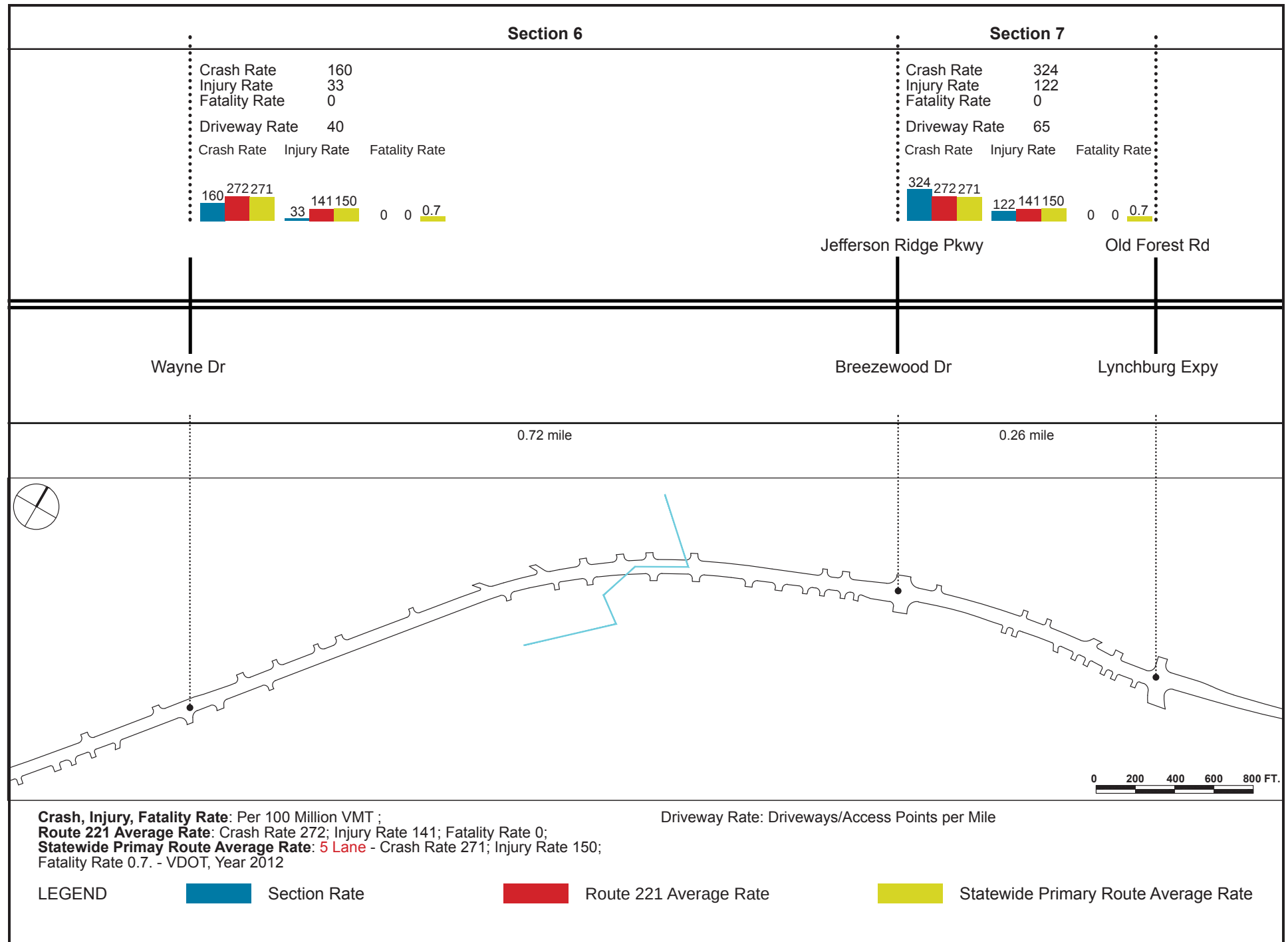


Figure 10-D Corridor Crash Rate Summary

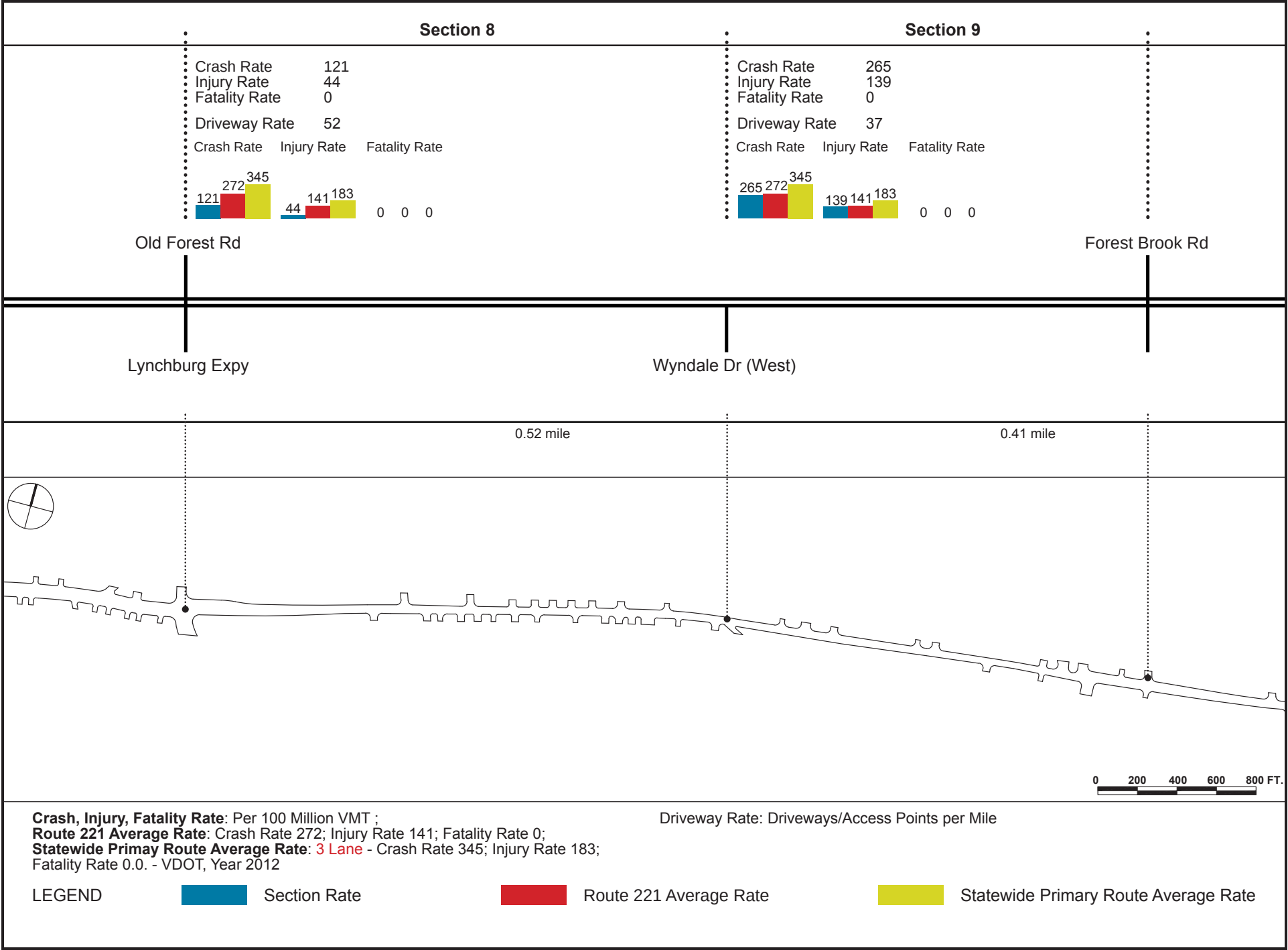


Figure 11-A Intersection Crash Rate Summary

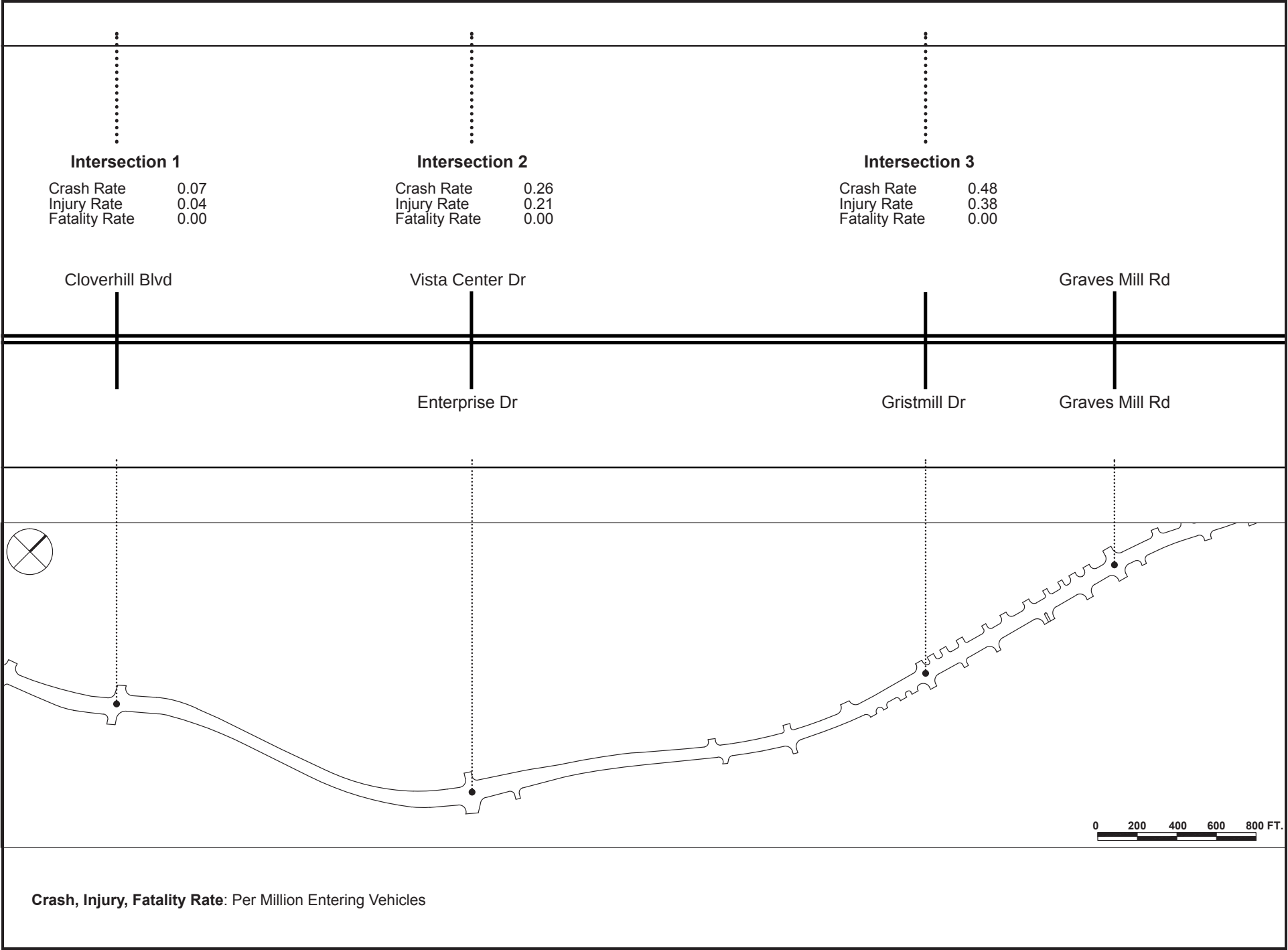


Figure 11-B Intersection Crash Rate Summary

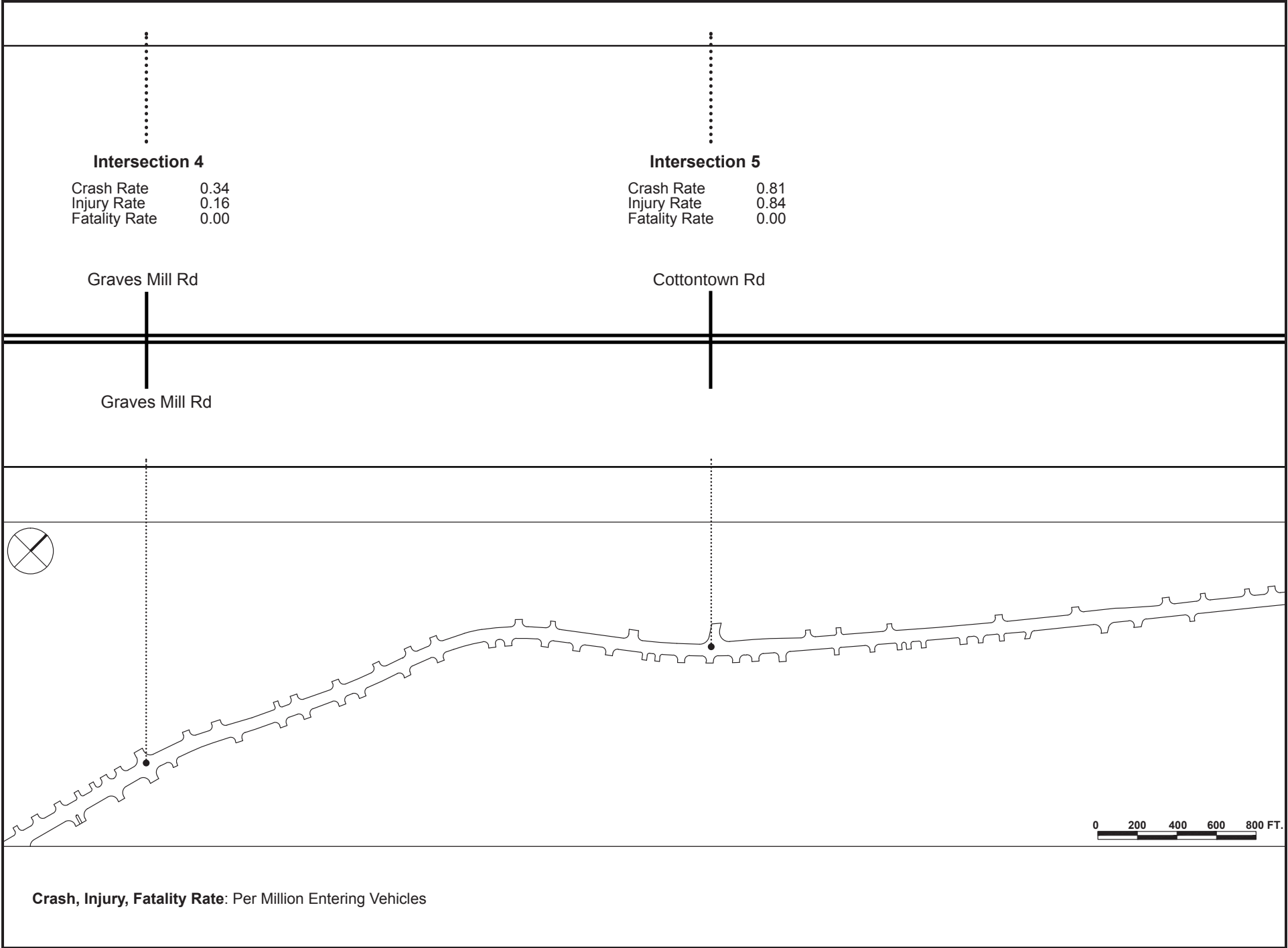


Figure 11-C Intersection Crash Rate Summary

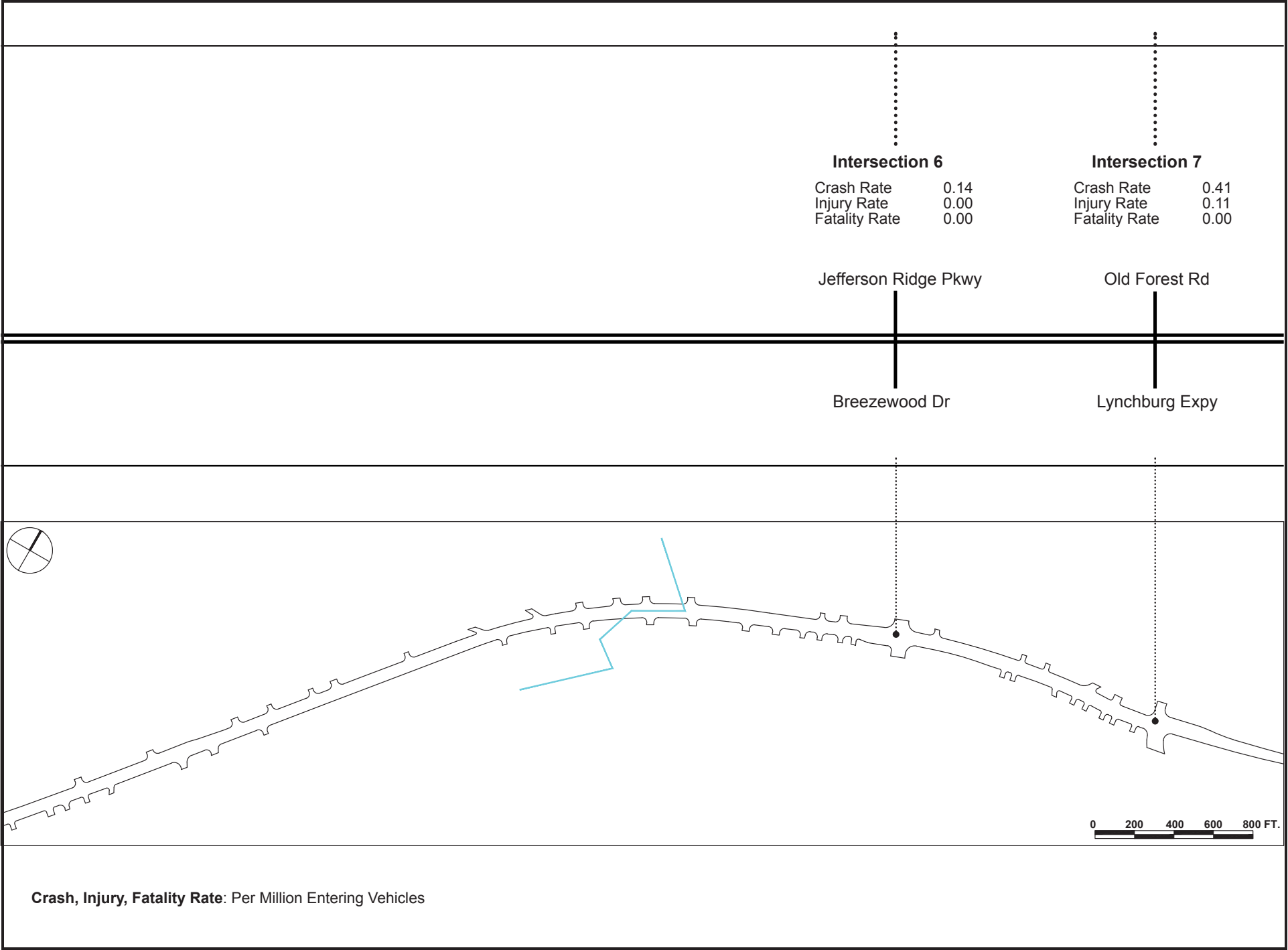
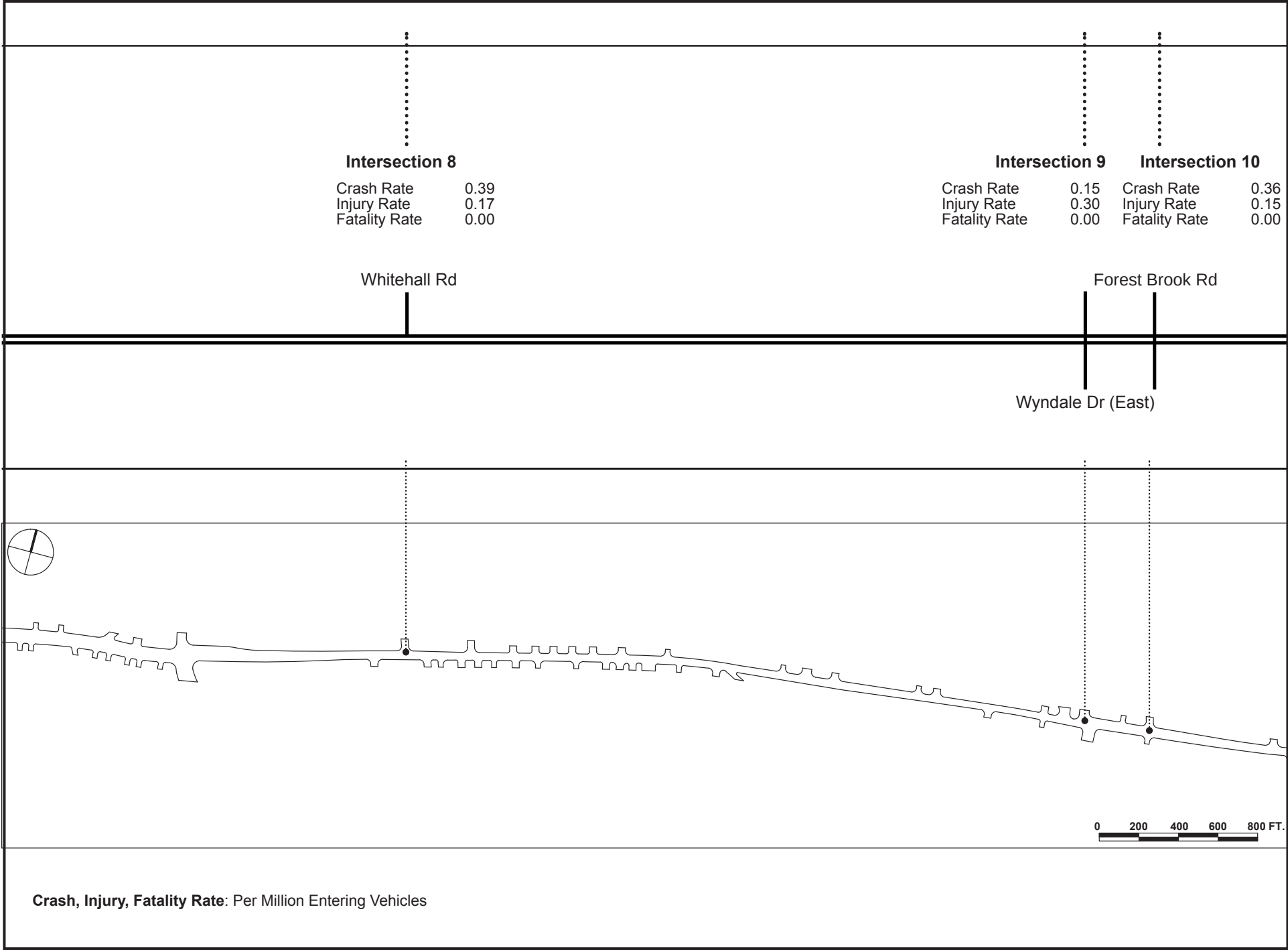


Figure 11-D Intersection Crash Rate Summary



4. Access Management

4. Access Management

Access management is the process of managing access to property while preserving the flow of traffic on the roadway. Both property owners and roadway users have a right to roadway facilities. Property owners have a right to access while drivers have a right to safety and transport. Managing access of roadways significantly affects the operation and safety of the facility. As noted in the prior section of this report, there is a direct correlation between the number of crashes and the number of driveways on a roadway confirmed by countless studies in addition to the Route 221 data.

The goals of access management per VDOT's Access Management Design Standards are to:

- Enhance public safety,
- Reduce traffic congestion,
- Support economic development,
- Reduce the need for new highways and roadway widening, and
- Preserve the investment in new highways.

4.1 Access Management Overview and Principles

Access management is the control of the location, spacing, design and operation of driveways, median openings and traffic signals in order to provide access to property while preserving the safety and efficiency of the transportation system. The goals of improving safety and operation of a roadway through access management are achieved by following key established traffic engineering and planning principles discussed below.

Follow the Established Roadway Hierarchy

VDOT establishes a functional classification for each facility it maintains. This classification relates to the purpose of the roadway and its characteristics. Roadways provide both travel mobility and access to property which relate inversely to one another. For example, the greater the access allowed, the less mobility a roadway can provide as illustrated in **Figure 13**.

Classified as a minor arterial, Route 221 is intended to serve traffic with carefully controlled access. Over time as development has occurred along Route 221, more and more access points have been constructed with little restriction.

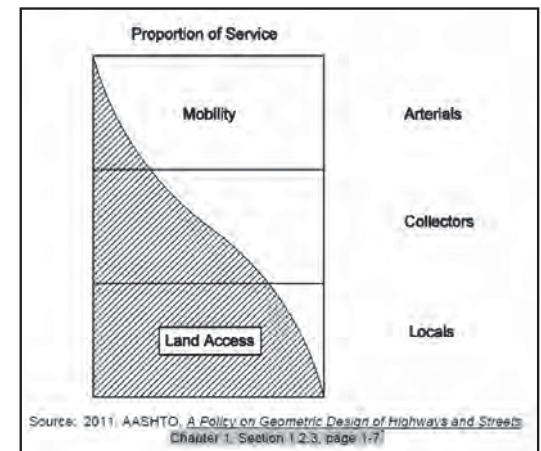


Figure 13 Access vs Mobility

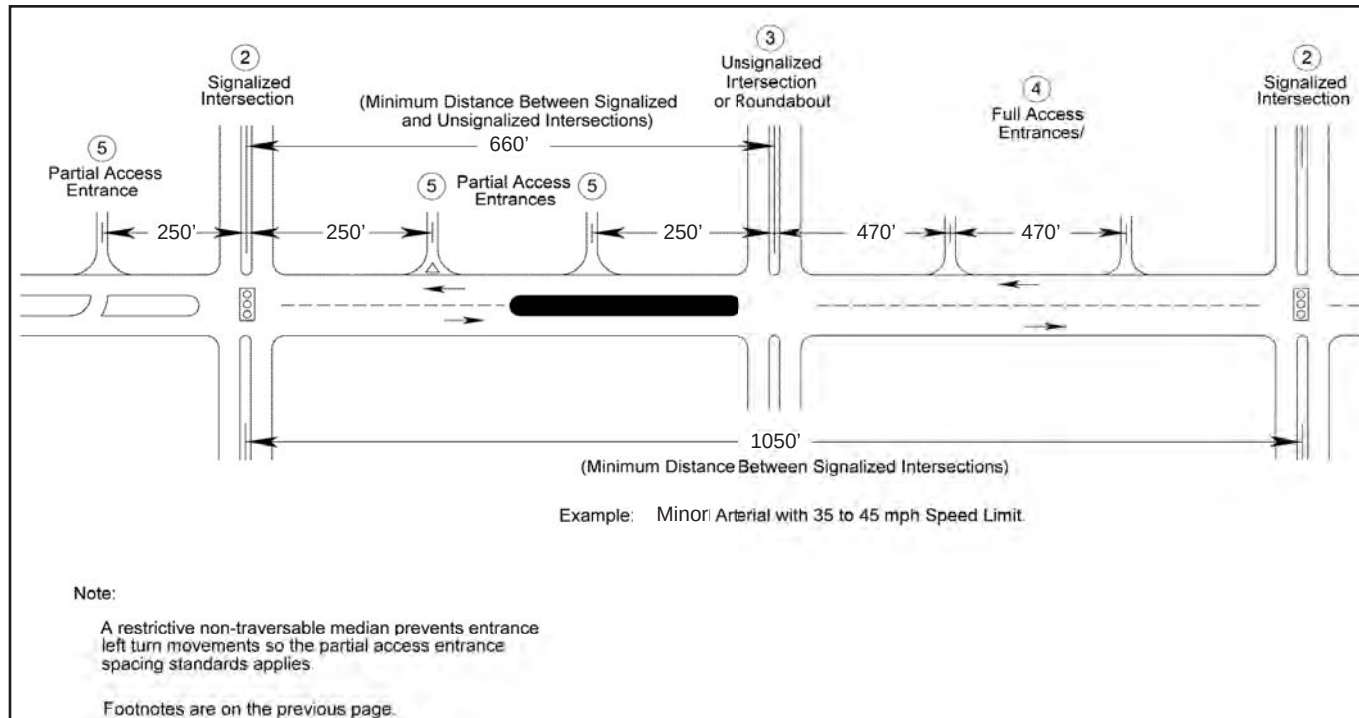
Provide Space Between Conflict Areas

Conflict areas occur where vehicle paths intersect as seen at intersections. Increasing the spacing between conflict areas increases the overall safety of a corridor by providing more time for vehicles to perceive each individual conflict area. VDOT's minimum spacing standards are based on the functional classification of the roadway and posted speed limit. The VDOT standard for Route 221 based on its classification as a minor arterial with a posted speed limit of 45 mph is shown in **Table 3** and illustrated in **Figure 14** below.

Table 3 VDOT Intersection Spacing Standards

Functional Class	Posted Speed Limit (mph)	Minimum Centerline to Centerline Spacing (feet)			
		Signalized Intersections to Other Signalized Intersections	Unsignalized Intersections to Signalized Intersections	Full Entrances to Other Full Entrances or Intersections	Partial Entrances to Any Entrance or Intersection
Minor Arterial	45	1,050	660	470	250

Figure 14 VDOT Intersection Spacing Standard



Limit Conflict Points

The greater the number of legs there are at an intersection, the higher the number of conflict points among vehicles. An intersection with four two-way legs has 32 conflict points as shown in **Figure 15**, compared to a right-in, right-out only intersection has two conflict points. Drivers are only prepared to react to a limited number of conflicts at a time.

Provide Deceleration Lanes

Deceleration lanes provide an area where vehicles can slow down and turn while removed from higher speed through traffic. These lanes improve safety by reducing the speed differential between vehicles if they should collide.

Provide Side Street Connectivity

A connected network of streets beyond the arterial allows for fewer connections to the arterial roadway and for short trips to be made off the arterial reducing the number of conflicts.

4.2 Access Management Benefits

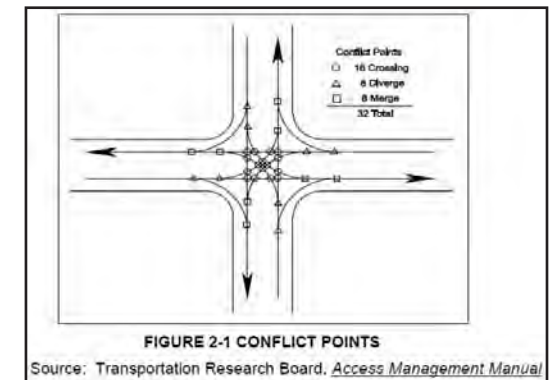
The main benefits of access management are increased safety by reducing crashes and enhanced traffic operations. Roadways with well managed access may experience:

- Reduced crashes and crash potential,
- Decreased travel time and congestion,
- Improved access to properties,
- Maintained economic prosperity as a result of continued travel efficiency,
- Preserved roadway capacity and the useful life of roads, and
- Reduced need for more new roadways.

Research indicates that the appropriate number of reasonably spaced and located access points reduces crash rates. This research is confirmed by analysis of Route 221. As noted previously, on Route 221 the section of roadway with the highest crash rate, between Gristmill Drive and Graves Mill Road, also has the most driveways.

Studies have also shown that corridors with managed access experience higher vehicular capacity when compared to corridors with poor access management. Providing turn lanes for vehicles to decelerate and fewer, better controlled driveways and intersections where vehicles enter and exit the arterial allow for improved traffic flow.

Figure 15 Conflict Points



4.3 Access Management Techniques

Many options exist to implement improved access management on a corridor. Those that are appropriate and that have been considered for Route 221 are discussed below. These techniques help to limit the conflict points, separate conflict areas, reduce interference of turning traffic with through traffic and provide access to properties.

Driveway Consolidation and Cross Access

Consolidating and removing redundant driveways aimed toward VDOT's driveway and intersection spacing standard shown in Figure 14 and Table 3 reduces the number of conflict points and spreads them out.

Providing access between adjacent properties also reduces conflict and reduces the number of trips on the arterial roadway. Rather than use Route 221 between destinations, trips to adjacent properties can be made via connecting driveways.

Median Alternatives

Installing a median separates the opposing travel lanes and also restricts the left turn movements to and from the arterial roadway, both reducing the number of conflict points and separating the conflict areas. Based on the research similar roadways with a median experience an overall crash reduction of approximately 35 percent when compared to undivided roadways. (NCHRP)

Limiting Driveways Within the Functional Area of an Intersection

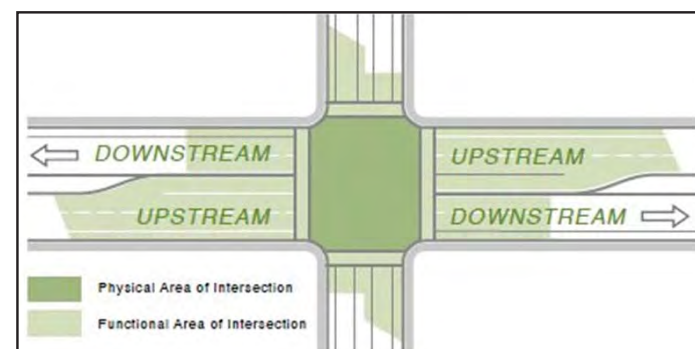
The functional area, illustrated in **Figure 16**, of an intersection includes the area surrounding the intersection where drivers are recognizing the intersection, maneuvering, and/or queuing. Eliminating driveways within the functional area of an intersection improves safety by allowing drivers to focus solely on the intersection rather than vehicles entering and exiting from driveways.

An example of this can be found at the intersection of Graves Mill Road with Route 221. Just west of Graves Mill Road multiple driveways intersect Route 221 within the functional area of the intersection. Similar examples can be found at all of the signalized intersections along the corridor.

Eliminating or Minimizing Left Turn Movements

Based on recent research, the majority of crashes at driveways include left-turning vehicles either entering or exiting the driveway. Therefore, eliminating left turns enhances safety.

Figure 16 Functional Area of an Intersection



5. Future Traffic Projections

5. Future Traffic Projections

A number of information sources and methods were considered to calculate the future 2040 traffic volumes for the Route 221 corridor. The regional travel demand model forecasts, historic traffic growth, and anticipated future development were analyzed in an effort to most accurately predict the future traffic volumes. A more detailed discussion of the methods follows.

Regional Travel Demand Model

One tool for estimating future volumes is the Regional Travel Demand Model. The Regional Travel Demand Model was examined using assumed year 2040 employment and household data and generated 2040 average daily traffic volumes. The resulting 2040 average daily traffic volumes are shown in **Figure 17**.

Historic Traffic Data

In addition to using the regional travel demand model, other methods were considered to calculate the future 2040 traffic volumes on Route 221. Historical count data was collected and analyzed along with traffic projections associated with anticipated future development along the corridor.

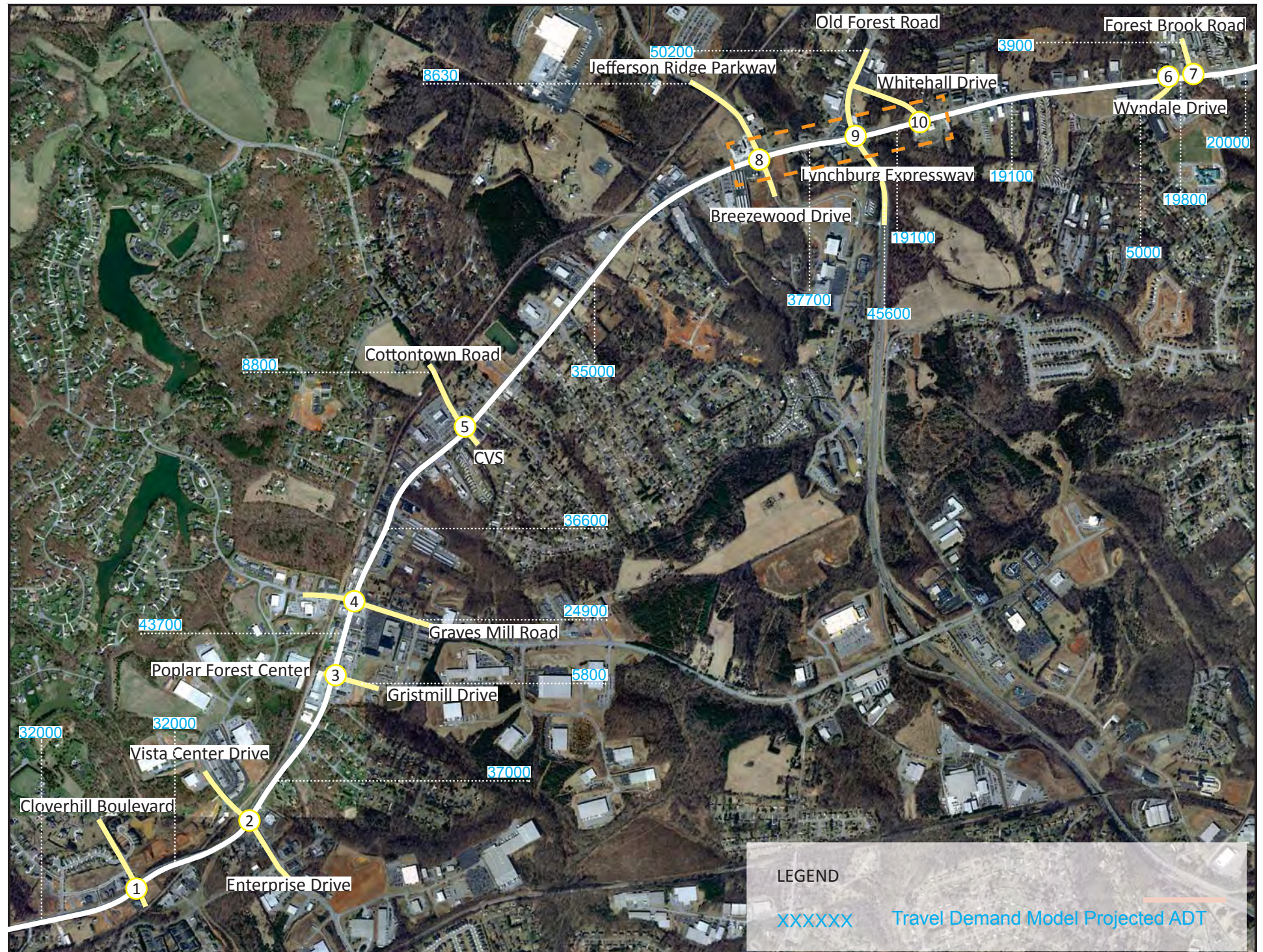
Background growth rates were analyzed based on VDOT historical traffic data from 2001 to 2012. The study area was broken into three segments for this analysis based on the available count data and roadway characteristics (such as four travel lane or two travel lane typical section). Segment one extends from the western study boundary at Cloverhill Boulevard to the City/County boundary. Segment two extends from the City/County boundary to the Lynchburg Expressway. Segment three extends from the Lynchburg Expressway to the eastern study boundary at Forest Brook Road.

For each segment the average daily traffic volumes and growth rates are shown in **Table 4**. As shown, the growth rates throughout the study area are flat with the exception of the middle section.

Table 4 Historic Traffic Volumes

Year	Segment 1		Segment 2		Segment 3	
	ADT	Growth Rate	ADT	Growth Rate	ADT	Growth Rate
2001	27,000		23,000		16,000	
2002	26,000	-3.7%	23,000	0.0%	16,000	0.0%
2003	26,000	-1.9%	23,000	0.0%	16,000	0.0%
2004	23,000	-4.9%	23,000	0.0%	15,000	-2.1%
2005	23,000	-3.7%	26,000	3.3%	14,000	-3.1%
2006	-	-	-	-	-	-
2007	26,000	-0.6%	27,000	2.9%	16,000	0.0%
2008	26,000	-0.5%	28,000	3.1%	16,000	0.0%
2009	25,000	-0.9%	26,000	1.6%	16,000	0.0%
2010	27,000	0.0%	27,000	1.9%	16,000	0.0%
2011	27,000	0.0%	27,000	1.7%	16,000	0.0%
2012	27,000	0.0%	26,000	1.2%	16,000	0.0%
Average Background Growth Rate		-1.6%		1.6%		-0.5%
11-Year Compound Growth Rate		0.0%		1.1%		0.0%

Figure 17 Travel Demand Model Projected 2040 Average Daily Traffic Volumes



Development Projects

Information related to specific development projects was collected. Three mixed-use developments within the study area are currently approved by the City/County. The Gables Development, Gables I Development, and Rosedale Farms Development are anticipated to be complete and occupied by 2040. The proposed location and anticipated daily trip generation is detailed in **Table 5** and **Figure 18**.

Table 5 Future Development Projects

Development	Location	Daily Trip Generation
Gables	North of Route 221, west of Vista Center Drive	3,450 trips
Gables I	South of Route 221, west of Bateman Bridge Road	1,024 trips
Rosedale Farms	North of Graves Mill Road, west of Old Graves Mill Road	21,169 trips

Less certain than the three residential developments above is a major retail project with approximately 609,200 square feet of retail space (assumed as 15% of the site's area, which is 4,061,354 square feet) to be located in the southeast quadrant of the intersection of Route 221 and the Lynchburg Expressway. Based on ITE code 820 this project is anticipated to generate approximately 21,980 trips per day.

Future Traffic Projections

After considering the results of the regional travel demand model projections, analysis of the historical traffic data (that the background growth rate is negligible in two of the three segments of the corridor), and details of future development plans along the Route 221 corridor, future traffic projections were created. These projections are based on a 0.25 percent per year growth rate on Route 221 throughout the entire study area and the anticipated trips generated by the three mixed-use projects currently approved. The large retail development was not specifically included within these projections as it is less certain. It is assumed that these trips are accounted for by the background traffic growth.

The 2040 average daily traffic volumes are shown in **Figure 19** along with the existing average daily traffic volumes. As shown, daily volumes are expected to range between 23,200 vpd (east of the Lynchburg Expressway) and 42,500 vpd (east of Enterprise Drive). **Figure 20** illustrates estimated future 2040 intersection traffic volumes.

Figure 18 Approved Developments

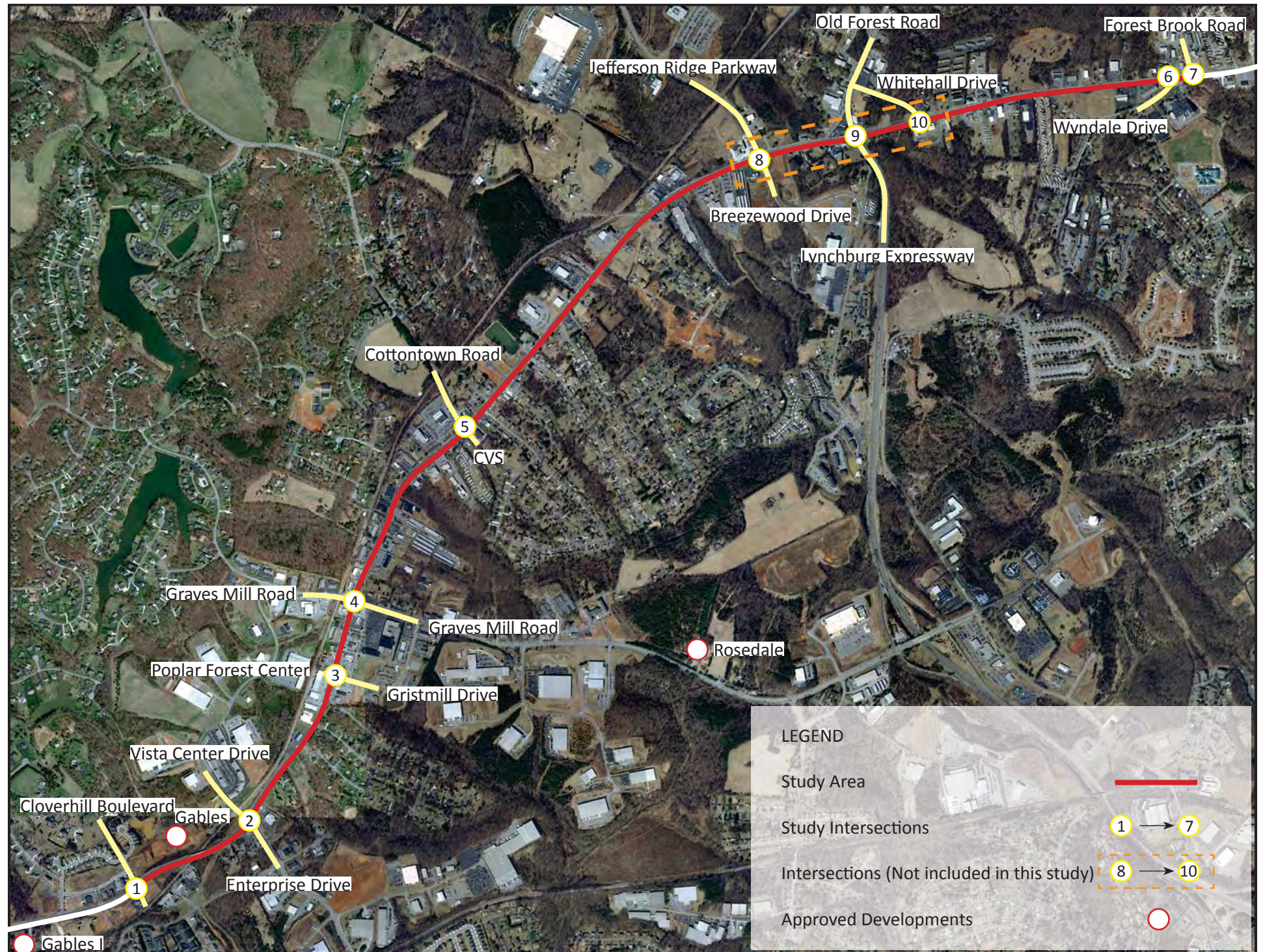


Figure 19 Projected 2040 Average Daily Traffic Volumes

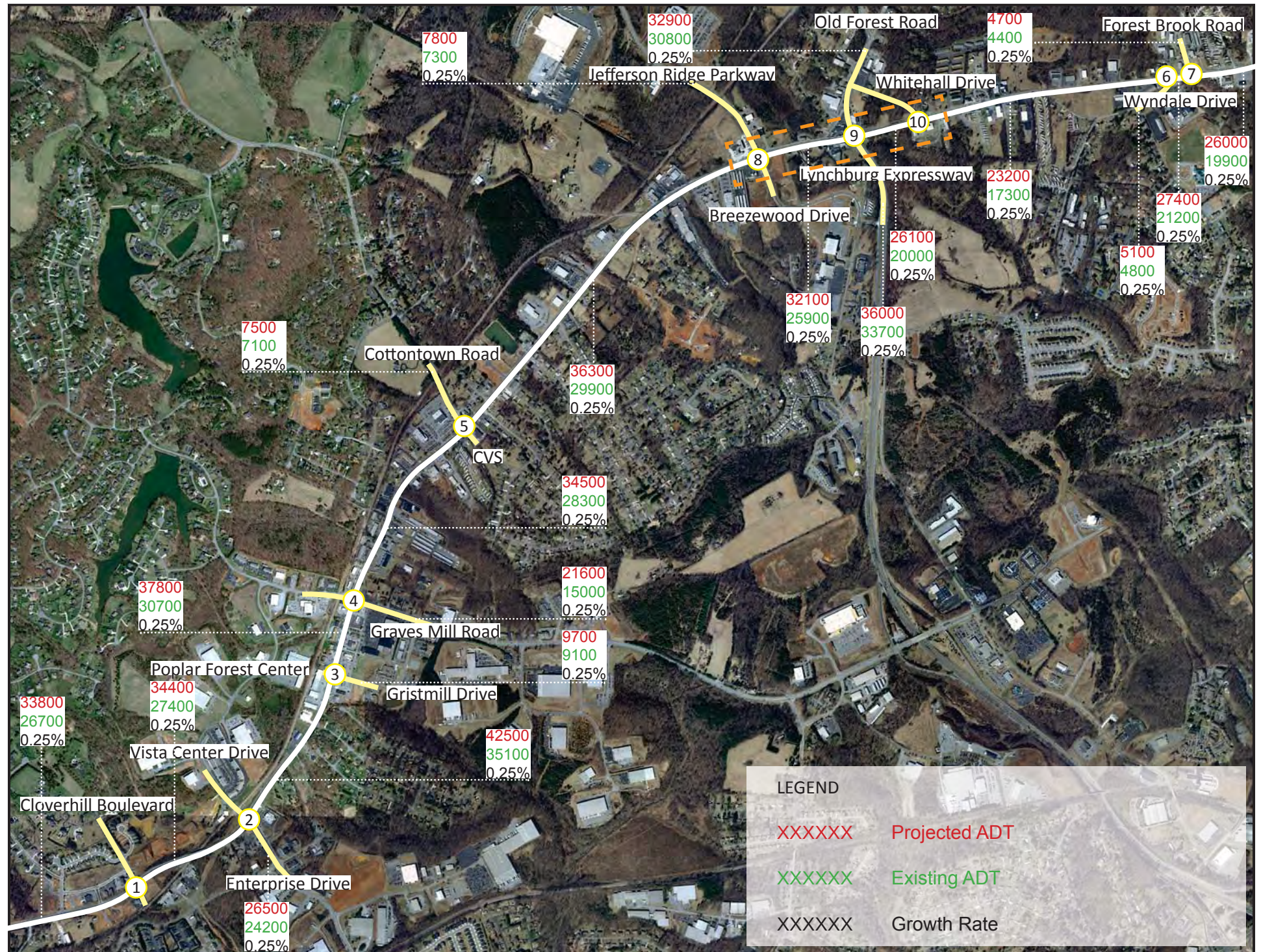
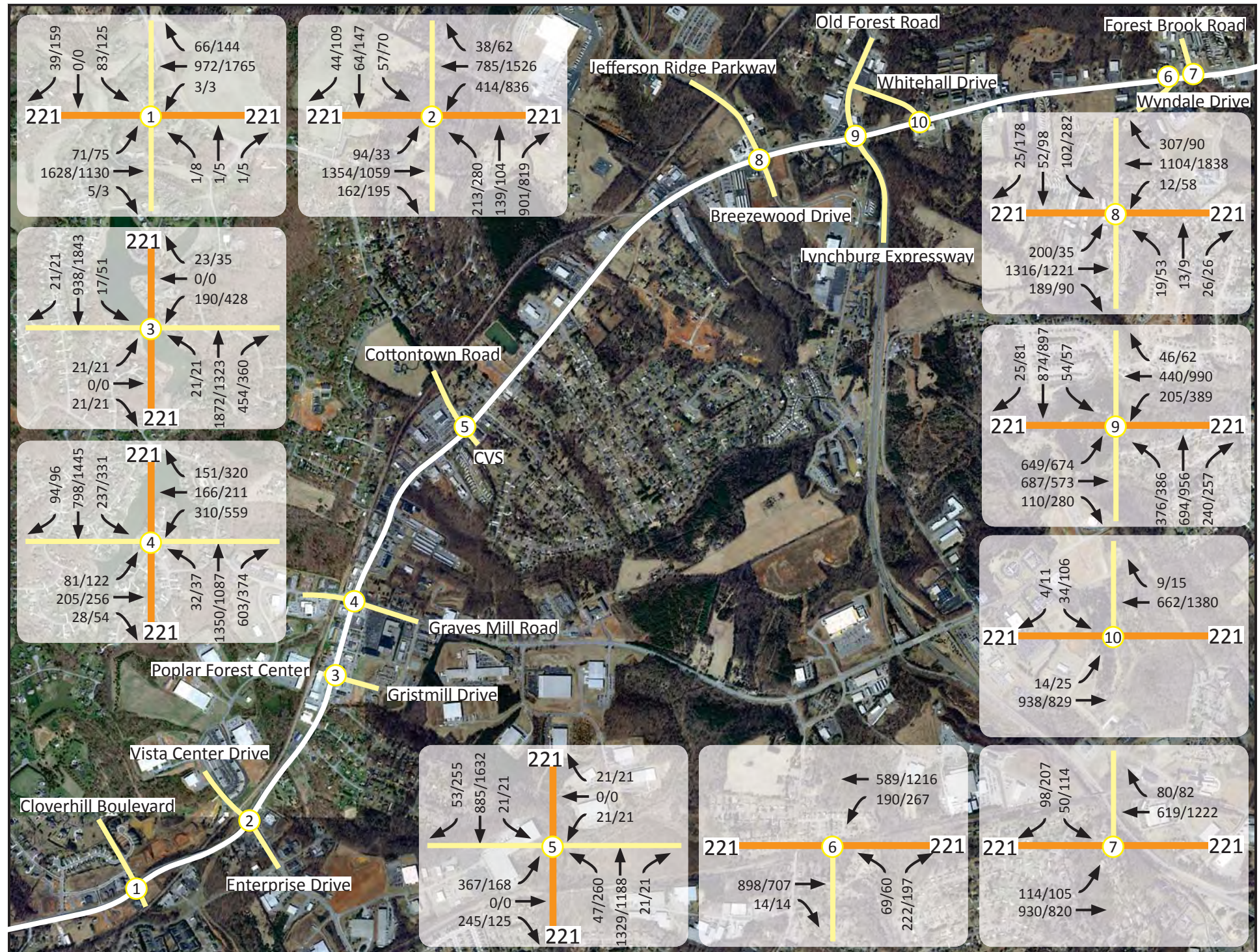


Figure 20 Future (2040) Traffic Volumes at Study Intersections

XX/XX AM/PM



6. Public Process

6. Public Process

Input from those who travel the corridor regularly was vital to this project. Opportunities for the public to share their experiences and suggestions were provided at two public meetings and through the project website.

The first set of public meetings was held on January 30th at the public library in Forest with one and a half hour sessions starting at 1:30 PM and 5:00 PM. Citizens were invited to hear a brief presentation about the project and then participate in a work session to offer their input on how the corridor operates.

The second public meeting was held on April 10th also at the library in Forest. From 1:30 PM to 6:00 PM an open house style session was held where citizens were invited to stop by at their convenience. Displays illustrating crash data, traffic volumes, levels of service and draft recommendations were available for review and comment.

In addition to the public meetings, a website was developed for the project and can be found at <http://route221.businesscatalyst.com/index.html>. Between February and March of 2014, variable message signs were located along the corridor encouraging drivers to provide input about the corridor via the website. This proved to be a valuable tool.

Through the meetings and website, over 140 citizens participated. **Appendix A** includes full documentation of the public process. A summary of the comments received follows.

Most Frequent

- Synchronize and use detection at the signals – 9
- Roadway is congested – 7

Access Management

- Left turns onto Route 221 unsafe, difficult, etc. – 6
- Two way left turn lane is unsafe – 11 with the following specific locations called out Woodberry Square/Woodberry Lane, Enterprise Drive to Graves Mill Road, 11 Wayne Drive, Forest Drive
- Close entrances/exits – 4
- Add median at Graves Mill Center – 2

Speed Limit

- Speed limit too high/reduce the speed limit – 6
- Increase speed limit to 55 – 1
- Larger speed limit signs – 1

Enforcement

- Red light running is a problem – 12
- Lack of needed speed enforcement – 7

Bicycle

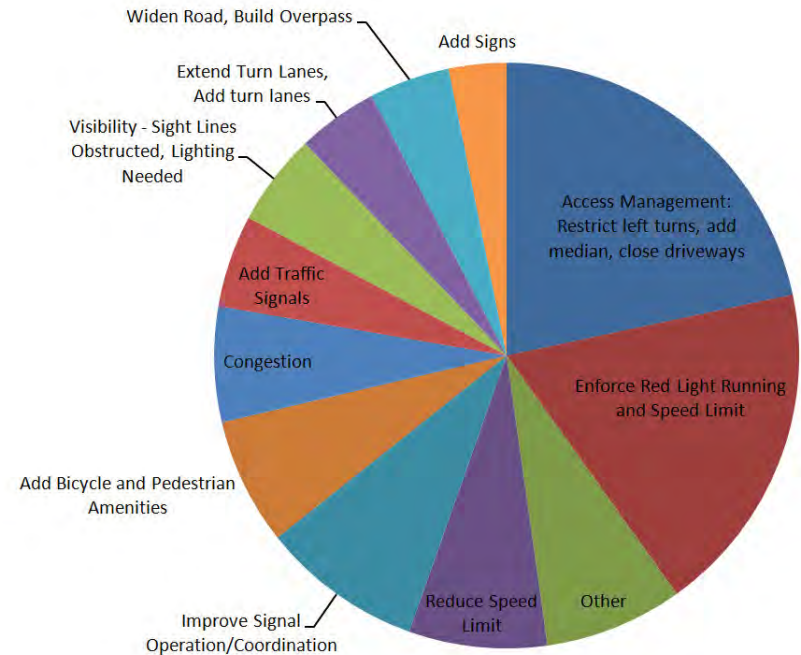
- Add bike lanes – 2
- Add share the road signs

Improvements

- Widen 2 lane section to 4 lanes – 3
- New traffic lights needed – 2 (Kroger), 2 (Wayne Drive), 1 general
- Build overpass at 501/221 – 2
- Lighting is needed – 2
- Extend Enterprise Drive left turn lane so both same length
- Change Graves Mill Road lane configuration to dual northbound lefts and right lane allowing left/straight/right
- Widen to 6 lanes
- Add turn lane to Bedford County Recycle Center
- Extend Wyndhurst left turn lane
- Add slower traffic keep right signs
- Add sign at Cottontown Road “No Left Turn after Green Arrow”
- Add exit ramps at intersections

Miscellaneous

- School bus stop at Gables Drive backs up traffic and is just over hill so hard to see
- Signs obstruct sight lines at Jiffy Lube and Father’s Table Café
- Project signs soliciting feedback are distracting and unsafe – 2
- Discourage cut-thru that uses Bateman Bridge to/from 811
- Expand study to 811
- Maintenance – striping not reflective when dark and raining
- No improvements necessary – do not want to be bothered by construction
- Gables Development traffic impact will worsen problems
- Placement of the Cloverhill signal where visibility is limited westbound due to hill is problematic



7. Recommended Improvements

7. Recommended Improvements

A tiered approach was taken to improving traffic flow and safety on Route 221. Low-cost, more readily implementable improvements were considered first and analyzed before larger projects requiring more in depth design, construction, and additional right-of-way.

Coordinated Traffic Signal Operation (2014)

The first improvement considered and analyzed was traffic signal coordination including timing and phasing optimization for each signalized intersection. This improvement was analyzed for both the 2014 conditions and 2040 conditions. Traffic operations were examined utilizing Synchro and SimTraffic (version 8). Synchro and SimTraffic reports are provided in **Technical Appendix B**.

As expected and shown in **Figure 21**, under existing conditions, optimizing and coordinating the traffic signals improves the overall levels of service and delays at intersections, and reduces the number of movements operating at LOS E and F. With optimization and coordination of the traffic signals all study intersections operate at LOS D or better overall during both peak periods with only one exception at Enterprise Drive during the afternoon peak period which operates at LOS E. All of the intersections have at least one movement that is expected to operate at LOS E or F during one peak period. Most of the movements with higher delays occur on the side streets or left turn movements.

As previously noted, the intersections of Jefferson Ridge Parkway, the Lynchburg Expressway and Whitehall Drive with Route 221 are part of a study soon to be undertaken and therefore, were not analyzed in this study.

Table 6 provides the 2014 levels of service, delays, and queues with optimized and coordinated signal operations.

On an arterial roadway such as Route 221, travel speed and travel time are additional measures considered when evaluating traffic operations. With implementation of coordinated signal timing, the traffic model indicates that travel time in the corridor is reduced by 14% compared to existing conditions.

Table 6 2014 Levels of Service, Delays and Queues with Coordinated Signal Operation

1. Route 221/Cloverhill		2014 - Coordinated					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Cloverhill	NBL/NBT	D	53.0		24 E	68.8	42
Cloverhill	NBR	D	51.9		14 E	65.3	21
Cloverhill	SBL/SBT	D	53.1		44 E	68.2	85
Cloverhill	SBR	D	50.3		16 E	62.6	39
Route 221	EBL	A	3.8		28 A	8.0	25
Route 221	EBT	A	9.1		153 A	6.2	134
Route 221	EBR	A	4.0		11 A	4.1	5
Route 221	WBL	A	1.8		10 A	2.6	7
Route 221	WBT	A	4.8		140 A	3.3	233
Route 221	WBR	A	3.7		28 A	0.7	22
INTERSECTION		A	8.2		A	6.9	

2. Route 221/Enterprise		2014 - Coordinated					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Vista Center	EBL	D	50.1	62	E	59.8	114
Vista Center	EBT	D	54.6	94	F	132.5	261
Vista Center	EBR	D	47.5	70	E	55.9	170
Enterprise	WBL/WBT	E	74.0	398	F	111.8	400
Enterprise	WBR	D	49.7	462	D	46.6	353
Route 221	NBL	D	48.6	190	E	66.1	155
Route 221	NBT	D	48.6	446	F	85.6	557
Route 221	NBR	A	0.1	272	A	0.2	424
Route 221	SBL	F	87.3	225	E	78.2	431
Route 221	SBT	C	20.2	219	C	31.1	356
Route 221	SBR	B	19.5	59	A	7.2	33
INTERSECTION		D	48.9		E	61.5	

3. Route 221/Gristmill		2014 - Coordinated					
		AM			PM		
		LOS	DELAY (\$)	QUEUE (ft.)	LOS	DELAY (\$)	QUEUE (ft.)
Center	EBL/EBT	D	52.3	74	E	65.8	80
Center	EBR	D	50.4	62	E	63.8	63
Gristmill	WBL	E	61.8	235	E	66.6	54
Gristmill	WBR	D	37.8	150	C	34.2	173
Route 221	NBL	A	2.8	73	B	14.2	54
Route 221	NBT	A	3.5	268	B	10.5	183
Route 221	NBR	A	0.0	78	A	0.6	70
Route 221	SBL	A	7.8	52	A	5.7	170
Route 221	SBT/SBR	A	6.4	184	A	7.0	390
INTERSECTION		A	8.4		B	15.3	

4. Route 221/Graves Mill		2014 - Coordinated					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Graves Mill	EBL	E	70.6	149	F	95.8	149
Graves Mill	EBT/EBR	F	82.0	252	E	71.6	252
Graves Mill	WBL	F	83.1	309	E	76.3	497
Graves Mill	WBT/WBR	E	75.8	315	F	81.0	452
Route 221	NBL	E	67.1	134	D	47.3	207
Route 221	NBT	C	21.5	321	C	30.6	358
Route 221	NBR	B	19.8	172	A	5.7	114
Route 221	SBL	F	104.9	264	E	69.5	324
Route 221	SBT	B	11.1	250	C	26.9	626
Route 221	SBR	A	8.1	49	A	4.9	364
INTERSECTION		D	38.2		D	45.3	

5. Route 221/Cottontown		2014 - Coordinated					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Cottontown	EBL/EBT	D	51.9	332	E	71.3	254
Cottontown	EBR	C	26.3	142	D	35.8	125
CVS	WBL	E	58.4	59	E	72.3	58
CVS	WBT/WBR	D	51.8	52	E	65.8	53
Route 221	NBL	A	4.4	62	C	31.1	271
Route 221	NBT/NBR	A	6.7	216	A	9.1	251
Route 221	SBL	A	3.7	40	A	4.4	189
Route 221	SBT	A	6.1	285	B	11.2	497
Route 221	SBR	A	1.8	108	A	2.7	302
INTERSECTION		B	15.4		B	16.6	

6. Route 221/Wyndale		2014 - Coordinated					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Route 221	EBT/EBR	A	7.2	306	A	6.8	263
Route 221	WBL	B	17.8	165	A	6.0	204
Route 221	WBT	A	2.4	203	A	4.0	227
Wyndale	NBL	D	49.9	213	E	64.7	150
Wyndale	NBR	D	45.5	125	E	61.1	121
INTERSECTION		B	15.2	B	12.7		

7. Route 221/Forest Brook		2014 - Coordinated					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Route 221	EBL	A	1.8	88	B	10.8	141
Route 221	EBT	A	2.3	212	A	4.1	227
Route 221	WBT	A	9.2	218	B	16.2	634
Route 221	WBR	A	5.9	100	A	6.2	100
Forest Brook	SBL	D	49.9	99	E	66.2	368
Forest Brook	SBR	D	47.0	93	E	62.0	100
INTERSECTION		A	9.1		C	20.4	

LEGEND

Green	A or B	Yellow	C or D
Orange	E	Red	F

LOS for Movement

PM: Green, Yellow, Orange, Red
 AM: Green, Yellow, Orange, Red

LOS for Intersection

AM/PM: Green, Yellow, Orange, Red

Intersection Improvements (2014)

Review of the traffic operations with signal timing improvements shows that additional improvements are required to sufficiently accommodate the traffic volumes on Route 221 today. The first step for identifying improvements was to consider modifying the lane configurations on the side streets. Specific improvements were analyzed for the intersections of Enterprise Drive, Gristmill Drive, and Graves Mill Road where the intersections continue to operate with multiple movements at LOS E or F.

The specific improvements considered are outlined below:

- Enterprise Drive
 - Eastbound approach (Vista Center Drive) – Modify the existing exclusive right turn lane to allow through and right turn movements.
 - Westbound approach (Enterprise Drive) – Provide two additional left turn lanes resulting in dual lefts and single through and dual rights.
 - Westbound signal operation – Add an overlap phase so that westbound right turning traffic has a green arrow while the southbound left turn movement is green.
- Gristmill Drive – On the westbound approach (Gristmill Drive) modify the existing exclusive right turn lane to allow left, through, and right turn movements, and extend the outside lane to better accommodate traffic queues.
- Graves Mill Road – On the westbound approach (Graves Mill Road) provide an additional left turn lane and an exclusive right turn lane resulting in dual lefts, a single through and a single right turn lane.

As hoped, and shown in **Figure 22**, with the additional turning lanes all three of the intersections' operations improve to LOS D or better overall during both peak periods and all individual movements operate at LOS E or better. Analysis of the traffic operations with the above improvements was conducted utilizing Synchro and SimTraffic (version 8) and the reports are provided in **Technical Appendix C**.

Table 7 provides the 2014 levels of service, delays, and queues with optimized/coordinated signal operations and the additional turn lanes detailed above.

Combining signal coordination with the intersection improvements, the corridor travel time is reduced by 21% compared to existing conditions, and is reduced by 8% compared to just coordinating the signals.

Table 7 2014 Levels of Service, Delays and Queues with Coordinated Signal Operation and Intersection Improvements

1. Route 221/Cloverhill		2014 - Coordinated w/mitigations #1					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Cloverhill	NBL/NBT	D	47.8		18 E	63.4	38
Cloverhill	NBR	D	46.9		14 E	60.3	25
Cloverhill	SBL/SBT	D	47.6		46 E	64.9	80
Cloverhill	SBR	D	45.3		10 E	58.4	30
Route 221	EBL	A	5.1		22 B	13.2	25
Route 221	EBT	B	10.1		122 A	6.4	145
Route 221	EBR	A	4.4		13 A	4.3	10
Route 221	WBL	A	3.3		11 A	4.3	11
Route 221	WBT	A	3.1		124 A	3.1	308
Route 221	WBR	A	0.8		24 A	2.3	23
INTERSECTION		A	8.1		A	6.7	

2. Route 221/Enterprise		2014 - Coordinated w/mitigations #1							
		AM				PM			
		LOS	DELAY (s)	QUEUE (ft.)		LOS	DELAY (s)	QUEUE (ft.)	
Vista Center	EBL	D	44.7		57	E	58.6		120
Vista Center	EBT	D	44.4		104	E	77.3		192
Vista Center	EBT/EBR	D	44.4		85	E	77.3		185
Enterprise	WBL WBT	D E	47.3 69.9	190 203	E E	66.7 76.3	220 133		
Enterprise	WBR	D	49.5		259	C	32.5		239
Route 221	NBL	C	34.3		150	E	57.0		62
Route 221	NBT	D	40.0		388	D	37.9		359
Route 221	NBR	A	0.1		85	A	0.2		44
Route 221	SBL	C	26.2		204	D	45.9		367
Route 221	SBT	B	14.7		163	B	15.1		262
Route 221	SBR	A	7.6		34	A	1.3		18
INTERSECTION		D	36.2		D	36.1			

3. Route 221/Gristmill		2014 - Coordinated w/mitigations #1					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Center	EBL/EBT	D	47.5	74	E	63.7	74
Center	EBR	D	45.4	58	E	59.9	63
Gristmill	WBL	D	38.2	131	D	51.5	250
Gristmill	WBL/WBR	D	39.9	138	D	52.9	250
Route 221	NBL	A	4.7	58	B	10.1	63
Route 221	NBT	A	7.7	267	A	9.9	204
Route 221	NBR	A	4.6	79	A	4.4	63
Route 221	SBL	A	4.4	54	A	4.3	109
Route 221	SBT/SBR	A	2.3	96	A	6.7	268
INTERSECTION		A	8.6		B	13.8	

4. Route 221/Graves Mill		2014 - Coordinated w/mitigations #1							
		AM				PM			
		LOS	DELAY (s)	QUEUE (ft.)		LOS	DELAY (s)	QUEUE (ft.)	
Graves Mill	EBL	E	56.7	147		E	69.8	148	
Graves Mill	EBT/EBR	E	62.4	211		E	58.8	236	
Graves Mill	WBL	D	51.8	204		E	59.8	318	
Graves Mill	WBT WBR	E D	57.9 38.9	186 140		D D	55.0 46.9	225 182	
Route 221	NBL	C	33.2	86		D	54.9	136	
Route 221	NBT	B	17.0	271		C	24.5	312	
Route 221	NBR	B	10.2	157		A	8.6	140	
Route 221	SBL	D	50.4	250		D	47.7	292	
Route 221	SBT	A	6.2	166		B	10.3	399	
Route 221	SBR	A	1.5	30		A	1.6	256	
INTERSECTION		C	24.8			C	31.0		

5. Route 221/Cottontown		2014 - Coordinated w/mitigations #1					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Cottontown	EBL/EBT	D	50.6	342	E	72.9	221
Cottontown	EBR	B	15.6	139	C	30.4	112
CVS	WBL	D	54.3	54	E	77.3	51
CVS	WBT/WBR	D	47.2	46	E	62.3	50
Route 221	NBL	B	17.9	83	D	50.0	286
Route 221	NBT/NBR	A	8.2	222	A	5.8	285
Route 221	SBL	A	6.5	131	A	3.7	131
Route 221	SBT	B	13.7	358	B	12.1	496
Route 221	SBR	B	13.3	138	A	2.8	324
INTERSECTION		B	17.6		B	17.5	

6. Route 221/Wyndale		2014 - Coordinated w/mitigations #1					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Route 221	EBT/EBR	A	6.6	335	A	6.0	245
Route 221	WBL	B	17.9	188	A	2.9	188
Route 221	WBT	A	2.3	216	A	1.5	231
Wyndale	NBL	D	44.2	216	E	59.5	164
Wyndale	NBR	D	40.9	125	E	56.3	122
INTERSECTION		B	14.0		B	10.2	

7. Route 221/Forest Brook		2014 - Coordinated w/mitigations #1					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Route 221	EBL	A	4.3	82	D	53.2	145
Route 221	EBT/EBR	A	8.1	232	A	5.7	223
Route 221	WBL	B	16.9	72	B	14.5	182
Route 221	WBT	B	20.0	278	D	37.5	836
Route 221	WBR	B	12.4	100	B	12.1	100
Forest Brook	NBL/NBR	D	47.7	85	E	61.4	84
Forest Brook	SBL	D	44.8	116	E	65.5	360
Forest Brook	SBR	D	42.3	95	E	57.9	100
INTERSECTION		B	15.9		B	32.2	

LEGEND

Green	A or B	Yellow	C or D
Orange	E	Red	F

LOS for Movement

PM/AM

LOS for Intersection

AM/PM

Future Conditions (2040)

When analyzing the future 2040 conditions it was assumed that traffic signals would be optimized and coordinated and that the additional turn lanes previously analyzed would be in place. The results of the analysis based on these conditions are shown in **Figure 23** and **Table 8** and the Synchro/SimTraffic printouts are contained in **Technical Appendix D**.

In general, the levels of service and delay significantly degrade by year 2040. The intersection at Enterprise Drive is expected to operate at overall LOS E during the morning peak period and the intersection at Forest Brook Road is expected to operate at overall LOS E during the afternoon peak period. All of the study area intersections are expected to have multiple movements operating at LOS E and F during both peak periods.

By year 2040, the corridor travel time increases significantly by 41% compared to the conditions with signal coordination and the intersection improvements in 2014.

The results of the analysis indicate that the existing roadway with coordinated traffic signal operation and specific intersection improvements will not be sufficient to accommodate the anticipated traffic volumes along Route 221 in the future. As a result, widening the four lane section of Route 221 to six lanes and the two lane section to four lanes was analyzed.

As expected, the results of the analysis assuming Route 221 is widened are an improvement. As shown in **Figure 24**, all of the study area intersections are expected to operate at LOS D or better overall. In addition, all movements are expected to operate at LOS E or better with exceptions only on the side street approaches at the intersections of Enterprise Drive and Gristmill Drive. The results of the analysis based on these conditions are shown in **Table 9** and the Synchro/SimTraffic printouts are contained in **Technical Appendix E**.

After widening the roadway, the corridor travel time is reduced by 23% compared to the conditions before widening the roadway in 2040.

Table 8 2040 Levels of Service, Delays and Queues with Coordinated Signal Operation and Intersection Improvements

1. Route 221/Cloverhill		2040					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Cloverhill	NBL/NBT	E	58.2		29 E	76.0	51
Cloverhill	NBR	E	56.9		18 E	70.3	21
Cloverhill	SBL/SBT	E	69.8	149	F	82.5	269
Cloverhill	SBR	D	51.1		93 E	67.4	150
Route 221	EBL	A	6.8		111 D	49.2	140
Route 221	EBT	B	14.3	244	B	11.0	216
Route 221	EBR	A	4.9		51 A	6.6	16
Route 221	WBL	A	3.4		11 A	6.3	60
Route 221	WBT	A	5.7	184	B	13.6	987
Route 221	WBR	A	7.0		38 A	4.9	332
INTERSECTION		B	13.5		C	20.4	

2. Route 221/Enterprise		2040						
		AM			PM			
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)	
Vista Center	EBL	F	140.5		123	E	71.3	135
Vista Center	EBT	D	53.7		125	F	136.2	223
Vista Center	EBT/EBR	D	53.7		123	F	136.2	237
Enterprise	WBL WBT	E F	75.7 160.9	251 351		E F	76.5 114.4	271 264
Enterprise	WBR	F	137.5		336	D	39.8	319
Route 221	NBL	D	53.0		400	F	89.2	267
Route 221	NBT	F	92.3		1214	D	54.9	533
Route 221	NBR	A	0.1		425	A	0.2	382
Route 221	SBL	C	24.2		202	E	66.6	442
Route 221	SBT	A	8.0		203	C	24.5	380
Route 221	SBR	A	0.6		50	A	2.2	235
INTERSECTION		E	77.5			D	51.9	

3. Route 221/Gristmill		2040					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Center	EBL/EBT	E	58.6	71	E	74.6	9
Center	EBR	E	55.2	58	E	68.7	7
Gristmill	WBL	E	55.2	164	E	70.3	28
Gristmill	WBL/WBR	E	55.7	160	E	70.4	29
Route 221	NBL	B	10.3	96	B	17.4	5
Route 221	NBT	A	9.9	382	A	8.8	28
Route 221	NBR	A	4.4	157	A	3.6	7
Route 221	SBL	D	35.5	63	A	4.3	15
Route 221	SBT/SBR	A	2.0	80	A	6.4	30
INTERSECTION		B	10.8		B	14.8	

4. Route 221/Graves Mill		2040					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Graves Mill	EBL	E	66.7	149	F	87.1	15
Graves Mill	EBT/EBR	F	125.0	280	F	113.4	43
Graves Mill	WBL	F	88.2	263	F	93.5	45
Graves Mill	WBT WBR	F D	97.9 46.3	289 178	E D	72.1 53.2	295 262
Route 221	NBL	D	46.4	148	E	58.8	25
Route 221	NBT	D	37.6	403	D	46.0	47
Route 221	NBR	B	11.7	193	E	69.1	20
Route 221	SBL	E	75.7	296	F	89.3	32
Route 221	SBT	B	14.6	371	B	13.1	74
Route 221	SBR	B	12.8	52	A	1.4	29
INTERSECTION		D	45.5		D	54.2	

5. Route 221/Cottontown		2040					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Cottontown	EBL/EBT	E	62.7	390	F	99.7	258
Cottontown	EBR	C	20.4	163	D	36.6	146
CVS	WBL	E	70.2	60	F	81.9	61
CVS	WBT/WBR	E	57.3	63	E	71.3	50
Route 221	NBL	C	23.2	97	F	95.5	298
Route 221	NBT/NBR	A	7.4	255	A	2.2	364
Route 221	SBL	A	6.1	210	A	3.9	172
Route 221	SBT	B	11.7	458	B	13.5	567
Route 221	SBR	A	0.1	300	A	1.9	325
INTERSECTION		B	18.2		C	21.5	

6. Route 221/Wyndale			2040						
			AM			PM			
			LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)	
Route 221	EBT/EBR	B		11.3	430	B		13.3	585
Route 221	WBL	E		59.5	194	B		14.0	194
Route 221	WBT	A		2.2	238	A		2.5	238
Wyndale	NBL	E		56.4	265	E		69.8	268
Wyndale	NBR	D		50.3	125	E		65.6	125
INTERSECTION			C		22.5	B		14.2	

7. Route 221/Forest Brook		2040					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Route 221	EBL	B	10.3	92	F	116.5	216
Route 221	EBT/EBR	A	9.7	234	B	12.8	229
Route 221	WBL	C	28.6	169	C	26.9	184
Route 221	WBT	C	23.6	382	F	85.5	1127
Route 221	WBR	B	12.6	100	A	9.8	100
Forest Brook	NBL/NBR	E	56.3	99	E	71.7	98
Forest Brook	SBL	D	54.9	161	F	82.5	440
Forest Brook	SBR	D	51.5	99	F	96.0	100
INTERSECTION		B	19.0		E	62.7	

The map illustrates the proposed 10-mile section of the 221 Express Lanes in Lynchburg, Virginia. The route is highlighted in yellow, starting from the south and heading north. Key locations and intersections along the route are marked with numbered callouts (1-10) and corresponding inset diagrams showing traffic flow and lane configurations.

Legend:

- Color Coding:**
 - Green: A or B
 - Yellow: C or D
 - Orange: E
 - Red: F
- LOS for Movement:**
 - PM (Peak Morning): Left turn, through, and right turn movements.
 - AM (Peak Afternoon): Left turn, through, and right turn movements.
- LOS for Intersection:**
 - AM/PM (Peak Morning/Afternoon): Left turn, through, and right turn movements.

Key Locations and Intersections:

- 1:** Cloverhill
- 2:** Vista Center
- 3:** Gristmill
- 4:** Graves Mill
- 5:** CVS
- 6:** Wyndale
- 7:** Forest Brook
- 8:** Breezewood Drive
- 9:** Whitehall Drive
- 10:** Wyndale Drive

Other Roads and Features:

- Jefferson Ridge Parkway
- Old Forest Road
- Forest Brook Road
- Whitehall Drive
- Wynndale Drive
- Breezewood Drive
- Lynchburg Expressway
- Cottontown Road
- Graves Mill Road
- Gristmill Drive
- Poplar Forest Center
- Vista Center Drive
- Cloverhill Boulevard
- Enterprise Drive

Table 9 2040 Levels of Service, Delays and Queues with Roadway Widening

1. Route 221/Cloverhill		2040 w/mitigations #2					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Cloverhill	NBL/NBT	E	58.2		22 E	70.0	49
Cloverhill	NBR	E	56.9		18 E	65.3	19
Cloverhill	SBL/SBT	E	55.7		129 E	67.9	245
Cloverhill	SBR	D	49.0		34 E	56.9	149
Route 221	EBL	A	5.8		61 C	20.5	89
Route 221	EBT	A	10.0		154 A	9.9	167
Route 221	EBR	A	5.6		18 A	7.3	10
Route 221	WBL	A	3.0		11 A	5.7	6
Route 221	WBT	A	4.8		155 A	9.0	193
Route 221	WBR	A	7.4		43 A	4.4	53
INTERSECTION		B	10.4		B	15.7	

2. Route 221/Enterprise		2040 w/mitigations #2					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Vista Center	EBL	F	109.5	111	E	60.2	140
Vista Center	EBT	D	52.5	124	E	77.7	202
Vista Center	EBT/EBR	D	52.5	104	E	77.7	215
Enterprise	WBL WBT	E F	59.2 100.0	217 309	E F	64.4 83.4	238 174
Enterprise	WBR	E	65.8	288	C	31.6	239
Route 221	NBL	D	52.6	150	E	78.4	84
Route 221	NBT	D	43.0	492	D	43.7	381
Route 221	NBR	A	0.1	340	A	0.2	178
Route 221	SBL	B	15.1	206	D	51.9	426
Route 221	SBT	A	6.4	169	C	20.5	356
Route 221	SBR	A	0.1	43	A	9.8	85
INTERSECTION		D	42.1		D	39.6	

3. Route 221/Gristmill		2040 w/mitigations #2					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Center	EBL/EBT	E	58.7	69	E	68.8	6
Center	EBR	E	55.4	60	E	63.7	5
Gristmill	WBL	D	54.6	159	F	97.1	25
Gristmill	WBL/WBR	D	53.6	163	F	92.1	28
Route 221	NBL	A	3.3	44	A	5.9	5
Route 221	NBT	A	5.0	221	A	6.5	28
Route 221	NBR	A	1.6	99	A	3.8	8
Route 221	SBL	A	5.9	56	A	2.1	15
Route 221	SBT/SBR	A	2.2	88	A	4.0	28
INTERSECTION		A	7.6		B	15.6	

4. Route 221/Graves Mill		2040 w/mitigations #2							
		AM				PM			
		LOS	DELAY (s)	QUEUE (ft.)		LOS	DELAY (s)	QUEUE (ft.)	
Graves Mill	EBL	E	56.2	149	E	68.8	15		
Graves Mill	EBT/EBR	E	76.2	264	E	79.0	40		
Graves Mill	WBL	E	60.6	259	E	64.1	38		
Graves Mill	WBT WBR	E D	66.1 44.0	250 135	E D	57.2 46.3	279 221		
Route 221	NBL	D	46.7	83	D	50.7	16		
Route 221	NBT	C	24.3	273	C	34.8	29		
Route 221	NBR	B	13.0	263	E	65.2	26		
Route 221	SBL	D	44.8	305	D	51.5	32		
Route 221	SBT	B	14.2	472	B	15.3	56		
Route 221	SBR	B	17.3	71	A	4.8	4		
INTERSECTION		C	32.2		D	42.0			

5. Route 221/Cottontown		2040 w/mitigations #2					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Cottontown	EBL/EBT	D	50.1	386	E	71.8	244
Cottontown	EBR	B	17.2	150	C	26.2	120
CVS	WBL	E	61.7	57	E	72.8	59
CVS	WBT/WBR	E	56.1	55	E	65.9	46
Route 221	NBL	C	20.1	89	D	51.9	297
Route 221	NBT/NBR	A	6.0	174	A	3.2	338
Route 221	SBL	A	8.7	125	A	7.3	208
Route 221	SBT	B	14.3	320	B	14.5	554
Route 221	SBR	A	6.9	134	A	3.5	325
INTERSECTION		B	16.4		B	16.9	

6. Route 221/Wyndale		2040 w/mitigations #2					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Route 221	EBT/EBR	A	5.3	489	A	3.4	384
Route 221	WBL	B	16.6	184	B	10.3	199
Route 221	WBT	A	1.3	200	A	2.2	268
Wyndale	NBL	E	56.4	166	E	64.7	183
Wyndale	NBR	D	50.3	122	E	60.9	125
INTERSECTION		B	13.7		B	10.1	

7. Route 221/Forest Brook		2040 w/mitigations #2					
		AM			PM		
		LOS	DELAY (s)	QUEUE (ft.)	LOS	DELAY (s)	QUEUE (ft.)
Route 221	EBL	A	3.2	107	C	29.2	135
Route 221	EBT/EBR	A	3.3	236	A	5.5	237
Route 221	WBL	B	11.1	61	B	12.0	138
Route 221	WBT	B	13.9	217	C	20.1	474
Route 221	WBR	B	11.3	87	B	12.5	100
Forest Brook	NBL/NBR	E	56.3	101	E	66.6	97
Forest Brook	SBL	D	54.9	144	E	66.1	365
Forest Brook	SBR	D	51.5	98	E	65.0	100
INTERSECTION		B	12.3		C	23.1	

The map displays the proposed 221 Expressway alignment through Lynchburg, Virginia, with 10 signalized intersections identified by yellow circles and numbered 1 through 10. The alignment is shown as a white line, with existing roads and proposed expressway segments highlighted in yellow. The map includes callouts for each intersection, showing the traffic signal diagram and the corresponding signal phases and movement types.

Legend:

- Signal Phases:**
 - A or B: Green
 - C or D: Yellow
 - E: Orange
 - F: Red
- LOS for Movement:**
 - PM: Green
 - AM: Yellow
 - PM: Red
- LOS for Intersection:**
 - AM/PM: Orange

Intersections and Callouts:

- 1:** Cloverhill
- 2:** Vista Center
- 3:** Gristmill
- 4:** Graves Mill
- 5:** CVS
- 6:** Wyndale
- 7:** Forest Brook
- 8:** Breezewood Drive
- 9:** Whitehall Drive
- 10:** Wyndale Drive

Other Roads and Features:

- Jefferson Ridge Parkway
- Old Forest Road
- Forest Brook Road
- Whitehall Drive
- Wynndale Drive
- Breezewood Drive
- Lynchburg Expressway
- Cottontown Road
- Graves Mill Road
- Gristmill Drive
- Poplar Forest Center
- Vista Center Drive
- Cloverhill Boulevard
- Enterprise Drive

Future Multimodal Improvements

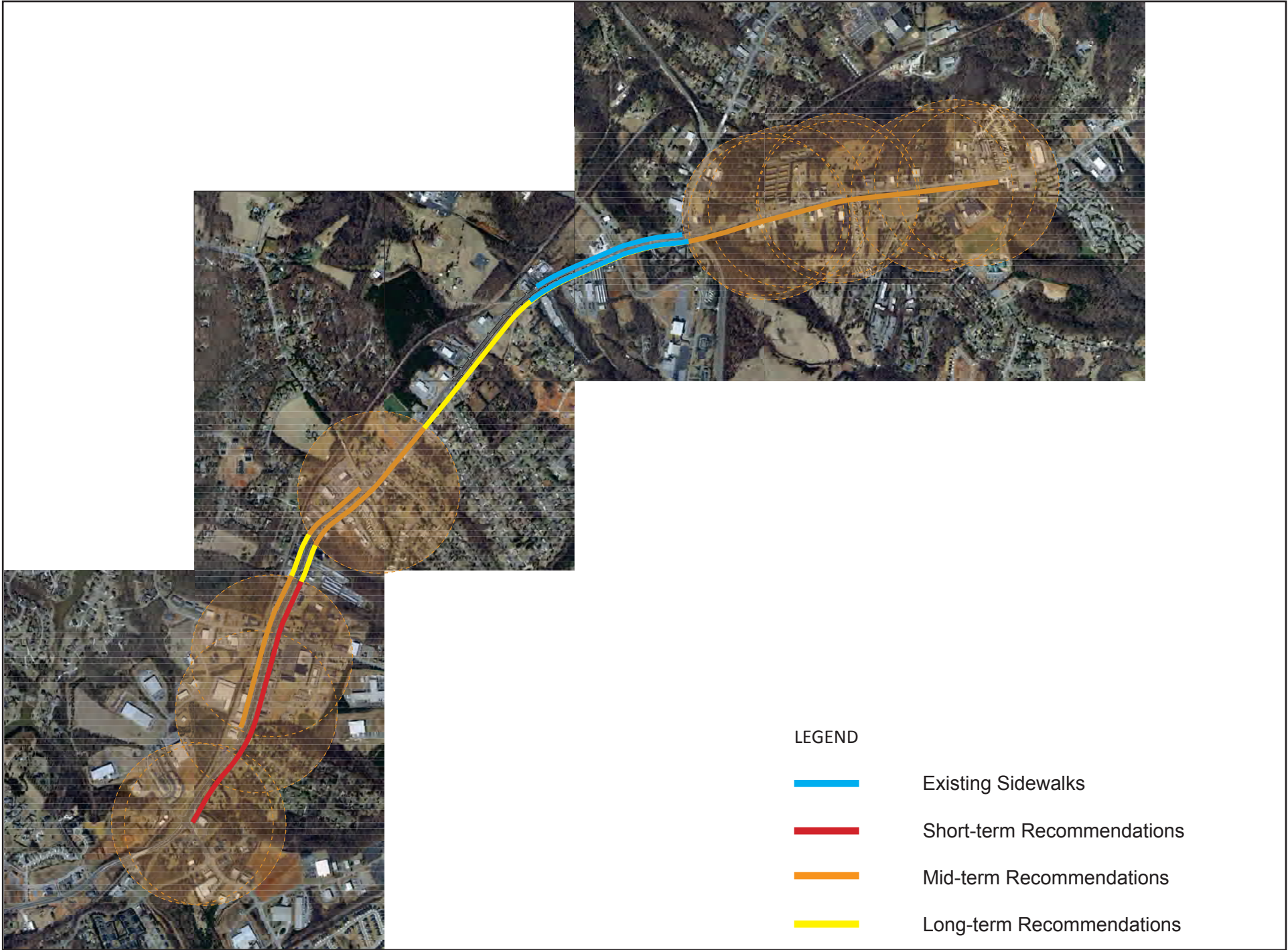
Beyond vehicular-related improvements, the need for improved pedestrian, bicycle, and transit facilities was considered. **Figure 25** illustrates the existing and proposed sidewalks within the study area. While sidewalks in all of the locations shown are necessary to provide a safe and fully connected pedestrian environment, locations shown in red are the highest priority, then orange, and finally yellow. The need for new sidewalks was assessed and recommendations were prioritized by considering: bus stop locations (and $\frac{1}{4}$ mile surrounding them), the intensity and type of land use such as drug stores and residential areas, and observation of worn paths along the corridor. In addition to sidewalks, pedestrian signals and pushbuttons are recommended at all of the signalized intersections.

Currently there are eleven transit stops within the study area. It is recommended that bus shelters and lighting be installed at each stop.

Amtrak and the Virginia Department of Rail and Public Transit are currently in discussions about extending train service to Roanoke. The rail line for this service is in close proximity to the study corridor. Should there be an opportunity in the near or distant future to provide a rail stop somewhere in the study area, then it could be expected that the local bus transit usage could increase, and the need for sidewalks in the corridor will be further emphasized.

Recognizing the high traffic volumes and speeds along Route 221, the addition of on-street bicycle facilities is not recommended in the short term. However, when designing the future, widened roadway, appropriate bicycle facilities shall be included.

Figure 25 Sidewalk Recommendations



Recommendations

Table 10 contains a summary of the recommendations resulting from this study. They are categorized by type and time frame. Short-term projects are anticipated to begin within 0-3 years, mid-term 3-10 years, and long term beyond ten years.

The recommendations include: adding sidewalks and medians, consolidating driveways, optimizing and coordinating traffic signals, adding lanes at intersections, and ultimately widening the roadway.

Coordinating the traffic signals and optimizing the timing and phasing will improve traffic flow as detailed previously. These improvements are relatively low cost and can be implemented fairly quickly. The benefits include reduced travel time and congestion and increased safety due to a decrease in rear-end crashes resulting from frequent stops.

Specific improvements are recommended at the intersections of Enterprise Drive, Gristmill Drive, and Graves Mill Road and are illustrated in **Figures 26-28**, respectively.

At the intersection of Enterprise Drive with Route 221 the following improvements are recommended:

- Eastbound approach (Vista Center Drive) – Modify the existing exclusive right turn lane to allow through and right turn movements,
- Westbound approach (Enterprise Drive) – Provide two additional left turn lanes resulting in dual lefts and single through and dual rights,
- Westbound signal operation – Add an overlap phase so that westbound right turning traffic has a green arrow while the southbound left turn movement is green, and
- Provide pedestrian features and sidewalks as shown.

At the intersection of Gristmill Drive and Route 221 the following improvements are recommended:

- Modify the existing exclusive right turn lane to allow left, through, and right turn movements, and extend the outside lane to better accommodate traffic queues,
- Consolidate entrances, and
- Provide pedestrian features and sidewalks as shown.

At the intersection of Graves Mill Road and Route 221 the following improvements are recommended:

- Widen the westbound approach (Graves Mill Road) to provide an additional left turn lane and an exclusive right turn lane resulting in dual lefts, a single through and a single right turn lane,
- Modify the sight access in the functional area of the intersection, and
- Provide pedestrian features and sidewalks as shown.

In an effort to improve safety and reduce crashes in the segment of the study area with the highest crash rate, a median is proposed in the area just west of Gristmill Drive to east of Graves Mill Road. Along with the median other access management improvements are proposed at the driveways. The improvements are shown in **Figure 29**.

Table 10 Recommended Improvements

Location	Description	Time Frame	Funding*	Category
County Section	Conduct a lighting justification study and install lighting where shown to be necessary.	Short term	VDOT Study	Safety
City Section	City of Lynchburg adopt access management standards and apply them to new developments.	Short term	VDOT Study	Safety
Entire Corridor	Increase speed enforcement.	Short term	Local	Safety
Entire Corridor	Prohibit left turn egress from driveways within the functional area of signalized intersections.	Short term	VDOT	Safety
Cottontown Road	Modify the signal phasing so that northbound left turn movement operates when protected only.	Short term	2	Safety
Entire Corridor	Conduct a speed study and make any needed changes based on the results.	Short term	City & VDOT Study	Safety
Cloverhill Boulevard	Install queue detection equipment and advance warning beacons for drivers coming over the bridge approaching the intersection.	Short term	1, 2	Safety
Intersection of Graves Mill Road with Gristmill Drive	Conduct traffic counts to determine whether a northbound left turn lane is needed.	Short term	VDOT Study	Safety
Intersection of Enterprise Drive with Route 221	Restripe southbound dual left turn lanes into Enterprise Drive to extend inside left turn lane	Short term	5	Operations
All Signalized Intersections	Evaluate and update the signal timing and phasing at each individual intersection in the county and coordinate the traffic signals with one another corridor wide.	Short term	2, 6	Operations
Route 221 at Forest Brook Road	Incorporate northbound leg into the intersection's traffic signal design by adding signal heads and detection, and westbound left turn lane, or close the entrance.	Short term	4	Operations/ Safety
All Signalized Intersections	Install pedestrian push buttons and hand/man signals with count down timers.	Short term	3	Multimodal
Transit Stops	Install bus shelters and lighting.	Short term	3	Multimodal
Gristmill Drive to Graves Mill Road	Implement access management improvements including: median installation and driveway consolodation.	Mid term	1, 4, 6	Safety
Intersection of Enterprise Drive with Route 221	Modify the eastbound Vista Center Drive approach to include a left turn lane, through lane and shared through/right turn lane. Modify the westbound Enterprise Drive approach to provide dual right turn lanes, dual left turn lanes and a single through lane.	Mid term	1, 6	Operations
Intersection of Graves Mill Road with Route 221	Widen the westbound Graves Mill Road approach to include dual left turn lanes, a through lane and a dedicated right turn lane.	Mid term	1, 6	Operations
Intersection of Grist Mill Road with Route 221	Modify the westbound Gristmill Drive approach to provide a left turn lane and shared left/through/right turn lane.	Mid term	1, 6	Operations
Construct Sidewalks	Add sidewalks in the locations shown as prioritized.	Short, Mid and Long Term	3	Multimodal
McConville Road	Extend McConville Road to intersect Route 221 at a signalized intersection. This new traffic signal will replace the existing traffic signal at Wyndale Drive.	Long term	6	Operations
East of the Lynchburg Expressway	Widen from two lanes to four lanes and incorporate the appropriate bicycle and pedestrian amenities.	Long term	1, 2, 6	Operations/ Multimodal
West of the Lynchburg Expressway	Widen from four lanes to six lanes (initial priority is Cloverhill Boulevard to Cottontown Road) and incorporate the appropriate bicycle and pedestrian amenities (entire study area)	Long term	1, 2, 6	Operations/ Multimodal
Entire Corridor	As redevelopment occurs, begin acquiring needed right-of-way for future widening from Enterprise Drive to Graves Mill Road.	All	4	Operations

* For description of funding, see Section 8

Figure 26 Enterprise Drive Improvement Concept

Before



After



Figure 27 Gristmill Drive Improvement Concept

Before

After



Before



LEGEND

Original Pavement

New Pavement

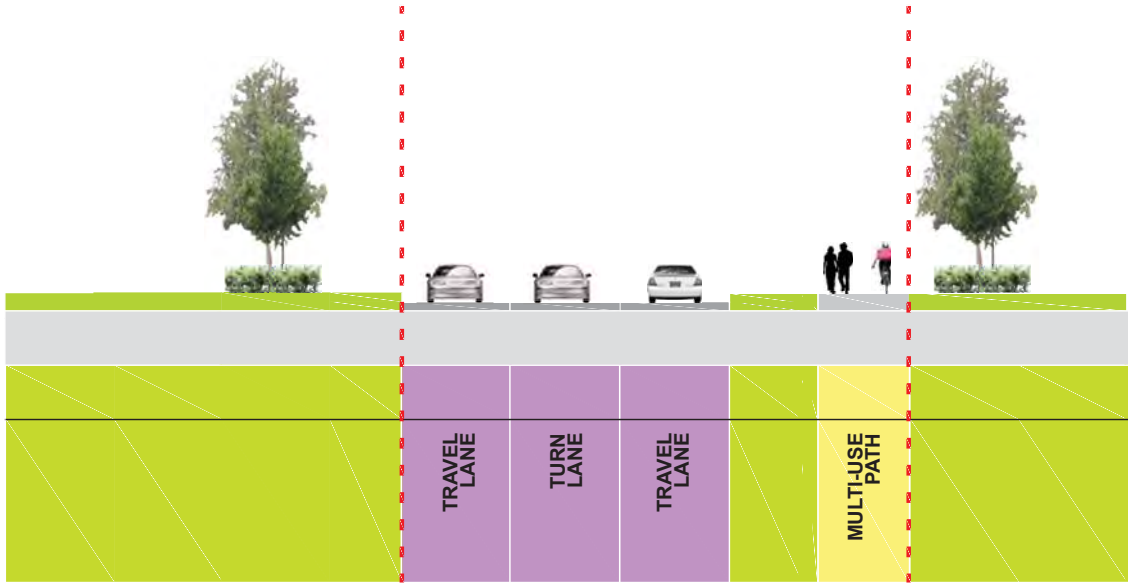
Figure 29 Gristmill Drive to Graves Mill Road Access Management Improvement Concept



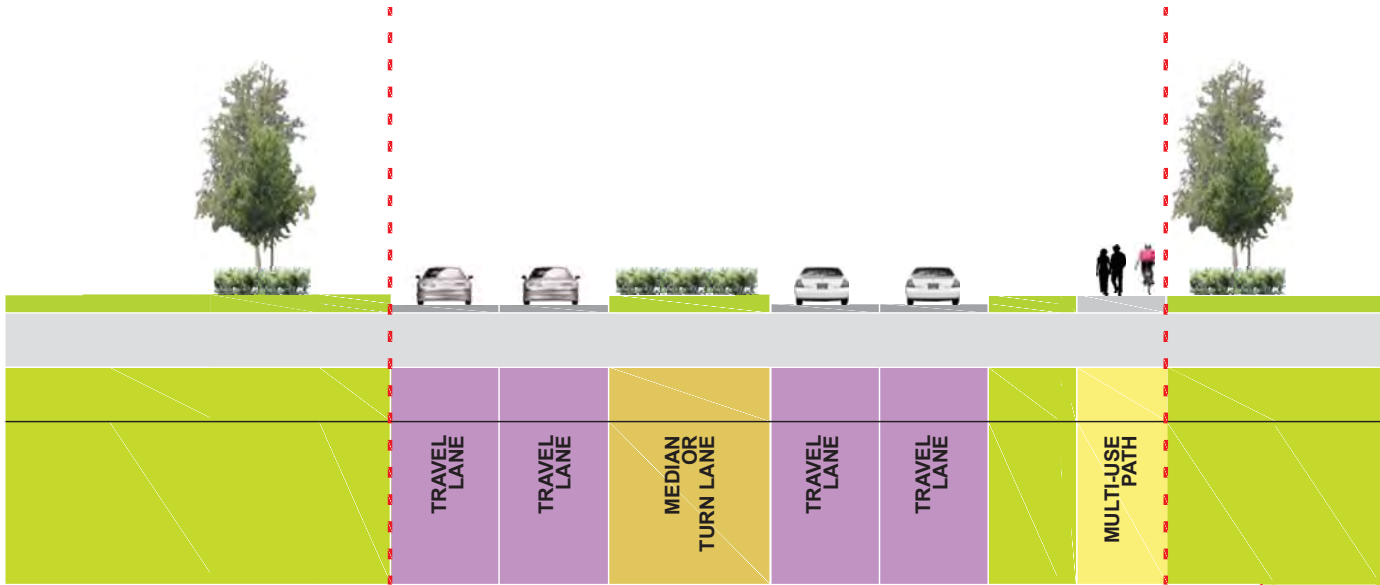


Figure 31 Bicycle Route in the City (East of Lynchburg Expressway) - Cross-sections

Mid-term



Long-term



8. Implementation

8. Implementation

This section provides a toolbox of strategies that could be utilized for implementation of the project recommendations. The strategies generally entail various VDOT or grant funding opportunities.

Table 11

(1) Six-Year Improvement Program (SYIP)	
Purpose	This program is overseen by Commonwealth Transportation Board's (CTB) for allocating funding for rail, public transportation, commuter assistance, bicycle, pedestrian, interstate and primary highway transportation projects over the next six years
Funding	• Allocations are applied to projects in the SYIP based on the type of funding
Eligible Projects	• Local governments work with citizens and Virginia's transportation agencies to develop a plan that anticipates land use changes and travel patterns more than two decades into the future
Eligible Applicants	• Local Governments, Metropolitan Planning Organizations (MPO)
Evaluation Criteria	• Statewide and regional plans that identify transportation needs and projects required to serve future travel demands over a 20- to 25-year period • An analysis of projected traffic volumes and population, as well as business and residential growth • An evaluation of the priorities for implementation of the transportation plan • Citizen and community participation meetings to receive input on the transportation priorities • Residents' input on transportation priorities at the SYIP public hearings is important in determining which projects to add to the program
Contact	Virginia Department of Transportation (VDOT): http://www.virginiadot.org/projects/syp-faq.asp

Table 12

(2) Highway Safety Improvements Program (HSIP)	
Purpose	This program is structured and funded to make significant progress in reducing highway fatalities and injuries on all public roadways and streets
Funding	• Up to 90% of a project can be financed with VDOT funds. A local match of 10%, from other public or private sources, is required • If the final project cost is higher than what was originally submitted, the project manager will be responsible for identifying sources for funding over those estimates
Eligible Projects	• Projects involve the identification of high-crash spots or corridor segments, an analysis of crash trends and existing conditions, and the prioritization and scheduling of improvement projects
Eligible Applicants	• Local Governments, railroad companies, and VDOT Districts and Regional staff
Evaluation Criteria	• Evaluated on a statewide basis rather than on a local or district basis • Locations or corridors where a known "substantive safety" problem exists as indicated by location-specific data on severe crashes, and where it is determined that the specific project action can with confidence produce a measurable and significant reduction in the number and/or consequences of severe crashes • To achieve the maximum benefit, the focus of the program is on cost effective use of the funds allocated for safety improvements • Priority will be given to projects having higher total number of deaths and serious injuries affected
Contact	Virginia Department of Transportation (VDOT): HSIProgram@VirginiaDOT.org

Table 13

(3) Transportation Alternatives Program	
Purpose	This program is an initiative to focus on enhancing the travel experience and fostering the quality of life in American communities
Funding	- Up to 80% of a project can be financed with federal funds. A local match of at least 20%, from other public or private sources, is required - Local matches may be in-kind contributions including tangible property professional services and volunteer labor (This is a reimbursable program)
Eligible Projects	- Pedestrian and bicycle facilities such as sidewalks, bike lanes and shared use paths - Pedestrian and bicycle safety and educational activities such as classroom projects, safety handouts and directional signage for trails - Preservation of abandoned railway corridors such as the development of a rails-to-trails facility
Eligible Applicants	Any local government, state agency, group or individual may apply to the program. All projects need to be formally endorsed by a local jurisdiction or public agency
Evaluation Criteria	- Number of federal enhancement categories - Inclusion in a state, regional, or local plan - Public/private venture-cooperation (multijurisdictional) - Total cost and matching funds in excess of minimum - Demonstrable need, community improvement - Community support and public accessibility - Compatibility with adjacent land use - Environmental and ecological benefits - Historical criteria met, significant aesthetic value to be achieved and visibility from a public right of way - Economic impact and effect on tourism
Contact	VDOT district offices – www.VirginiaDOT.org

Table 14

(4) Developer Proffer	
Purpose	Developer contributions, known as proffers, provide one source of funding for capital facilities. Proffers are typically cash amounts, dedicated land, and/or in-kind services that are voluntarily granted to the County to partially offset future capital facility costs associated with specific land developments
Funding	The cost of the program can be financed with Developer contributions
Eligible Projects	- Rezoning requests that permit residential and/or commercial uses in accordance with this policy - Also accept cash, land, conservation easements or in-kind improvements in accordance with county and state law.
Eligible Applicants	Any land developers seeking a rezoning

Table 15

(5) VDOT Road Maintenance
The VDOT Road Maintenance category of funding covers a wide variety of maintenance and operations activities. Road maintenance funds comprise the majority of VDOTs scheduled funding (versus new construction). Road maintenance funding addresses needs having to do with pavement management, signals, pavement markings, signs, stripes, guardrail, and ITS (intelligent transportation system) assets that are considered to be of critical safety and operational importance. Maintenance funding also addresses operations “services,” comprising ordinary and preventive maintenance work, such as cleaning ditches, washing bridge decks, patching pot-holes, debris removal, snow and ice removal, emergency response, incident management, mowing, and equipment management.

Table 16

(6) VDOT Revenue Share Program	
Purpose	This program provides additional funding for use by a county, city, or town to construct, reconstruct, improve or maintain the highway systems within such county, city, or town and for eligible rural additions in certain counties of the Commonwealth. Locality funds are matched, dollar for dollar, with state funds, with statutory limitations on the amount of state funds authorized per locality
Funding	Up to 50% of a project can be financed using the Revenue Share Program. A local match of 50% is required
Eligible Projects	Eligible Project means work including construction, reconstruction, improvement, or maintenance and eligible street additions for which Revenue Share Program funds are available. - Construction Projects are those projects that change or add to the characteristics of a road, facility or structure to provide a new or significantly modified transportation facility. - Reconstruction Projects are those projects that completely replace an existing facility or significantly improve the functionality of an existing facility. (examples: replacement through the sub-base of a pavement structure or complete replacement of bridge) - Improvement Projects are those projects that facilitate or control traffic or pedestrian flow, such as intersection improvements, turn lanes, channelization of traffic, traffic signalization and installation of new sidewalks, trails, curb and gutter or any new installation that will enhance traffic flow or safety. - Maintenance Projects are those projects that involve work in preserving or restoring the roadway, facility, or structure to its original condition, as nearby as possible.

Eligible Applicants	Any county, city, or town
Evaluation Criteria	- Priority 1 - Construction Projects that meet priority criteria of accelerating a project in the Six-Year Improvement Program or the locality's capital plan - Priority 2 - Maintenance Projects that meet priority criteria - Priority 3 - Construction and Maintenance Projects that do not meet priority criteria
Contact	VDOT district offices – www.VirginiaDOT.org

An important opportunity for implementation of projects is the Highway Safety Improvement Program funding stream. This funding stream has certain requirements relative to the ratio of benefits to costs. The following describes the effort undertaken to perform an initial assessment of the benefit to cost ratios for the projects identified in this study.

Route 221- Corridor Study Safety-Benefit/Cost Analysis

The crash history for the Route 221 corridor between Cloverhill Boulevard and Forest Brook Road, a distance of approximately 3.9 miles, was analyzed (as shown in the prior sections of this document) for the purpose of determining appropriate safety related improvements. Public opinion has also been gathered, via community meetings, a project website, and comments submitted directly to the MPO, for the purpose of producing a context sensitive solution approach to improvements which address stakeholders' concerns. The list of potential improvements were further broken down into short, mid and long-term improvements.

Once the possible improvements were developed and categorized, a construction cost estimate was developed for each improvement, as appropriate. Crash reduction factors were determined for each improvement type and were applied to the crash history in order to determine anticipated safety related benefits. Utilizing these approximate costs, and the quantifiable benefits that were determined, a Safety Benefit/Cost (B/C) analysis was completed for each improvement type and provided in **Appendix C**.

Table 17 outlines the improvements, broken down into short/mid/long-term categories, as well as a pedestrian related improvement category. The estimated construction cost is included in the table, as well as the calculated B/C for each improvement. B/C ratios of 1.0 or better indicate that the proposed improvement's anticipated annualized benefits meet or exceed the annualized anticipated costs.

Summary

A number of the proposed improvements show a B/C of 1.0 or better, indicating a favorable outcome for determining whether a proposed improvement can be cost-justified. Conversely, proposed improvements that indicate a B/C of under 1.0 indicate that the improvements are not cost-justifiable based upon safety benefits alone. Some of the latter type would be classified as "quality-of-life" improvements (such as the addition of sidewalks and multi-use paths), therefore strict adherence to a safety B/C ≥ 1.0 is not necessarily the driving factor for determining whether or not to fund the improvement project. Other proposed improvements (such as increasing the number of through lanes in the corridor) have, in addition to safety benefits, those which would be derived from roadway capacity improvements. These operational benefits are not included in this analysis.

Table 17 Implementation Analysis

SUMMARY OF PROPOSED IMPROVEMENT County, City	ESTIMATED CONSTRUCTION , ROW & UTILITIES COST	B/C ANALYSIS
SHORT TERM IMPROVEMENTS		
Increase speed enforcement (\$4,000.00 in City, \$16,000.00 in County)	\$20,000/yr.	6.36 (comb. crash reduction analysis corridor wide)
Update the signal timing and phasing at each individual intersection and coordinate the traffic signals with one another. (County Section – assumes controller replacement and use of isync or similar, radio comm)	\$600,000	
Install Roadway Lighting between Enterprise Dr. and Gristmill Rd. (initial section of the corridor in the County)	\$615,000	
Prohibit left turn egress from driveways within the functional area of signalized intersections (approximately 20± signs) (County Section)	\$40,000	9.80
Modify the signal phasing so that northbound left turn movement operates when protected only → <i>Cottontown Road</i>	\$10,000	25.25
Install queue detection equipment and advance warning beacons for drivers coming over the bridge approaching the intersection → <i>Prior to Enterprise Dr. (eastbound)</i>	\$20,000	4.30
Incorporate northbound leg into the intersection's traffic signal design by adding signal heads, detection, and westbound left turn lane, or close the entrance → <i>Forest Brook Road</i>	\$110,000	1.91
MID TERM IMPROVEMENTS		
Implement access management improvements including: median installation and driveway consolidation - Gristmill Drive to Graves Mill Road	\$830,000	2.23
Modify the eastbound Vista Center Drive approach to include a left turn lane, through lane and shared through/right turn lane. Modify the westbound Enterprise Drive approach to provide dual right turn lanes, dual left turn lanes and a single through lane.	\$2,000,000	0.13
Widen the westbound Graves Mill Road approach to include dual left turn lanes, a through lane and a dedicated right turn lane.	\$1,400,000	0.29
Modify the westbound Gristmill Drive approach to provide a left turn lane and shared left/through/right turn lane.	\$910,000	0.43
LONG TERM IMPROVEMENTS		
Widen from two lanes to four lanes and incorporate the appropriate bicycle and pedestrian amenities → Whitehall to Forest Brook (cost updated in September of 2014)	\$10,000,000	0.13
Widen from four lanes to six lanes and incorporate the appropriate bicycle and pedestrian amenities → County Section. (if phased, initial priority is Enterprise to Graves Mill) Update in September 2014 - Estimate assumes rebuilding entire roadbed to six lanes versus just adding two lanes to the existing road section. Includes lighting. R/W and utilities impacts may be extensive, cost estimates for impacts to be determined as part of preliminary design – initially estimated at 30% of construction cost.	\$50,000,000	0.13
Extend McConville Road to intersect Route 221 at a signalized intersection. This new traffic signal will replace the existing traffic signal at Wyndale Drive	\$1,150,000	0.16

PEDESTRIA N RELATED IMPROVEMENTS		
SHORT TERM		N/A
Install ped. push buttons and hand/man signals with countdown timers and crosswalks (City – Forest Brook, Wyndale)	\$120,000	
Install ped. push buttons and hand/man signals with countdown timers and crosswalks (Cloverhill, Enterprise, Gristmill, Gravesmill, Cottontown)	\$300,000	
Install bus shelters and lighting (GLTC has shelters. Estimated costs for pads and installation is \$20,000 each location)	not included	
Add sidewalks in the locations shown with red* (County - Enterprise to Graves Mill)	\$450,000	
MID TERM		
Add multiuse path in the City* from Whitehall to Forest Brook, includes lighting (City, option is to advance road project and do this with the road project)	\$1,600,000	
Add sidewalks in the locations shown with orange* in the sidewalk planning exhibit(County)	\$800,000	
LONG TERM		
Add sidewalks in the locations shown with yellow* in the sidewalk planning exhibit (County)	\$725,000	

*The "red", "orange" and "yellow" sidewalk locations refer to those sections shown on the exhibit at the public meeting

Summary of Costs By Jurisdiction

City Projects

Short Term - \$234,000

Mid Term – \$1,600,000

Long Term – \$11,150,000

Total - \$12,980,000

County Projects

Short term - \$2,035,000

Mid Term - \$5,940,000

Long Term \$50,725,000

Total - \$58,700,000

Appendices

Appendix A Public Process Documentation

The News & Advance

Advertising Affidavit

101 Wyndale Drive
Lynchburg, Virginia 24501
(434) 385-5400

Account Number

3312739

Date

January 29, 2014

REGION 2000 LOCAL GOV'T COUNCIL
828 MAIN ST, 12TH FLOOR
LYNCHBURG, VA 24504-1522

RECEIVED
FEB 04 2014

BY:

Date	Category	Description	Ad Size	Total Cost
01/29/2014	Legal Notices	CORRIDOR STUDY	1 x 43 L	194.90

Citizens Information Meetings Route 221 Corridor Safety Study

You are invited to attend the first Citizens Information Meetings for the Route 221 Corridor Safety Study.

On behalf of the City of Lynchburg and Bedford County and in cooperation with VDOT, the Region 2000 Local Government Council and the Central Virginia Metropolitan Planning Organization are beginning a safety study of the Route 221 corridor from Cloverhill Boulevard to Forest Brook Road.

The purpose of the study is to identify opportunities for safety improvements, congestion reduction, and bicycle, walking, and public transportation accommodations.

Citizens are encouraged to attend and express their views as this study begins. Both staff and consultants will be available to discuss issues and answer questions.

The meetings are scheduled for:

Thursday, January 30, 2014

Two meetings are scheduled: the first from 1:00 to 2:30, the second from 5:00-6:30
Forest Public Library
15583 Forest Road
Forest, VA 24551

If you have questions concerning this study or meeting, please contact Bob White, Deputy Director, Region 2000 Local Government Council, Tel: 434.845.3491, Email: bwhite@region2000.org, 828 Main Street, 12th Floor, Bank of the James Building, 24504.

Publisher of the News and Advance

This is to certify that the attached CORRIDOR STUDY was published by the News and Advance in the city of Lynchburg, in the State of Virginia, on the following dates:

01/23/2014 ✓

The First insertion being given ... 01/23/2014

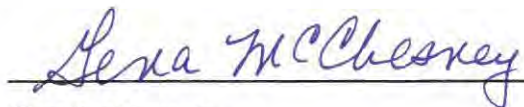
Newspaper reference: 0003200699


Teresa Y. Bryan
NOTARY PUBLIC

Commonwealth of Virginia
Reg. # 7101068
My Commission Expires 3/31/2015

Given under my hand on

the 29th day of January 2014


Lexa McChesney

Classified Manager

THIS IS NOT A BILL. PLEASE PAY FROM INVOICE. THANK YOU



ROUTE 221 CORRIDOR SAFETY STUDY CLOVERHILL BLVD TO FOREST BROOK ROAD



COMMUNITY INFORMATION MEETING

A public information workshop for the Route 221 Corridor Safety Study will be held on Thursday January 30th, 2014 at the Public Library in Forest, Virginia. The address is 15583 Forest Road, Forest VA 24551.

There will be two meeting sessions during the day. The first session is from 1:00 PM to 2:30 PM, and the second session will be from 5:00 PM to 6:30 PM. Each meeting session will include a short presentation, followed by a “work session” around maps with information about the corridor. Attendees will be encouraged to provide input regarding safety concerns, corridor congestion, multimodal needs including sidewalks, bicycle accommodations, improved transit service, and any other issues or opportunities for this corridor.

If you would like more information about this meeting or the project, or if you need special accommodations under the Americans with Disabilities Act of 1990, please contact Bob White prior to the meeting at 434-845-3491 or by email at bwhite@region2000.org.

Project Description

The Region 2000 Local Government Council and Central Virginia MPO, in partnership with Bedford County and the City of Lynchburg, and with assistance from EPR, P.C., has begun a safety improvement study for the Route 221 corridor. **The study limits commence at Cloverhill Blvd in Bedford County and extend into the City of Lynchburg to Forest Brook Road.**

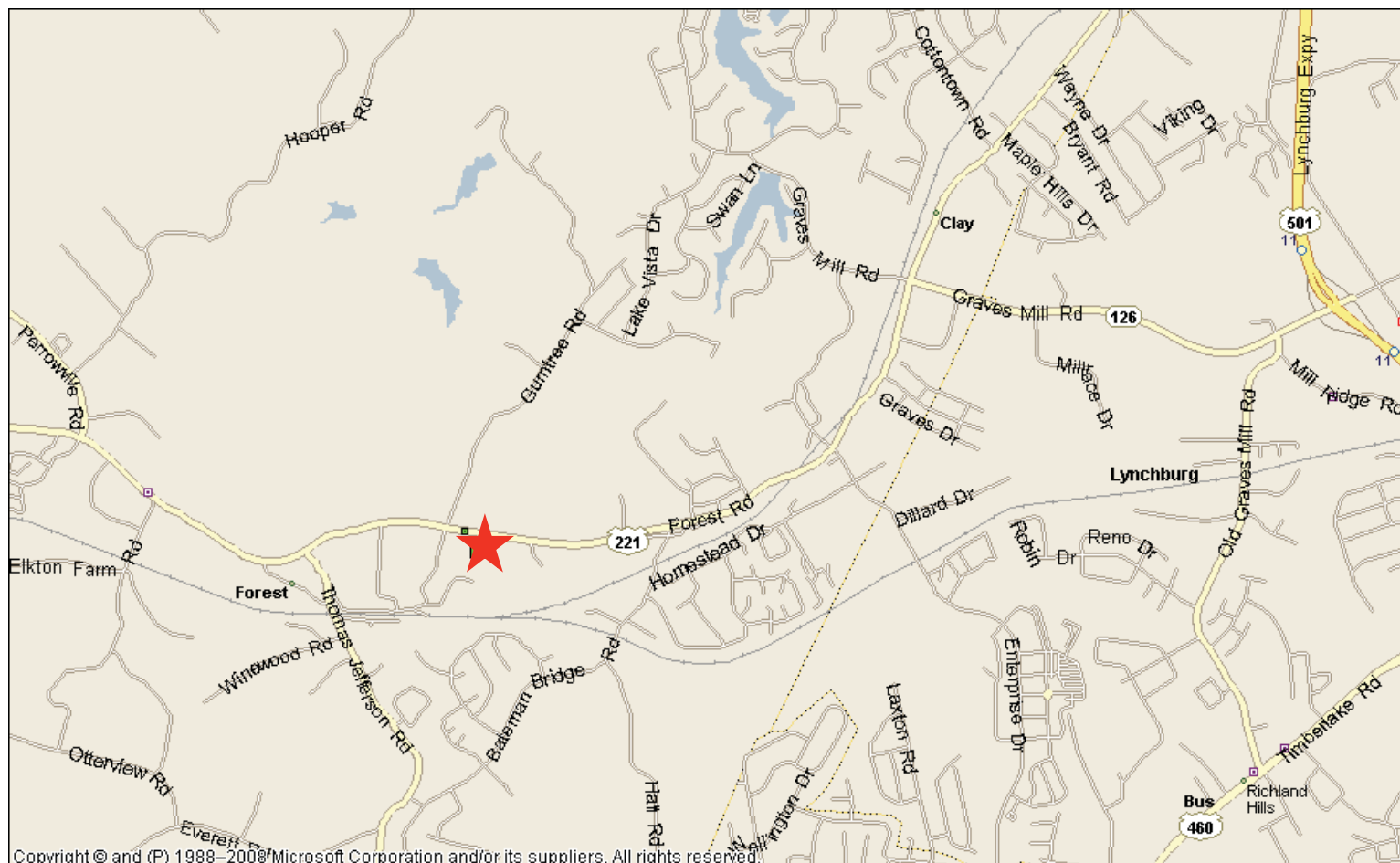
The purpose of the study is to identify and document opportunities for safety improvements, congestion reduction, and multimodal accommodations. Opportunities may include improved access management, turn lanes at key intersections, traffic operations improvements, and additional multimodal accommodations (walking, bicycling, transit access), among others. The study process will include two public meetings, with the first occurring in late January and the second meeting in March. The final study deliverable will clearly identify projects and potential funding sources to move the projects forward. The study will be completed in June of 2014.



ROUTE 221 CORRIDOR SAFETY STUDY CLOVERHILL BLVD TO FOREST BROOK ROAD



COMMUNITY MEETING LOCATION – FOREST PUBLIC LIBRARY

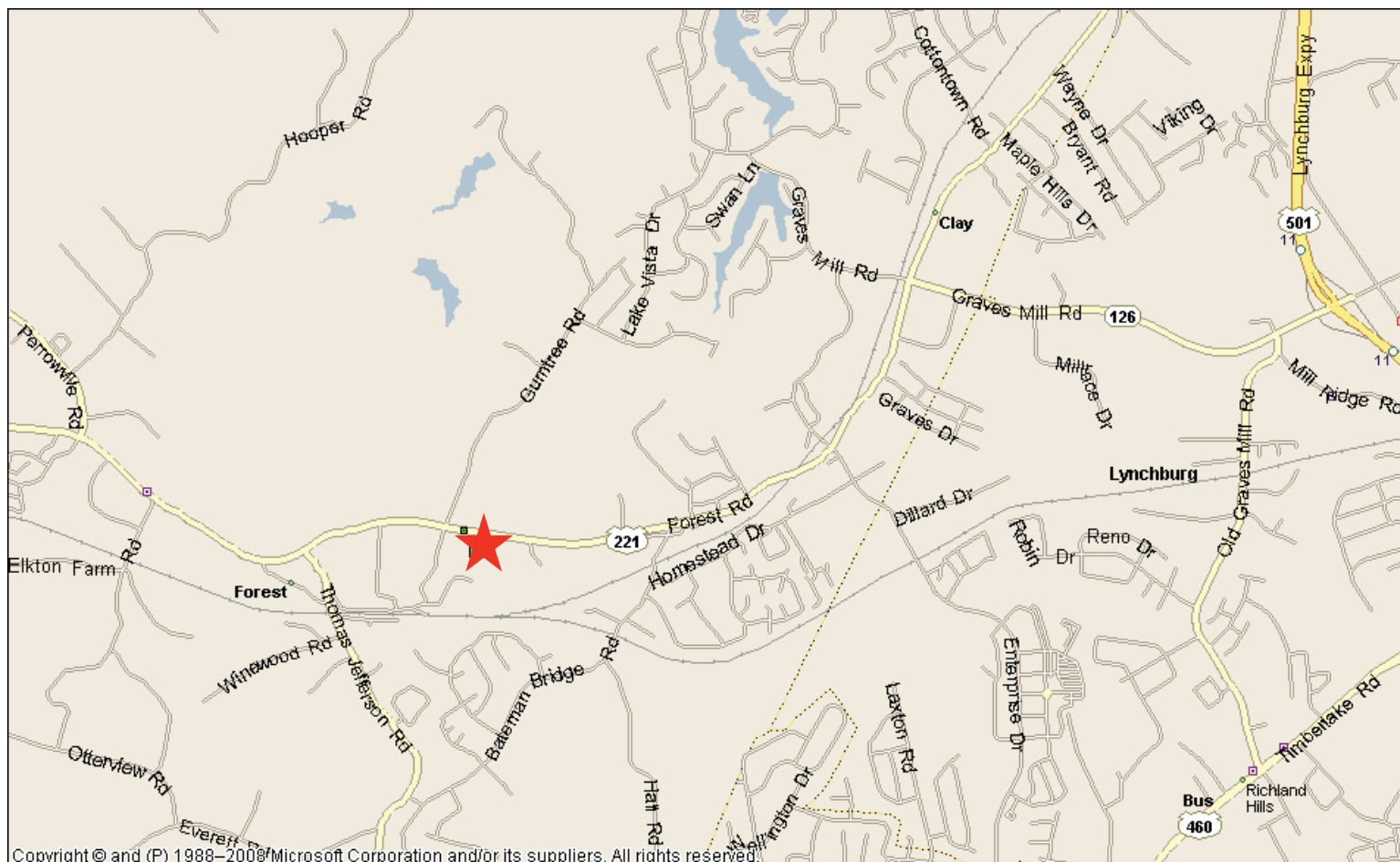




ROUTE 221 CORRIDOR SAFETY STUDY CLOVERHILL BLVD TO FOREST BROOK ROAD



COMMUNITY MEETING LOCATION – FOREST PUBLIC LIBRARY



From: Bob White [bwhite@region2000.org]
Sent: Thursday, January 16, 2014 2:46 PM
To: Bill Wuensch (w.wuensch@epr-corp.com)
Subject: FW: Route 221 Corridor Study - Community Meeting
Attachments: Route 221 Meeting Announcement.pdf

Bill,

See below for public participation documentation. I'll be sending along the email list shortly.

Robert E. White, AICP
Deputy Director
Region 2000 Local Government Council
828 Main Street, 12th Floor
Lynchburg, Va 24504-1522
Phone: 434.845.3491 Ext. 220
Fax: 434.845.3493
E-mail: bwhite@region2000.org



A member of Virginia's Region 2000 Partnership

From: Kelly Hitchcock
Sent: Thursday, January 16, 2014 12:35 PM
To: Kelly Hitchcock
Subject: Route 221 Corridor Study - Community Meeting

Route 221 Corridor Safety Study – Community Information Meeting

A safety improvement study for the Route 221 corridor, between Cloverhill Blvd in Bedford and Forest Brook Road in Lynchburg, is being led by Region 2000 Local Government Council and the Central Virginia MPO, in partnership with Bedford County and Lynchburg City. The purpose of the study is to identify and document opportunities for safety improvements, congestion reduction, and multimodal accommodations.

The first public information workshop for the Route 221 Corridor Study will be held on Thursday January 30th, 2014 at the Public Library in Forest, 15583 Forest Road, Forest, Virginia.

There will be two meeting sessions. The first session from 1:00 PM to 2:30 PM, and the second session will be from 5:00 PM to 6:30 PM. Each meeting session will include a short presentation, followed by a “work session” around maps with information about the corridor. Attendees will be encouraged to provide input regarding safety concerns, corridor congestion, multimodal needs, including sidewalks, bicycle accommodations, improved transit service, and any other issues or opportunities for this corridor.

A more detailed meeting and project description is attached.

For more information about this pending meeting or the project, or if you need special accommodations under the Americans with Disabilities Act of 1990, please contact Bob White prior to the meeting at 434-845-3491 or bwhite@region2000.org

Bike Pedestrian Stakeholders Sent
Route 21 Corridor Emails

First Name	Last Name	Email	Affiliation	Street Address	Locality
John	Abell	jabelle@randolphcollege.edu	Randolph College; Lynchburg Area Food Council	2404 Terrell Place	Lynchburg
Amanda	Adams	amada.adams@cjmww.com	CJMW Artcitects		
Bill	Ashe	bill.ashe@macvmd.com	Medical Associates of Central Virginia	2215 Landover Place	Lynchburg
Paul	Bailey	pbaily@blairmarketing.com	Blair Marketing		
Steve	Barmwell	barnwell.steve@yahoo.com		1203 St Cloud Ave	Lynchburg
Rick	Barnes	rbarnes@randolphcollege.edu	Randolph College		
Ted	Batt	tbatt@academyfinearts.com	took CCC		
Gigi	Batt	tedgigi@yahoo.com		3821 Sheringham Place	Lynchburg
Sean	Bell	sean.bell@genworth.com	Genworth		
Regie	Bennett	reggieb6@hotmail.com	Greenway Alliance	704 10th Street	Altavista
Steve	Bowman	steve@wheelpower.org	Wheelpower; Christian Cyclists group		
Robert	Brennan	robert.brennan@macvmd.com	Medical Associates of Central Virginia	2215 Landover Place	Lynchburg
Daniel	Carey	daniel.carey@centrahealth.com	Team Tortoise bicycling group		
Ken	Carlton	kecarlton@verizon.net	VDOT	156 Howard Drive	Lynchburg
Robin	Clifford	bajabug72@aol.com			
David	Cook	David.cook@VDOT.virginia.gov			
Paula	Dahl	pauladahl@verizon.net	811 Velo Bicycling Group; YMCA		
Joey	Daniel	joeadaniel@aol.com		310 Overstreet Ln	Lynchburg
James	Day	iday@bedfordva.gov	Chief, Bedford City		
Joan	Deal	joan.deal@centrahealth.com	Centra Health		
Tyler	Edwards	te413803@gmail.com		7612 Timberlake Rd. Apt 445	Lynchburg
Cap	Eschenroeder	hcesch@gmail.com	Team Tortoise bicycling group		
Dave	Farley	d48farley@gmail.com	Team Tortoise bicycling group		
Jeff	Fedorko	info@riversiderunners.com	Riverside Runners	2301 Rivermont Ave	Lynchburg
Tamera	Ferguson	tameralw@gmail.com			
Tom	Fitzgerald	tfitzgerald@wileywilson.com	Wiley Wilson		
Laural	Foot	happifeet@msn.com	Greenway Alliance, ATC	1704 Lexington Drive	Lynchburg
Kriss	Freeman	Kriss.Freeman@ipaper.com	Team Tortoise bicycling group		
Rachel	Gagen	fortune8@comcast.net			
Jack & Jan	Gellerstedt	gelljj@gmail.com	retired folks that love to cycle	608 Lake Vista Drive	Forest, VA
Bryan	Gentry	bryangentry@gmail.com			
Jeff	Gray	scene3boardshop@gmail.com	Scene 3	3400 Plymouth Place	Lynchburg

Bike Pedestrian Stakeholders Sent
Route 21 Corridor Emails

Jonathan	Hale	jhale@traxintl.com		1021 Chowan Ave	Lynchburg
Mark	Haskew	mhaskew@classikafitness.com	Owner, Classika Fitness		
Davy	Hazlegrove	info@blackwaterbikeshop.com	Lynchburg Area Greenway Alliance, Blackwater Bike Shop	18869 Forest Road	Lynchburg
Kelly	Hazlegrove	kelly.hazlegrove@gmail.com	DEQ; GLOC	140 Linden Ave	Lynchburg
Leslie	Hogland	leslie.hoglund@vdh.virginia.gov	Virginia Dept. of Health; Lynchburg Health District	1900 Thompson Drive	Lynchburg
Barbara	Hopper	barbara.hopper@cjmw.com			
David	Horton	dhorton@liberty.edu	Liberty University		
Brandon	Kosse	brandon.kristi@gmail.com	GLOC		
Abe	Loper	abe.loper@gmail.com	Lynchburg Area Greenway Alliance; Young Professionals	828 Main Street; 12th Floor	Lynchburg
Kelly	Love	lovely_girl_62@yahoo.com		131 Easton Ave	Lynchburg
Douglas	Main	mainones@juno.com		108 Sunbury Place	Lynchburg
Bradley	Malcolm	doctorski1@aol.com	Team Tortoise bicycling group	4509 Fieldale Road	Lynchburg
Joe	Malloy	Kathy n_joe@gmail.com			
David	Marple	david@lifemarkdesigns.com	Life Mark Designs	wanted to see nonproffitt	
Katrina	Marple	david@lifemarkdesigns.com		850 Victoria Avenue	Lynchburg
Jacob	McGlaufflin	jmcgruff@gmail.com			
Daniel	McPeake	dan4jeepin@hotmail.com	GLOC		
Ross	Meyer	romeyer2@yahoo.com			
Coco	Michael	coco@lynchburg.edu	Ph. D. Mathematics Department	Lynchburg College	
Tim	Miles	mudhoundus@yahoo.com	GLOC/Areva		
Terri	Miller	tmillerywca@yahoo.com	YGYRL Leaders & Drum Ensemble Program Coordinator, YWCA	626 Church Street	Lynchburg
Ted	Moreland	tedbikes2@verizon.net			
Gary	Nero	garynero@msn.com			
David	Neumeyer	david.neumeyer@gmail.com			
Donato	Nosce	dnosce@hotelequities.com	General Manager; Wingate Liberty Universtiy		
Tom	Owen	towen@wileywilson.com	Wiley Wilson		
Ryan	Packett	rpack07@vt.edu			
Kenny	Palmer	kpalmers@bedfordcountyva.gov			
Guillermo R.	Pancheco Sanchez	gusapa@mindspring.com	Amherst, lovest to cycle		

CONTACT LIST FOR THOSE WITHIN 1000' OF THE CENTERLINE OF THE CORRIDOR

Name	name1
221 SOUTH DEVELOPERS LLC	221 SOUTH DEVELOPERS LLC
3-D FOREST LLC	3-D FOREST LLC
3-D LYNCHBURG LLC	3-D LYNCHBURG LLC
A & W INVESTMENTS	A & W INVESTMENTS
ABCL LLC	ABCL LLC
ACC/VLA PARTNERSHIP	ACC/VLA PARTNERSHIP
ALLEN GROUP INC THE	ALLEN GROUP INC THE
ANDERSON APRIL C J & MAY A C & GOOCH JUNE C	ANDERSON APRIL C J & MAY A C & GOOCH JUNE C
ANDERSON GUY EDWARD JR &	ANDERSON GUY EDWARD JR &
ANGUS MOBILE HOMES ESTATE	ANGUS MOBILE HOMES ESTATE
ANNJO LAND CORP	ANNJO LAND CORP
ANTHONY PAUL J & ANTHONY SHERRY L S	ANTHONY PAUL J & ANTHONY SHERRY L S
ARTHUR JAMES D & ARTHUR PATRICIA D	ARTHUR JAMES D & ARTHUR PATRICIA D
AYERS MALCOLM E &	AYERS MALCOLM E &
B AND W PARTNERSHIP	B AND W PARTNERSHIP
BAKER MICHAEL T & JOYCE A	BAKER MICHAEL T & JOYCE A
BALLOWE CHARLES T & BONNIE M	BALLOWE CHARLES T & BONNIE M
BANK OF THE JAMES	BANK OF THE JAMES
BARBER FRANKLIN E & ELIZABETH M	BARBER FRANKLIN E & ELIZABETH M
BEACON CREDIT UNION	BEACON CREDIT UNION
BECKNER DOUGLAS A &	BECKNER DOUGLAS A &
BEDFORD FOUR INC	BEDFORD FOUR INC
BENDER MARK L & LINDSEY H	BENDER MARK L & LINDSEY H
BILLER JOHN R & ISABEL R	BILLER JOHN R & ISABEL R
BLACK FREDERICK E JR & MARY L	BLACK FREDERICK E JR & MARY L
BLANKENSHIP JOHN G & DORIS L	BLANKENSHIP JOHN G & DORIS L
BLANKENSHIP WILLIAM B	BLANKENSHIP WILLIAM B
BOHLING MARK ANDREW SR REVOCABLE TRUST	BOHLING MARK ANDREW SR REVOCABLE TRUST
BONNET WILLIAM H	BONNET WILLIAM H
BOOTH GEORGE M III & CYNTHIA T	BOOTH GEORGE M III & CYNTHIA T
BOSIGER BRIAN W	BOSIGER BRIAN W
BOSWELL LORRAINE S	BOSWELL LORRAINE S
BRAHLER JOANNE E	BRAHLER JOANNE E
BROWN FREDERICK R JR &	BROWN FREDERICK R JR &
BROWN THURMAN R	BROWN THURMAN R
BROWN WILLIAM F & KATHRYN I	BROWN WILLIAM F & KATHRYN I
BRYANT BARRY E & BONNIE M	BRYANT BARRY E & BONNIE M
BRYANT MARSHA BABCOCK REVOCABLE LIVING TRUST	BRYANT MARSHA BABCOCK REVOCABLE LIVING TRUST
BUCK HOLDINGS LLC	BUCK HOLDINGS LLC
BURNETTE ALBERT T	BURNETTE ALBERT T
BURNLEY DEBORAH J	BURNLEY DEBORAH J
BUSH MARY G	BUSH MARY G
BYERS JOHN D & DAISY I	BYERS JOHN D & DAISY I
C & I PROPERTIES	C & I PROPERTIES
C & M REAL ESTATE LLC	C & M REAL ESTATE LLC
CAELS ASSOCIATES	CAELS ASSOCIATES
CALLAHAN BETTY L	CALLAHAN BETTY L
CANADA DAVID H	CANADA DAVID H
CARLUND DARREN RICHARD & JAMIE L	CARLUND DARREN RICHARD & JAMIE L
CARPE DIEM LLC	CARPE DIEM LLC
CARTER CHARLES D JR &	CARTER CHARLES D JR &
CARTER DEBORAH BERKLEY	CARTER DEBORAH BERKLEY
CARTER STUART RILEY	CARTER STUART RILEY
CASE GARY W	CASE GARY W
CASH CARLTON W	CASH CARLTON W
CASH ROBERT W & PATRICIA M	CASH ROBERT W & PATRICIA M
CASSIDY JAMES W & CASSIDY LINDA	CASSIDY JAMES W & CASSIDY LINDA
CCM PROPERTY LLC	CCM PROPERTY LLC
CENTRA HEALTH FOUNDATION	CENTRA HEALTH FOUNDATION
WELLS FARGO BANK	WELLS FARGO BANK
CHERISH LLC	CHERISH LLC
CHIEF INVESTMENTS LLC	CHIEF INVESTMENTS LLC
CHUEH SHAN-SONG	CHUEH SHAN-SONG
CLAIBORNE DENISTRY	CLAIBORNE DENISTRY
CLAPP DENICE D	CLAPP DENICE D
CLAY KEVIN D & MICHELLE L	CLAY KEVIN D & MICHELLE L
COFER G WAYNE & RITA B	COFER G WAYNE & RITA B
COLEMAN FAMILY LLC	COLEMAN FAMILY LLC
COLES PEARL N	COLES PEARL N
COLUMBUS TIMOTHY	COLUMBUS TIMOTHY
COMMONWEALTH OF VA	COMMONWEALTH OF VA
COMPUTER ACCESS SERVICES	COMPUTER ACCESS SERVICES
CONNER JEFFREY A & CONNER DOROTHY H	CONNER JEFFREY A & CONNER DOROTHY H
COOK JAMES C & SANDRA H	COOK JAMES C & SANDRA H
COOPERATIVE SAVINGS BANK	COOPERATIVE SAVINGS BANK
CORONATO JENNIFER R	CORONATO JENNIFER R
COTHREN RICHARD K & JIMMIE LOU	COTHREN RICHARD K & JIMMIE LOU
COTTONTOWN MASTER HOLDINGS LLC	COTTONTOWN MASTER HOLDINGS LLC
COVEY R DRAKE & COVEY KAREN L	COVEY R DRAKE & COVEY KAREN L
CRAFT INVESTMENTS LLC	CRAFT INVESTMENTS LLC
CRAIG NANCY L	CRAIG NANCY L
CRAWFORD PHYLLIS J	CRAWFORD PHYLLIS J
CREASY IRVIN CARROLL & CREASY BARBARA	CREASY IRVIN CARROLL & CREASY BARBARA
CRESTAR BANK	CRESTAR BANK
CURRENT TIMOTHY G & KATHY M	CURRENT TIMOTHY G & KATHY M
CUSTOM STRUCTURES ARCHITECTURAL DESIGN	CUSTOM STRUCTURES ARCHITECTURAL DESIGN
D M H PROPERTIES LLC	D M H PROPERTIES LLC
DALTON JAMES A & PATRICIA G	DALTON JAMES A & PATRICIA G
DANIEL EARL B JR &	DANIEL EARL B JR &
DAUSSIN DAVID M & SHARON	DAUSSIN DAVID M & SHARON
DAVIS BOBBY R	DAVIS BOBBY R
DAVIS THOMAS F & DAVIS SCARLETT A	DAVIS THOMAS F & DAVIS SCARLETT A

DAVISON JOHN P & R EVELYN	DAVISON JOHN P & R EVELYN
DAWSON ROBERT E	DAWSON ROBERT E
DEMPSEY DAVID S & CLAUDIA E	DEMPSEY DAVID S & CLAUDIA E
DILL THOMAS A SR	DILL THOMAS A SR
DINKINS GENE L	DINKINS GENE L
DMH PROPERTIES LLC	DMH PROPERTIES LLC
DOLAN ANDREW B & DOLAN TARA H	DOLAN ANDREW B & DOLAN TARA H
DOLAN MARSHALL R & MARION B	DOLAN MARSHALL R & MARION B
DOUBLE H PROPERTIES LLC	DOUBLE H PROPERTIES LLC
DRISKILL STEPHEN M & NANCY C	DRISKILL STEPHEN M & NANCY C
DUBOVSKY GEORGE S &	DUBOVSKY GEORGE S &
EADIE GREGORY & DONNA	EADIE GREGORY & DONNA
ELDER JERRILYNN C	ELDER JERRILYNN C
ELLIOTT GWENDOLYN A	ELLIOTT GWENDOLYN A
ELLIS BRADLY K & TRISTA R	ELLIS BRADLY K & TRISTA R
ENTERPRISE EXTENDED LLC	ENTERPRISE EXTENDED LLC
ESTILL CHRISTOPHER J & REGINA K	ESTILL CHRISTOPHER J & REGINA K
EUBANK JAMES E & MARILYN	EUBANK JAMES E & MARILYN
EUBANK SHELVA C	EUBANK SHELVA C
EVANS DALE C & DENISE C	EVANS DALE C & DENISE C
EVANS DARRELL MATTHEW &	EVANS DARRELL MATTHEW &
EVANS RHONDA A	EVANS RHONDA A
EVERTON MICHAEL	EVERTON MICHAEL
EXTEN LLC	EXTEN LLC
F & R PARTNERSHIP	F & R PARTNERSHIP
FAIRBROTHER D BLAIR & FAIRBROTHER FRANCES E	FAIRBROTHER D BLAIR & FAIRBROTHER FRANCES E
FALLS JAMES E & JOYCE W	FALLS JAMES E & JOYCE W
FARISS MARSHA M	FARISS MARSHA M
FARLEY BRIAN K & JULIE L	FARLEY BRIAN K & JULIE L
FARMER GORDON J & FARMER CAROLYN V	FARMER GORDON J & FARMER CAROLYN V
FARRELL PROPERTIES FOREST LLC	FARRELL PROPERTIES FOREST LLC
FERGUSON ENTERPRISES INC.	FERGUSON ENTERPRISES INC
FERGUSON TERRY G & FERGUSON JENNIFER C	FERGUSON TERRY G & FERGUSON JENNIFER C
FIRST BANK & TRUST COMPANY	FIRST BANK & TRUST COMPANY
FISHER ROY & FISHER DORIS	FISHER ROY & FISHER DORIS
FLORES LAWRENCE H & JILL	FLORES LAWRENCE H & JILL
FLOUNDER LLC	FLOUNDER LLC
FOREST CROSSING LLC	FOREST CROSSING LLC
FOREST INDUSTRIES INC	FOREST INDUSTRIES INC
FOREST PROFESSIONAL PARK LLC	FOREST PROFESSIONAL PARK LLC
FOSTER BUILDERS INC	FOSTER BUILDERS INC
FOWLER WALTER W, JOHN R & LEE A & LARRY G	FOWLER WALTER W, JOHN R & LEE A & LARRY G
FRALICK FREDRIC R & PHYLLIS D TRUST	FRALICK FREDRIC R & PHYLLIS D TRUST
FRANKLIN SHARON H & HAINES PATRICIA A	FRANKLIN SHARON H & HAINES PATRICIA A
FREEMAN DONALD R & BRENDA M	FREEMAN DONALD R & BRENDA M
GALLAGHER GENE D & GALLAGHER JUDITH W	GALLAGHER GENE D & GALLAGHER JUDITH W
GALLIER SHELTON C JR &	GALLIER SHELTON C JR &
GARNETT MARGARET H	GARNETT MARGARET H
GEDICKS ELLEN R	GEDICKS ELLEN R
GENERATION'S HOME MEDICAL SUPPLIES & EQ	GENERATION'S HOME MEDICAL SUPPLIES & EQ
GEORGE JOHN D JR & JUDITH E	GEORGE JOHN D JR & JUDITH E
GG SCOUT PROPERTIES LLC	GG SCOUT PROPERTIES LLC
GILBERT OSBORNE & FRANCES	GILBERT OSBORNE & FRANCES
GIRLING ROWLAND L	GIRLING ROWLAND L
GJM HOLDINGS LLC	GJM HOLDINGS LLC
GLASS MAXWELL SR & EDITH	GLASS MAXWELL SR & EDITH
GOMES EDMUND J & RUTH U	GOMES EDMUND J & RUTH U
GORDON ROBERT E & GORDON NANCY J	GORDON ROBERT E & GORDON NANCY J
GOURLEY STEVEN J & JOYCE	GOURLEY STEVEN J & JOYCE
GRAHAM MARIE A	GRAHAM MARIE A
GRAINGER W W INC	GRAINGER W W INC
GRAVES MILL CENTER PROP	GRAVES MILL CENTER PROP
GRAVES THOMAS W JR	GRAVES THOMAS W JR
GRAY RANDALL & MARILYN	GRAY RANDALL & MARILYN
GREEN RALPH WILFRED II & LOUISE RUTH	GREEN RALPH WILFRED II & LOUISE RUTH
GREENE FRANKLIN T II & ANNE B	GREENE FRANKLIN T II & ANNE B
GRIFFIN TERRIE E	GRIFFIN TERRIE E
GRISTMILL LAND HOLDINGS LLC	GRISTMILL LAND HOLDINGS LLC
HALL MARTHA	HALL MARTHA
HALL RICHARD H SR &	HALL RICHARD H SR &
HARPER RICHARD L & FAYE B	HARPER RICHARD L & FAYE B
HARRIS JAMES A & JEAN S	HARRIS JAMES A & JEAN S
HARRIS TIRE CO INC	HARRIS TIRE CO INC
HARTLESS KAYE M	HARTLESS KAYE M
HASSAN HASSAN A H & NABIL	HASSAN HASSAN A H & NABIL
HAWKINS BROOK D & HAWKINS SAMANTHA M	HAWKINS BROOK D & HAWKINS SAMANTHA M
HAWLEY WILLIAM W & DORIS W	HAWLEY WILLIAM W & DORIS W
HAYDEN KYLE DAVIS	HAYDEN KYLE DAVIS
HAZELGROVE PROPERTIES LLC	HAZELGROVE PROPERTIES LLC
HEIDORN JEFFREY A & MARGARETE A	HEIDORN JEFFREY A & MARGARETE A
HERITAGE PLACE DEVELOPMENT INC	HERITAGE PLACE DEVELOPMENT INC
HICKS ROBT L SR &	HICKS ROBT L SR &
HIGHT SCOTT BRADLEY & BECKY JO	HIGHT SCOTT BRADLEY & BECKY JO
HINSON VICTOR D & PEGGY S	HINSON VICTOR D & PEGGY S
HIRSCHMAN DAVID W & CHERYL L	HIRSCHMAN DAVID W & CHERYL L
HOSTUTLER GARY P & HOSTUTLER PATRICIA A	HOSTUTLER GARY P & HOSTUTLER PATRICIA A
HOYNE THOMAS M & CHRISTINE P	HOYNE THOMAS M & CHRISTINE P
INDUSTRIAL DEV AUTHORITY OF THE COUNTY	INDUSTRIAL DEV AUTHORITY OF THE COUNTY
IRVAN JON WESLEY	IRVAN JON WESLEY
IVY WOLF FARM LC	IVY WOLF FARM LC
J & K HOLDINGS LLC	J & K HOLDINGS LLC
JACOBS JAMES T III & DORIS A	JACOBS JAMES T III & DORIS A
JAEGER LISA A TR	JAEGER LISA A TR
JAEGER RAYMOND A LTD	JAEGER RAYMOND A LTD

JAKOBOWSKI ROBERT A & JUNE A	JAKOBOWSKI ROBERT A & JUNE A
JBMB PROPERTIES LLC	JBMB PROPERTIES LLC
JEFFERSON OAKS PROPERTY OWNERS ASSOC THE	JEFFERSON OAKS PROPERTY OWNERS ASSOC THE
JEFFERSON PARC ASSOCIATES LLC	JEFFERSON PARC ASSOCIATES LLC
JENNINGS JACK & REBECCA K	JENNINGS JACK & REBECCA K
JIM MCQUADE PONTIAC - GMC	JIM MCQUADE PONTIAC - GMC
JLW PROPERTIES LLC	JLW PROPERTIES LLC
JNT PROPERTIES LLC	JNT PROPERTIES LLC
JOHNSON GARY J & VANESSA T	JOHNSON GARY J & VANESSA T
JOHNSON HOWARD D II	JOHNSON HOWARD D II
JOHNSON JESSE H III	JOHNSON JESSE H III
JOHNSON ROBERT K & JANE R	JOHNSON ROBERT K & JANE R
JONES JERRY JASON & JENNIFER M	JONES JERRY JASON & JENNIFER M
JONES JONATHAN D & KAREN H	JONES JONATHAN D & KAREN H
JONES THURMAN E & DELORES	JONES THURMAN E & DELORES
JORDAN KENNETH F & JORDAN PHYLLIS M	JORDAN KENNETH F & JORDAN PHYLLIS M
JUSTICE REAL ESTATE LLC	JUSTICE REAL ESTATE LLC
JWC INC	JWC INC
KEEN JIMMIE R & FRANKIE C	KEEN JIMMIE R & FRANKIE C
KEMP LINDA A & LIFE OUTREACH INC	KEMP LINDA A & LIFE OUTREACH INC
KEMPSON ALAN TERRENCE	KEMPSON ALAN TERRENCE
KERR ROBERT W	KERR ROBERT W
KERSHAW DOUGLAS B III & SANDRA R	KERSHAW DOUGLAS B III & SANDRA R
KLACYNSKI CHAD D II	KLACYNSKI CHAD D II
LAWSON CLARENCE M & JUDY	LAWSON CLARENCE M & JUDY
LEE CHRISTOPHER J & LEE MELISSA F	LEE CHRISTOPHER J & LEE MELISSA F
LEFAH LLC	LEFAH LLC
LENZ VIRGINIA A	LENZ VIRGINIA A
LESTER GREGORY D & SHARON	LESTER GREGORY D & SHARON
LESTER PATRICIA M	LESTER PATRICIA M
LICHIELLO PROPERTIES LLC	LICHIELLO PROPERTIES LLC
LOGAN DANIEL K & DENISE R	LOGAN DANIEL K & DENISE R
LYNCHBURG 706 LLC	LYNCHBURG 706 LLC
LYNCHBURG RENTING LLC	LYNCHBURG RENTING LLC
M & N DEVELOPERS LLC	M & N DEVELOPERS LLC
MABERY JAMES A & MABERY SARAH R	MABERY JAMES A & MABERY SARAH R
MACDOWELL TODD & MACDOWELL AUDREY	MACDOWELL TODD & MACDOWELL AUDREY
MADDOX ANN H	MADDOX ANN H
MAPLE HILLS ASSOCIATES INC	MAPLE HILLS ASSOCIATES INC
MAPLE HILLS INC	MAPLE HILLS INC
MARKHAM MICHAEL LEE	MARKHAM MICHAEL LEE
MARKLAND JOHN E & SUZETTE	MARKLAND JOHN E & SUZETTE
MARTIN RONALD E & CAROL R	MARTIN RONALD E & CAROL R
MARTINEZ JORGE NERI	MARTINEZ JORGE NERI
MCCABE DEBRA H	MCCABE DEBRA H
MCDONALDS CORP	MCDONALDS CORP
MCLAUGHLIN SCOTT D & COLLEEN ANN	MCLAUGHLIN SCOTT D & COLLEEN ANN
MCNALLY EDWARD B TRUST	MCNALLY EDWARD B TRUST
MERRICKS LOUIE S JR & CAROL M	MERRICKS LOUIE S JR & CAROL M
METTS JIMMIE H & DORIS M	METTS JIMMIE H & DORIS M
MIKKELSON SHIRLEY A REVOCABLE LIVING TRUST	MIKKELSON SHIRLEY A REVOCABLE LIVING TRUST
MILLER STEVEN R	MILLER STEVEN R
MILLNERS MOBILE HOME EST	MILLNERS MOBILE HOME EST
MILTON & NEAL RLLP	MILTON & NEAL RLLP
MILTON WILLIAM L & JOYCE	MILTON WILLIAM L & JOYCE
MIZENER SAMUEL E & MIZENER MARY RUTH	MIZENER SAMUEL E & MIZENER MARY RUTH
MOON HARLSIE M & ELLA V	MOON HARLSIE M & ELLA V
MOORE ROBERT D & MOORE SHIRLEY G	MOORE ROBERT D & MOORE SHIRLEY G
MORCOM DOROTHY U	MORCOM DOROTHY U
MORRIS HOWARD WAYNE &	MORRIS HOWARD WAYNE &
MOXLEY MICHAEL F & JOELLE	MOXLEY MICHAEL F & JOELLE
MSK HOLDINGS LLC	MSK HOLDINGS LLC
MUNIZ JOHN F & DORIS C	MUNIZ JOHN F & DORIS C
MURPHY WILLIAM T JR & MURPHY MARIE K	MURPHY WILLIAM T JR & MURPHY MARIE K
MYERS STEPHEN J & ANN M	MYERS STEPHEN J & ANN M
NEAL W P JR & GAIL N	NEAL W P JR & GAIL N
NELSON THOMAS P & VIRGINIA D	NELSON THOMAS P & VIRGINIA D
NEWCOMB FAMILY LIMITED PARTNERSHIP	NEWCOMB FAMILY LIMITED PARTNERSHIP
NICHOLAS JOHN & ROSE	NICHOLAS JOHN & ROSE
NOEL DONALD E JR	NOEL DONALD E JR
NOLEN W B & MARY B &	NOLEN W B & MARY B &
PANNELL GERALD STEVEN & NAKISHA N	PANNELL GERALD STEVEN & NAKISHA N
PATE SAMUEL K & CAROLE T	PATE SAMUEL K & CAROLE T
PAULEY PROPERTIES LLC	PAULEY PROPERTIES LLC
PERKINS FRANCES M	PERKINS FRANCES M
PERRY GLORIA J	PERRY GLORIA J
PHILLIPS BENJAMIN R & RUTH R	PHILLIPS BENJAMIN R & RUTH R
PLEASANT VIEW BAPTIST	PLEASANT VIEW BAPTIST
PLEASANT VIEW BAPTIST	PLEASANT VIEW BAPTIST
PUZON GIL C & PAULITA R	PUZON GIL C & PAULITA R
RAMSEY REUBEN C	RAMSEY REUBEN C
RAY CORY K & HANNAH E	RAY CORY K & HANNAH E
RDX LLC	RDX LLC
REEVES LYNN K	REEVES LYNN K
REM III LLC	REM III LLC
REVIS KENNETH M	REVIS KENNETH M
REVIS KENNETH M	REVIS KENNETH M
RHODES CARL A & KELLY S	RHODES CARL A & KELLY S
RICE FAMILY IRREVOCABLE TRUST	RICE FAMILY IRREVOCABLE TRUST
RICHARDSON LINDA B	RICHARDSON LINDA B
RICHARDSON MARY WASHINGTON	RICHARDSON MARY WASHINGTON
RIELEY LORETTA G	RIELEY LORETTA G
RITCHEY JEFFREY P & BRIGITTE M	RITCHEY JEFFREY P & BRIGITTE M
ROAKES ERNEST W &	ROAKES ERNEST W &

ROBERTSON EARLENE & JEARLENE
ROGERS JEFFREY R &
ROGERS JEFFREY R & MELISSA K
ROSSER JAMES A JR &
ROSSER SHIRLEY POWELL
ROWSE DAVID S & MELANIE M
ROYAL THOMAS W JR
RUCKER FRANCES J
RULES L.L.C.
RUNK & PRATT LLC
SAND CRAIG R
SARGEANT JOEL D & SARGEANT APRIL A
SAVAGE THOMAS A & CHERYL
SCARLETTO FREDERICK C & ANN T
SCOTT CHRISTOPHER A SR
SCOTT THOMAS E & L SHARON
SCRIVENER R BRUCE &
SELECTBANK
SELF WILLIAM H JR & LEIGH ANN
SHILOH METHODIST CHURCH
SHOEBOX PROPERTIES LLC
SKINNELL JOHN A & DORIS H
SMITH CHRISTINE F TRUST
SMITH DAVID M & ELIZABETH
SMITH DONALD A & SHIRLEY
SMITH JUDY E & GARRETT JOYCE M
SNELL STANLEY L & SHIRLEY M
SORRELLS BONNIE B
SOUTHERN AIR INC
SPANGLER LEROY & LYNN M
SPECTRUM ENTERPRISES LLC
SPRUCE HARRY L & ROXIE J
STATON & SONS AUTO
STEGER CREEK INC
STERLING WEST PROPERTIES
SWARTZ CHARLES T & MARY L
SWEENEY PROPERTIES INC
SWEET P'S LLC
SWISHER JOHN R & MARGARET
SYCAMORE CREEK PROPERTIES LLC
TALLEY GENEVA GARRETT
TANNER CLAIRE E
TAYLOR MATTHEW S & TAYLOR STACIE H
TERRY REAL ESTATE-LYNCHBURG LLC
THEISEN ROBERT S
THOMPSON JOHN H & ANN M
THOMPSON JOHN H & HALL WILLIAM D
TIFFANY PETER D
TILLMAN JOHN W & DONNA E
TSUEI RONNIE MING HWA & NINA
TURNER DANIEL W
TWEEDY ROBERT O & MAYBERRY MONICA T
TWILIGHT DEVELOPMENT CO LLC
TY LLC
VABEDCO INC
VC ENTERPRISES LLC
VILLAGE MOTORS INC
VISTA VERDE PROPERTIES LC
VITALE SALVATOE & ANTONINA LO DUCA
VITALE VINCE
WALKER CAUTHORN & VALOYCE
WALLOWER TRACY CHRISTINE
WALTHALL ANITA LYNN
WASHBURN EDGAR M JR
WASHBURN TERESA G & WASHBURN NANCY D
WASMER THOMAS J & CAROL L
WATKINS JAMES M JR & JUDY
WC PROPERTIES LLC
WEATHERHOLT O VICTOR & ANITA B
WEATHERHOLT O VICTOR REVOCABLE TRUST
WESTBOUND PROPERTIES LLC
WESTERN WAYS INC
WHITE JOHN A & NORMA S
WILEY DAVID A & MARTHA K
WILLIAMS ROBERT E & LOIS E REVOCABLE TRUST
WILLIS LISA R
WILSON TIMOTHY J & MELINDA
WINN LARRY SR & WINN NANCY C
WOODALL RONALD E & WOODALL JEAN M
WOODBERRY ASSOCIATES LLC
WOODS PROPERTIES LLC
WRIGHT FOODS INC
YEATTS BERNARD C & AIDA J
ZIMPRITSCH JOSEPH E

ROBERTSON EARLENE & JEARLENE
ROGERS JEFFREY R &
ROGERS JEFFREY R & MELISSA K
ROSSER JAMES A JR &
ROSSER SHIRLEY POWELL
ROWSE DAVID S & MELANIE M
ROYAL THOMAS W JR
RUCKER FRANCES J
RULES L.L.C.
RUNK & PRATT LLC
SAND CRAIG R
SARGEANT JOEL D & SARGEANT APRIL A
SAVAGE THOMAS A & CHERYL
SCARLETTO FREDERICK C & ANN T
SCOTT CHRISTOPHER A SR
SCOTT THOMAS E & L SHARON
SCRIVENER R BRUCE &
SELECTBANK
SELF WILLIAM H JR & LEIGH ANN
SHILOH METHODIST CHURCH
SHOEBOX PROPERTIES LLC
SKINNELL JOHN A & DORIS H
SMITH CHRISTINE F TRUST
SMITH DAVID M & ELIZABETH
SMITH DONALD A & SHIRLEY
SMITH JUDY E & GARRETT JOYCE M
SNELL STANLEY L & SHIRLEY M
SORRELLS BONNIE B
SOUTHERN AIR INC
SPANGLER LEROY & LYNN M
SPECTRUM ENTERPRISES LLC
SPRUCE HARRY L & ROXIE J
STATON & SONS AUTO
STEGER CREEK INC
STERLING WEST PROPERTIES
SWARTZ CHARLES T & MARY L
SWEENEY PROPERTIES INC
SWEET P'S LLC
SWISHER JOHN R & MARGARET
SYCAMORE CREEK PROPERTIES LLC
TALLEY GENEVA GARRETT
TANNER CLAIRE E
TAYLOR MATTHEW S & TAYLOR STACIE H
TERRY REAL ESTATE-LYNCHBURG LLC
THEISEN ROBERT S
THOMPSON JOHN H & ANN M
THOMPSON JOHN H & HALL WILLIAM D
TIFFANY PETER D
TILLMAN JOHN W & DONNA E
TSUEI RONNIE MING HWA & NINA
TURNER DANIEL W
TWEEDY ROBERT O & MAYBERRY MONICA T
TWILIGHT DEVELOPMENT CO LLC
TY LLC
VABEDCO INC
VC ENTERPRISES LLC
VILLAGE MOTORS INC
VISTA VERDE PROPERTIES LC
VITALE SALVATOE & ANTONINA LO DUCA
VITALE VINCE
WALKER CAUTHORN & VALOYCE
WALLOWER TRACY CHRISTINE
WALTHALL ANITA LYNN
WASHBURN EDGAR M JR
WASHBURN TERESA G & WASHBURN NANCY D
WASMER THOMAS J & CAROL L
WATKINS JAMES M JR & JUDY
WC PROPERTIES LLC
WEATHERHOLT O VICTOR & ANITA B
WEATHERHOLT O VICTOR REVOCABLE TRUST
WESTBOUND PROPERTIES LLC
WESTERN WAYS INC
WHITE JOHN A & NORMA S
WILEY DAVID A & MARTHA K
WILLIAMS ROBERT E & LOIS E REVOCABLE TRUST
WILLIS LISA R
WILSON TIMOTHY J & MELINDA
WINN LARRY SR & WINN NANCY C
WOODALL RONALD E & WOODALL JEAN M
WOODBERRY ASSOCIATES LLC
WOODS PROPERTIES LLC
WRIGHT FOODS INC
YEATTS BERNARD C & AIDA J
ZIMPRITSCH JOSEPH E

Route 221 Corridor Safety Study

Community Meeting #1

Thank you for coming to this meeting. The purpose of the project is to identify opportunities to reduce congestion, improve safety, and improve the ability to use transit, walk, and bicycle along the corridor. The purpose of this meeting is to discuss the project, share some initial findings about safety and congestion, and then provide an opportunity to hear from you – the users of this corridor, about your thoughts and ideas about how to improve travel conditions along this corridor.

Agenda

1. Welcome message
2. Project overview (short presentation)
3. Corridor review session (working session around the maps and comment boards)



MEMORANDUM

TO: BOB WHITE, AICP

FROM: BILL WUENSCH, P.E., PTOE

ORGANIZATION: CENTRAL VA MPO

DATE: FEBRUARY 3RD, 2014

PHONE NUMBER:

SENDER'S REFERENCE NUMBER:

RE: ROUTE 221 CORRIDOR SAFETY STUDY – SUMMARY
OF THE FIRST COMMUNITY MEETING

YOUR REFERENCE NUMBER:

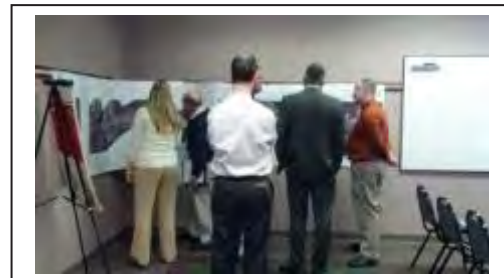
☐ URGENT☒ FOR YOUR USE☐ PLEASE COMMENT☐ PLEASE REPLY☐ PLEASE RECYCLE

A community meeting was held from 1PM until 2:30PM, and then again from 5:00PM until 6:30PM on January 30th, 2014. A total of ten people attended the meetings, in addition to VDOT, County, City, MPO, and consultant staff.

The meeting(s) commenced with a welcome message and presentation about the project, and then the participants were directed to large aerial images of the corridor containing information about the crash history intersection level of service. The attendees were asked to provide commentary about conditions along the corridor. Also, each attendee was given red and yellow sticky dots and were asked to place the dots at locations where they perceive the corridor to be congested or where safety concerns exist.



In general, the feedback confirmed that the users of the corridor experience high degrees of congestion in the peak travel periods of the day. It was also indicated that there is a desire to identify places along the corridor where sidewalks could be constructed to accommodate walking trips from the neighborhoods or bus stops to commercial areas. Furthermore, several attendees noted that there seem to be an excessive amount of driveways, or poorly organized site access along the corridor. Commentary was provided regarding Graves Mill Road approaching Route 221 relative to the need for turn lanes into the shopping center. The topic of coordinating signals to reduce the amount of stopped traffic along the



corridor was brought up. The sticky dots were largely clustered around Enterprise Drive, Gristmill, and Graves Mill Road intersections, although other locations were flagged also.

The following provides a direct translation of the comments from the comment forms, comment sheets, and sticky dot input regarding the congested and perceived unsafe areas along the corridor.

From the comment sheet handout:

- It seems that a lot of people don't know road rules about turning in a 2 lane road to stay in the same lane. It's an issue coming onto Graves Mill exit to left on Greaves Mill Road.
- Yes, we need sidewalks. At a minimum from high density apartments toward schools and shopping centers.
- The strip from Mill Race (toward Forest) to end of Graves Mill to Forrest Road/221 is dangerous from 5 to 6:30 PM.
- Bike lanes – no money to pay for them but they are needed for safety and alternative transportation. Start with school, - sidewalks and bike lanes.
- Lights need to be synchronized.
- Sidewalks are needed in certain areas.
- No bicycles- too dangerous.
- Area is getting very commercial.
- Try traffic signals instead of lights.

Comment Boards

- Lower speed limit to 35 mph on Graves Mill
- Dual lefts at Enterprise insufficient extend lanes – traffic blocks thru lanes
- Turn lanes at Grave Mill are too short
- Cross parcel access policy
- Pedestrian crosswalks needed at unsignalized and signalized location (Walgreens, etc)
- Enterprise bus stop – move it further south.
- Ped/bike trail from north of Enterprise development between 221 and RR tracks to east
- More ped/bike facilities near residential
- Stop light signal timing @Enterprise Drive – seems to be the same everyday/all day
- Lynchburg Road/221 intersection – bad/high volume. Main feeder to residential/Wal-Mart to the north (Forest Brook Road to Wal-Mart - some people might use as cut through)
- Whitehall Road towards the east – find
- Change Road name from Peace Street – not peaceful
- Heritage Baptist Church – very heavy weekend traffic!
- South of 221 between Lynchburg and Jefferson Ridge.

- Assess into Heritage onto Lynchburg – no crossover. This creates problems on Lynchburg Road because people from Lynchburg coming to Heritage Church.
- Coming out of auto dealership = turning left is impossible. Must go firth and do a U-turn.
- Tight turn lane by Burger Kink – seems to be problematic trying to make a right going east towards Graves Mill
- Grist Mill as curt through – super dangerous
- Coming north on Graves Mill Road towards Route 221 . There is no turn lane for going left – Dangerous!
- Left turn lane onto Enterprise is very long driving in rich hour. 221 towards the west.
- Vista Center Drive – cut thru from Graves Mill to Enterprise.
- Homestead as cut thru/ runs parallel to 221
- No center turn lanes on Enterprise Drive into Walgreens
- At US Cellular/DJ Electronics Plus (Gristmill) extension of westbound turn lane eliminated left turn into the site.
- Can Poplar Forest Center and US Cellular parking lots be joined? This would give US Cellular access to Grist Mill signal. See above.
- Access road along north side between Gristmill and Graves Mill.
- Need northbound left turn lane on Graves Mill at Gristmill – close calls
- Need signal coordination.
- Speeding is an issue. Need more enforcement.
- Far too many curb cuts.
- Blind hill creates a dangerous condition east of the S-N.
- Fatality occurred at Wayne Drive 5 or 6 years ago.
- Queuing on Vista Center should have turn lanes at Gables Site. Vista center will get busier.
- Enterprise dual right turn lanes has a no turn on red sign for the inside right turn lane. People do not obey that sign.
- Enterprise at 221 is dangerous for pedestrians.
- Consider improving the ability to talk from Forestdale to the shopping center to the east.
- Shared access – forest cove access.
- Dangerous movements from Burger King access. People turn onto 221 and try to cross all lanes to get to left turn lanes.
- Graves Mill access into the food lion – too many access points.
- Westbound at Cloverhill – due to curve and hill sight distance to stopped traffic can be a concern.
- More signal ahead signs and warning beacons.

- Signal coordination needed (western section especially)
- Can be a race track going west from Jefferson Ridge Parkway. Need more speed enforcement.
- Less congestion Jefferson Ridge to Cottonwood.
- Roundabouts @ just east of Forest Brook Road, Jefferson Ridge, Cottonwood, Graves Mill.
- Sidewalks and bike lanes (separated from cars) needed through, bus service too.
- Need two eastbound through lanes at the expressway intersection.
- Do not like the center two way left turn lane.
- Speeding – need more enforcement.
- No bike lanes on 221 – would fear that the lane widths would be reduced.
- Peace Street – no left turn lane off of it out onto Route 501 but people do it anyways.
- No turn tapers, need more of those.
- There is a need for sidewalks. Consider going west from the new mall area.
- Lack of sewage in the growth corridor.
- Shared business drives.
- No more stop lights
- Potential problem – Woodberry Lane/Woodberry Sq. Pl – diagonal intersection. Concerned about stop light.
- Graves Mill should have turn lanes into the shopping center on the west.
- Problem in the mid-0day with the turns off of Graves Mill Road – aggressive drivers.
- Issues with lane exchanges in turn off of expressway onto Graves Mill Road.
- Tractor trailers use Peace Street to make deliveries to adjacent businesses. Need to keep that access.
- Comments on Graphics
- Forest Cove 1 shopping center (at Graves Mill/221) has too many entrances. Find opportunities to combine them and create access between the businesses.
- Notice the future development parcels in the northeast corner of Graves Mill, and behind the Kerr Tire and Automotive business.

Congestion Concerns (yellow dots):

- 1 yellow dot southbound at the expressway
- 1 yellow dot northbound at the expressway
- 2 dot at Walgreens and Enterprise
- 2 dots westbound approach at Enterprise
- 1 dot at McDonalds entrance
- 1 at Graves Mill end of Gristmill

- 2 at Cottontown
- 3 for the eastbound approach to the expressway

Safety Concerns (red dots):

- 1 at Cloverhill
- 3 at Gristmill
- 3 at Graves Mill
- 3 at Enterprise
- 1 at Walgreens entrance at Enterprise
- 1 dot at Woodberry Square Place entrance
- 1 dot at Bryant Road/221
- 1 dot between the Auto Extras and Royal Autos
- 1 dot at entrance to Berglund luxury auto.
- 1 dot at entrance to Billy Craft Chrysler Jeep Hyundai
- 2 dots for westbound at the expressway.
- 3 at Expressway
- 3 at 3 entrances (one dot each entrance) on Graves Mill into shopping center
- 1 at Cottontown
- 1 at Forest Cove 1 Center
- 1 at Graves Mill end of Gristmill
- 1 dot at Wyndale drive (western leg) and adjacent access points

Additional Comments (provided before the meeting)

- Concern by a business: a bus stop across Lakeside. I understand during wet weather a puddle forms at the stop and as the bus approaches, it splashes the people waiting at the stop. Can the stop be moved away from the puddle so people aren't splashed?
- I took bus # 6 and walked from Billy Craft. First thing I noticed is that the sidewalk ends once you cross into Bedford and you can see the trail in the grass in both sides proof that a lot of people walk there. A couple of years ago I walked from the opposite direction, took bus # 7 and walked from Graves Mill Shopping Ctr to Generation Solutions, also without a sidewalk.
- I also saw two cyclists, one without a helmet and both with dark clothes, we have to do our part if we are going to have a little respect from drivers someday. I use my blinkies even during the day and a reflective vest that bought at Tractor Supply, they might not be chic or fancy but takes away the same stupid excuse they always use: "I didn't see you..." The advantage of those is that you use them of top of your jacket in winter or if you use a backpack instead of a rack.
- The obvious improvements for that road would be sidewalks and sharrows or bike lanes.

Photos of the Aerial Graphics Showing the DOT Locations





END OF MEMORANDUM

ATTACHMENT:

1. Meeting sign-in sheets

**Route 221 Corridor Safety Study -
Meeting #1 - January 30, 2014**

Name (first)	Name (last)	Representing
Ed	Anderson	Citizen
Ed	McNally	Citizen
Kendall	Craft	Craft Auto
Bob	Tweedy	Citizen
June	Jakobowski	Citizen
Jim	McQuade	Citizen
Jay	Guy	VDOT
Rick	Youngblood	VDOT
Todd	Daniel	VDOT
Brian	Casella	VDOT
Linda	Rose	Rose Computers
Lonnie	Rose	Rose Computers
Josiah	Tillett	Bedford Planning
Rick	Read	CBCRead
Brad	Robinson	Bedford County
Jim	jacobs	DJ Electronics Us Cellular

COMMENT SHEET

Route 221 Corridor Safety Study

January 30th, 2014

The Study Team needs to hear from you regarding your concerns, issues, and opportunities for the Route 221 corridor. Your input is valued and will inform the planning process. Thank you!

[illegible]

Please leave the comment sheet in the comment box, or you can also send or deliver (by February 7th, 2014) your comments to: Bob White

Bob White
Region 2000
828 Main Street, 12th Floor
Lynchburg, VA 24504

Publish date: 4/3

Central Virginia Newspapers Review Order Confirmation for Ad #0003243068-01

Client	REGION 2000 LOCAL GOV'T COUNCIL	Payor Customer	REGION 2000 LOCAL GOV'T COUNCI	Acct. Exec	
Client Phone	434-845-3491	Payor Phone	434-845-3491	dhubbardLYN	
Account#	3312739	Payor Account	3312739		
Address	828 MAIN ST,12TH FLOOR LYNCHBURG VA 24504-1522 USA	Payor Address	828 MAIN ST,12TH FLOOR LYNCHBURG VA 24504-1522	Ordered By	Matt Perkins
Fax	434-845-3493				
EMail	MPerkins@region2000.org				

Total Amount	\$225.00	Status		Materials	
Payment Amt	\$0.00				
Amount Due	\$225.00	Tear Sheets	0	Proofs	0
		Affidavits	1	PO Number	
		Blind Box			

Payment Method

Text: Route 221 Safety Study

Order Notes:

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Run Dates			
Tag Line			

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4/3/2014, 4/4/2014, 4/5/2014, 4/6/2014, 4/7/2014, 4/8/2014, 4/9/2014
ROUTE 221 SAFETY STUDY

Central Virginia Newspapers Review Order Confirmation for Ad #0003243068-01

Client	REGION 2000 LOCAL GOV'T COUNCIL	Payor Customer	REGION 2000 LOCAL GOV'T COUNCI	Acct. Exec	
Client Phone	434-845-3491	Payor Phone	434-845-3491	dhubbardLYN	
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Address	828 MAIN ST, 12TH FLOOR LYNCHBURG VA 24504-1522 USA	Payor Address	828 MAIN ST, 12TH FLOOR LYNCHBURG VA 24504-1522	Ordered By	Matt Perkins
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EMail	MPerkins@region2000.org				

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Run Dates			
Tag Line			

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4/3/2014, 4/4/2014, 4/5/2014, 4/6/2014, 4/7/2014, 4/8/2014, 4/9/2014
ROUTE 221 SAFETY STUDY

Central Virginia Newspapers Review Order Confirmation for Ad #0003243068-01

Ad Content Proof Actual Size

Citizens Information Meeting Route 221 Corridor Safety Study

You are invited to attend the second Citizens Information Meeting for the Route 221 Corridor Safety Study.

On behalf of the City of Lynchburg and Bedford County and in cooperation with VDOT, the Region 2000 Local Government Council and the Central Virginia Metropolitan Planning Organization are undertaking a safety study of the Route 221 corridor from Cloverhill Boulevard to Forest Brook Road.

The purpose of the study is to identify opportunities for safety improvements, congestion reduction, and bicycle, walking, and public transportation accommodations.

The purpose of this second meeting is to present draft recommendations and receive comments from the public. The meeting will be an open house format.

Citizens are encouraged to attend and express their views. Both staff and consultants will be available to discuss the recommendations and answer questions.

The meeting is scheduled for:

Thursday, April 10, 2014

1:30 to 6:30

(open house format)
Forest Public Library
15583 Forest Road
Forest, VA 24551

If you have questions concerning this study or meeting, please contact
Bob White, Deputy Director,
Region 2000 Local Government Council,
Tel: 434.845.3491,
Email: bwhite@region2000.org
828 Main Street, 12th Floor,
Bank of the James Building, 24504.



ROUTE 221 CORRIDOR SAFETY STUDY CLOVERHILL BLVD TO FOREST BROOK ROAD



COMMUNITY INFORMATION MEETING #2

- A public information workshop for the Route 221 Corridor Safety Study will be held on Thursday April 11th, 2014 at the Public Library in Forest, Virginia. The address is 15583 Forest Road, Forest VA 24551.
- The meeting will be conducted in an open house format between the hours of 1:30 and 6:30PM. The purpose of the meeting is to present the draft recommendations and receive comments and additional input regarding the recommendations. The draft recommendations will be displayed and attendees will be encouraged to provide their input and comments. The recommendations address topics such as safety improvements, corridor congestion, multimodal improvements including sidewalks, bicycle, and transit service accommodations and improvements.
- If you would like more information about this meeting or the project, or if you need special accommodations under the Americans with Disabilities Act of 1990, please contact Bob White prior to the meeting at 434-845-3491 or by email at bwhite@region2000.org.

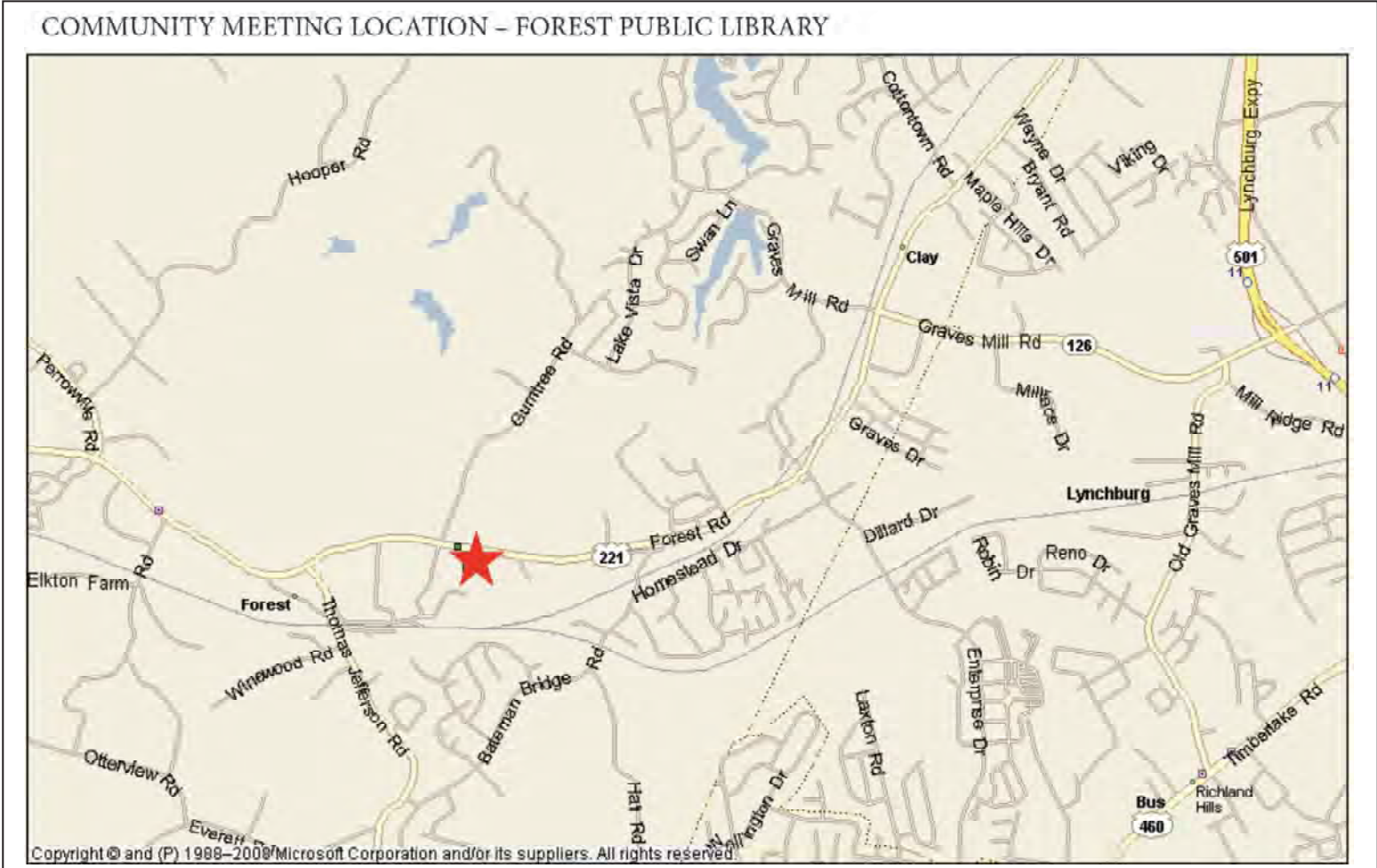
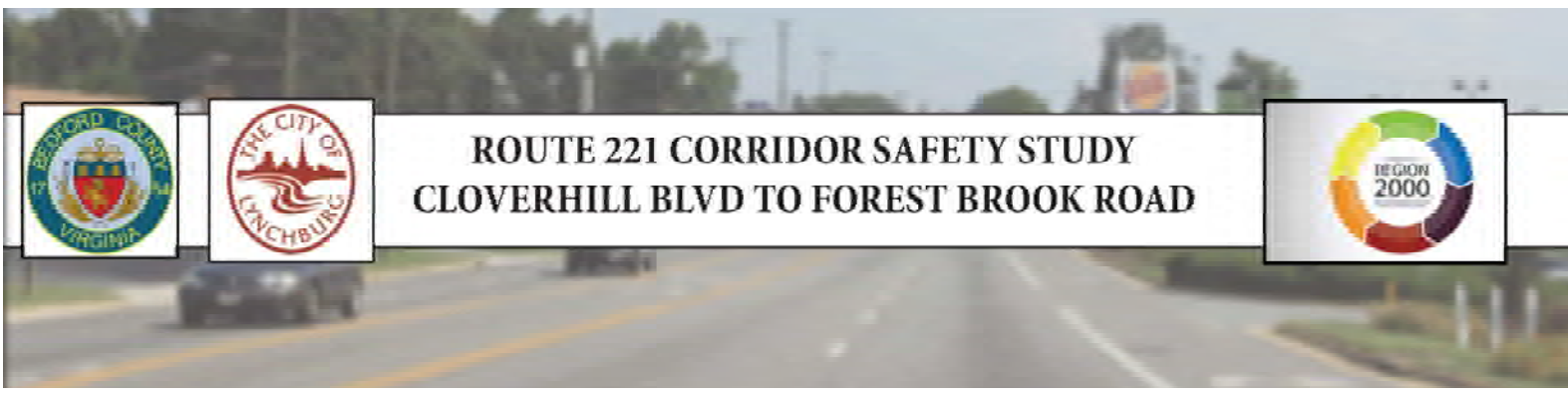
PROJECT DESCRIPTION

The Region 2000 Local Government Council and Central Virginia MPO, in partnership with Bedford County and the City of Lynchburg, and with assistance from EPR, P.C., have been conducting a study of Route 221 corridor between Cloverhill Blvd in Bedford County and Forest Brook Road in the City of Lynchburg. The study began in January of 2014 and will be concluded in June of 2014.

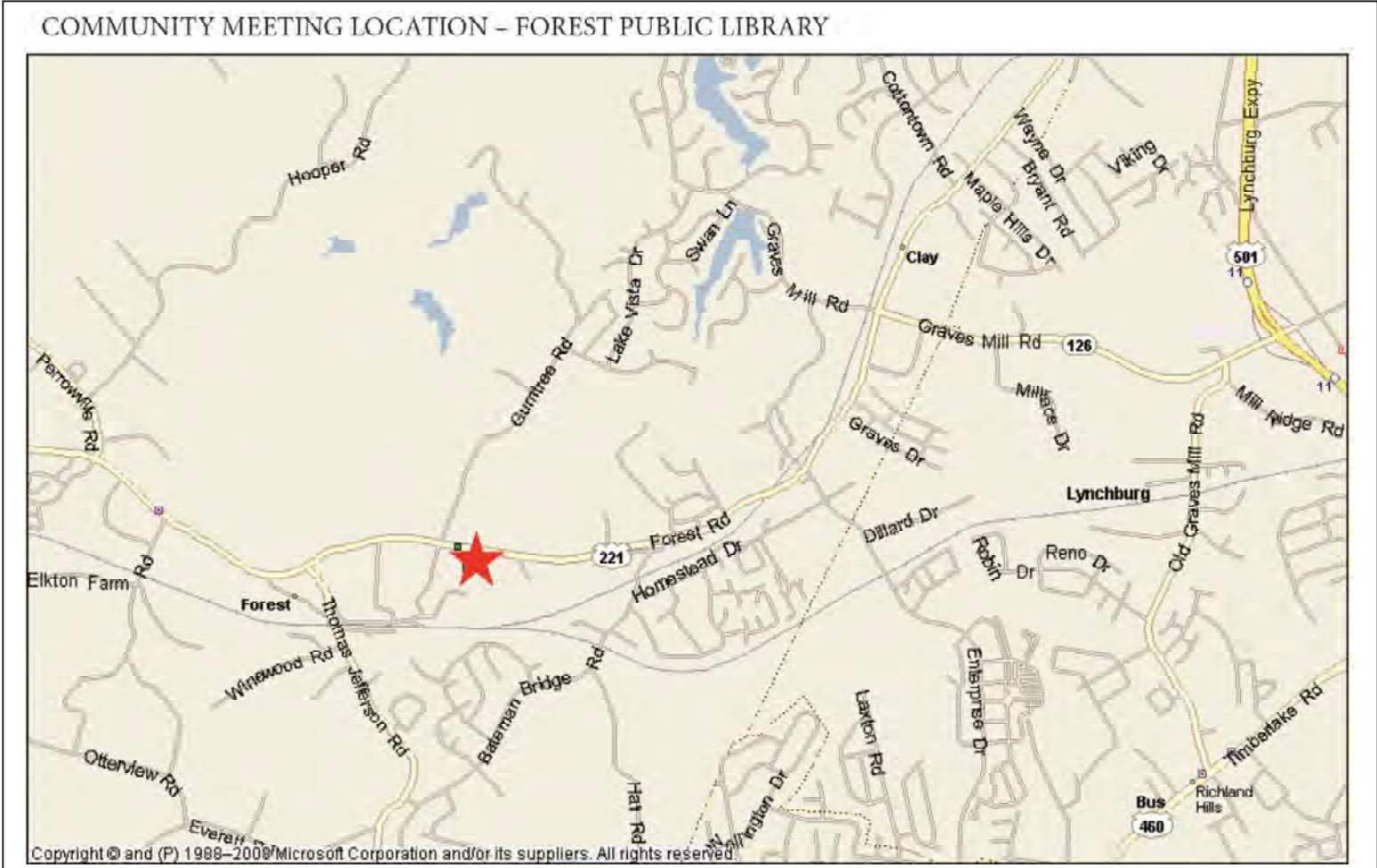
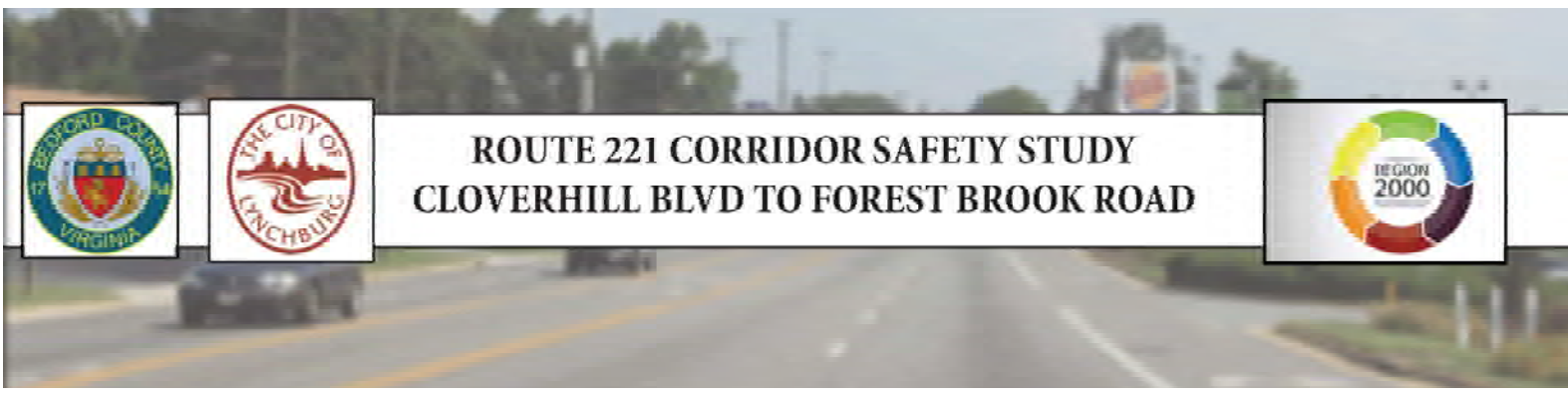
The purpose of the study is to identify and document opportunities to reduce congestion, improve safety, and accommodate bicycle and pedestrians as needed. The opportunities that have been identified to date include projects such as signal coordination, additional turn lanes at intersections, changes to traffic control devices, access management improvements, sidewalks, bicycle accommodations, and improved access to bus stops.

The first public meeting was conducted in late January to introduce the project and receive input about the corridor. A project website has been in place and additional comments have been received over the past couple of months. **The April meeting is the final community meeting.** The final study document will identify projects to be addressed in the short, mid, and longer term timeframes, along with potential funding sources for implementation.

Dept. of Community Development
900 Church Street, Second Floor
Lynchburg, VA 24504



Dept. of Community Development
122 E. Main Street, Suite G-03
Bedford, VA 24523





April 16, 2014

The 2nd public meeting for the Route 221 Corridor Safety Study was **conducted on April 10th, 2014** at the Forest Library. The meeting was held between 1:30PM and 6:30PM. Throughout the day, approximately 56 citizens attended the meeting. The attendees were greeted by representatives of Region 2000, VDOT, the City, Bedford County, and EPR (consultant group).

The format of the meeting was an "open house" type setting where informational boards were displayed and the attendees were encouraged to provide comments via the comment boards or by comment sheets.

The display boards included the following information:

1. Summary of public feedback to date.
2. Summary of crash data and statistics for various parts of the study area along Route 221
3. DRAFT Recommendations summary boards for:
 - a. Safety
 - b. Access Management
 - c. Traffic Operations
 - d. Multimodal (sidewalks and bicycle accommodations)

Fifty comments were recorded via the comment boards and/or comment sheets. Overall, the comments were supportive of the draft recommendations, and were generally consistent with the commentary received on the project website. There was some concern relative to the (long term) access management concept(s) about restricting access to adjacent businesses, though there was an equal amount of support for the safety benefits resulting from access management. Commentary was provided for areas outside of the study area for this project. These comments will be forwarded to the City and County for their information and consideration in future study efforts.

The following provides a summary of the comments received at the April 10th, 2014 public meeting.

1. Medians and synchronized traffic lights would create vast improvements in the safety of the traffic flow by reducing disruptions to orderly transitions of speed and direction.
 2. Add shared bike lane/ped path on Route 811.
 3. Widen 811 at least for 3 lanes, needs 4 lanes. (from resident)
 4. Traffic signal at fire station needed (Rt 811)
 5. Enterprise advance beacon timing is off.
 6. Enterprise needs right turn overlap.
 7. Extend westbound enterprise left turn lanes.
 8. Left turn lane onto Route 811 needs to be extended on Route 221.
-

9. Route 221 at Breezewood – yellow time is too short. Light doesn't change when left turn lane is empty (check detection).
10. In City, stop using pavers, economically expensive tax money better used elsewhere (i.e. Wards Ferry Road).
11. East of the expressway the traffic is very heavy. Need to widen Route 221 east of the expressway.
12. Many cars run red lights.
13. No left turns out of Graves Mill Center during peak hours.
14. Graves Mill/Gristmill intersection sight distance blocked by shrubs.
15. Sidewalks not needed, use space for roadway widening for turning lanes (start at Food Lion past Sheetz).
16. Can't get to businesses.
17. "Your Speed Is" signs would be helpful.
18. Speed enforcement is needed.
19. Left turn into Walgreens – redesign to address the left turn conflicts.
20. Graves Mill / 221 northeast corner access would be difficult with medians. No way to get back eastbound from the parcel.
21. Improve Coffee Road to act as a reliever road. Road is a federal aid facility.
22. If every major intersection were equipped with lighted street signs overhead (as they are at Forest Road and Enterprise Drive) there would be fewer accidents caused by drivers searching for signage.
23. Do something about the continuous right turn lanes – dangerous.
24. Add stop light/signal at Walden Pond Apartment Homes.
25. Need more enforcements
26. Connect Homestead to Gristmill.
27. Gristmill – odd sign – "turn only at signal".
28. 221/Enterprise – "No Right on Red" sign is too small. Cars in left – right turn lane frequently run the light.
29. 221 at Lakeside – Need additional lane for cars going to Lakeside.
30. Do more Bike path/walk paths to increase this kind of traffic along the roads?
31. Add lane markings/signs earlier to allow drivers time to get into correct lane. Markings blocked by congestion.
32. Consider strobes at the signals.
33. Pull stop bar back at locations where left turning entering vehicles "clip" cars that have crept over stop bar (Old Forest).
34. Lakeside lane shifts.
35. Advance warning prior to signals.
36. Why sidewalks near Walgreens?

37. The “no right on red” at Enterprise is too small.
38. Wayne drive has bad “dips”. Need to fill them in.
39. Intelligent signal control – link all lights.
40. 221/Cottontown – west/south – red light running. Warning beacon would help, relocate signal heads to near side.
41. Forest Dale could use a signal. 45 homes on Bedford County side, 69 homes on Lynchburg side.
42. Speed limit at 45 is high for volume and access. 35 Walgreens to SunTrust of Cottontown.
43. Proposed development will compound the problems.
44. Sidewalk from Forestdale to the Expressway.
45. On Enterprise, provide left turn lane into Walgreens.
46. Time the lights from Walgreens to Nissan, Graves Mill and 221 Intersection with Graves Mill and Gristmill.
47. Right turn lane from Graves Mill to 221 (at Shiloh Church).
48. Proposed median would make it difficult to turn into the shopping centers.
49. Continuous right/merge at intersection of 221 and 501. The result is traffic couldn't be stopped at the light and traffic could merge onto 501 South.
50. Traffic light at Kroger gas station entrance needed to curb the red light running.

ROUTE 221 CORRIDOR PLAN

What we heard

The chart illustrates the distribution of comments received in the first public meeting and on the project website. In total, the website received 85 total comments, many of which touched on multiple topics.

What we did

ROUTE 221

Corridor Safety Study



Welcome to the website for the Route 221 Corridor Safety Study. This site is provided as a means to share project information, and also to provide you with an opportunity to provide input. To the right are links to information about the corridor and the study process. Material will be added to the website as it is produced in the coming months.

- ☐ Community Presentation
- ☐ Crash Rate Summary
- ☐ Crash Rate Illustration
- ☐ Intersection LOS Summary
- ☐ Intersection Traffic Volume Summary
- ☐ Web Comments Through 3/31
- ☐ April 10th 2014 Meeting Announcement

Overview - ROUTE 221 Corridor Safety Study

The Region 2000 Local Government Council and Central Virginia Metropolitan Planning Organization, in partnership with Bedford County and the City of Lynchburg, and with assistance from the MPO's on-call transportation engineering consultant, EPR, P.C., has begun a safety improvement study for the Route 221 corridor. The study limits commence at Cloverhill Blvd and extend into the City of Lynchburg to Forest Brook Road. The purpose of the study is to identify and document opportunities for safety improvements, congestion reduction, and multimodal accommodations. Opportunities may include improved access management, modifications to key intersections, traffic operations improvements such as coordinating the traffic signals, and additional multimodal accommodations (walking, bicycling, transit access), among others. The study process will include two public meetings, with the first occurring in late January and the second meeting in March. The final study deliverable will clearly identify projects and potential funding sources for project implementation. The study will be completed in June of 2014.

Provide Your Input

Below is a contact form for your use. The comments will be sent to the consultant project engineer and the Region 2000 / Central Virginia Metropolitan Planning Organization project manager. This input will be used to guide the study process.

Name:

Email:

Message:

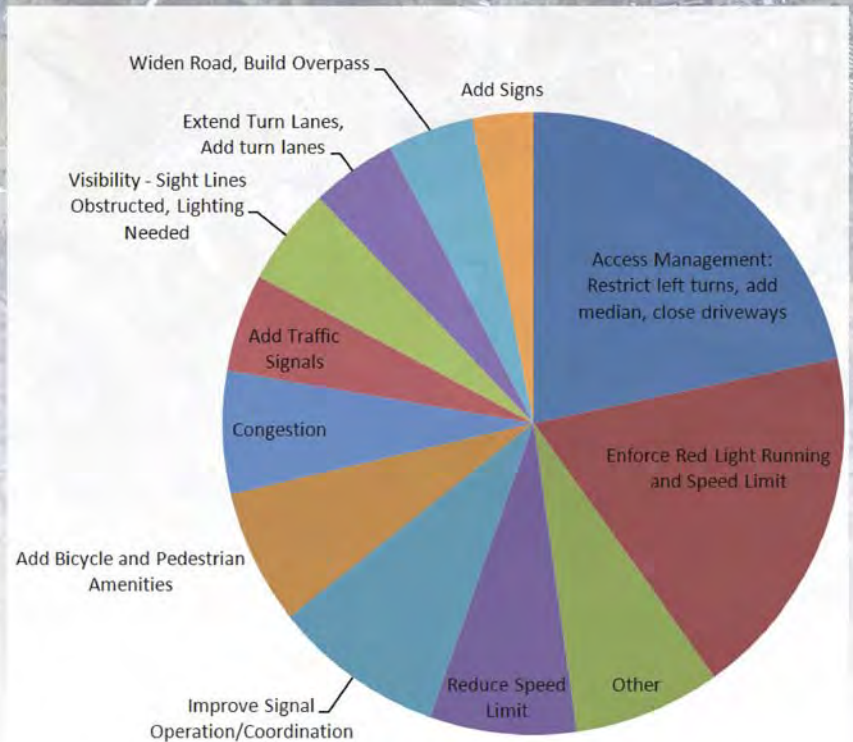
Useful Links

www.region2000.org

www.lyncburgva.gov

<http://www.co.bedford.va.us/Planning/index.asp>

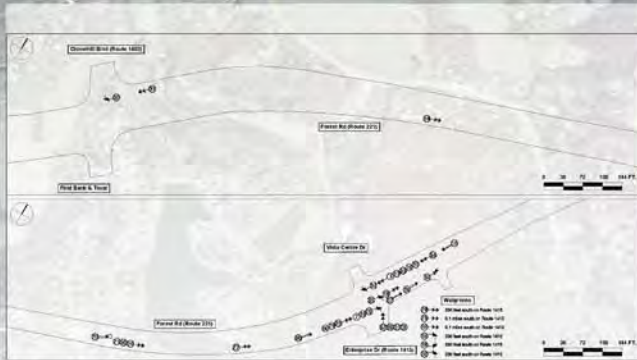
http://www.virgmadot.org/info/access_management_regulations_and_standards.asp



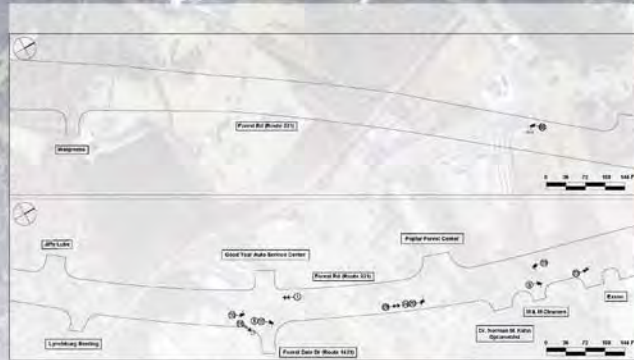
PUBLIC FEEDBACK

WHAT WE HEARD

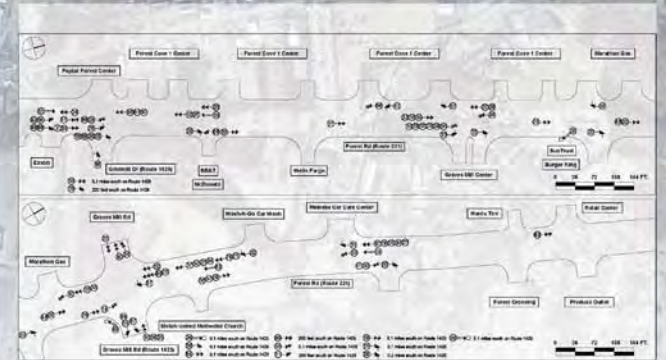
ROUTE 221 CORRIDOR PLAN



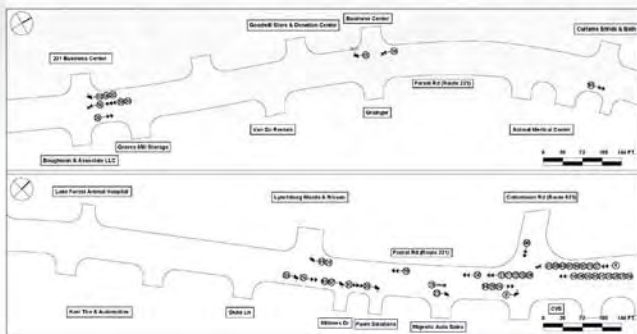
Cloverhill Blvd - Enterprise Dr



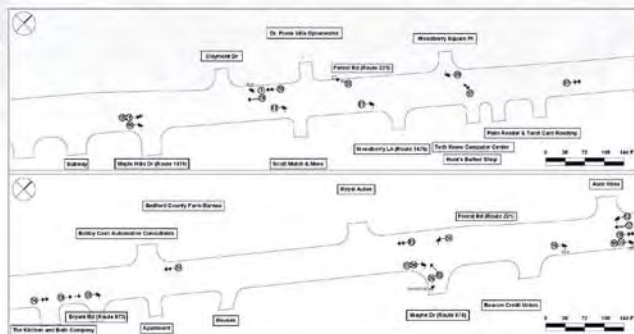
Enterprise Dr - Gristmill Dr



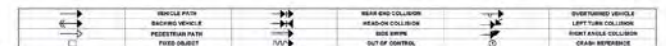
Gristmill Dr - Graves Mill Rd



Graves Mill Rd - Cottontown Rd



Cottontown Rd - Wayne Dr



LEGEND

CRASH HISTORY I

SAFETY



ROUTE 221 CORRIDOR PLAN



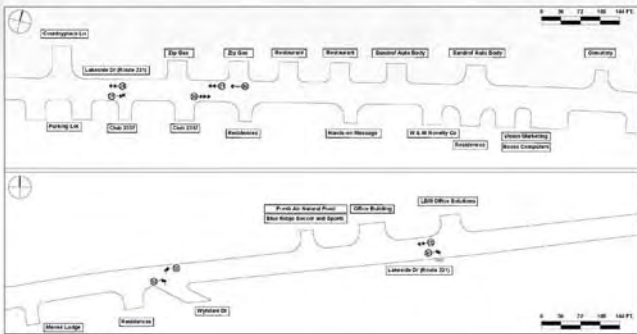
Wayne Dr - City Boundary



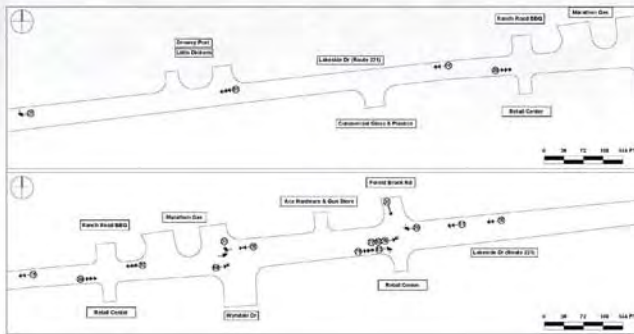
City Boundary - Breezewood Dr



Breezewood Dr - Whitehall Rd



Whitehall Rd - Wyndale Dr (west)



Wyndale Dr (west) - Forest Brook Rd LEGEND

	VEHICLE PATH		REAR END COLLISION		OVERTURNED VEHICLE
	BACKING VEHICLE		HEAD-ON COLLISION		LEFT TURN COLLISION
	PEDESTRIAN PATH		SIDE SWIPE		RIGHT ANGLE COLLISION
	FIXED OBJECT		OUT OF CONTROL		CRASH REFERENCE

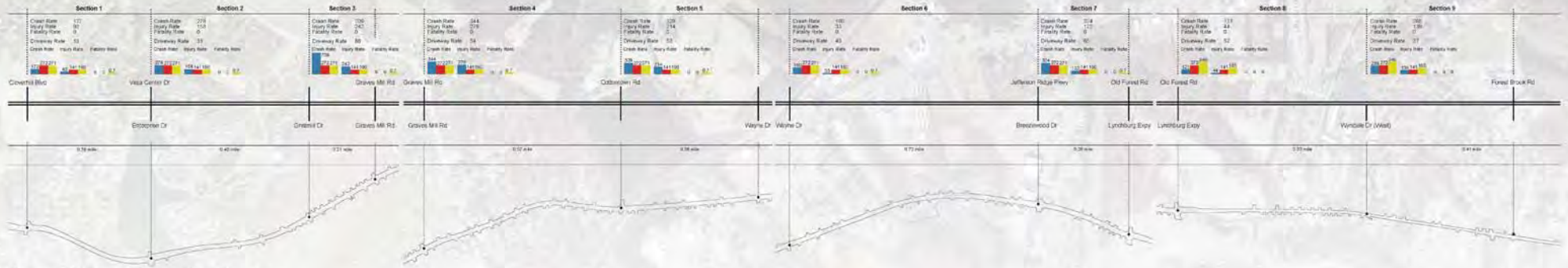


CRASH HISTORY II

SAFETY

SAFETY

ROUTE 221 CORRIDOR PLAN



Section Crash Rate



Intersection Crash Rate

Section	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	Section 9
Crash Rate	1.77	2.79	1.06	0.44	0.28	1.00	0.74	0.19	0.00
Injury Rate	0.51	0.84	0.34	0.16	0.14	0.31	0.22	0.06	0.00
Fatality Rate	0.03	0.05	0.01	0.00	0.00	0.01	0.01	0.00	0.00

Section Crash Rate Summary

Intersection	Intersection 1	Intersection 2	Intersection 3	Intersection 4	Intersection 5	Intersection 6	Intersection 7	Intersection 8	Intersection 9	Intersection 10
Crash Rate	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Injury Rate	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fatality Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Intersection Crash Rate Summary

CRASH RATE SUMMARY

SAFETY

ROUTE 221 CORRIDOR PLAN

Gristmill Dr - Graves Mill Rd Access Concept

- manage access points
- add median and control turning
- improve intersections



Wayne Dr

- Re-align the entrance to the auto center with Wayne Dr

Cottontown Rd

- change northbound left from protected/protected to protected only

Forest Brook Rd

- Include northbound leg into signal control or close the entrance

IMPROVEMENTS

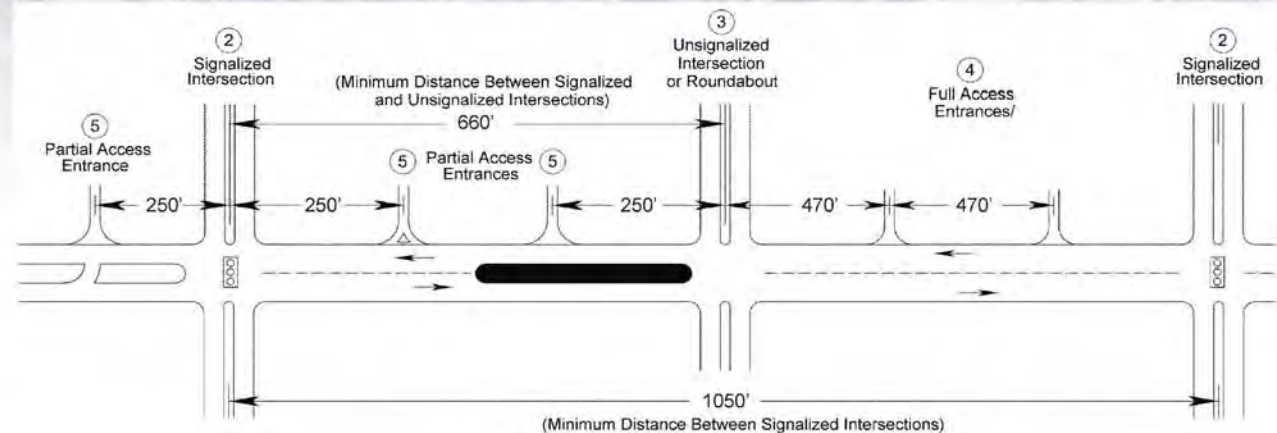
SAFETY

ROUTE 221 CORRIDOR PLAN

Location	Description	Time Frame	Category
County Section	Conduct a lighting justification study and install lighting where shown to be necessary.	Short term	Safety
City Section	City of Lynchburg adopt access management standards and apply them to new developments.	Short term	Safety
Entire Corridor	Increase speed enforcement	Short term	Safety
Entire Corridor	Prohibit left turn egress from driveways within the functional area of signalized intersections.	Short term	Safety
Cottontown Road	Modify the signal phasing so that northbound left turn movement operates when protected only.	Short term	Safety
Entire Corridor	Conduct a speed study and make any needed changes based on the results.	Short term	Safety
Cloverhill Boulevard	Install queue detection equipment and advance warning beacons for drivers coming over the bridge approaching the intersection.	Short term	Safety
Intersection of Graves Mill Road with Gristmill Drive	Conduct traffic counts to determine whether a northbound left turn lane is needed.	Short term	Safety
Route 221 at Forest Brook Road	Incorporate northbound leg into the intersection's traffic signal design by adding signal heads, detection, and westbound left turn lane, or close the entrance.	Short term	Operations/Safety
Gristmill Drive to Graves Mill Road	Implement access management improvements including: median installation and driveway consolidation.	Mid term	Safety



Highway Functional Classification	Legal Speed Limit (mph) ^①	Minimum Centerline to Centerline Spacing (Distance) in Feet			
		Spacing from Signalized Intersections to Other Signalized Intersections ^②	Spacing from Unsignalized Intersections & Full/Directional Median Crossovers to Signalized or Unsignalized Intersections & Full/Directional Median Crossovers ^③	Spacing from Full Access Entrances to Other Full Access Entrances and Any Intersection or Median Crossover ^④	Spacing from Partial Access One or Two Way Entrances to Any Type of Entrance, Intersection or Median Crossover ^⑤
Principal Arterial	≤ 30 mph	1,050	880	440	250
	35 to 45 mph	1,320	1,050	565	305
	≥ 50 mph	2,640	1,320	750	495
Minor Arterial	≤ 30 mph	880	660	355	200
	35 to 45 mph	1,050	660	470	250
	≥ 50 mph	1,320	1,050	555	425



Example: Minor Arterial with 35 to 45 mph Speed Limit.

Safety Recommendation List

Safety Concerns

IMPROVEMENTS AND DETAILS

SAFETY

ROUTE 221 CORRIDOR PLAN

Sidewalk Improvement

- Short term
- Mid term
- Long term



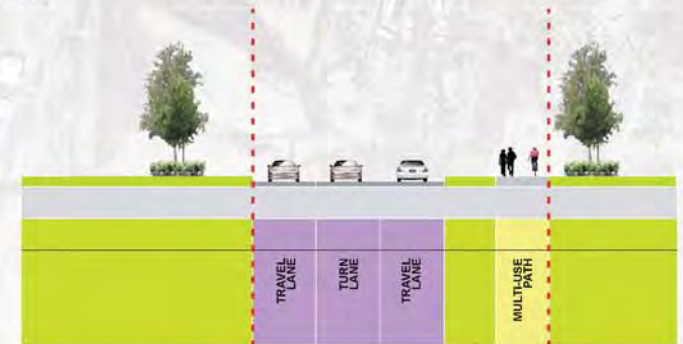
Location	Description	Time Frame	Category
All Signalized Intersections	Install pedestrian push buttons and hand/man signals with count down timers.	Short term	Multimodal
Transit Stops	Install bus shelters and lighting.	Short term	Multimodal
Construct Sidewalks	Add sidewalks in the locations shown with red.	Short term	Multimodal
East of the Lynchburg Expressway	Incorporate appropriate bicycle amenities.	Mid term	Multimodal
Construct Sidewalks	Add sidewalks in the locations shown with orange.	Mid term	Multimodal
East of the Lynchburg Expressway	Widen from two lanes to four lanes and incorporate the appropriate bicycle and pedestrian amenities.	Long term	Operations/ Multimodal
West of the Lynchburg Expressway	Widen from four lanes to six lanes and incorporate the appropriate bicycle and pedestrian amenities.	Long term	Operations/ Multimodal
Construct Sidewalks	Add sidewalks in the locations shown with yellow.	Long term	Multimodal

Multi-modal Recommendation List

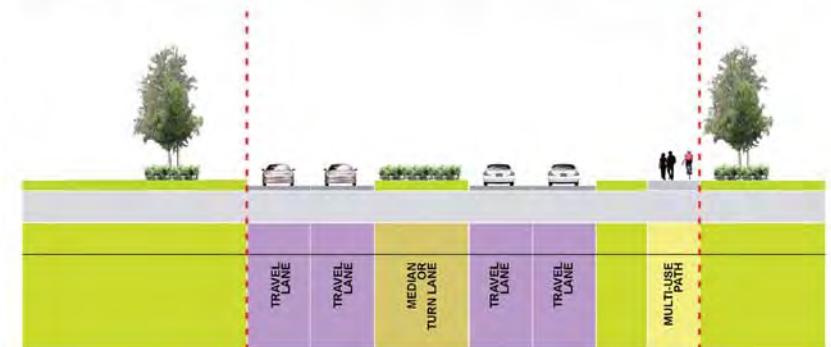
Bicycle Route in the City - Cross-section

East of Lynchburg Expressway

Mid-term



Long-term



TRANSIT, BICYCLE & PEDESTRIAN

MULTI-MODAL

ROUTE 221 CORRIDOR PLAN



Traffic Volumes - Existing



LOS - After Signal Coordination



LOS - Existing



LOS - After Intersection Improvements & Signal Coordination

Location	Description	Time Frame	Category
All Signalized Intersections	Evaluate and update the signal timing and phasing at each individual intersection and coordinate the traffic signals with one another.	Short term	Operations
Route 221 at Forest Brook Road	Incorporate northbound leg into the intersection's traffic signal design by adding signal heads, detection, and westbound left turn lane, or close the entrance.	Short term	Operations/Safety
Intersection of Enterprise Drive with Route 221	Modify the eastbound Vista Center Drive approach to include a left turn lane, through lane and shared through/right turn lane. Modify the westbound Enterprise Drive approach to provide dual right turn lanes, dual left turn lanes and a single through lane.	Mid term	Operations
Intersection of Graves Mill Road with Route 221	Widen the westbound Graves Mill Road approach to include dual left turn lanes, a through lane and a dedicated right turn lane.	Mid term	Operations
Intersection of Gristmill Road with Route 221	Modify the westbound Gristmill Drive approach to provide a left turn lane and shared left/through/right turn lane.	Mid term	Operations
East of the Lynchburg Expressway	Widen from two lanes to four lanes and incorporate the appropriate bicycle and pedestrian amenities.	Long term	Operations/Multimodal
West of the Lynchburg Expressway	Widen from four lanes to six lanes and incorporate the appropriate bicycle and pedestrian amenities.	Long term	Operations/Multimodal
McConville Road	Extend McConville Road to intersect Route 221 at a signalized intersection. This new traffic signal will replace the existing traffic signal at Wyndale Drive.	Long term	Operations
Entire Corridor	As redevelopment occurs, begin acquiring needed right-of-way for future widening from Enterprise Dr to Graves Mill Rd.	All	Operations

Traffic Operations Recommendation List

LEVEL OF SERVICE

TRAFFIC OPERATIONS

ROUTE 221 CORRIDOR PLAN



Enterprise Dr Intersection



Gristmill Dr Intersection



Graves Mill Rd Intersection

LEGEND Existing Pavement New Pavement New Median New Sidewalk Parcel Line Existing Entrance

IMPROVEMENTS

TRAFFIC OPERATIONS

COMMENT SHEET

Route 221 Corridor Safety Study

April 10th , 2014

The Study Team needs to hear from you regarding your thoughts on the draft recommendations, and any other ideas/concerns you wish to share. Your input is valued and will inform the planning process. Thank you!

[illegible]

Please leave the comment sheet in the comment box, or you can also send or deliver (by April 24th, 2014) your comments to: Bob White

Bob White

Region 2000
828 Main Street, 12th Floor
Lynchburg, VA 24504
BWhite@region2000.org

ROUTE 221

Corridor Safety Study



Welcome to the website for the Route 221 Corridor Safety Study. This site is provided as a means to share project information, and also to provide you with an opportunity to provide input. To the right are links to information about the corridor and the study process. Material will be added to the website as it is produced in the coming months.

- ☐ Community Presentation
- ☐ Crash Rate Summary
- ☐ Crash Rate Illustration
- ☐ Intersection LOS Summary
- ☐ Intersection Traffic Volume Summary
- ☐ Web Comments Through 4/16
- ☐ April 10th 2014 Meeting Announcement
- ☐ Route 221 Exhibit
- ☐ Route 221 Second Meeting Summary

Overview - ROUTE 221 Corridor Safety Study

The Region 2000 Local Government Council and Central Virginia Metropolitan Planning Organization, in partnership with Bedford County and the City of Lynchburg, and with assistance from the MPO's on-call transportation engineering consultant, EPR, P.C., has begun a safety improvement study for the Route 221 corridor. The study limits commence at Cloverhill Blvd and extend into the City of Lynchburg to Forest Brook Road. The purpose of the study is to identify and document opportunities for safety improvements, congestion reduction, and multimodal accommodations. Opportunities may include improved access management, modifications to key intersections, traffic operations improvements such as coordinating the traffic signals, and additional multimodal accommodations (walking, bicycling, transit access), among others. The study process will include two public meetings, with the first occurring in late January and the second meeting in March. The final study deliverable will clearly identify projects and potential funding sources for project implementation. The study will be completed in June of 2014.

Provide Your Input

Below is a contact form for your use. The comments will be sent to the consultant project engineer and the Region 2000 / Central Virginia Metropolitan Planning Organization project manager. This input will be used to guide the study process.

Useful Links

www.region2000.org

www.lynchburgva.gov

<http://www.co.bedford.va.us/Planning/index.asp>

http://www.virginiadot.org/info/access_management_regulations_and_standards.asp

Name:

Email:

Message:

SUMMARY OF WEBSITE COMMENTS

1. Message

There needs to be a left hand turning lane for Walgreens on Enterprise Dr. driving towards Wyndhurst.

2. Message

I am all for progress, but I also think as stewards of the community, we have a responsibility for the safety of our residents and community. This proposed project ends at Forestbrook Road and therefore will bottleneck before the entrance of the Walden Pond community. I would like to kindly request for a consideration and adjustment to be made for the project to extend further and allow for a stoplight at the entrance of our community. This would allow an ease in traffic congestion and allow for safer turns out of our community. Since my time here, I have seen so many non-serious accidents and fender benders and believe that installing a traffic light would greatly decrease the risk as well as the chances of someone truly getting hurt. While this is an additional expense for the project, I know it would offer a sense of security & safety to our residents and employees. Our community has 41 buildings and houses 492 households. A stoplight would be a great resolution to a problem that will continue to get worse as traffic and businesses grow in the Lakeside Drive area.

3. Message

Needed along 221: Sidewalks along both sides of 221 to extend to Lynchburg City Limits and Wyndhurst. Crosswalks at stop lights Benches and/or shelters at bus stops Reduced speed limit from 45 mph to 35 mph between Sheetz near fire department and Bank of the James Bike path adjacent to railroad tracks Reduce number of business entrances along 221 by providing adjoining access roads between businesses. Tighter regulations regarding signage and landscaping along 221 to prevent visual obstructions and to enhance 221 beautification.

4. Message

1. Reduce speed limit between Sheetz and Bank of the James. Intersection of 221 and Cottontown is particularly dangerous at evening commute time due to speeding and inattention of Westbound drivers. There is nothing to slow/calm westbound traffic into the intersection. 2. Provide sidewalks along the route. They are needed in particular between Enterprise Drive and the neighborhoods behind Subway. The beat-down paths through the grass are evidence of the large amount of pedestrian traffic already present. 3. Crosswalks are needed at each major intersection. There are a significant number of pedestrians crossing 221 each day with no protection. Between Cottontown and Enterprise, the employers/employees are predominately on the North side of 221 and the services/restaurants are on the South. 4. Reduce the number entrances from businesses directly onto 221. Many have more than one. Also, on the service roads connecting to 221 (Gristmill, McDonalds, Food Lion, etc.) there are many business entrances that are too close to the 221 entrance. Drivers exiting the businesses do not have sufficient visibility of traffic exiting off 221 which sometimes is moving quickly. 5. A center divider is needed to limit and control left turns, particularly between Graves Mill and Gristmill. Some kind of control is also needed to prevent the right turn lane from becoming another high speed traffic lane, particularly eastbound between Gristmill and

Graves Mill. 6. Control signage and plantings directly adjacent to the road which limit visibility of oncoming traffic to cars entering 221.

4. Message

Glad you are doing the safety study. I would suggest two things: 1. A bike lane. I see cyclists on 221, but the congestion, speed, and rolling hills makes it unsafe. 2. Please consider traffic circles/roundabouts. I see many calls for more traffic lights; however, traffic lights will add to the congestion. Traffic circles keep the traffic flowing, there's very little maintenance, and they work when the power is out. They have a high capital cost, but they have long-term benefits. They also help control speed.

5. Message

Concerned entering and exiting Gables at Jefferson Forest Apartments especially exiting. At times very difficult exiting because of volume of traffic. Traffic from the north most bothersome because of hill and bend in road. Should there be a traffic light here before a serious accident takes place?

6. Message

Bikes shouldn't be allowed on 221, period! The road is already dangerous enough & trying to pass one safely while contending with heavy traffic is ludicrous. Unfortunately, everyone is always in a hurry & it's just not a safe road for bikers nor the drivers; as they're impeding flow of traffic.

7. Message

The Lynchburg metropolitan area is the only area I have driven that has NO roads with three travel lanes per direction. It is too late for most sections of the area, but eventually I would expect 221 to go to all the way to Bedford as a multi-lane road. Further development should be set back far enough to allow for six lanes instead of four.

8. Message

Rt. 221 is an extremely dangerous road. As you know, it has numerous businesses, and the speed limit is 45 m.p.h. People travel at much higher speeds, and cars are continuously coming into the flow of traffic from the local businesses. It seems to me that the speed limit needs to be reduced by at least 10 m.p.h. In addition, perhaps a greater police presence would be helpful if speed limits were enforced. Another BIG problem with 221 would be the passing lines. The passing zones are EXTREMELY dangerous in that cars pass when it is not safe to do so, and other drivers don't let cars back in - or they can't let them back in. It is a serious situation, and it needs to be addressed. Furthermore, the entrance to the new Kroger (by the gas station entrance) is very dangerous. It would be very helpful if a light was put in at that point. Thank you for your consideration of these comments.

9. Message

221 is heavily congested and dangerous. Areas for concern- 1. Traffic light at Cloverhill is unnecessary 2. Eastbound and Westbound traffic near Graves Mill Shopping Plaza is frequently heavily congested due to poorly designed turn lanes, ill-timed traffic lights,

and reckless driving. 3. Eastbound lanes approaching the intersection at 501 near the Hess station are frequently backed-up as the right-turn lane is inadequate in length 4. Traffic light at Forest Brook is extremely hazardous, as traffic entering Lakeside and turning left near the News-Advance will often block all lanes of traffic. Overall, the entire corridor is not equipped to handle current traffic needs and is a safety concern.

10. Message

First, the speed limit of 45 mph at Graves Mill Shopping Center is exceedingly dangerous. No vehicle should be coursing through that heavily -trafficked area at such a fast speed. Second and even more dangerous is the flow of cars making a right turn from Enterprise Drive onto 221 northbound. The cars rarely yield and often-times feel they have the right-of-way despite a red light. Cars travelling toward Lynchburg have to slow and yield even though they have a green light. The cars on Enterprise Drive should be REQUIRED to come to a complete stop. I travel this route many times a day and should not have to submit my passengers to these hazards.

11. Message

The addition of designated walking/bicycle lanes would be beneficial and offer safer access for residents and business clientele in the area. A reduction of congestion would certainly be welcomed.

12. Message

Stop the terrible speeding. I go 45-50 mph and the traffic speeds by me. Perhaps raise the speed limit and then ENFORCE IT.

13. Message

We live on Rt. 221. The main problem we witness is excessive speed - a huge portion of drivers exceed the speed limit by a large margin. Intersections are a major problem, especially caused by those running red lights.

14. Message

We need turn lanes at the library and the dump. We need signs for slower traffic to keep right.

15. Message

Unnecessary stop lights are causing congestion. 2 in particular seem to have very little cross traffic and accomplish nothing other than traffic congestion and the resulting decrease in safety. These are at Cloverhill Blvd and Rustic Village. The light at Cloverhill is particularly dangerous because of the often slippery downhill bridge lane immediately before the light. This intersection should be closed and the meager traffic from Cloverhill Blvd rerouted to Ambassador Dr and/or Newcomb Blvd which already have turning lanes and a stoplight would not be necessary. Barriers should be placed to prevent left turns into the bank entrance and the bank should be encouraged to build an entrance opposite Newcomb Blvd.

16. Message

I have traveled Rt. 221 for over 40 years as well as many other streets similar to the one in this study. I believe that adding basic street lighting similar to the lights on the new Rt 460 corridor near the Lynchburg Airport would be a tremendous safety asset especially for night driving on this route. I think cruelty the road passage is too dark especially at night, making the side streets, businesses, curbing, sidewalks, extremely hard to see and recognize for the speed limits posted on that section of roadway.

17. Message

I have traveled Rt. 221 for over 40 years as well as many other streets similar to the one in this study. I believe that adding basic street lighting similar to the lights on the new Rt 460 corridor near the Lynchburg Airport would be a tremendous safety asset especially for night driving on this route. I think cruelty the road passage is too dark especially at night, making the side streets, businesses, curbing, sidewalks, extremely hard to see and recognize for the speed limits posted on that section of roadway.

18. Message

I have traveled Rt. 221 for over 40 years as well as many other streets similar to the one in this study. I believe that adding basic street lighting similar to the lights on the new Rt 460 corridor near the Lynchburg Airport would be a tremendous safety asset especially for night driving on this route. I think cruelty the road passage is too dark especially at night, making the side streets, businesses, curbing, sidewalks, extremely hard to see and recognize for the speed limits posted on that section of roadway.

19. Message

As a daily commuter on the 221 corridor, I would like to suggest three main bottlenecks and problem areas for further study. These three areas are mentioned below and these comments are based on the morning commute. (1) Traffic attempting to change lanes from left to right to prepare to turn from 221 to Graves Mill Road causes problems in front of the Graves Mill Center. The right turn lane is not well defined in this area and traffic attempting to enter the shopping center from 221 can be problematic, especially when some drivers stop to allow them to cross and others do not stop. I see several potential accidents from drivers exiting McDonalds onto 221 in this area also. (2) After Enterprise Drive (morning commute), there is a large number of lane changes that happen as drivers try to position themselves for the right turn behind the shopping center, bypassing the intersection at 221/Graves Mill Road. (3) Along Graves Mill Road, there is a problem when the center turn lane stops and vehicles clog the left travel lane waiting to turn left into Forest Dental Center. Under normal conditions, this would not be problematic, but combined with driving habits and heavy traffic volume associated with the morning commute, this is a recipe for disaster. Finally, a couple of general observations: (a) The 45 mph speed limit seems unsafe in the congested area between Enterprise Drive and Graves Mill Road. There are a large number of driveway entrances and uncontrolled intersections in this area. (b) There are a large number of entrances/exits from the Graves Mill Road Shopping Center, leading to many drivers being surprised by people turning or stopping to leave 221/Graves Mill Road and others entering 221/Graves Mill Road. Surprises equate to crashes when drivers are following too close or exceeding

the speed limit. Thank you for the opportunity to contribute to the study. Please reply with questions for need for clarification.

20. Message

Need to find a way to slow down traffic. Since 221` went to 4 lanes in Forest cars are doing 55 + MPH and it is not designed for that speed. Its not a by-pass but a local road with business and homes off it.

21. Message

slower traffic needs to keep right,its the law,place signs,enforce impeding the flow of traffic,by educating,warnings..move Kroger outlet north near electrical substation,to improve sight distance,slower traffic is the main problem people get mad and dart in and out,by keeping right the flow will improve and speeders will be easier to pick out,,thanks

22. Message

bike lane Bike Safety

23. Message

Looking at data there are way to many accidents on 221. It is way to dangerous for bicycles or people walking on 221. This should be treated like the Lynchburg Expressway. There are also to many turn offs and entrances to 221. Also could think about doing away with right turn on red and only have turns with protected arrows. Need som way to get money into the VOLUNTEER Fire and Rescue Depts that have to respond to all these crashes.

24. Message

Enforcement of the speed limit would make this road safer. Most drivers travel at 10 to 15 MPH over the 45MPH posted limit.

25. Message

Increased police both county and state running radar, along with ticketing drivers that are hazaedous driving. Lane changes, just reckless driving. Having the lights timed better during peak times to create a better flow. The turn lane going toward Lynchburg from Forest at BB&T down to Suntrust is one of the worst place of Rt 221. Seal all exits and create one turn lane and take advantage of the current traffic lights to enter the shopping center. As a rescue squad member I can't tell you how many crashes I been to in that area. Lastly the Enterprise Dr, Rt 221 intersection is a very screwed up pattern , we have a pattern that allows R turn on red in the lane closest to Walgreen but the second lane is not a R turn. People pulling out on the redlight. BAD planning. THE NO TURN SIGN IS TO SMALL, or maybe most people need eye wear to see the sign. Lastly, I truly belive that if more people are ticketed for traffic infractions the less crashes that would occur. The sheriff dept is out there ,just not enough of them, hire more police On a lighter note, Route 221could be renamed "The Forest Road 500"

26. Message

The Graves Mill Plaza has bushes that are terribly placed along Graves Mill Rd. When

one pulls out of the plaza onto Graves Mill Rd., it is pretty much a blind exercise. I cannot understand for the life of me why those bushes are allowed to be in the location they are.

27. Message

Red light cameras especially at Graves Mill/Forest Rd, Cottontown/Forest Rd. and Enterprise/Forest Rd. It is amazing the number of vehicles who disregard the red lights. Speed cameras all along the corridor, and perhaps permanent roadside speed indicators - i.e. "Your speed is XX mph." Overall more comprehensive enforcement of existing laws - stop signs, turn signals, speed limits. It is a rare occasion when a law enforcement presence is noted. Stricter enforcement of cell phone usage and texting. On average, 30 to 40% of the drivers at the intersection of Enterprise and Forest Rd are actively using a cellular device. Coordinating signal lights is a waste of money and effort if drivers simply ignore them.

28. Message

We need a traffic light at the entrance to our Forest Dale subdivision. During rush hour traffic it is a nightmare trying to get in or out of the subdivision .Forest Dale Drive is the only way to access/exit the entire subdivision.

29. Message

You must synchronize the signal lights from the intersection of 501/221 through Perrowville Rd/221.

30. Message

I travel 221 between highway 811 and the lynchburg expressway daily for work. Accidents are frequent along this stretch during morning and afternoon commutes. Left turns out of businesses into the turning lane seem to major cause of accidents. Also, the 45 mph speed limit is too high from enterprise drive to the expressway.

31. Message

TRAFFIC LIGHTS !!!! I travel from Route 811 to Old Forest /221 intersection. The traffic lights need to be working so they do not stop traffic flow when NO ONE is waiting to enter onto route 221. Gristmill is the worst!!! Stops you for no reason (nobody waiting to come onto 221!! I don't know if they are on sensors or timers or what, but they are wacky

32. Message

My biggest concern is the number of cars that "run" the traffic lights at the corner of route 221 and Cloverhill Blvd. I have repeatedly had "near misses".

33. Message

Plans need to include bicycle lanes. You have a college and a large apartment complex on this road just outside of the study area in the city. I have often encountered bicycles in this area and there is no shoulder to ride on. With the proliferation of both shops and student population in the area bicycles will also be increasing.

34. Message

My concern with the 221 safety is that residents of Maple Hills have a very hard time making a left hand turn onto 221. It's very dangerous. Now we have the turn lane into Woodberry Square that makes it dangerous to make a left off of 221 into Woodberry Lane. There is going to be ahead on there in the turn lane.

35. Message

The lines in 221 are very poorly painted, without glass beads in the paint and they become invisible when it is dark and raining. I drive 14 miles everyday from Lowry to Forest.

36. Message

Enforce the speed limit. People speed, run red lights, cut you off. What we need is more police presence early in the morning and early evening during rush hour traffic.

37. Message

The stretch of Rt. 221 between Enterprise Dr. and Graves Mill Rd. needs the most attention when it comes to safety improvements. The congestion is compounded by traffic trying to enter and exit existing businesses along this stretch. Rt. 221/Lakeside Dr & Old Forest Rd are becoming more congested as additional shopping centers emerge along these corridors. Currently, entering the Fresh Market shopping center is fine from Old Forest Rd. However, to exit from that direction involves crossing two lanes of traffic without benefit of a middle turning lane to allow a vehicle to advance halfway across Old Forest and wait for traffic to clear. Lakeside Dr. is more congested and will continue to become more so with new restaurants and shops opening. Expanding this portion from 2-lane to 4-lane would relieve existing and future congestion. Thank you for allowing those of us who live off of and travel Rt. 221 on a regular basis the opportunity to bring these issues to your attention.

38. Message

Catch speeders going 10 or over. Add stoplight at Kroger. Fix turn lane light at Pebo's gas station. It turns on when no one is turning. Even at 5 in the morning. Sheetz light changes through all signals sometimes when no one is around (everytime it rains.) Expand turn lane at intersection heading into Wyndhurst. Old people and idiots will stop in the traveling lane to get into the turn lane. It's like the yellow middle turning lane is lava and must be avoided. Seriously. get. into. the. turning. lane! Also, coming out of Wyndhurst. If turn light is red it means stop. Not quickly inch out to scare people going straight. Stop then turn. Not zoom out and say oops.. sorry.

39. Message

Before undertaking any work, I feel a police presence would greatly reduce the number of traffic accidents. Drivers speed 10 to 15 mph over the speed limit with aggressive drivers swerving across lanes. I have NEVER seen one police officer, either city, county or state, along this stretch of road. Before spending money to rebuild the road, try enforcing the safety laws first!

40. Message

Without an overpass at the 501/221 intersection there will never be any improvement in traffic flow nor opportunity for any more development.

41. Message

I have a main concern with the stoplight at Bank of the James. I work there and am constantly seeing people running red lights! I know if I had pulled out a few times I would have gotten slammed. Not sure what to do, the road is congested and people nowadays won't slow down, if you don't go 60 out there they run you over, stay on your car until you get over, speed up or turn off. I've gotten hands thrown up at me, the finger, I can see people saying things to me all because I'm in the left lane going 50!! It's crazy. We also need better exit ramps at intersections. I really wish the police would be out there in unmarked cars for at least a week to observe so they can see....Thanks for listening to me!

42. Message

The intersections with stoplights need to be lit at night the same way the intersection of Rt. 811 and Bateman Bridge Road are. They would better mark the intersections at night as the traffic approaches. I live near and travel on this road and many people run the stop lights.

43. Message

There are several places along 221 (Forest Road) where signs (temporary and permanent) block the vision of drivers leaving business parking lots. For example, the Jiffy Lub sign plus a curve in the road blocks the vision of drivers leaving Jiffy Lub. Drivers leaving the Good Will store sometimes cannot see well when entering Forest / 221 because of the signs in front of Father's Table Cafe. There are other places where drivers need to pull out into traffic without getting a clear view of traffic on 221 / Forest. Thank you.

44. Message

We currently live in Forest Dale Subdivision. Approx. 70% of day very unsafe to make a left out of subdivision heading west due to heavy traffic both ways. Lights east and west are not timed to allow opening to get out. If west bound traffic clears, east bound traffic is heavy not allowing a west exit without danger. Same with east bound traffic being clear, west bound is heavy. We majority of time make a right going and proceed behind Express Lane store to use traffic light at BBT Bank to go west.

45. Message

We need a traffic light at the corner of Wayne Dr and Rt.221. The hill blocks your view when making a left turn onto 221. Also, when the car dealership across the street opens again, the left turn lane that everyone pulls into while making the turn will be a sight of more head on collisions than it already is. We have had a number of accidents and near misses. The intersection of Rt 221 and Graves Mill Rd. is a mess. Since the shopping center has internal roadways several entrances/exits should be closed off. Drivers should go to the lights to enter and exit the center. The current configuration encourages poor decision making and multiple accidents that could be prevented. On Rt. 221, in front of

Summary of Website Comments
Route 221 Corridor Safety Study

Walgreens, there is a Walgreen entrance that allows drivers heading towards Lynchburg to turn right off 221 into Walgreens. Drivers heading towards Forest do a U-turn from the turn lane for Enterprise Dr. to go to Walgreens rather than go thru the light and turn off of Enterprise. Good luck! Thank you for allowing me to make suggestions. We were sued for \$750,000.00 for a fairly minor accident at the corner of Wayne Dr - I work at Backstitches and I hear the brakes and horns, and see the near misses all day long.

46. Message

1) A traffic light at the entrance to the Forest Kroger Store and/or the Forest Square Shopping Center is needed. 2) The speed limit from Forest Middle School to the intersection of Old Forest Rd. should be reduced to 35 mph.

47. Message

My biggest safety concern is the large flashing signs in a very high traffic area that distract drivers attention. Think about it, I'm going to take my eyes off the road at Enterprise drive to read a sign meant to improve safety? Wow, special.

48. Message

The speed limit on 221 should be lowered between Cottontown Rd & Perrowville Rd. to 35. With businesses on both sides of the road and only one turn lane. The sign at intersection at Enterprise Dr. & 221 that says no right turn from this lane (left lane, right turn) should be made larger or taken down since it is ignored. Install traffic camera to ticket those who ignore lights & signs.

49. Message

There should not be a turn lane leading to the Graves Mill Center- I have seen several accidents where the inside lane stops to let someone cross 3 lanes of traffic only to be hit by a car driving in the outer most turn lane. It is crazy. A fixed median needs to be along that line and only have turns at the intersections into the shopping center.

50. Message

I live in Maple Hills off route 221. Many times during the day it is almost impossible to turn left onto route 221 (west). This is caused most of the time by traffic backing up at the light at Hawkins mill road and the CVS. At meal time, with the traffic associated with the Subway restaurant, I see many drivers taking unnecessary chances. This used to happen in Lynchburg on Fort avenue at the intersections with Perrymont and Toledo. Additional lights addressed the problem and there was a lot less traffic involved.

51. Message

The study is certainly needed. One of the worst problems from end to end is people running red (not even yellow) lights, especially noted at our street: 221/Cloverhill Blvd. Cameras would be good, but will probably not pass through the Bedford or Lynchburg councils. Thanks. rkj

52. Message

Thank you for working to coordinate lights through this area in both directions and at all times. When traveling north towards Lynchburg, the light at Enterprise might be given more time. I note that I usually stop there when heading to work in the 7 am range. Heading home to Forest (south bound) I will comment that the light at Cloverhill was poorly placed, being directly south of the bridge. I imagine this light was placed for the convenience of particular resident of that subdivision. It should have been placed at Ambassador instead. It backs up traffic that has just gotten up to speed from Enterprise and I imagine is a source of rear end collisions over the crest of the hill. Thank you for taking my comments.

53. Message

I think there may be too many driveways opening up to those sections of road. It is very hard to get in and out of McDonalds and Fiesta Tapatia. Their main points of entry are not at lights where ingress and egress are safest. Closing those openings and directing traffic to the light controlled areas would help flow. Regarding 501 and 221 by Billy Craft Honda, It would be better for everyone if the expressway extended over lakeside and old forest and was a direct rout. Those intersections could be clover leafs like fort. Intersecting an expressway and a major road like 221 with a light is problematic. It is only going to get worse as businesses build up there around Fresh Market.

54. Message

I've lived off Maple Hills Dr. For 23yrs. And what I haven't seen is anyone getting ticketed. What this area needs is for the city and Bedford to patrol it and hand out some hefty tickets.. Every day I see people driving 10-15 miles an hour over the limit and weaving in and out of traffic, and trying to run over the person who is driving the speed limit. This is a big part of the problem. Thank you.

55. Message

Rt 221 has become very dangerous to travel. There are three things that come to mind. If you are traveling from Old Forest Rd to 221 and you are looking to make a left on Enterprise drive, busy street with YMCA, there are two turning lanes but one lane is not quite as long as the other. This creates havoc there is no reason for the other lane not to be as long as the other lane so that there would be enough room for those wanting to make a left. Then if you continue down the road, making a left onto Thomas Jefferson 811 is an absolute nightmare. That lane is not long enough to hold the volume of traffic that turns left there at 5:00 pm at night and I am sure other times. Cant that turning lane be extended? Then this I think is going to continue to get worse. All along the busy part of 221 Graves mill to past eneterprise there is one turning lane, so those that want to turn left or right are runnging into each other. Its hard for me to explain but if I am coming from old forest and I want to make a left into Food lion but someone is coming from 811 and they want to make a left into Amy's nails there is one turning lane for both of us to use and we are going in opposite directions.

56. Message

Traffic flow is pretty good. One issue is the school bus stop at Gables Dr. Bad spot. Sometimes the kids take a while to get on/off the bus. Westbound traffic gets backed up to the point that cars & trucks coming over the hill there have little warning that cars are stopped for the bus ahead of them.

57. Message

Enforce speed limits and tailgating laws to lower accidents. People ride your bumper at 45 when traffic lanes are heavy in both lanes and weave in and out of traffic in the hopes of saving a minute. End result more accidents. Just my 2 cents worth. You can send a lot more and get less results. Thanks for the opportunity to participate.

58. Message

Enforce speed limits and tailgating laws to lower accidents. People ride your bumper at 45 when traffic lanes are heavy in both lanes and weave in and out of traffic in the hopes of saving a minute. End result more accidents. Just my 2 cents worth. You can send a lot more and get less results. Thanks for the opportunity to participate.

59. Message

Rt. 221 from Rt. 501 (Billy Craft Honda) to Wyndhurst is a dangerous stretch of highway. However, as a cyclist, it is biked regularly, primarily in the summer. The addition of "Share the Road" signs would be helpful. Implementing bike lanes would be ideal to ensure our safety due to the heavy traffic.

60. Message

Lynchburg just needs 221 to be 4 lanes. Too much traffic and development for 2 lanes. Build for future not just for a temporary period

61. Message

I travel this area every day going to work in the Lynchpin Industrial Park. Traffic is very congested. Adding the Fresh Market shopping center has increased traffic. It is a regular thing to see people run through red lights to keep moving. Please consider making improvements to traffic flow before further development takes place. Don't create another Wards Road.

62. Message

It gets pretty bad before you get to Walgreen's if you want to get to 29 from graves mill road. No way to get over there

63. Message

First, I want to thank you for this safety improvement study. I have lived at 17559 Forest Rd for 44 years and watch what at that time I considered the boonies grow into a small major city in regards to traffic and population. One of my major concerns is when I try to come out of my driveway no matter what time of day, if I am going right toward Lynchburg sometimes I can get a break other times I am taking a chance. But if I need to go left toward Forest, the majority of the time I have to take a right go the Jiffy Lube turn

around in their drive and then head toward Forest. If I am coming home from Lynchburg, I will move to the center lane just as I pass Jiffy Lube while giving my left hand signal only to have traffic move in behind me thinking I am going to Enterprise. When the five lanes were first completed the start of the turn lane was right in front of my drive, since the repaving and painting of the lines the turn lane did move a little pass my driveway but that still does not stop people from moving into the center lane before they should. We just thank God we have not had a major accident. Now with the apartments almost done and people will be moving in my chances of exiting or entering my driveway will be even more of a problem.

64. Message

I live off 221 near graves mill center it is my option that the road is constructed well and needs in improvements . The residents do not need to bothered by construction delays save the mony for a worthwhile project

65. Message

I have lived out in Forest over 20 years and have volunteered as a Firefighter for 25 years in Forest, the changes to Forest Road that I see area's of improvement would include, we need to reduce the number of areas that you can cross over and turn to either side of the road way. We also need to improve the middle turning lane, as that is what is for not an additional driving lane. The stop lights need to flow better, there are times that I have sat for 4 to 5 cycles trying to turn left on Forest Road from Graves Mill, we need to improve the flow coming out of Lynchburg into the County. I am fearfully by placing a bike lane on Forest Road, there are just to many distraction for drivers on the busy roadway to have to contend with cycles. I would rather see those folks travel secondary roadways. Thanks,

66. Message

I would install barriers between lanes and not all left hand turns except at lights

67. Message

My family lives off 221 on Mayfield dr. It is getting unsafe to turn in/out of Wayne drive. I have almost been hit head on multiple times in the center turn lane trying to turn from 221 on to Wayne drive by people trying to turn into Auto extras including a semi. Very scary. It is also difficult when you have people darting over in that lane right in front of you to turn in to Beacon. It's near impossible to get out during rush hour. There really needs to be a traffic signal and/or restructuring of the turn lane since it is at a crest of a hill.

68. Message

My husband and I travel the Rt 221 corridor daily and have done so since the early 1990s, when it was still 2 lanes. We live in Homestead Haven, Bedford County. I am appaled by the number of vehicles, including school busses, that run the stoplights all along this section of road. If I could have 2 wishes, it would be for stoplight cameras that would result in tickets for these drivers. The second wish would be some way to discourage drivers from using Bateman Bridge/Homestead for a fast cut through to and from Rt 811 so they can briefly avoid Rt 221. The road into our subdivision is so dangerous that I will

no longer risk riding a bicycle on the 2 lane road that runs through my neighborhood, even well after the school and business day has begun. I worry that some day some engineer who has never been here will decide to straighten out Bateman Bridge and Homestead, making it faster and hence much more dangerous. Sirens on rescue vehicles racing to wrecks are audible at least twice a week in the morning, and less often, evenings. My husband has to cross Rt 221 from Enterprise to Vista Centre get to work. Much too often he tells me, "I nearly bought it again today. Some man (or woman) ran the light again;" or they turned from the wrong lane, turned into Walgreen against the "Do Not Enter" sign, cut off other drivers, or were speeding. There is virtually no police presence here. I realize the police force is spread thin, but in this stretch of road where Bedford County, Campbell County and Lynchburg city come together, it actually appears that none of those agencies will take ownership of this problem area. Technological solutions like cameras make sense here, along with slower speed limits and perhaps coordinating lights to smooth out the flow of traffic.

69. Message

There needs to be two "No Left Turn After Green Arrow" signs hanging at the signal light at the intersection of Forest Rd and Cottontown Rd. (It's a no brainer and it can't be that hard or expensive to do) There's way too many accidents at this intersection from reckless people trying to beat the on coming traffic to make left turns onto Cottontown Rd and left turns into CVS. I know nothing will be done, but at the very least it gives me a chance to vent. For that I am extremely grateful.

70. Message

Our concern is with the amount of people who run the light when it turns red on 221 - coming out of Cloverhill Blvd this has happened many times and we now make sure even though we have the green light we always look both ways - cause speeding cars always come from both directions - someone is going to get killed there. Also concerned about the additional traffic the The Gables At Spring Creek will create especially if it has an entrance on Cloverhill because coming around the corner from 221 it will cause rear end crashes to those turning into the road to the apartments. There is a lot of backup traffic around 8 am from Walgreens back to Cloverhill and 221 - the turn lane onto Enterprise is blocked every morning so traffic doesn't move well.

71. Message

221 from Cottontown Rd. to Enterprise Dr. is very congested during most business hours. There are a lot of traffic signals that slow traffic considerably and too much commercial activity requiring cars to slow down and turn off. It's very inconvenient driving to and from Bedford having to pass through this area.

72. Message

I've just moved back to Lynchburg and it takes me at least 5 to 6 minutes to get out due to the amount of traffic on this highway. And sometimes I have to go the obosit way just to get on the highway

73. Message

I suggest that the speed limit in the busy area from Enterprise Drive to Cottontown Rd. be reduced to 35mph

74. Message

wayne dr traffic volumer update

75. Message

I think that this study needs to also take into account the heavy traffic flow on SR 811 with the back ups. There seems to already be unused stoplights already in place at some of the intersections from poplar forest to waterlick. Many trucks use this route. It should not take me 30 plus minutes to go from 460 in New London to just past Billy Craft Honda in the city.

76. Message

I utilize 221 to get from Forest to Roanoke. I switch to route 460 in Bedford. I would love it if this were made I to a four lane hwy instead of a two lane hwy. inevitably I be some stuck behind a very slow driver with almost no opportunity to pass.

77. Message

Need both Graves Mill lanes to allow left turns onto 221 toward Forest. Now, people jockey around cars in left lane (who are stopped trying to turn into Food Lion) and that is dangerous. The Graves Mill right lane should allow left, straight or right turns. Currently that lane allows only straight or right turns.

78. Message

Center lane (turn lane) is dangerous. Drivers use it as a speed up lane to enter into the traffic flow and do not look ahead for drivers in the lane trying to make a turn. Not enough stoplights. Speed limit of 45 mph is excessive...needs to be lowered. Law enforcement needs to ticket drivers that exceed the speed limit and also run red lights.

79. Message

A number of the issues along this corridor are due to lack of enforcement of cell phone and texting drivers and running of red lights. I came from the Baltimore/DC area and have never seen the red light running as bad as here. I have a new young driver in the family and our first point of safety is to wait after a light turns green, two or three cars are going to run through. I think the traffic light adjustments at 501 and 221 had made an improvement. We need red light cameras at most intersections.

80. Message

A turning lane to the Bedford County Recycle center next to Aylors would be a great help. It slows morning traffic and could be a traffic hazard. Best wishes in your endeavour!

81. Message

In the 5 seconds it take to read the two non-traffic related flashing state signs flashing this

survey each car travel 330 feet...while not focused on actual traffic or road conditions. and you elected to install them near highly congested intersections. Please discontinue such deployments in the future. 211 is fine except for the new Goode intersection design, which will lead to further accidents. thank you

82. Message

I live in Forest all my life and 221 has been my daily commute route since I can remember. The changes on 221 have come slow, infact not fast enough. The adding of four Lane from the Lakeside Drive area to the Forest Road has brought more traffic some good and some bad. I still deal with traffic issues coming home between 4pm & 7pm. I have a solution and examples of other areas in Virginia I have had the pleasure of traveling through, area such as Midlothian Va, Tysons Corner and Fairfax Va. Their Road have six to eight lane the business sections to help the ever growing traffic concerns. With better street lighting like signs and traffic signals, Upgrades to 221 are very vital to the Forest Community, it will bring more jobs and other opportunities to our area. I Graduated from JeffersOn Forest High School in 1996, I remember a small two lane road from Bedford to Forest until you got close to the Former Greenstone sight. A lot of change and growth has been made since that time, But 221 has not gone through the Major Upgrades proposed in the early 2000's, For example extended the four lanes from Lynchburg through Forest until it reach the intersection Of Independence Blvd in Bedford Virginia. Inconclusion to you from a Born and raised Forest resident, 221 is a major highway and popular road that needs improving. Thank you!!

83. Message

Change the speed back to 55 where it used to be! You straightened it, widened it, flattened it and changed the speed from 55 to 45??? Then the state and Bedford boys spend all their time collecting revenue on it! Thanks!

84. Message

Intersection of 221 and Forest Dale. Very difficult to turn to left. Many people drive into the turn lane and await an opening then merge with traffic. This also occurs in the other direction from the various businesses located there. Sometime I enter traffic when there is even a small break - or wait for up to ten minutes.

85. Message

Intersection LOS Summary doesn't show intersections 8, 9, or 10 from the Intersection Volume Summary. As I travel this road daily the timing of the traffic lights would ease congestion if you didn't have to stop at every single light from Lynchburg college all the way to Kroger in Forest. Timmy the lights for drivers that travel at speeds of 40 mph instead of 45 mph would ease congestion greatly. Also increase the size of the speed limit sign. The 45 mph sign on Lakeside dr is bigger than the sign on Rt 221. Also put a slower traffic to the right sign up to help those who actually pass other drivers in the correct lane (the passing lane)

Route 221 Corridor Safety Study – Summary of Comments Received via Comment Forms or Via Email

1. Pedestrian walk-ways from one side of 221 to the other (at major roads/stoplights) in areas of shopping.
2. Sidewalks or something for bicycles.
3. Trails or narrow strips of land.
4. Cross connections to take traffic off of Route 221
5. Desperately need a traffic signal at intersection of Walden Pond/Lakeside Drive
6. We need a traffic light at Weeping Willow Drive and Lakeside Drive. I take the #32 bus which lets me off on the other side of the street. It is terrifying to try to cross Lakeside Drive because the cars and trucks are driving so fast in either direction. Please help us get a light.
7. Please look into letting us have a traffic light [at Walden Pond/221]. I am very concerned about a tragedy happening at our entrance. It is very important to the residents here to have a safe entrance and exit. Thanks you in advance for your attention.
8. The study team should know that the traffic light is very important to the people at Waldon Pond. Not only the resident at Waldon Pond but you have to wait 15-20 minutes before you can get out. People are at risk because they pull out in front of other cars which cause an accident. If there is an emergency and the ambulance can not get out this could be a matter of life or death, with the new Kroger store coming the traffic will be double to what is now. We have school buses coming into Waldon Pond and they have to wait on the heavy traffic to get out. Yes we do need the traffic light at Waldon Pond. We would appreciate you to make this a safer road for all.
9. I have been a resident of Waldon Pond Apartments, Lakeside Drive, for 22 years. There are approximately 1200 residents now. Traffic on Lakeside Drive has increased unbelievably and has become a traffic bottleneck. Please consider a traffic light at this location before there is a serious accident (Route 221). A light at this entrance of Weeping Willow Drive and Lakeside Drive is greatly needed before someone gets hurt.
10. It seems that a lot of people don't know road rules about turning in a 2 lane road to stay in same lane. It's an issue coming onto Graves Mill exit to left on Graves Mill Road.
11. Yes, we need sidewalks at a minimum from high density apartments toward schools and grocery stores. The strip from Mill Race towards Forest to end of Graves Mill to Forest Road/221 is dangerous from 5 to 6:30PM. Bike Lanes – no money to pay for them but they are needed for safety and alternative transportation. Start with Schools – sidewalks and bike lanes.
12. Lights need to be synchronized. Sidewalks are needed in certain areas. No bicycles – too dangerous. Area is getting very commercial try traffic signals instead of lights.
13. Improved signal coordination, enforce the red light running, enforce speed limit on lower speed limit. Do not create through-way express 5th St. – 221. Bicycle lanes on pedestrian sidewalks unnecessary dangerous and low percentage, unsafe.

Appendix B City Planning Commission Resolution

RESOLUTION OF THE LYNCHBURG PLANNING COMMISSION

WHEREAS: The Region 2000 Local Government Council and Central Virginia Metropolitan Planning Organization in partnership with Bedford County and the City of Lynchburg seek to improve the safety of the Route 221 Corridor.

WHEREAS: The study limits would extend from Cloverhill Boulevard in Bedford County to Forest Brook Road in the City of Lynchburg.

WHEREAS: The purpose of the study would be to identify and document opportunities for safety improvements, congestion reduction and multimodal accommodations in the corridor.

WHEREAS: Opportunities may exist to improve access management, geometric modifications to key intersections, traffic operations improvements and the addition of pedestrian, bicycling and transit access.

WHEREAS: The purpose of the study is consistent with the goals and objectives of the City of Lynchburg's *Comprehensive Plan*.

NOW THEREFORE BE IT RESOLVED by the Lynchburg Planning Commission that in order to promote the public necessity, convenience, general welfare and good zoning practice the Planning Commission does hereby initiate, will consider and directs City staff to participate in the preparation of the Route 221 Safety Improvement Study for inclusion in the Transportation Element of the City of Lynchburg *Comprehensive Plan*.

Adopted: January 8, 2014

Certified: 

Secretary, Lynchburg Planning Commission

Appendix C Implementation Analysis Reports



HSP Proposed Safety Improvements FY2013-14

UPC #:	
Receive#	
HSIP file	
Initiate Date	(for office use only)

Agency:		Project Sponsor:		Tel:		Email:	
Street Address:		Fax:		VDOT District:		VDOT Region:	
City, State, Zip :		Priority # (If submitting 2 + proposals):		Repeated Proposal from prev. yrs?:			

Program Type	Project Type	County	Route (Include Name)	System (1)	Traffic Control	Frm/Mjr Rd (HTRIS/RNS Node-Offset If Applicable)	To/Cross Rd(HTRIS/RNS Node-Offset If Applicable)	Study Period Begins	Study Period Ends
HSP_Regular	SEGMENT	Bedford	Route 221	Primary (P)	All way Stop	Cloverhill Road	Forest Brook Road	01/01/10	12/31/12
Functional Class Code	2-Rural Principle Arterial			Area Location Code		3-Urbanized (50,000-199,999)	Federal System Code	1-NHS	
Briefly Describe Problem and Proposed Work	Rt. 221 Corridor safety study SHORT TERM IMPROVEMENTS: S-1 Install Roadway Lighting Enterprise Dr. to Graves Mill ONLY								

Crash Data (Collision Diagrams/ Maps are required with all proposals)	Crash Type		Rear End	Angle	Head on	Bicyclist	Non-Collision	Fixed object in road	Miscellaneous or other	Non-Collision	Total Related Crashes	Total Unrelated Crashes	Total Crashes
	Fatal	K=1 or 5	0	0	0	0	0	0	0	0	0	0	0
	Personal Injury (PI)	A=2	1	1	0	0	0	0	4	0	6		6
		B=3	2	5	1	0	0	0	2	0	10		10
		C=4	19	10	0	0	0	0	5	0	34		34
	PDO		32	37	0	0	0	0	4	0	73		73
	Total		54	53	1				15		123		123

Notes For traffic data , please fill corresponding section for intersection and section projects. Do not fill both traffic data sections. # of Crash Year: **3**

Traffic Data (Inter.)	Period	Enter. ADT	NB Ent. ADT	SB Ent. ADT	EB Ent. ADT	WB Ent. ADT	Other leg Ent. ADT	# of Approaches	Crash Rate (Intersection)	Critical Rate (Intersection)	Inventory NODE	Traffic Annual Growth Rate
												0.02
Traffic Data (Section)	Period	2012	Sec1	Sec 2	Sec 3	Sec 4	Sect 5	Total/ Average	Speed Limit (Average)	Crash Rate (Section)		Top 5%
	Section Length (Mile)		0.67					0.67		620.94		
	Average AADT		27000					27000	Lane Width (ft)	Critical Rate (Section)		
	Number of Lanes		4					4				

Improvement Action	Severity	Number of Improvements	1	Discount Rate		3.0%	Project Cost				
	Number	Improvement Description	Service Life	PRF	PRI	PRPD	PE cost plus \$5000(2)	R/W & Utility	Construction	Annual Initial Cost	Annual Mnt. Cost(If any)
	1	Roadway Lighting	20	0.05	0.05	0.05		\$ 160,000	\$ 670,000	\$ 55,789	-
	2										
	3										
	4										
	Total		20	0.05	0.05	0.05	Total Initial Cost	\$ 830,000		\$ 55,789	-

NOTE: 1. A local resolution is required upon notification of program approval for secondary road and urban projects 2. VDOT District and Central Office personnel charge review and administration time to project managed by localities. Safety Projects not managed by VDOT shall include a minimum of \$5,000 for VDOT PE costs							Project Schedule (After STIP Approval)		Begin PE	Target Advert.	Begin Construction	Estimated Complete Date	Type of Plan
Project Administrated by									Jan, 2011				

B/C Calculation					Project Benefit					
	Benefit	Total Annualized Benefit		Traffic Growth Factor(TGF)	Total Annual Benefit	Type of Crash	Related Crash #	Annual Change in	Cost per Crash	Annual Benefit
		\$ 85,950		1.24	\$ 106,506	K	0	-	\$ 5,000,000	\$ -
					A	6	0.10	\$ 275,000	\$ 27,500	
	Cost	Total Annualized Initial Cost		Total Annual Maintenance Cost	Total Annual Cost	B	10	0.17	\$ 98,000	\$ 16,333
		\$ 55,789		\$ -	\$ 55,789	C	34	0.57	\$ 55,000	\$ 31,167
	B/C=		1.91			PDO	73	1.22	\$ 9,000	\$ 10,950
						Total	123	2.05		\$ 85,950

Signature of Sponsor with Authority to Expend 10% Matching Funds

Name (Print)		Signature		Date	
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VDOT anticipates providing the 10 percent match for the FY2013-14 ; however, the sponsor should be able to supply the local match if state funding becomes unavailable. Please submit an electronic copy of this spreadsheet to HSIPProgram@virginiaodt.org and mail a paper copy with signature to the address below.

Mailing address:
Attn: HSP Improvement Proposal
Mr. Raymond Khoury , P.E.
State Traffic Engineer
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

Counties, Towns and Cities:
County, Town and City Staff are requested to submit proposed improvement forms and supporting documents through the VDOT District Local Assistance staff for concurrence and a project sponsor. VDOT staff should obtain concurrence from District PE Managers and PIMs to assign a sponsor.

(3) The yellow are required inputs and white areas are optional. The gray areas are automatically generated by embedded formulas.
(4) For all fields, please refer to "Instruction for FY2013-14 Highway Safety Project (HSP)" in the Appendix A of "HSIP Guideline"



HSP Proposed Safety Improvements FY2013-14

Agency:	Project Sponsor:	Tel:	Email:
Street Address:	Fax:	VDOT District:	VDOT Region:
City, State, Zip :	Priority # (If submitting 2 + proposals):		Repeated Proposal from prev. yrs?:

Program Type	Project Type	County	Route (Include Name)	System (1)	Traffic Control	Frm/Mjr Rd (HTRIS/RNS Node-Offset If Applicable)	To/Cross Rd(HTRIS/RNS Node-Offset If Applicable)	Study Period Begins	Study Period Ends
HSP_Regular	SEGMENT	Bedford	Route 221	Primary (P)	All way Stop	Cloverhill Road	Forest Brook Road	01/01/10	12/31/12
Functional Class Code	2-Rural Principle Arterial			Area Location Code		3-Urbanized (50,000-199,999)	Federal System Code	1-NHS	
Briefly Describe Problem and Proposed Work	Rt. 221 Corridor safety study SHORT TERM IMPROVEMENTS: Combined S-3 Increase Speed Enforcement; S-13 Signal Update & Coordination								

Crash Data (Collision Diagrams/ Maps are required with all proposals)	Crash Type		Rear End	Angle	Head on	Bicyclist	Non-Collision	Fixed object in road	Miscellaneous or other	Non-Collision	Total Related Crashes	Total Unrelated Crashes	Total Crashes
	Fatal	K=1 or 5	0	0	0	0	0	0	0	0	0	0	0
	Personal Injury (PI)	A=2	6	5	0	0	0	0	0	0	11		11
		B=3	11	15	2	0	0	1	1	0	30		30
		C=4	45	22	1	0	0	4	6	0	78		78
	PDO		89	93	0	0	0	5	22	0	209		209
	Total		151	135	3			10	29		328		328

Notes For traffic data , please fill corresponding section for intersection and section projects. Do not fill both traffic data sections. # of Crash Year: 3

Traffic Data (Inter.)	Period	Enter. ADT	NB Ent. ADT	SB Ent. ADT	EB Ent. ADT	WB Ent. ADT	Other leg Ent. ADT	# of Approaches	Crash Rate (Intersection)	Critical Rate (Intersection)	Inventory NODE	Traffic Annual Growth Rate
												0.02
Traffic Data (Section)	Period	2012	Sec1	Sec 2	Sec 3	Sec 4	Sec 5	Total/ Average	Speed Limit (Average)	Crash Rate (Section)		Top 5%
	Section Length (Mile)		2.97	0.93				3.9		357.24		
	Average AADT		27000	16000				21500	Lane Width (ft)	Critical Rate (Section)		
	Number of Lanes		4	2				2	12			

Improvement Action	Severity	Number of Improvements	1	Discount Rate	3.0%	Project Cost						
	Improvement Description	Service Life	PRF	PRI	PRPD	PE cost plus \$5000(2)	R/W & Utility	Construction	Annual Initial Cost	Annual Mnt. Cost(If any)		
	1	Speed Enforcement \$20k/yr	5	0.09	0.09	0.09		\$ 100,000	\$ 21,835	\$ -		
	2	Signal Update & Coordinate	5	0.15	0.15	0.15		\$ 600,000	\$ 131,013			
	3											
	4											
	Total		5	0.23	0.23	0.23	Total Initial Cost	\$ 700,000		\$ 152,848	\$ -	

NOTE: 1. A local resolution is required upon notification of program approval for secondary road and urban projects 2. VDOT District and Central Office personnel charge review and administration time to project managed by localities. Safety Projects not managed by VDOT shall include a minimum of \$5,000 for VDOT PE costs

Project Administrated by	Project Schedule (After STIP Approval)	Begin PE	Target Advert.	Begin Construction	Estimated Complete Date	Type of Plan
		Jan, 2011				

B/C Calculation					Project Benefit				
	Benefit	Total Annualized Benefit	Traffic Growth Factor(TGF)	Total Annual Benefit	Type of Crash	Related Crash #	Annual Change in	Cost per Crash	Annual Benefit
		\$ 916,268	1.06	\$ 972,732	K	0	-	\$ 5,000,000	\$ -
					A	11	0.83	\$ 275,000	\$ 228,388
	Cost	Total Annualized Initial Cost	Total Annual Maintenance Cost	Total Annual Cost	B	30	2.27	\$ 98,000	\$ 221,970
		\$ 152,848	\$ -	\$ 152,848	C	78	5.89	\$ 55,000	\$ 323,895
	B/C=		6.36		PDO	209	15.78	\$ 9,000	\$ 142,016
					Total	328	24.76		\$ 916,268

Signature of Sponsor with Authority to Expend 10% Matching Funds

Name (Print)	Signature	Date
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HSP Proposed Safety Improvements FY2013-14

Agency:		Project Sponsor:		Tel:		Email:	
Street Address:		Fax:		VDOT District:		VDOT Region:	
City, State, Zip :		Priority # (If submitting 2 + proposals):			Repeated Proposal from prev. yrs?:		

Program Type	Project Type	County	Route (Include Name)	System (1)	Traffic Control	Frm/Mjr Rd (HTRIS/RNS Node-Offset If Applicable)	To/Cross Rd(HTRIS/RNS Node-Offset If Applicable)	Study Period Begins	Study Period Ends
HSP_Regular	SEGMENT	Bedford	Route 221	Primary (P)	All way Stop	Cloverhill Road	Forest Brook Road	01/01/10	12/31/12
Functional Class Code	E-Urban Principle Arterial			Area Location Code		3-Urbanized (50,000-199,999)	Federal System Code	1-NHS	
Briefly Describe Problem and Proposed Work	Rt. 221 Corridor safety study SHORT TERM IMPROVEMENTS: Left Turn Prohibitions (left turn crashes only for reductions)								

Crash Data (Collision Diagrams/ Maps are required with all proposals)	Crash Type		Rear End	Angle	Head on	Bicyclist	Non-Collision	Fixed object in road	Miscellaneous or other	Non-Collision	Total Related Crashes	Total Unrelated Crashes	Total Crashes
	Fatal	K=1 or 5									0	0	0
	Personal Injury (PI)	A=2		0							0		0
		B=3		1							1		1
		C=4		2							2		2
	PDO	D=5		15							15		15
	Total			18							18		18

Notes For traffic data , please fill corresponding section for intersection and section projects. Do not fill both traffic data sections. # of Crash Year: **3**

Traffic Data (Inter.)	Period	Enter. ADT	NB Ent. ADT	SB Ent. ADT	EB Ent. ADT	WB Ent. ADT	Other leg Ent. ADT	# of Approaches	Crash Rate (Intersection)	Critical Rate (Intersection)	Inventory NODE	Traffic Annual Growth Rate
												0.02
Traffic Data (Section)	Period	2012	Sec1	Sec 2	Sec 3	Sec 4	Sec 5	Total/ Average	Speed Limit (Average)	Crash Rate (Section)		Top 5%
	Section Length (Mile)		2.97	0.93				3.9	40%	19.60		
	Average AADT		27000	16000				21500	Lane Width (ft)	Critical Rate (Section)		
	Number of Lanes		4	2								

Improvement Action	Severity	Number of Improvements	4	Discount Rate		3.0%	Project Cost				
	Number	Improvement Description	Service Life	PRF	PRI	PRPD	PE cost plus \$5000(2)	R/W & Utility	Construction	Annual Initial Cost	Annual Mnt. Cost(If any)
	1	Left turn prohibits (20~ signs)	10	0.36	0.36	0.36		\$ -	\$ 40,000	\$ 4,689	\$ -
	2										
	3										
	4										
	Total		10	0.36	0.36	0.36	Total Initial Cost	\$ 40,000		\$ 4,689	\$ -

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Project Administrated by								Jan, 2011				

B/C Calculation	Project Benefit				Project Benefit			
	Benefit	Total Annualized Benefit	Traffic Growth Factor(TGF)	Total Annual Benefit	Type of Crash	Related Crash #	Annual Change in	Cost per Crash
		\$ 41,160	1.12	\$ 45,970	K	0	-	\$ 5,000,000
	Cost	Total Annualized Initial Cost	Total Annual Maintenance Cost	Total Annual Cost	A	0	-	\$ 275,000
		\$ 4,689	\$ -	\$ 4,689	B	1	0.12	\$ 98,000
	B/C=		9.80		C	2	0.24	\$ 55,000
					PDO	15	1.80	\$ 9,000
					Total	18	2.16	\$ 41,160

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HSP Proposed Safety Improvements FY2013-14

Agency:		Project Sponsor:		Tel:		Email:	
Street Address:		Fax:		VDOT District:		VDOT Region:	
City, State, Zip :		Priority # (If submitting 2 + proposals):			Repeated Proposal from prev. yrs?:		

Program Type	Project Type	County	Route (Include Name)	System (1)	Traffic Control	Frm/Mjr Rd (HTRIS/RNS Node-Offset If Applicable)	To/Cross Rd(HTRIS/RNS Node-Offset If Applicable)	Study Period Begins	Study Period Ends
HSP_Regular	SEGMENT	Bedford	Route 221	Primary (P)	All way Stop	Cloverhill Road	Forest Brook Road	01/01/10	12/31/12
Functional Class Code	E-Urban Principle Arterial			Area Location Code		3-Urbanized (50,000-199,999)	Federal System Code	1-NHS	
Briefly Describe Problem and Proposed Work	Rt. 221 Corridor safety study SHORT TERM IMPROVEMENTS: Modify Permissive/protected to Protected only Northbound Cottonwood Rd.								

Crash Data (Collision Diagrams/ Maps are required with all proposals)	Crash Type		Rear End	Angle	Head on	Bicyclist	Non-Collision	Fixed object in road	Miscellaneous or other	Non-Collision	Total Related Crashes	Total Unrelated Crashes	Total Crashes
	Fatal	K=1 or 5									0	0	0
	Personal Injury (PI)	A=2	2								2		2
		B=3	1	3							4		4
		C=4	4	1							5		5
	PDO	D=5	7	5							12		12
		Total	14	9							23		23

Notes For traffic data , please fill corresponding section for intersection and section projects. Do not fill both traffic data sections. # of Crash Year: 3

Traffic Data (Inter.)	Period	Enter. ADT	NB Ent. ADT	SB Ent. ADT	EB Ent. ADT	WB Ent. ADT	Other leg Ent. ADT	# of Approaches	Crash Rate (Intersection)	Critical Rate (Intersection)	Inventory NODE	Traffic Annual Growth Rate
			1700	1700	13500	13500		4				0.02
Traffic Data (Section)	Period	2012	Sec1	Sec 2	Sec 3	Sec 4	Sec 5	Total/ Average	Speed Limit (Average)	Crash Rate (Section)		Top 5%
	Section Length (Mile)							0	40%			
	Average AADT								Lane Width (ft)	Critical Rate (Section)		
	Number of Lanes											

Improvement Action	Severity	Number of Improvements	4	Discount Rate		3.0%	Project Cost				
	Number	Improvement Description	Service Life	PRF	PRI	PRPD	PE cost plus \$5000(2)	R/W & Utility	Construction	Annual Initial Cost	Annual Mnt. Cost(If any)
	1	Add Protected only Phase	10	0.06	0.06	0.06		\$ 5,000	\$ 5,000	\$ 1,172	-
	2										
	3										
	4										
	Total		10	0.06	0.06	0.06	Total Initial Cost	\$ 10,000		\$ 1,172	-

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Project Administrated by								Jan, 2011				

B/C Calculation	Project Benefit					Project Benefit				
	Benefit	Total Annualized Benefit		Traffic Growth Factor(TGF)	Total Annual Benefit	Type of Crash	Related Crash #	Annual Change in	Cost per Crash	Annual Benefit
		\$ 26,500		1.12	\$ 29,597	K	0	-	\$ 5,000,000	\$ -
	Cost	Total Annualized Initial Cost		Total Annual Maintenance Cost	Total Annual Cost	A	2	0.04	\$ 275,000	\$ 11,000
		\$ 1,172		\$ -	\$ 1,172	B	4	0.08	\$ 98,000	\$ 7,840
						C	5	0.10	\$ 55,000	\$ 5,500
	B/C=		25.25			PDO	12	0.24	\$ 9,000	\$ 2,160
						Total	23	0.46	\$ 26,500	\$ 26,500

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HSP Proposed Safety Improvements FY2013-14

Agency:	Project Sponsor:	Tel:	Email:
Street Address:	Fax:	VDOT District:	VDOT Region:
City, State, Zip :	Priority # (If submitting 2 + proposals):		Repeated Proposal from prev. yrs?:

Program Type	Project Type	County	Route (Include Name)	System (1)	Traffic Control	Frm/Mjr Rd (HTRIS/RNS Node-Offset If Applicable)	To/Cross Rd(HTRIS/RNS Node-Offset If Applicable)	Study Period Begins	Study Period Ends
HSP_Regular	SEGMENT	Bedford	Route 221	Primary (P)	All way Stop	Cloverhill Road	Forest Brook Road	01/01/10	12/31/12
Functional Class Code	E-Urban Principle Arterial			Area Location Code		3-Urbanized (50,000-199,999)	Federal System Code	1-NHS	
Briefly Describe Problem and Proposed Work	Rt. 221 Corridor safety study SHORT TERM IMPROVEMENTS: Queue detection prior to Enterprise Dr Intersection								

Crash Data (Collision Diagrams/ Maps are required with all proposals)	Crash Type		Rear End	Angle	Head on	Bicyclist	Non-Collision	Fixed object in road	Miscellaneous or other	Non-Collision	Total Related Crashes	Total Unrelated Crashes	Total Crashes
	Fatal	K=1 or 5	0	0	0	0	0	0	0	0	0	0	0
	Personal Injury (PI)	A=2	0	0					0		0		0
		B=3	1	0					0		1		1
		C=4	0	2					0		2		2
	PDO		4	2					1		7		7
	Total		5	4					1		10		10

Notes For traffic data , please fill corresponding section for intersection and section projects. Do not fill both traffic data sections. # of Crash Year: **3**

Traffic Data (Inter.)	Period	Enter. ADT	NB Ent. ADT	SB Ent. ADT	EB Ent. ADT	WB Ent. ADT	Other leg Ent. ADT	# of Approaches	Crash Rate (Intersection)	Critical Rate (Intersection)	Inventory NODE	Traffic Annual Growth Rate
				500	12000	12000		3				0.02
Traffic Data (Section)	Period	2012	Sec1	Sec 2	Sec 3	Sec 4	Sect 5	Total/ Average	Speed Limit (Average)	Crash Rate (Section)		Top 5%
	Section Length (Mile)							0	40%			
	Average AADT								Lane Width (ft)	Critical Rate (Section)		
	Number of Lanes											

Improvement Action	Severity	Number of Improvements	4	Discount Rate		3.0%	Project Cost				
	Number	Improvement Description	Service Life	PRF	PRI	PRPD	PE cost plus \$5000(2)	R/W & Utility	Construction	Annual Initial Cost	Annual Mnt. Cost(If any)
	1	Queue detect before Ent Dr.	10	0.10	0.10	0.10		\$ -	\$ 20,000	\$ 2,345	\$ -
	2										
	3										
	4										
	Total		10	0.10	0.10	0.10	Total Initial Cost	\$ 20,000		\$ 2,345	\$ -

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Project Administrated by	Project Schedule (After STIP Approval)	Begin PE	Target Advert.	Begin Construction	Estimated Complete Date	Type of Plan
		Jan, 2011				

B/C Calculation	Project Benefit				Project Benefit			
	Benefit	Total Annualized Benefit	Traffic Growth Factor(TGF)	Total Annual Benefit	Type of Crash	Related Crash #	Annual Change in	Cost per Crash
		\$ 9,033	1.12	\$ 10,089	K	0	-	\$ 5,000,000
	Cost	Total Annualized Initial Cost	Total Annual Maintenance Cost	Total Annual Cost	A	0	-	\$ 275,000
		\$ 2,345	\$ -	\$ 2,345	B	1	0.03	\$ 98,000
					C	2	0.07	\$ 55,000
	B/C=		4.30		PDO	7	0.23	\$ 9,000
					Total	10	0.33	\$ 9,033

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HSP Proposed Safety Improvements FY2013-14

Agency:	Project Sponsor:	Tel:	Email:
Street Address:	Fax:	VDOT District:	VDOT Region:
City, State, Zip :	Priority # (If submitting 2 + proposals):		Repeated Proposal from prev. yrs?:

Program Type	Project Type	County	Route (Include Name)	System (1)	Traffic Control	Frm/Mjr Rd (HTRIS/RNS Node-Offset If Applicable)	To/Cross Rd(HTRIS/RNS Node-Offset If Applicable)	Study Period Begins	Study Period Ends
HSP_Regular	SEGMENT	Bedford	Route 221	Primary (P)	All way Stop	Cloverhill Road	Forest Brook Road	01/01/10	12/31/12
Functional Class Code	E-Urban Principle Arterial			Area Location Code		3-Urbanized (50,000-199,999)	Federal System Code	1-NHS	
Briefly Describe Problem and Proposed Work	Rt. 221 Corridor safety study SHORT TERM IMPROVEMENTS: Intersection of Forest Brook Rd with Route 221								

Crash Data (Collision Diagrams/ Maps are required with all proposals)	Crash Type		Rear End	Angle	Head on	Bicyclist	Non-Collision	Fixed object in road	Miscellaneous or other	Non-Collision	Total Related Crashes	Total Unrelated Crashes	Total Crashes
	Fatal	K=1 or 5	0	0	0	0	0	0	0	0	0	0	0
	Personal Injury (PI)	A=2	0	1					0		1		1
		B=3	0	0					0		0		0
		C=4	1	1					1		3		3
	PDO		0	2					1		3		3
	Total		1	4					2		7		7

Notes For traffic data , please fill corresponding section for intersection and section projects. Do not fill both traffic data sections. # of Crash Year: 3

Traffic Data (Inter.)	Period	Enter. ADT	NB Ent. ADT	SB Ent. ADT	EB Ent. ADT	WB Ent. ADT	Other leg Ent. ADT	# of Approaches	Crash Rate (Intersection)	Critical Rate (Intersection)	Inventory NODE	Traffic Annual Growth Rate
			1950		8000	8000		3				0.02
Traffic Data (Section)	Period	2012	Sec1	Sec 2	Sec 3	Sec 4	Sect 5	Total/ Average	Speed Limit (Average)	Crash Rate (Section)		Top 5%
	Section Length (Mile)							0	40%			
	Average AADT								Lane Width (ft)	Critical Rate (Section)		
	Number of Lanes											

Improvement Action	Severity Number	Number of Improvements	4	Discount Rate		3.0%	Project Cost				
		Improvement Description	Service Life	PRF	PRI	PRPD	PE cost plus \$5000(2)	R/W & Utility	Construction	Annual Initial Cost	Annual Mnt. Cost(If any)
	1	inter. Mod Enterprise Dr.	7	0.20	0.20	0.20		\$ 50,000	\$ 60,000	\$ 17,656	\$ -
	2										
	3										
	4										
	Total		7	0.20	0.20	0.20	Total Initial Cost	\$ 110,000		\$ 17,656	\$ -

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Project Administrated by								Jan, 2011				

B/C Calculation	Project Benefit					Project Benefit				
	Benefit	Total Annualized Benefit		Traffic Growth Factor(TGF)	Total Annual Benefit	Type of Crash	Related Crash #	Annual Change in	Cost per Crash	Annual Benefit
		\$ 31,133		1.08	\$ 33,726	K	0	-	\$ 5,000,000	\$ -
	Cost	Total Annualized Initial Cost		Total Annual Maintenance Cost	Total Annual Cost	A	1	0.07	\$ 275,000	\$ 18,333
		\$ 17,656		\$ -	\$ 17,656	B	0	-	\$ 98,000	\$ -
	B/C=		1.91			C	3	0.20	\$ 55,000	\$ 11,000
						PDO	3	0.20	\$ 9,000	\$ 1,800
						Total	7	0.47	\$ 31,133	\$ 31,133

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HSP Proposed Safety Improvements FY2013-14

Agency:		Project Sponsor:		Tel:		Email:	
Street Address:		Fax:		VDOT District:		VDOT Region:	
City, State, Zip :		Priority # (If submitting 2 + proposals):		Repeated Proposal from prev. yrs?:			

Program Type	Project Type	County	Route (Include Name)	System (1)	Traffic Control	Frm/Mjr Rd (HTRIS/RNS Node-Offset If Applicable)	To/Cross Rd(HTRIS/RNS Node-Offset If Applicable)	Study Period Begins	Study Period Ends
HSP_Regular	SEGMENT	Bedford	Route 221	Primary (P)	All way Stop	Cloverhill Road	Forest Brook Road	01/01/10	12/31/12
Functional Class Code	2-Rural Principle Arterial			Area Location Code		3-Urbanized (50,000-199,999)	Federal System Code	1-NHS	
Briefly Describe Problem and Proposed Work	Rt. 221 Corridor safety study MID TERM IMPROVEMENTS M-1 Access Management Gristmill Drive to Graves Mill Road								

Crash Data (Collision Diagrams/ Maps are required with all proposals)	Crash Type		Rear End	Angle	Head on	Bicyclist	Non-Collision	Fixed object in road	Miscellaneous or other	Non-Collision	Total Related Crashes	Total Unrelated Crashes	Total Crashes
	Fatal	K=1 or 5	0	0	0	0	0	0	0	0	0	0	0
	Personal Injury (PI)	A=2	0	1	0				4		5		5
		B=3	2	4	1				2		9		9
		C=4	15	6	0				1		22		22
	PDO		21	25	0				0		46		46
	Total		38	36	1				7		82		82

Notes For traffic data , please fill corresponding section for intersection and section projects. Do not fill both traffic data sections. # of Crash Year: **3**

Traffic Data (Inter.)	Period	Enter. ADT	NB Ent. ADT	SB Ent. ADT	EB Ent. ADT	WB Ent. ADT	Other leg Ent. ADT	# of Approaches	Crash Rate (Intersection)	Critical Rate (Intersection)	Inventory NODE	Traffic Annual Growth Rate
												0.02
Traffic Data (Section)	Period	2012	Sec1	Sec 2	Sec 3	Sec 4	Sec 5	Total/ Average	Speed Limit (Average)	Crash Rate (Section)		Top 5%
	Section Length (Mile)		0.21					0.21		1320.74		
	Average AADT		27000					27000	Lane Width (ft)	Critical Rate (Section)		
	Number of Lanes		4					4	12			

Improvement Action	Severity	Number of Improvements	1	Discount Rate		3.0%	Project Cost				
	Number	Improvement Description	Service Life	PRF	PRI	PRPD	PE cost plus \$5000(2)	R/W & Utility	Construction	Annual Initial Cost	Annual Mnt. Cost(If any)
	1	Access management	10	0.15	0.15	0.15		\$ 400,000	\$ 430,000	\$ 97,301	-
	2										
	3										
	4										
	Total		10	0.15	0.15	0.15	Total Initial Cost	\$ 830,000		\$ 97,301	-

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Project Administrated by									Jan, 2011				

B/C Calculation					Project Benefit				
	Benefit	Total Annualized Benefit	Traffic Growth Factor(TGF)	Total Annual Benefit	Type of Crash	Related Crash #	Annual Change in	Cost per Crash	Annual Benefit
		\$ 194,050	1.12	\$ 216,729	K	0	-	\$ 5,000,000	\$ -
					A	5	0.25	\$ 275,000	\$ 68,750
	Cost	Total Annualized Initial Cost	Total Annual Maintenance Cost	Total Annual Cost	B	9	0.45	\$ 98,000	\$ 44,100
		\$ 97,301	\$ -	\$ 97,301	C	22	1.10	\$ 55,000	\$ 60,500
	B/C=		2.23		PDO	46	2.30	\$ 9,000	\$ 20,700
					Total	82	4.10		\$ 194,050

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HSP Proposed Safety Improvements FY2013-14

Agency:		Project Sponsor:		Tel:		Email:	
Street Address:		Fax:		VDOT District:		VDOT Region:	
City, State, Zip :		Priority # (If submitting 2 + proposals):			Repeated Proposal from prev. yrs?:		

Program Type	Project Type	County	Route (Include Name)	System (1)	Traffic Control	Frm/Mjr Rd (HTRIS/RNS Node-Offset If Applicable)	To/Cross Rd(HTRIS/RNS Node-Offset If Applicable)	Study Period Begins	Study Period Ends
HSP_Regular	SEGMENT	Bedford	Route 221	Primary (P)	All way Stop	Cloverhill Road	Forest Brook Road	01/01/10	12/31/12
Functional Class Code	E-Urban Principle Arterial			Area Location Code		3-Urbanized (50,000-199,999)	Federal System Code	1-NHS	
Briefly Describe Problem and Proposed Work	Rt. 221 Corridor safety study MID TERM IMPROVEMENTS: Intersection of Enterprise Drive with Route 221								

Crash Data (Collision Diagrams/ Maps are required with all proposals)	Crash Type		Rear End	Angle	Head on	Bicyclist	Non-Collision	Fixed object in road	Miscellaneous or other	Non-Collision	Total Related Crashes	Total Unrelated Crashes	Total Crashes
	Fatal	K=1 or 5	0	0	0	0	0	0	0	0	0	0	0
	Personal Injury (PI)	A=2	0	0							0		0
		B=3	0	0							0		0
		C=4	4	3					2		9		9
	PDO		9	2							11		11
	Total		13	5					2		20		20

Notes For traffic data , please fill corresponding section for intersection and section projects. Do not fill both traffic data sections. # of Crash Year: **3**

Traffic Data (Inter.)	Period	Enter. ADT	NB Ent. ADT	SB Ent. ADT	EB Ent. ADT	WB Ent. ADT	Other leg Ent. ADT	# of Approaches	Crash Rate (Intersection)	Critical Rate (Intersection)	Inventory NODE	Traffic Annual Growth Rate
			4300	4300	13000	13000		4				0.02
Traffic Data (Section)	Period	2012	Sec1	Sec 2	Sec 3	Sec 4	Sec 5	Total/ Average	Speed Limit (Average)	Crash Rate (Section)		Top 5%
	Section Length (Mile)							0	40%			
	Average AADT								Lane Width (ft)	Critical Rate (Section)		
	Number of Lanes											

Improvement Action	Severity	Number of Improvements	4	Discount Rate		3.0%	Project Cost				
	Number	Improvement Description	Service Life	PRF	PRI	PRPD	PE cost plus \$5000(2)	R/W & Utility	Construction	Annual Initial Cost	Annual Mnt. Cost(If any)
	1	inter. Mod Enterprise Dr.	7	0.20	0.20	0.20		\$ 700,000	\$ 1,300,000	\$ 321,013	-
	2										
	3										
	4										
	Total		7	0.20	0.20	0.20	Total Initial Cost	\$ 2,000,000		\$ 321,013	-

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Project Administrated by								Jan, 2011				

B/C Calculation					Project Benefit					
	Benefit	Total Annualized Benefit	Traffic Growth Factor(TGF)	Total Annual Benefit	Type of Crash	Related Crash #	Annual Change in	Cost per Crash	Annual Benefit	
		\$ 39,600	1.08	\$ 42,898	K	0	-	\$ 5,000,000	\$ -	
					A	0	-	\$ 275,000	\$ -	
	Cost	Total Annualized Initial Cost	Total Annual Maintenance Cost	Total Annual Cost	B	0	-	\$ 98,000	\$ -	
		\$ 321,013	\$ -	\$ 321,013	C	9	0.60	\$ 55,000	\$ 33,000	
	B/C=		0.13			PDO	11	0.73	\$ 9,000	\$ 6,600
						Total	20	1.33		\$ 39,600

Signature of Sponsor with Authority to Expend 10% Matching Funds
Name (Print) _____ Signature _____ Date _____

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HSP Proposed Safety Improvements FY2013-14

Agency:		Project Sponsor:		Tel:		Email:	
Street Address:		Fax:		VDOT District:		VDOT Region:	
City, State, Zip :		Priority # (If submitting 2 + proposals):			Repeated Proposal from prev. yrs?:		

Program Type	Project Type	County	Route (Include Name)	System (1)	Traffic Control	Frm/Mjr Rd (HTRIS/RNS Node-Offset If Applicable)	To/Cross Rd(HTRIS/RNS Node-Offset If Applicable)	Study Period Begins	Study Period Ends
HSP_Regular	SEGMENT	Bedford	Route 221	Primary (P)	All way Stop	Cloverhill Road	Forest Brook Road	01/01/10	12/31/12
Functional Class Code	E-Urban Principle Arterial			Area Location Code		3-Urbanized (50,000-199,999)	Federal System Code	1-NHS	
Briefly Describe Problem and Proposed Work	Rt. 221 Corridor safety study MID TERM IMPROVEMENTS: Intersection of Graves Mill Road with Route 221								

Crash Data (Collision Diagrams/ Maps are required with all proposals)	Crash Type		Rear End	Angle	Head on	Bicyclist	Non-Collision	Fixed object in road	Miscellaneous or other	Non-Collision	Total Related Crashes	Total Unrelated Crashes	Total Crashes
	Fatal	K=1 or 5	0	0	0	0	0	0	0	0	0	0	0
	Personal Injury (PI)	A=2	0	0							0		0
		B=3	0	1							1		1
		C=4	7	3					2		12		12
	PDO		7	8					1		16		16
	Total		14	12					3		29		29

Notes For traffic data , please fill corresponding section for intersection and section projects. Do not fill both traffic data sections. # of Crash Year: **3**

Traffic Data (Inter.)	Period	Enter. ADT	NB Ent. ADT	SB Ent. ADT	EB Ent. ADT	WB Ent. ADT	Other leg Ent. ADT	# of Approaches	Crash Rate (Intersection)	Critical Rate (Intersection)	Inventory NODE	Traffic Annual Growth Rate
			6900	6900	13000	13000		4				0.02
Traffic Data (Section)	Period	2012	Sec1	Sec 2	Sec 3	Sec 4	Sec 5	Total/ Average	Speed Limit (Average)	Crash Rate (Section)		Top 5%
	Section Length (Mile)							0	40%			
	Average AADT								Lane Width (ft)	Critical Rate (Section)		
	Number of Lanes											

Improvement Action	Severity	Number of Improvements	4	Discount Rate		3.0%	Project Cost				
	Number	Improvement Description	Service Life	PRF	PRI	PRPD	PE cost plus \$5000(2)	R/W & Utility	Construction	Annual Initial Cost	Annual Mnt. Cost(If any)
	1	inter. Mod Graves Mill Road	7	0.20	0.20	0.20		\$ 600,000	\$ 800,000	\$ 224,709	-
	2										
	3										
	4										
	Total		7	0.20	0.20	0.20	Total Initial Cost	\$ 1,400,000		\$ 224,709	-

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Project Administrated by								Jan, 2011				

B/C Calculation	Project Benefit					Project Benefit				
	Benefit	Total Annualized Benefit		Traffic Growth Factor(TGF)	Total Annual Benefit	Type of Crash	Related Crash #	Annual Change in	Cost per Crash	Annual Benefit
		\$ 60,133		1.08	\$ 65,141	K	0	-	\$ 5,000,000	\$ -
	Cost	Total Annualized Initial Cost		Total Annual Maintenance Cost	Total Annual Cost	A	0	-	\$ 275,000	\$ -
		\$ 224,709		\$ -	\$ 224,709	B	1	0.07	\$ 98,000	\$ 6,533
						C	12	0.80	\$ 55,000	\$ 44,000
	B/C=		0.29			PDO	16	1.07	\$ 9,000	\$ 9,600
						Total	29	1.93		\$ 60,133

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Name (Print) _____ Signature _____ Date _____

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Virginia Department of Transportation
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Richmond, Virginia 23219

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HSP Proposed Safety Improvements FY2013-14

Agency:	Project Sponsor:	Tel:	Email:
Street Address:	Fax:	VDOT District:	VDOT Region:
City, State, Zip :	Priority # (If submitting 2 + proposals):		Repeated Proposal from prev. yrs?:

Program Type	Project Type	County	Route (Include Name)	System (1)	Traffic Control	Frm/Mjr Rd (HTRIS/RNS Node-Offset If Applicable)	To/Cross Rd(HTRIS/RNS Node-Offset If Applicable)	Study Period Begins	Study Period Ends
HSP_Regular	SEGMENT	Bedford	Route 221	Primary (P)	All way Stop	Cloverhill Road	Forest Brook Road	01/01/10	12/31/12
Functional Class Code	E-Urban Principle Arterial			Area Location Code		3-Urbanized (50,000-199,999)	Federal System Code	1-NHS	
Briefly Describe Problem and Proposed Work	Rt. 221 Corridor safety study MID TERM IMPROVEMENTS: Intersection of Gristmill Drive with Route 221								

Crash Data (Collision Diagrams/ Maps are required with all proposals)	Crash Type		Rear End	Angle	Head on	Bicyclist	Non-Collision	Fixed object in road	Miscellaneous or other	Non-Collision	Total Related Crashes	Total Unrelated Crashes	Total Crashes
	Fatal	K=1 or 5	0	0	0	0	0	0	0	0	0	0	0
	Personal Injury (PI)	A=2	0	1							1		1
		B=3	1	1	1						3		3
		C=4	2	2							4		4
	PDO	D=5	4	5							9		9
	Total		7	9	1						17		17

Notes For traffic data , please fill corresponding section for intersection and section projects. Do not fill both traffic data sections. # of Crash Year: **3**

Traffic Data (Inter.)	Period	Enter. ADT	NB Ent. ADT	SB Ent. ADT	EB Ent. ADT	WB Ent. ADT	Other leg Ent. ADT	# of Approaches	Crash Rate (Intersection)	Critical Rate (Intersection)	Inventory NODE	Traffic Annual Growth Rate
	2012	39800	6900	6900	13000	13000	0	4	0.39			0.02
Traffic Data (Section)	Period	2012	Sec1	Sec 2	Sec 3	Sec 4	Sec 5	Total/ Average	Speed Limit (Average)	Crash Rate (Section)		Top 5%
	Section Length (Mile)							0	40%			
	Average AADT								Lane Width (ft)	Critical Rate (Section)		
	Number of Lanes											

Improvement Action	Severity	Number of Improvements	4	Discount Rate		3.0%	Project Cost				
	Number	Improvement Description	Service Life	PRF	PRI	PRPD	PE cost plus \$5000(2)	R/W & Utility	Construction	Annual Initial Cost	Annual Mnt. Cost(If any)
	1	inter. Mod. Gristmill Drive	7	0.20	0.20	0.20		\$ 350,000	\$ 560,000	\$ 146,061	\$ -
	2										
	3										
	4										
	Total		7	0.20	0.20	0.20	Total Initial Cost	\$ 910,000		\$ 146,061	\$ -

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Project Administrated by								Jan, 2011				

B/C Calculation	Project Benefit					Project Benefit				
	Benefit	Total Annualized Benefit		Traffic Growth Factor(TGF)	Total Annual Benefit	Type of Crash	Related Crash #	Annual Change in	Cost per Crash	Annual Benefit
		\$ 58,000		1.08	\$ 62,830	K	0	-	\$ 5,000,000	\$ -
	Cost	Total Annualized Initial Cost		Total Annual Maintenance Cost	Total Annual Cost	A	1	0.07	\$ 275,000	\$ 18,333
		\$ 146,061		\$ -	\$ 146,061	B	3	0.20	\$ 98,000	\$ 19,600
	B/C=		0.43			C	4	0.27	\$ 55,000	\$ 14,667
						PDO	9	0.60	\$ 9,000	\$ 5,400
						Total	17	1.13	\$ 58,000	\$ 58,000

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UPC #:	
Receive#	
HSIP file	
Initiate Date	(for office use only)

HSP Proposed Safety Improvements FY2013-14

Agency:		Project Sponsor:		Tel:		Email:	
Street Address:		Fax:		VDOT District:		VDOT Region:	
City, State, Zip :		Priority # (If submitting 2 + proposals):		Repeated Proposal from prev. yrs?:			

Program Type	Project Type	County	Route (Include Name)	System (1)	Traffic Control	Frm/Mjr Rd (HTRIS/RNS Node-Offset If Applicable)	To/Cross Rd(HTRIS/RNS Node-Offset If Applicable)	Study Period Begins	Study Period Ends
HSP_Regular	SEGMENT	City	Route 221	Primary (P)	All way Stop	City Line to Breezewood	Whitehall to Forest Brook Road	01/01/10	12/31/12
Functional Class Code	2-Rural Principle Arterial			Area Location Code		3-Urbanized (50,000-199,999)	Federal System Code	1-NHS	
Briefly Describe Problem and Proposed Work	Rt. 221 Corridor safety study SHORT TERM IMPROVEMENTS: S-1 Install Roadway Lighting ONLY								

Crash Data (Collision Diagrams/ Maps are required with all proposals)	Crash Type		Rear End	Angle	Head on	Bicyclist	Non-Collision	Fixed object in road	Miscellaneous or other	Non-Collision	Total Related Crashes	Total Unrelated Crashes	Total Crashes
	Severity												
	Fatal	K=1 or 5	0	0	0	0	0	0	0	0	0	0	0
	Personal Injury (PI)	A=2	2	7	0	0	0	0	0	0	9		9
		B=3	4	7		0	0			0	11		11
		C=4	6	7		0	0			0	13		13
	PDO	PDO	11	5	0	0	0			0	16		16
	Total		23	26							49		49
Notes	For traffic data , please fill corresponding section for intersection and section projects. Do not fill both traffic data sections.											# of Crash Year:	3

Traffic Data (Inter.)	Period	Enter. ADT	NB Ent. ADT	SB Ent. ADT	EB Ent. ADT	WB Ent. ADT	Other leg Ent. ADT	# of Approaches	Crash Rate (Intersection)	Critical Rate (Intersection)	Inventory NODE	Traffic Annual Growth Rate
												0.02

Traffic Data (Section)	Period	2012	Sec1	Sec 2	Sec 3	Sec 4	Sect 5	Total/ Average	Speed Limit (Average)	Crash Rate (Section)	Top 5%
	Section Length (Mile)		1					1		186.45	
	Average AADT		24000					24000	Lane Width (ft)	Critical Rate (Section)	
	Number of Lanes		4					2	12		

Improvement Action		Number of Improvements	1	Discount Rate		3.0%	Project Cost				
	Number	Improvement Description	Service Life	PRF	PRI	PRPD	PE cost plus \$5000(2)	R/W & Utility	Construction	Annual Initial Cost	Annual Mnt. Cost(If any)
	1	Roadway Lighting	20	0.05	0.05	0.05		\$ 200,000	\$ 646,000	\$ 56,864	\$ -
	2										
	3										
	4										
	Total		20	0.05	0.05	0.05	Total Initial Cost	\$ 846,000		\$ 56,864	\$ -

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Project Administrated by								Jan, 2011				

B/C Calculation					Project Benefit					
	Benefit	Total Annualized Benefit		Traffic Growth Factor(TGF)	Total Annual Benefit	Type of Crash	Related Crash #	Annual Change in Crashes	Cost per Crash	Annual Benefit
		\$ 73,533		1.24	\$ 91,120	K	0	-	\$ 5,000,000	\$ -
					A	9	0.15	\$ 275,000	\$ 41,250	
	Cost	Total Annualized Initial Cost		Total Annual Maintenance Cost	Total Annual Cost	B	11	0.18	\$ 98,000	\$ 17,967
		\$ 56,864		\$ -	\$ 56,864	C	13	0.22	\$ 55,000	\$ 11,917
	B/C=		1.60			PDO	16	0.27	\$ 9,000	\$ 2,400
						Total	49	0.82		\$ 73,533

Signature of Sponsor with Authority to Expend 10% Matching Funds

Name (Print)		Signature		Date	
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HSP Proposed Safety Improvements FY2013-14

Agency:		Project Sponsor:		Tel:		Email:	
Street Address:		Fax:		VDOT District:		VDOT Region:	
City, State, Zip :		Priority # (If submitting 2 + proposals):		Repeated Proposal from prev. yrs?:			

Program Type	Project Type	County	Route (Include Name)	System (1)	Traffic Control	Frm/Mjr Rd (HTRIS/RNS Node-Offset If Applicable)	To/Cross Rd(HTRIS/RNS Node-Offset If Applicable)	Study Period Begins	Study Period Ends
HSP_Regular	SEGMENT	Bedford	Route 221	Primary (P)	All way Stop	Cloverhill Road	Forest Brook Road	01/01/10	12/31/12
Functional Class Code	2-Rural Principle Arterial			Area Location Code		3-Urbanized (50,000-199,999)	Federal System Code	1-NHS	
Briefly Describe Problem and Proposed Work	Rt. 221 Corridor safety study LONG TERM IMPROVEMENTS West of Lynchburg Expressway widening 4 lanes --> 6 Lanes								

Crash Data (Collision Diagrams/ Maps are required with all proposals)	Crash Type		Rear End	Angle	Head on	Bicyclist	Non-Collision	Fixed object in road	Miscellaneous or other	Non-Collision	Total Related Crashes	Total Unrelated Crashes	Total Crashes
	Severity												
	Fatal	K=1 or 5	0	0	0	0	0	0	0	0	0	0	0
	Personal Injury (PI)	A=2	5	3	0			0	0		8		8
		B=3	10	13	1			1	0		25		25
		C=4	40	20	1			4	5		70		70
	PDO	PDO	74	79	0			5	19		177		177
	Total		129	115	2			10	24		280		280

Notes For traffic data , please fill corresponding section for intersection and section projects. Do not fill both traffic data sections. # of Crash Year: 3

Traffic Data (Inter.)	Period	Enter. ADT	NB Ent. ADT	SB Ent. ADT	EB Ent. ADT	WB Ent. ADT	Other leg Ent. ADT	# of Approaches	Crash Rate (Intersection)	Critical Rate (Intersection)	Inventory NODE	Traffic Annual Growth Rate
												0.02
Traffic Data (Section)	Period	2012	Sec1	Sec 2	Sec 3	Sec 4	Sect 5	Total/ Average	Speed Limit (Average)	Crash Rate (Section)		Top 5%
	Section Length (Mile)		2.97					2.97		318.88		
	Average AADT		27000					27000	Lane Width (ft)	Critical Rate (Section)		
	Number of Lanes		4					4	12			

Improvement Action		Number of Improvements	1	Discount Rate		3.0%	Project Cost				
	Number	Improvement Description	Service Life	PRF	PRI	PRPD	PE cost plus \$5000(2)	R/W & Utility	Construction	Annual Initial Cost	Annual Mnt. Cost(If any)
	1	Roadway Widen 4-> 6 Lanes	10	0.20	0.20	0.20		\$ 10,000,000	\$ 40,000,000	\$ 5,861,525	-
	2										
	3										
	4										
	Total		10	0.20	0.20	0.20	Total Initial Cost	\$50,000,000		\$ 5,861,525	-

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Project Administrated by	Project Schedule (After STIP Approval)	Begin PE	Target Advert.	Begin Construction	Estimated Complete Date	Type of Plan
		Jan, 2011				

B/C Calculation					Project Benefit				
	Benefit	Total Annualized Benefit	Traffic Growth Factor(TGF)	Total Annual Benefit	Type of Crash	Related Crash #	Annual Change in Crashes	Cost per Crash	Annual Benefit
		\$ 672,867	1.12	\$ 751,506	K	0	-	\$ 5,000,000	\$ -
					A	8	0.53	\$ 275,000	\$ 146,667
	Cost	Total Annualized Initial Cost	Total Annual Maintenance Cost	Total Annual Cost	B	25	1.67	\$ 98,000	\$ 163,333
		\$ 5,861,525	\$ -	\$ 5,861,525	C	70	4.67	\$ 55,000	\$ 256,667
	B/C=		0.13		PDO	177	11.80	\$ 9,000	\$ 106,200
					Total	280	18.67		\$ 672,867

Signature of Sponsor with Authority to Expend 10% Matching Funds

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HSP Proposed Safety Improvements FY2013-14

Agency:		Project Sponsor:		Tel:		Email:	
Street Address:		Fax:		VDOT District:		VDOT Region:	
City, State, Zip :		Priority # (If submitting 2 + proposals):		Repeated Proposal from prev. yrs?:			

Program Type	Project Type	County	Route (Include Name)	System (1)	Traffic Control	Frm/Mjr Rd (HTRIS/RNS Node-Offset If Applicable)	To/Cross Rd(HTRIS/RNS Node-Offset If Applicable)	Study Period Begins	Study Period Ends
HSP_Regular	SEGMENT	Bedford	Route 221	Primary (P)	All way Stop	Cloverhill Road	Forest Brook Road	01/01/10	12/31/12
Functional Class Code	2-Rural Principle Arterial			Area Location Code		3-Urbanized (50,000-199,999)	Federal System Code	1-NHS	
Briefly Describe Problem and Proposed Work	Rt. 221 Corridor safety study LONG TERM IMPROVEMENTS East of Lynchburg Expressway widening 2 lanes --> 4 Lanes								

Crash Data (Collision Diagrams/ Maps are required with all proposals)	Crash Type		Rear End	Angle	Head on	Bicyclist	Non-Collision	Fixed object in road	Miscellaneous or other	Non-Collision	Total Related Crashes	Total Unrelated Crashes	Total Crashes
	Severity	K=1 or 5	0	0	0	0	0	0	0	0	0	0	0
	Fatal	A=2	1	2							3		3
	Personal Injury (PI)	B=3	1	2	1				1		5		5
		C=4	5	2					1		8		8
	PDO	PDO	15	14					3		32		32
	Total		22	20	1				5		48		48

Notes For traffic data , please fill corresponding section for intersection and section projects. Do not fill both traffic data sections. # of Crash Year: 3

Traffic Data (Inter.)	Period	Enter. ADT	NB Ent. ADT	SB Ent. ADT	EB Ent. ADT	WB Ent. ADT	Other leg Ent. ADT	# of Approaches	Crash Rate (Intersection)	Critical Rate (Intersection)	Inventory NODE	Traffic Annual Growth Rate
												0.02
Traffic Data (Section)	Period	2012	Sec1	Sec 2	Sec 3	Sec 4	Sect 5	Total/ Average	Speed Limit (Average)	Crash Rate (Section)		Top 5%
	Section Length (Mile)	0.93						0.93		294.59		
	Average AADT	16000						16000	Lane Width (ft)	Critical Rate (Section)		
	Number of Lanes	2						2	12			

Improvement Action		Number of Improvements	1	Discount Rate		3.0%	Project Cost				
	Number	Improvement Description	Service Life	PRF	PRI	PRPD	PE cost plus \$5000(2)	R/W & Utility	Construction	Annual Initial Cost	Annual Mnt. Cost(If any)
	1	Roadway Widen 2-> 4 Lanes	10	0.20	0.20	0.20		\$ 2,500,000	\$ 7,500,000	\$ 1,172,305	-
	2										
	3										
	4										
	Total		10	0.20	0.20	0.20	Total Initial Cost	\$10,000,000		\$ 1,172,305	-

NOTE: 1. A local resolution is required upon notification of program approval for secondary road and urban projects 2. VDOT District and Central Office personnel charge review and administration time to project managed by localities. Safety Projects not managed by VDOT shall include a minimum of \$5,000 for VDOT PE costs

Project Administrated by	Project Schedule (After STIP Approval)	Begin PE	Target Advert.	Begin Construction	Estimated Complete Date	Type of Plan
		Jan, 2011				

B/C Calculation	Project Benefit					Project Cost				
	Benefit	Total Annualized Benefit	Traffic Growth Factor(TGF)	Total Annual Benefit	Type of Crash	Related Crash #	Annual Change in Crashes	Cost per Crash	Annual Benefit	
		\$ 136,200	1.12	\$ 152,118	K	0	-	\$ 5,000,000	\$ -	
					A	3	0.20	\$ 275,000	\$ 55,000	
	Cost	Total Annualized Initial Cost	Total Annual Maintenance Cost	Total Annual Cost	B	5	0.33	\$ 98,000	\$ 32,667	
		\$ 1,172,305	\$ -	\$ 1,172,305	C	8	0.53	\$ 55,000	\$ 29,333	
	B/C=		0.13			PDO	32	2.13	\$ 9,000	\$ 19,200
					Total	48	3.20		\$ 136,200	

Signature of Sponsor with Authority to Expend 10% Matching Funds

Name (Print) _____ Signature _____ Date _____

VDOT anticipates providing the 10 percent match for the FY2013-14 ; however, the sponsor should be able to supply the local match if state funding becomes unavailable. Please submit an electronic copy of this spreadsheet to HSIPProgram@virginiadot.org and mail a paper copy with signature to the address below.

Mailing address:
Attn: HSP Improvement Proposal

Mr. Raymond Khoury , P.E.
State Traffic Engineer
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

Counties, Towns and Cities:

County, Town and City Staff are requested to submit proposed improvement forms and supporting documents through the VDOT District Local Assistance staff for concurrence and a project sponsor. VDOT staff should obtain concurrence from District PE Managers and PIMs to assign a sponsor.

(3) The yellow are required inputs and white areas are optional. The gray areas are automatically generated by embedded formulas.

(4) For all fields, please refer to "Instruction for FY2013-14 Highway Safety Project (HSP)" in the Appendix A of "HSIP Guideline"



UPC #:	
Receive#	
HSIP file	
Initiate Date	(for office use only)

HSP Proposed Safety Improvements FY2013-14

Agency:		Project Sponsor:		Tel:		Email:	
Street Address:		Fax:		VDOT District:		VDOT Region:	
City, State, Zip :		Priority # (If submitting 2 + proposals):		Repeated Proposal from prev. yrs?:			

Program Type	Project Type	County	Route (Include Name)	System (1)	Traffic Control	Frm/Mjr Rd (HTRIS/RNS Node-Offset If Applicable)	To/Cross Rd(HTRIS/RNS Node-Offset If Applicable)	Study Period Begins	Study Period Ends
HSP_Regular	SEGMENT	Bedford	Route 221	Primary (P)	All way Stop	Cloverhill Road	Forest Brook Road	01/01/10	12/31/12
Functional Class Code	E-Urban Principle Arterial			Area Location Code		3-Urbanized (50,000-199,999)	Federal System Code	1-NHS	
Briefly Describe Problem and Proposed Work	Rt. 221 Corridor safety study LONG TERM IMPROVEMENTS: Intersection of McConville Road with Route 221 (Wyndale Dr.)								

Crash Data (Collision Diagrams/ Maps are required with all proposals)	Crash Type		Rear End	Angle	Head on	Bicyclist	Non-Collision	Fixed object in road	Miscellaneous or other	Non-Collision	Total Related Crashes	Total Unrelated Crashes	Total Crashes
	Severity		0	0	0	0	0	0	0	0	0	0	0
	Fatal	K=1 or 5	0	0	0	0	0	0	0	0	0	0	0
	Personal Injury (PI)	A=2	0	1	0				0		1		1
		B=3	0	2	0				0		2		2
		C=4	0	0	0				0		0		0
	PDO	PDO	0	2	0				0		2		2
	Total			5							5		5

Notes For traffic data , please fill corresponding section for intersection and section projects. Do not fill both traffic data sections. # of Crash Year: 3

Traffic Data (Inter.)	Period	Enter. ADT	NB Ent. ADT	SB Ent. ADT	EB Ent. ADT	WB Ent. ADT	Other leg Ent. ADT	# of Approaches	Crash Rate (Intersection)	Critical Rate (Intersection)	Inventory NODE	Traffic Annual Growth Rate
	2012	39800	6900		8000	8000	0	3	0.11			0.02
Traffic Data (Section)	Period	2012	Sec1	Sec 2	Sec 3	Sec 4	Sec 5	Total/ Average	Speed Limit (Average)	Crash Rate (Section)		Top 5%
	Section Length (Mile)							0	40%			
	Average AADT								Lane Width (ft)	Critical Rate (Section)		
	Number of Lanes											

Improvement Action		Number of Improvements	4	Discount Rate		3.0%	Project Cost				
	Number	Improvement Description	Service Life	PRF	PRI	PRPD	PE cost plus \$5000(2)	R/W & Utility	Construction	Annual Initial Cost	Annual Mnt. Cost(If any)
	1	inter. Mod. McConville Road	7	0.17	0.17	0.17		\$ 250,000	\$ 900,000	\$ 184,582	\$ -
	2										
	3										
	4										
	Total		7	0.17	0.17	0.17	Total Initial Cost	\$ 1,150,000		\$ 184,582	\$ -

NOTE: 1. A local resolution is required upon notification of program approval for secondary road and urban projects 2. VDOT District and Central Office personnel charge review and administration time to project managed by localities. Safety Projects not managed by VDOT shall include a minimum of \$5,000 for VDOT PE costs

Project Administrated by		Project Schedule (After STIP Approval)	Begin PE	Target Advert.	Begin Construction	Estimated Complete Date	Type of Plan
			Jan, 2011				

B/C Calculation					Project Benefit					
	Benefit	Total Annualized Benefit	Traffic Growth Factor(TGF)	Total Annual Benefit	Type of Crash	Related Crash #	Annual Change in Crashes	Cost per Crash	Annual Benefit	
		\$ 27,710	1.08	\$ 30,018	K	0	-	\$ 5,000,000	\$ -	
					A	1	0.06	\$ 275,000	\$ 15,583	
	Cost	Total Annualized Initial Cost	Total Annual Maintenance Cost	Total Annual Cost	B	2	0.11	\$ 98,000	\$ 11,107	
		\$ 184,582	\$ -	\$ 184,582	C	0	-	\$ 55,000	\$ -	
	B/C=		0.16			PDO	2	0.11	\$ 9,000	\$ 1,020
						Total	5	0.28		\$ 27,710

Signature of Sponsor with Authority to Expend 10% Matching Funds

Name (Print) _____ Signature _____ Date _____

VDOT anticipates providing the 10 percent match for the FY2013-14 ; however, the sponsor should be able to supply the local match if state funding becomes unavailable. Please submit an electronic copy of this spreadsheet to HSIPProgram@virginiadot.org and mail a paper copy with signature to the address below.

Mailing address:
Attn: HSP Improvement Proposal

Mr. Raymond Khoury , P.E.
State Traffic Engineer
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

Counties, Towns and Cities:

County, Town and City Staff are requested to submit proposed improvement forms and supporting documents through the VDOT District Local Assistance staff for concurrence and a project sponsor. VDOT staff should obtain concurrence from District PE Managers and PIMs to assign a sponsor.

(3) The yellow are required inputs and white areas are optional. The gray areas are automatically generated by embedded formulas.

(4) For all fields, please refer to "Instruction for FY2013-14 Highway Safety Project (HSP)" in the Appendix A of "HSIP Guideline"

Project Summary

Route 221 Corridor Safety Study

November 2014

***Bill Wuensch, P.E., PTOE
EPR***

Presentation Agenda

Agenda

Scope of Work

Analysis Process

Major Findings and Recommendations

Implementation

QUESTIONS AND ANSWERS

Scope of Work

Task 1 – Data Collection (traffic data, crash statistics, mapping)

Task 2 – Existing and Future Conditions Analysis

Task 3 – Initial Public Meeting

Task 4 – Identification of Improvement Strategies and Projects

Task 5 – Second Public Meeting

Task 6 – Prepare Draft Document

Task 7 – Prepare Final Document

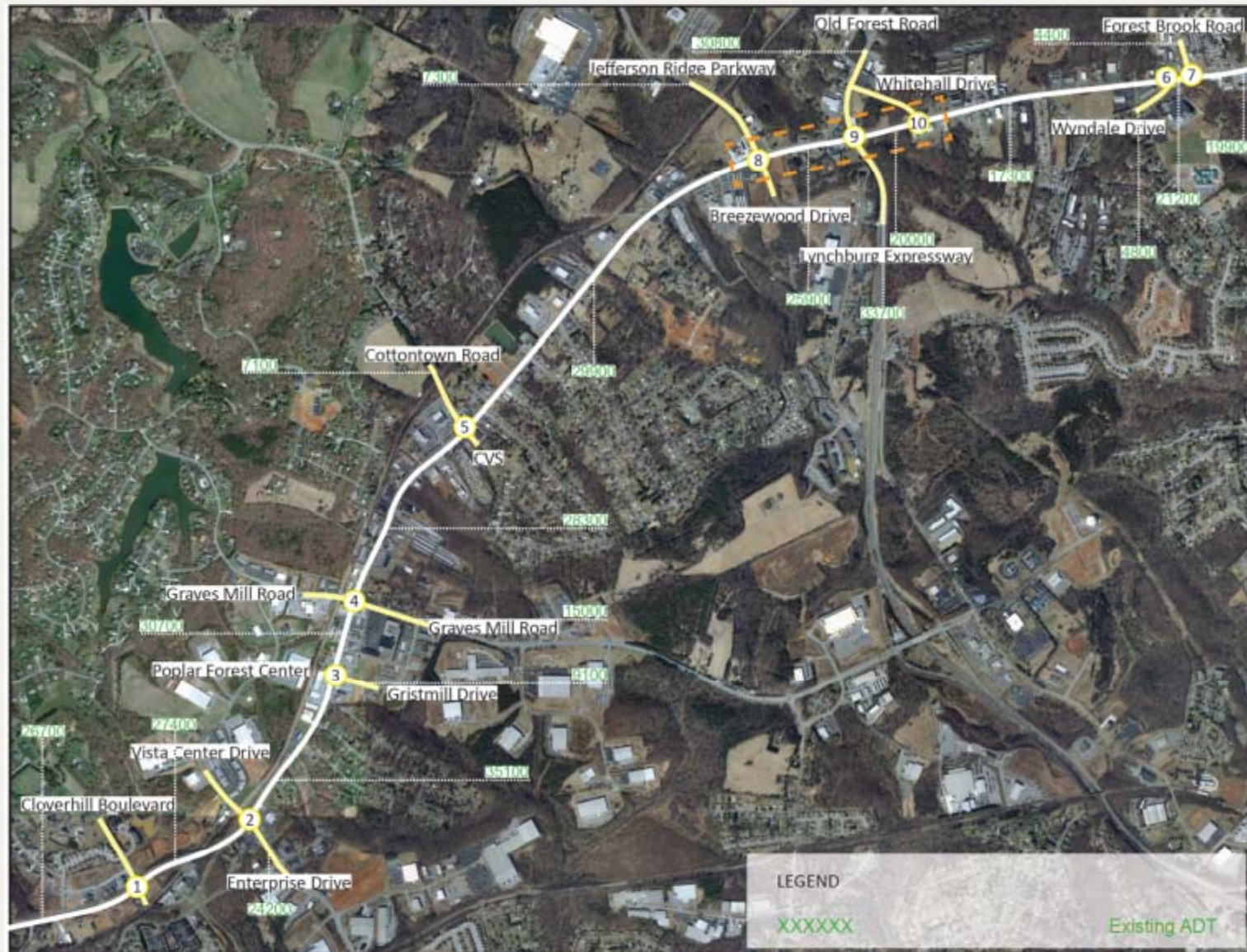
Traffic Data

Figure 3 Existing (2014) Traffic Volumes at Study Intersections

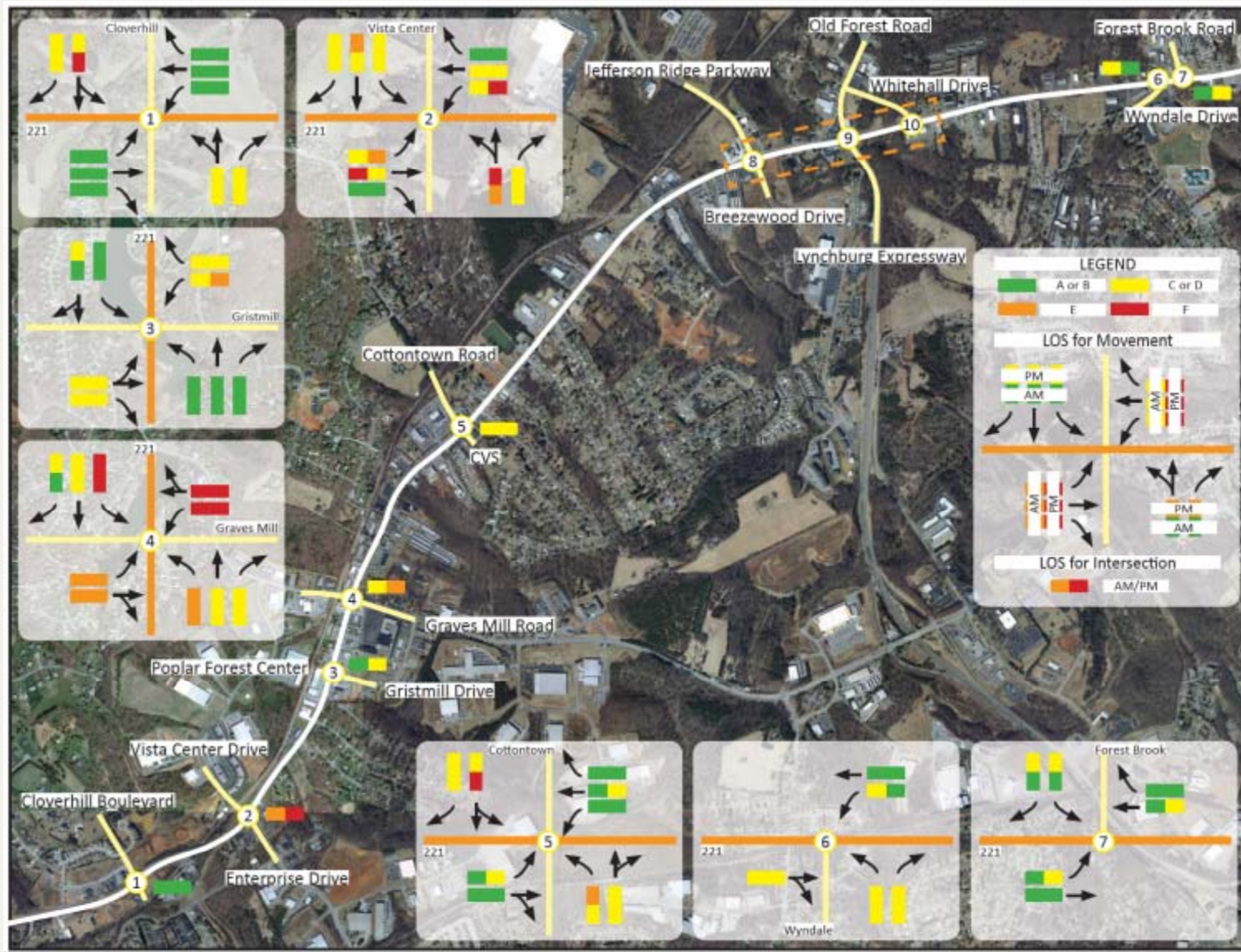
XX/XX AM/PM



Traffic Data



Traffic Analysis



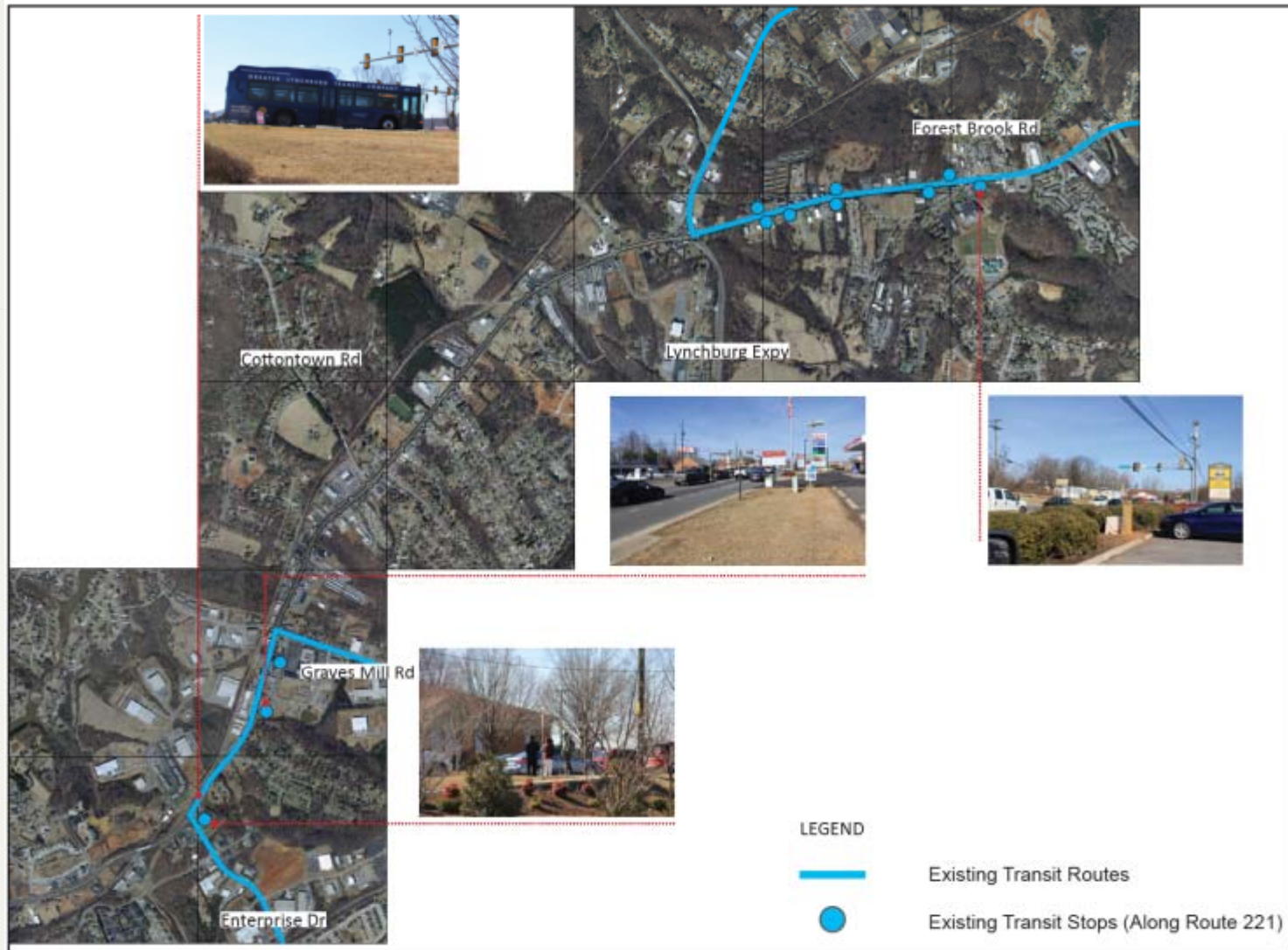
Pedestrian Mobility

Figure 7 Existing Sidewalks



Transit

Figure 8 Existing Transit Stops and Routes

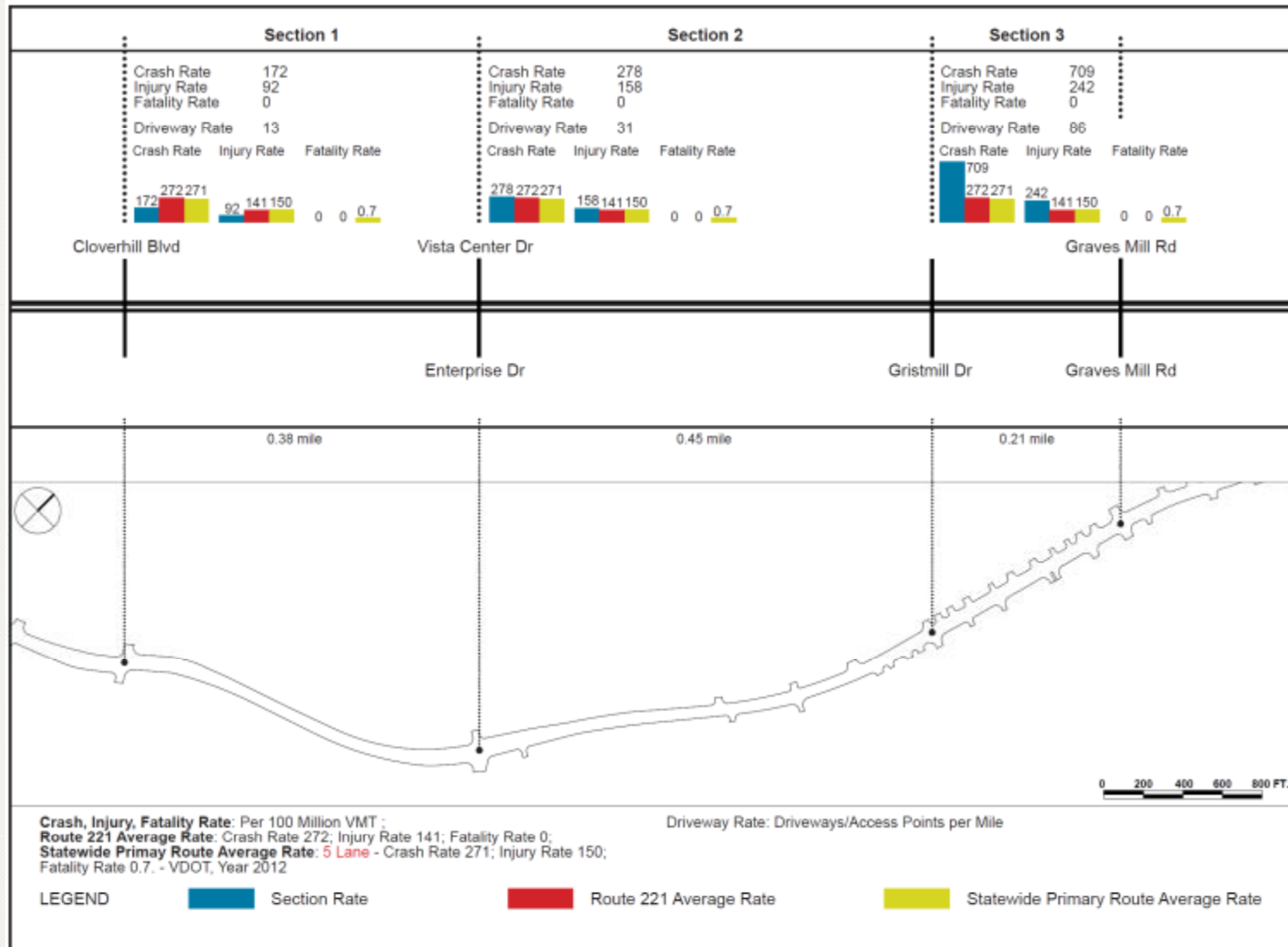


Mapped Crashes Along the Corridor – calculated segment and intersection crash rates to compare. Identified “hot spots”

The image contains two maps of the Forest Cove 1 Center area. The top map shows the area around Forest Cove 1 Center, including Poplar Forest Center, Exxon, Gristmill Dr (Route 1426), BB&T, McDonald, Wells Fargo, Forest Rd (Route 221), Graves Mill Center, SunTrust, Burger King, and Marathon Gas. The bottom map shows the area around Graves Mill Rd, including Wash-N-Go Car Wash, Meineke Car Care Center, Harris Tire, Retail Center, Forest Crossing, Produce Outlet, Shiloh United Methodist Church, and Graves Mill Rd (Route 1426). Both maps include a scale bar (0 to 144 FT.) and a north arrow.

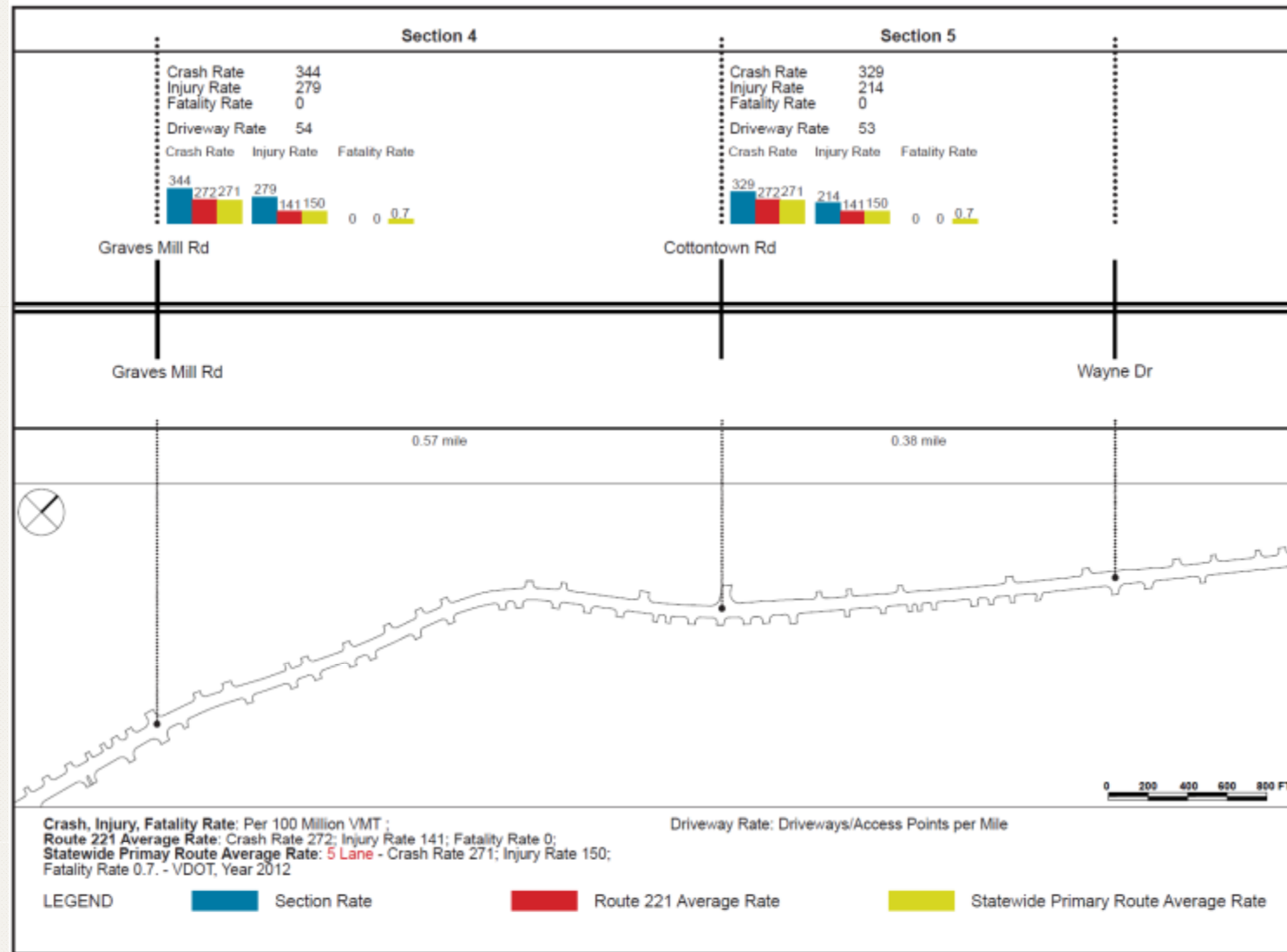
Safety Analysis

Figure 10-A Corridor Crash Rate Summary



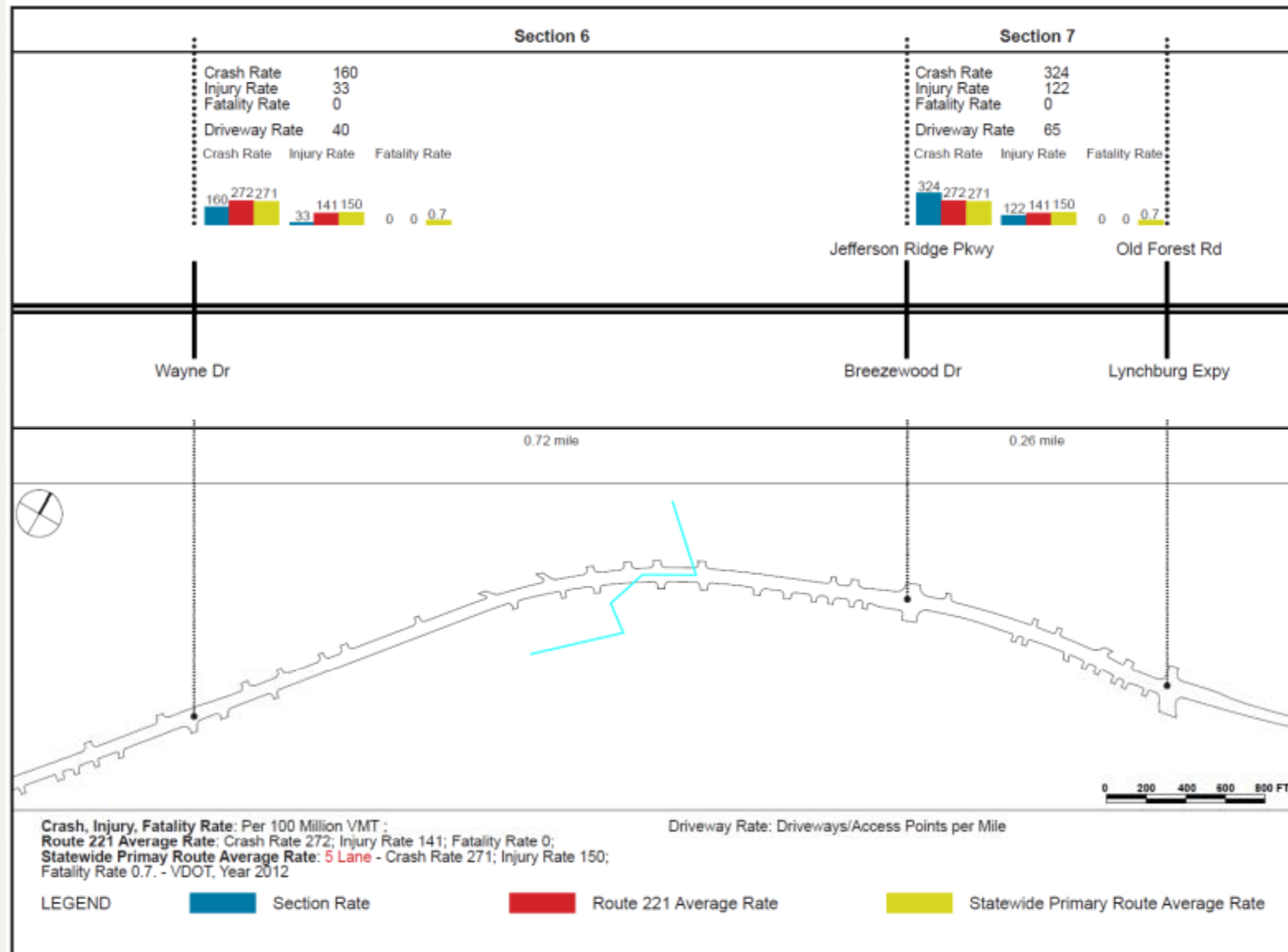
Safety Analysis

Figure 10-B Corridor Crash Rate Summary



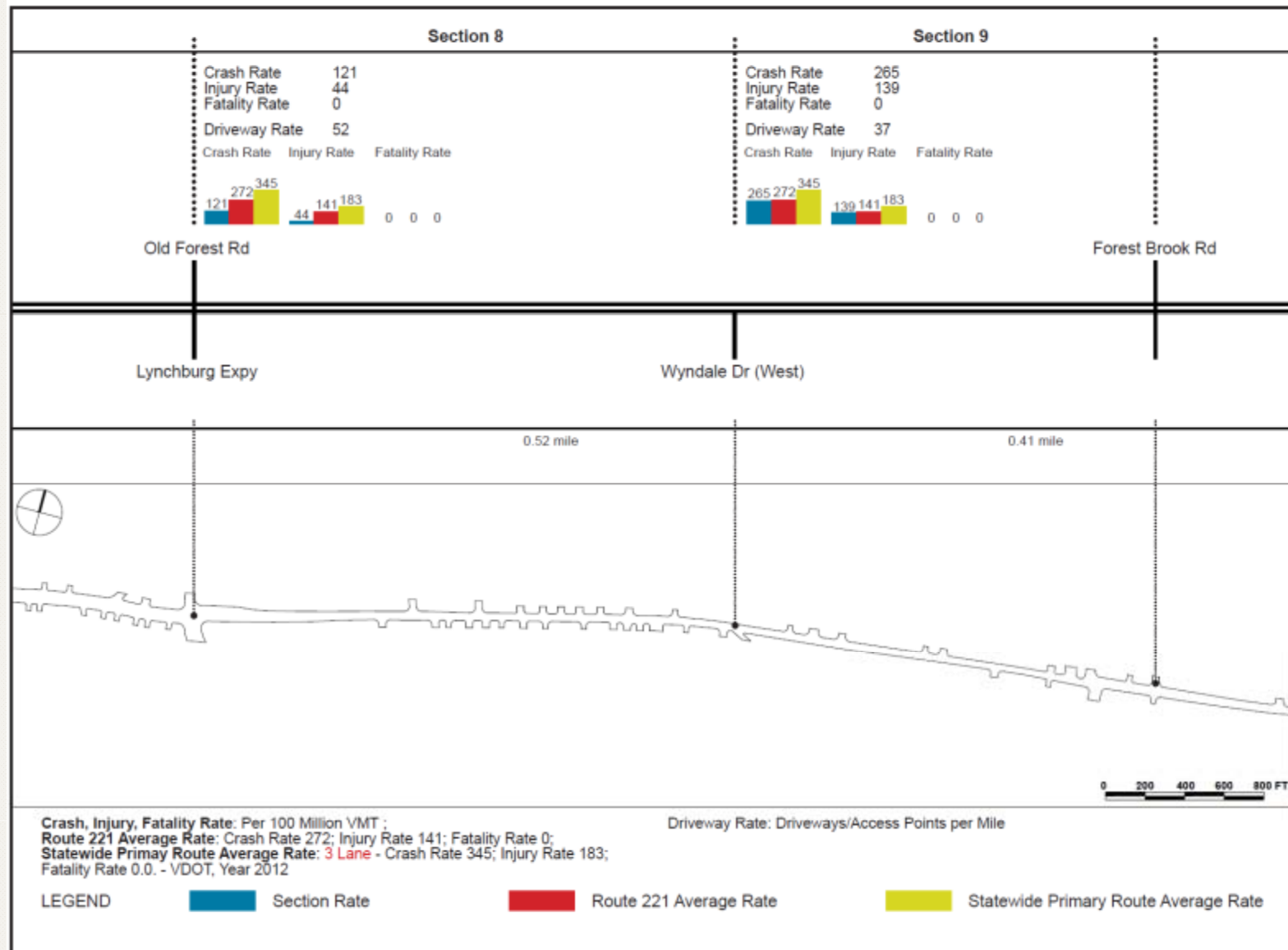
Safety Analysis

Figure 10-C Corridor Crash Rate Summary



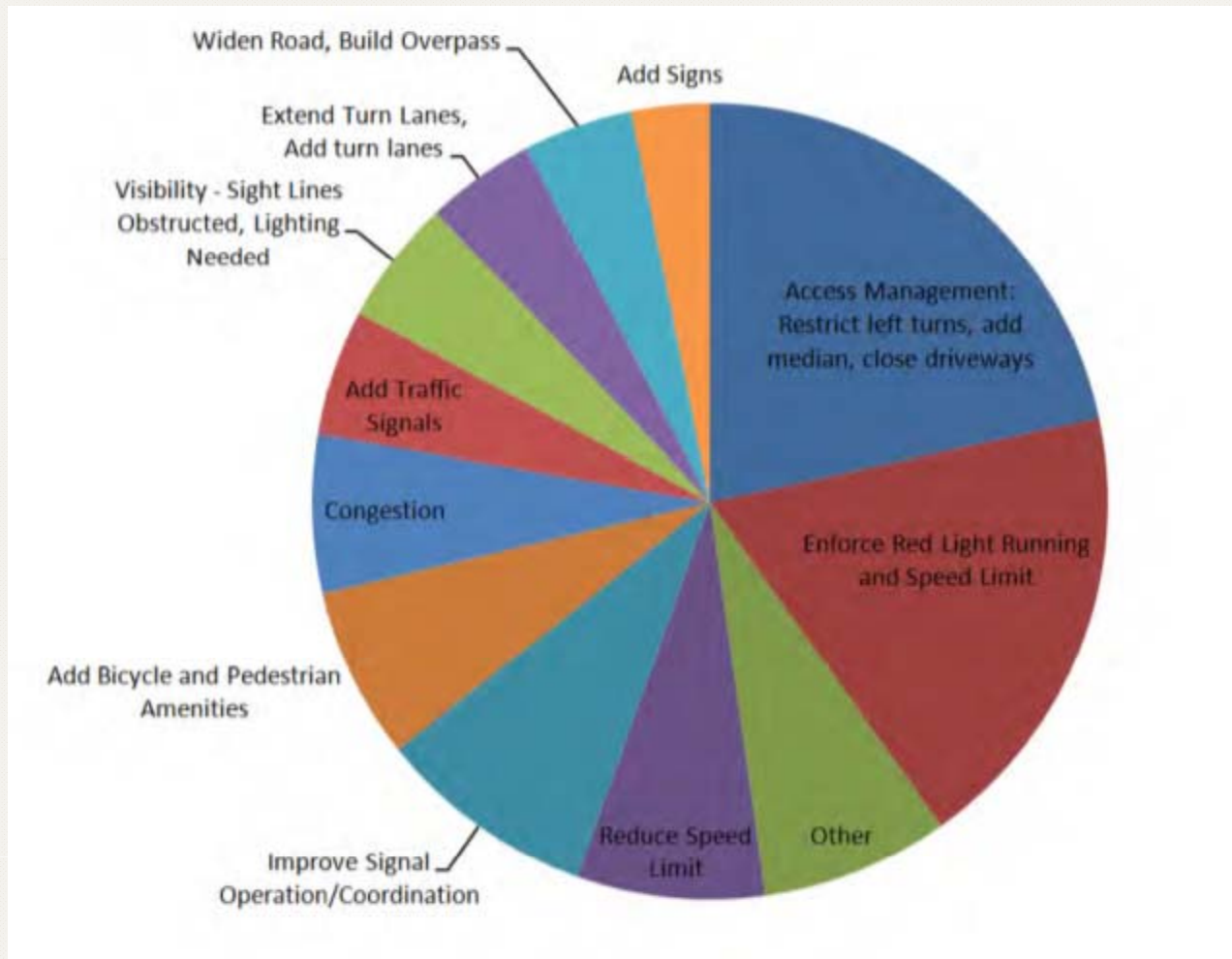
Safety Analysis

Figure 10-D Corridor Crash Rate Summary



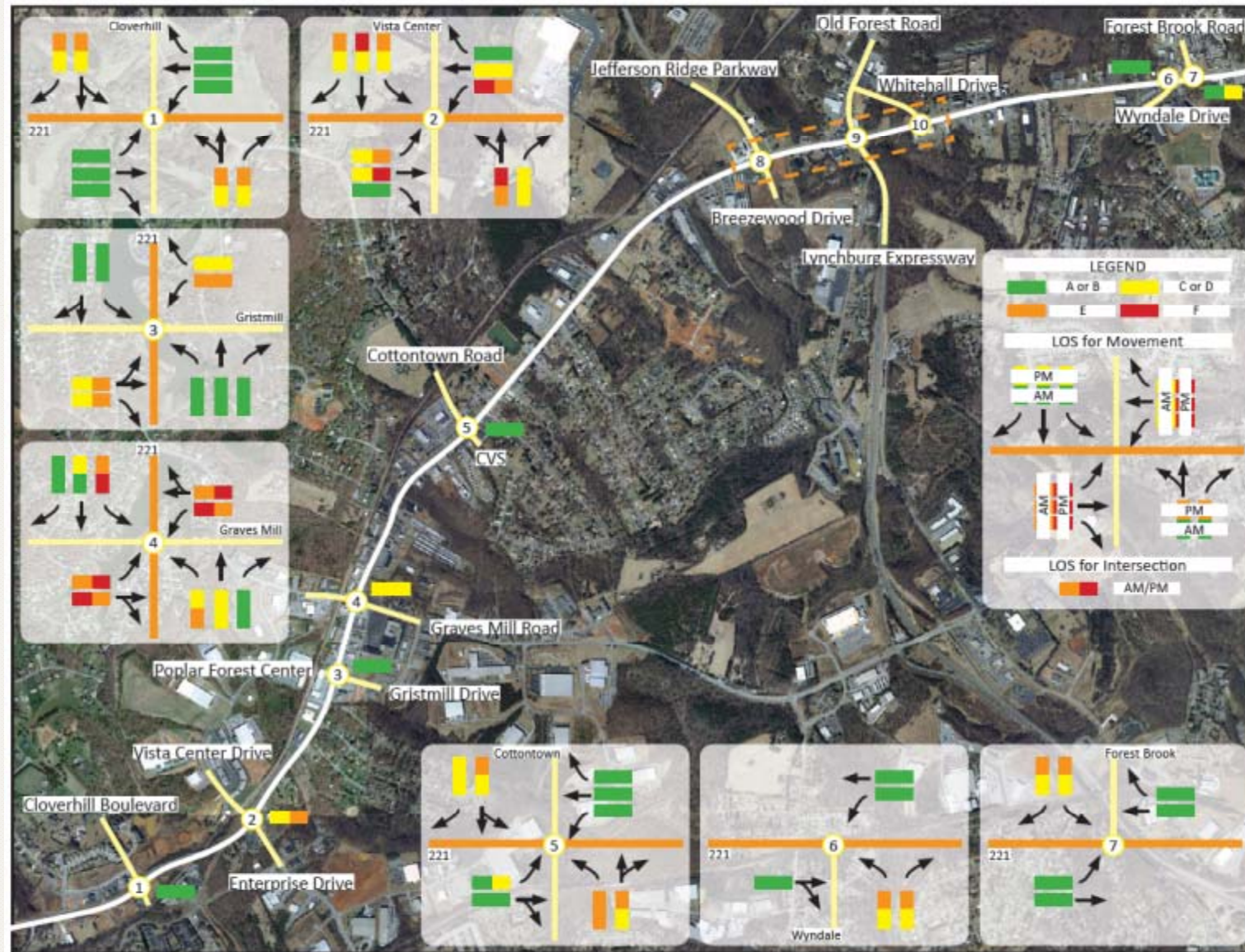
First Public Meeting

Early 2014 Meeting. Followed by launching a Website for Comments



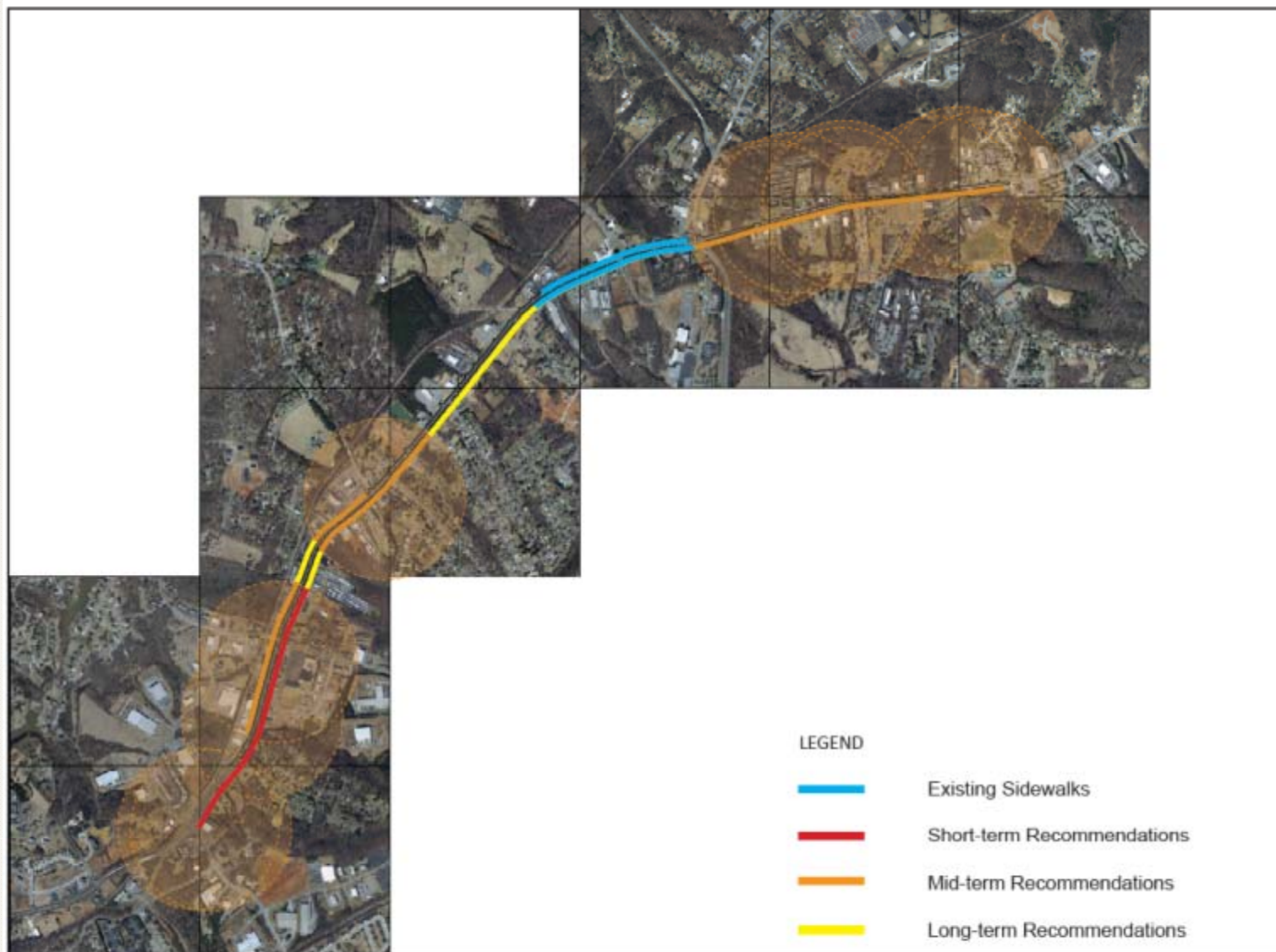
Signal Coordination – reduces travel time by 8%+, significantly reduces “stops”, and rear end crashes.

Figure 21 2014 Levels of Service with Coordinated Signal Operation



Sidewalks - Improvements

Figure 25 Sidewalk Recommendations



Intersection Improvements

Figure 26 Enterprise Drive Improvement Concept

Before



After



LEGEND

- Original Pavement
- New Pavement

Intersection Improvements

Figure 27 Gristmill Drive Improvement Concept

Before



After



Intersection Improvements

Figure 28 Graves Mill Road Improvement Concept

Before

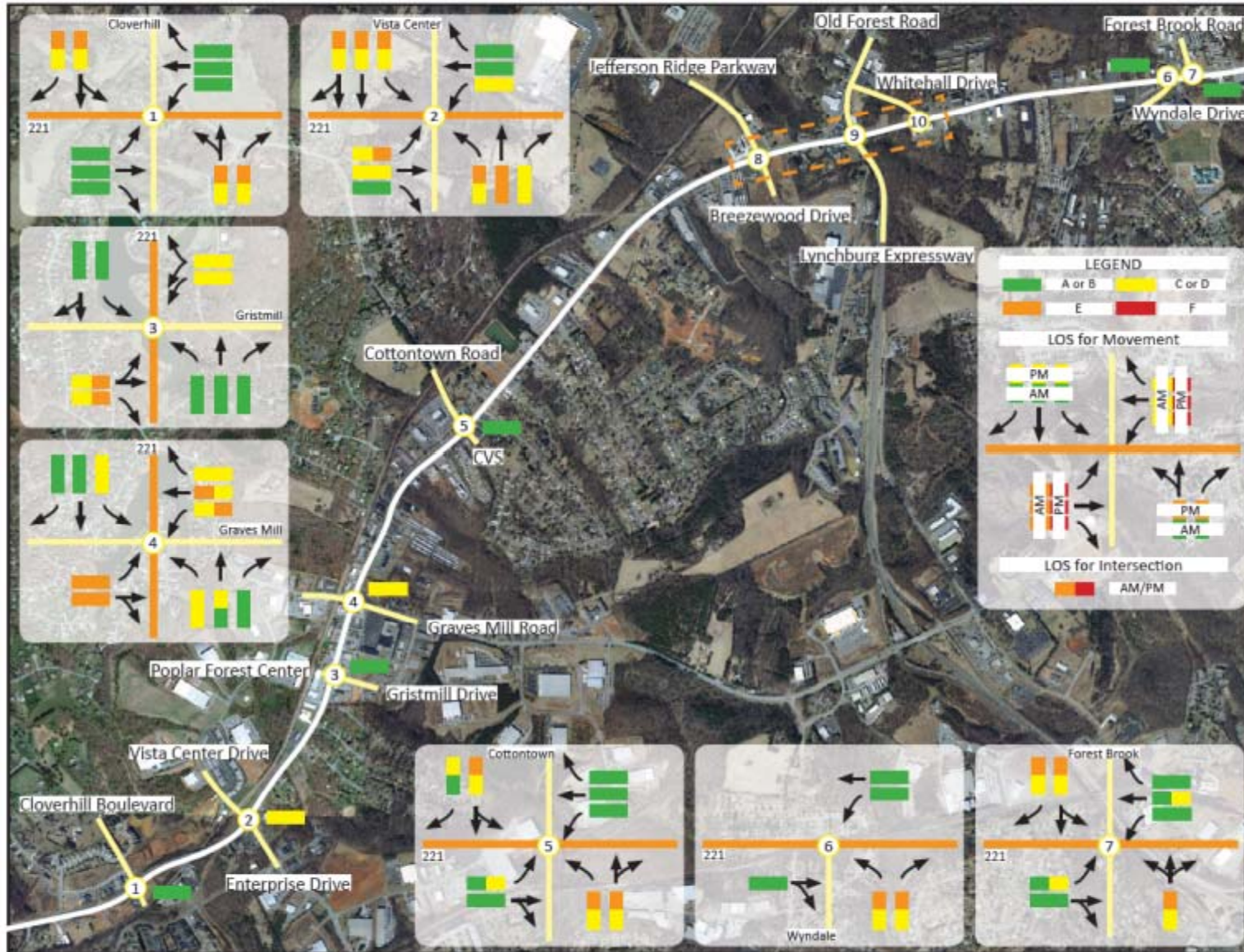


After



Traffic - Improvements

Figure 22 2014 Levels of Service with Coordinated Signal Operation and Intersection Improvements



Intersection Improvements

Figure 30 Wayne Drive, Cottontown Road, and Forest Brook Road Improvement Concepts



Access/Safety Improvements

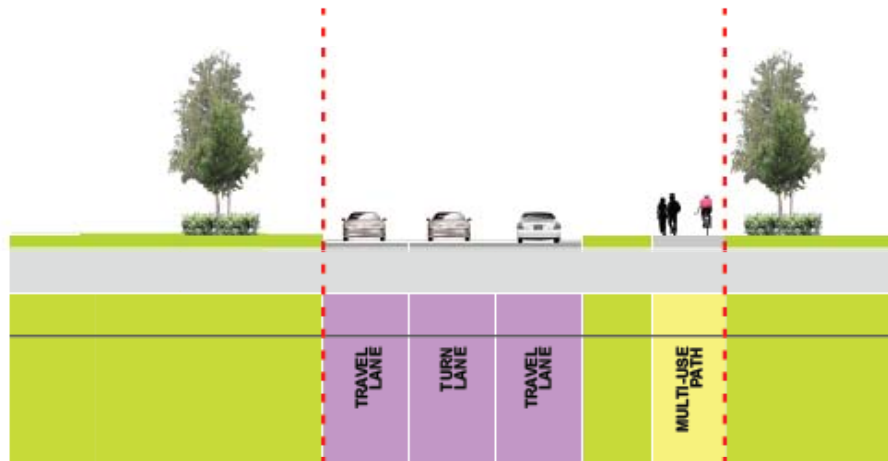
Figure 29 Gristmill Drive to Graves Mill Road Access Management Improvement Concept



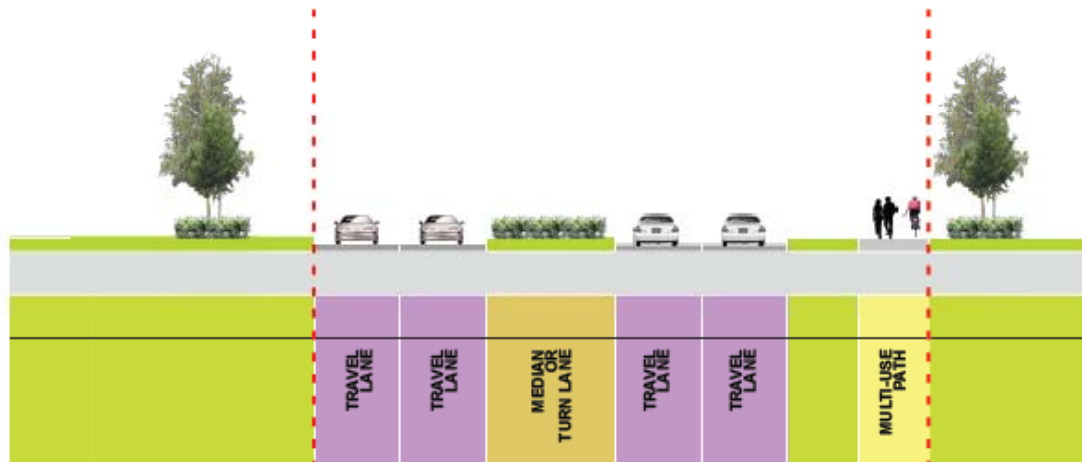
Rt 221 in the City

Figure 31 Bicycle Route in the City (East of Lynchburg Expressway) - Cross-sections

Mid-term



Long-term



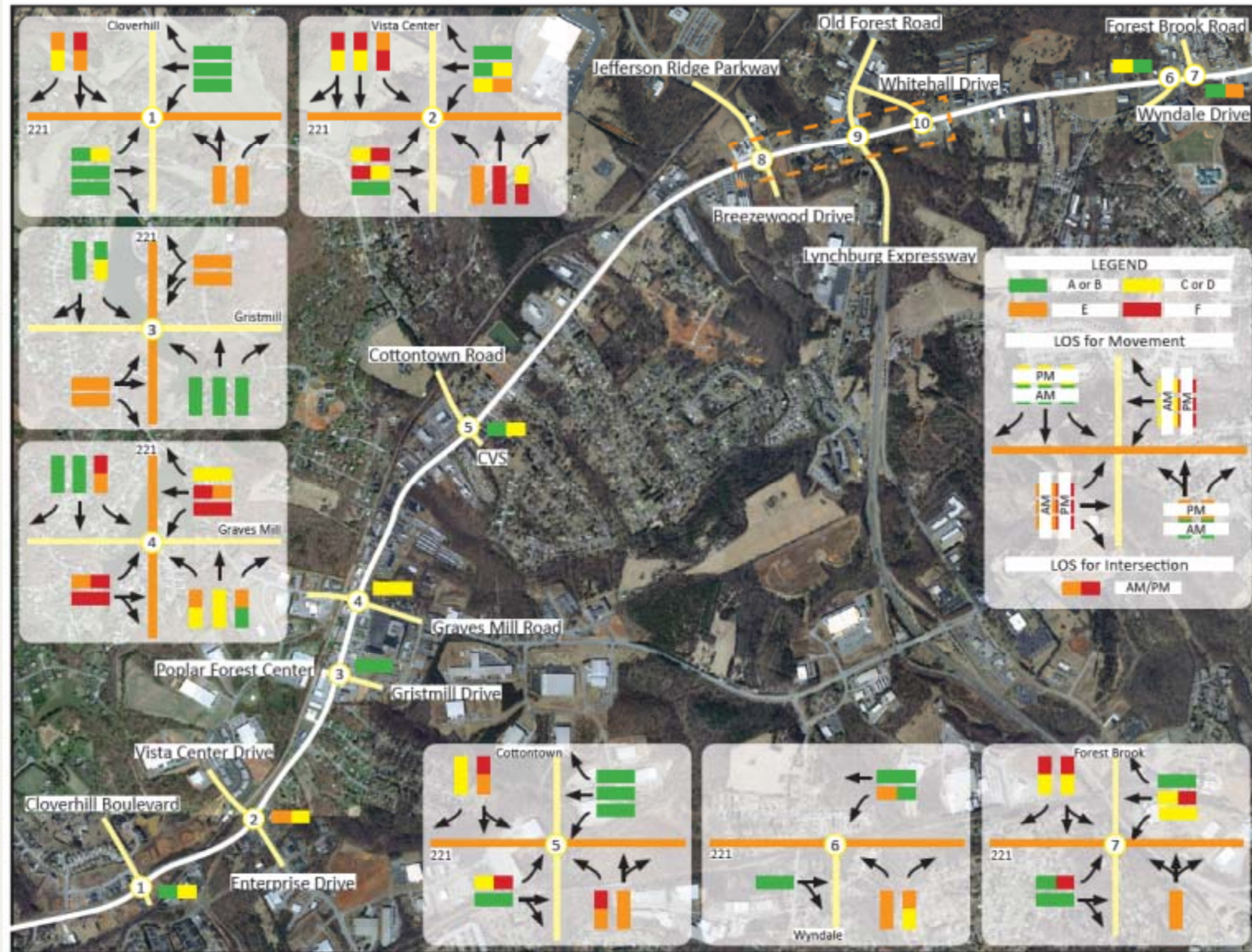
Traffic – Future Volumes (assumes modest continued growth)

Figure 19 Projected 2040 Average Daily Traffic Volumes



Traffic – Future Conditions (begin failing again in 2040)

Figure 23 2040 Levels of Service with Coordinated Signal Operation and Intersection Improvements



Phased Recommendations

Location	Description	Time Frame	Funding*	Category
County Section	Conduct a lighting justification study and install lighting where shown to be necessary.	Short term	VDOT Study	Safety
City Section	City of Lynchburg adopt access management standards and apply them to new developments.	Short term	VDOT Study	Safety
Entire Corridor	Increase speed enforcement.	Short term	Local	Safety
Entire Corridor	Prohibit left turn egress from driveways within the functional area of signalized intersections.	Short term	VDOT	Safety
Cottontown Road	Modify the signal phasing so that northbound left turn movement operates when protected only.	Short term	2	Safety
Entire Corridor	Conduct a speed study and make any needed changes based on the results.	Short term	City & VDOT Study	Safety
Cloverhill Boulevard	Install queue detection equipment and advance warning beacons for drivers coming over the bridge approaching the intersection.	Short term	1, 2	Safety
Intersection of Graves Mill Road with Gristmill Drive	Conduct traffic counts to determine whether a northbound left turn lane is needed.	Short term	VDOT Study	Safety
Intersection of Enterprise Drive with Route 221	Restripe southbound dual left turn lanes into Enterprise Drive to extend inside left turn lane	Short term	5	Operations
All Signalized Intersections	Evaluate and update the signal timing and phasing at each individual intersection in the county and coordinate the traffic signals with one another corridor wide.	Short term	2, 6	Operations
Route 221 at Forest Brook Road	Incorporate northbound leg into the intersection's traffic signal design by adding signal heads and detection, and westbound left turn lane, or close the entrance.	Short term	4	Operations/ Safety
All Signalized Intersections	Install pedestrian push buttons and hand/man signals with count down timers.	Short term	3	Multimodal
Transit Stops	Install bus shelters and lighting.	Short term	3	Multimodal
Gristmill Drive to Graves Mill Road	Implement access management improvements including: median installation and driveway consolidation.	Mid term	1, 4, 6	Safety
Intersection of Enterprise Drive with Route 221	Modify the eastbound Vista Center Drive approach to include a left turn lane, through lane and shared through/right turn lane. Modify the westbound Enterprise Drive approach to provide dual right turn lanes, dual left turn lanes and a single through lane.	Mid term	1, 6	Operations
Intersection of Graves Mill Road with Route 221	Widen the westbound Graves Mill Road approach to include dual left turn lanes, a through lane and a dedicated right turn lane.	Mid term	1, 6	Operations
Intersection of Grist Mill Road with Route 221	Modify the westbound Gristmill Drive approach to provide a left turn lane and shared left/through/right turn lane.	Mid term	1, 6	Operations
Construct Sidewalks	Add sidewalks in the locations shown as prioritized.	Short, Mid and Long Term	3	Multimodal
McConville Road	Extend McConville Road to intersect Route 221 at a signalized intersection. This new traffic signal will replace the existing traffic signal at Wyndale Drive.	Long term	6	Operations
East of the Lynchburg Expressway	Widen from two lanes to four lanes and incorporate the appropriate bicycle and pedestrian amenities.	Long term	1, 2, 6	Operations/ Multimodal
West of the Lynchburg Expressway	Widen from four lanes to six lanes (initial priority is Cloverhill Boulevard to Cottontown Road) and incorporate the appropriate bicycle and pedestrian amenities (entire study area)	Long term	1, 2, 6	Operations/ Multimodal
Entire Corridor	As redevelopment occurs, begin acquiring needed right-of-way for future widening from Enterprise Drive to Graves Mill Road.	All	4	Operations

Public Meeting

Second Public Meeting – Spring 2014

- Five hour open house session. 56 citizens attended.
- Largely supportive of recommendations
- Some concerns about access management
- total of 85 people commented via the website, mail in comments, or via phone message.

Sum of first and second meeting attendance, plus web/mail/phone – approximately 150 citizens participated.

Implementation

Identified Potential Funding Sources

- Six Year Improvement Program (major improvements / regionally important projects)
- Transportation Alternatives Program (bike/ped mobility)
- Revenue Share Grants (50/50)
- Highway Safety Improvement Program (90/10)
- VDOT Maintenance (signing and marking changes, signal coordination/improvements)
- Proffers

Implementation

Highway Safety Improvement Program

Route 221 Corridor Plan, Bedford County/City of Lynchburg, VA

Implementation

Table 17 Implementation Analysis

SUMMARY OF PROPOSED IMPROVEMENT County, City	ESTIMATED CONSTRUCTION, ROW & UTILITIES COST	B/C ANALYSIS
SHORT TERM IMPROVEMENTS		
Increase speed enforcement (\$4,000.00 in City, \$16,000.00 in County)	\$20,000/yr.	6.36 (comb. crash reduction analysis corridor wide)
Update the signal timing and phasing of each individual intersection and coordinate the traffic signals with one another. (County Section – assumes controller replacement and use of in-ync or similar, radio comm)	\$600,000	
Install Roadway Lighting between Enterprise Dr. and Gristmill Rd. (initial section of the corridor in the County)	\$615,000	2.80
Prohibit left turn egress from driveways within the functional area of signalized intersections (approximately 20+ signs) (County Section)	\$40,000	9.80
Modify the signal phasing so that northbound left turn movement operates when protected only → Cottonown Road	\$10,000	25.25
Install queue detection equipment and advance warning beacons for drivers coming over the bridge approaching the intersection → Prior to Enterprise Dr. (westbound)	\$20,000	4.30
Incorporate northbound leg into the intersection's traffic signal design by adding signal heads, detection, and westbound left turn lane, or close the entrance → Forest Brook Road	\$110,000	1.91
MID TERM IMPROVEMENTS		
Implement access management improvements including: median installation and driveway consolidation - Gristmill Drive to Graves Mill Road	\$630,000	2.23
Modify the eastbound Vista Center Drive approach to include a left turn lane, through lane and shared through/right turn lane. Modify the westbound Enterprise Drive approach to provide dual right turn lanes, dual left turn lanes and a single through lane.	\$2,000,000	0.13
Widen the westbound Graves Mill Road approach to include dual left turn lanes, a through lane and a dedicated right turn lane.	\$1,400,000	0.29
Modify the westbound Gristmill Drive approach to provide a left turn lane and shared left/through/right turn lane.	\$816,000	0.43
LONG TERM IMPROVEMENTS		
Widen from two lanes to four lanes and incorporate the appropriate bicycle and pedestrian amenities → Whitehall to Forest Brook (cost updated in September of 2014)	\$10,000,000	0.13
Widen from four lanes to six lanes and incorporate the appropriate bicycle and pedestrian amenities → County Section. (If phased, initial priority is Enterprise to Graves Mill) Update in September 2014 - Estimate assumes rebuilding entire roadbed to six lanes versus just adding two lanes to the existing road section. Includes lighting, R/W and utilities impacts may be extensive, cost estimates for impacts to be determined as part of preliminary design – initially estimated at 30% of construction cost.	\$56,960,000	0.13
Extend McConville Road to intersect Route 221 at a signalized intersection. This new traffic signal will replace the existing traffic signal at Wyndale Drive	\$1,150,000	0.16

PEDESTRIAN RELATED IMPROVEMENTS		
SHORT TERM		
Install ped. push buttons and handman signals with countdown timers and crosswalks (City – Forest Brook, Wyndale)	\$120,000	N/A
Install ped. push buttons and handman signals with countdown timers and crosswalks (Cloverhill, Enterprise, Gristmill, Gravesmill, Cottonown)	\$300,000	
Install bus shelters and lighting (GLTC has shelters. Estimated costs for pads and installation is \$20,000 each location)	not included	
Add sidewalks in the locations shown with red* (County - Enterprise to Graves Mill)	\$450,000	
MID TERM		
Add multiuse path in the City* from Whitehall to Forest Brook, includes lighting (City, option is to advance road project and do this with the road project)	\$1,600,000	N/A
Add sidewalks in the locations shown with orange* in the sidewalk planning exhibit(County)	\$800,000	
LONG TERM		
Add sidewalks in the locations shown with yellow* in the sidewalk planning exhibit (County)	\$725,000	

*The "red", "orange" and "yellow" sidewalk locations refer to those sections shown on the exhibit at the public meeting

Summary of Costs By Jurisdiction

City Projects

Short Term - \$234,000

Mid Term - \$1,600,000

Long Term - \$11,150,000

Total - \$12,984,000

County Projects

Short term - \$2,035,000

Mid Term - \$5,940,000

Long Term \$36,725,000

Total - \$56,700,000

Questions?

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **November 11, 2014**

AGENDA ITEM NO.: **6**

CONSENT:

REGULAR: **X**

WORK SESSION:

CLOSED SESSION:

(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: **Stormwater Management Ordinance Amendments – City Code Chapter 16.2**

RECOMMENDATION: Repeal the stormwater permit fee for single family residential detached structures with less than five (5) acres of disturbed area and clarify the application of other stormwater fees, as well as the scope of the ordinance.

SUMMARY: On June 10, 2014, City Council adopted amendments to the definitions, scope, permit requirements, technical criteria, plan requirements, plan approvals, facility maintenance, enforcement and appeals provisions of the Stormwater Management Ordinance (Chapter 16.2). The amendments also established fees for stormwater general permits consistent with other localities in our region. Staff recently learned that the Virginia Department of Environmental Quality does not charge a stormwater permit fee for single family detached residential structures that disturb less than five (5) acres of land in any of the local programs it manages (i.e. Appomattox County or Amherst County). The proposed amendment to Section 16.2-56(a) would repeal this fee in an effort to maintain regional consistency. The general permit fees would still apply to residential subdivisions that create new streets. The amendments also clarify the fee requirements for other land disturbance activities.

The proposed amendments would also remove Section 16.2-20(f). This section conflicts with the scope of the ordinance which requires that stormwater management be applied based on the amount of disturbed area rather than amount of impervious cover.

PRIOR ACTION(S):

June 10, 2014 City Council adopted amendments to City Code Chapter 16.2 Stormwater Management.

May 27, 2014: City Council conducted a work session on the proposed Stormwater Management ordinance amendments.

May 14, 2014: The Planning Commission conducted an informational session on the proposed Stormwater Management ordinance revisions.

FISCAL IMPACT: It is anticipated a staff person will be required to assist with the plan review, inspection and reporting requirements of this program at an anticipated cost of sixty thousand dollars (\$60,000). Based upon the fee schedule adopted in June, the last five year's eligible projects would generate approximately fifty thousand dollars (\$50,000) in program revenue each year to help support this position. The elimination of this fee would decrease the projected revenue by approximately twelve thousand dollars (\$12,000).

CONTACT(S):

Kent White, Director of Community Development – 455-3900

Rob Fowler, Zoning Administrator/Program Administrator - 455-3900

ATTACHMENT: Ordinance

REVIEWED BY: lkp

ORDINANCE

AN ORDINANCE TO AMEND AND REENACT THE CODE OF THE CITY OF LYNCHBURG BY AMENDING SECTIONS 16.2-20 AND 16.2-56, THE AMENDED SECTIONS RELATING TO THE REGULATION OF STORMWATER WITHIN THE CITY.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LYNCHBURG:

1. That Sections 16.2-20 and 16.2-56 of the Code of the City of Lynchburg be and the same are hereby amended and reenacted as follows:

Sec 16.2-20 Technical criteria

(a) To protect the quality and quantity of state water from the potential harm of unmanaged stormwater runoff resulting from land-disturbing activities, the City of Lynchburg hereby adopts the technical criteria for regulated land-disturbing activities set forth in Part II B of the regulations, as amended, expressly to include 9VAC25-870-63 [water quality design criteria requirements]; 9VAC25-870-65 [water quality compliance]; 9VAC25-870-66 [water quantity]; 9VAC25-870-69 [offsite compliance options]; 9VAC25-870-72 [design storms and hydrologic methods]; 9VAC25-870-74 [stormwater harvesting]; 9VAC25-870-76 [linear development project]; and, 9VAC25-870-85 [stormwater management impoundment structures or facilities], which shall apply to all land-disturbing activities regulated pursuant to this ordinance, except as provided for in 9VAC25-870-48 or as expressly set forth in subsection (b) of this section.

(b) Until June 30, 2019, any land-disturbing activity for which a currently valid proffered or conditional zoning plan, preliminary or final subdivision plat, preliminary or final site plan or zoning with a plan of development, or any document determined by the locality as being equivalent thereto, was approved by a locality prior to July 1, 2012, and for which no coverage under the General Permit for Discharges of Stormwater from Construction Activities has been issued prior to July 1, 2014, shall be considered grandfathered by the VSMP authority and shall not be subject to the technical criteria of Part II B, but shall be subject to the technical criteria of Part II C [9VAC25-870-93 through VAC25-870-99] for those areas that were included in the approval, provided that the VSMP authority finds that such proffered or conditional zoning plan, preliminary or final subdivision plat, preliminary or final site plan or zoning with a plan of development, or any document determined by the locality as being equivalent thereto, (i) provides for a layout and (ii) the resulting land-disturbing activity will be compliant with the requirements of Part II C [9VAC25-870-93 through VAC25-870-99]. In the event that the locality-approved document is subsequently modified or amended in a manner such that there is no increase over the previously approved plat or plan in the amount of phosphorus leaving each point of discharge of the land-disturbing activity through stormwater runoff, and such that there is no increase over the previously approved plat or plan in the volume or rate of runoff, the grandfathering shall continue as before.

(c) Until June 30, 2019, for locality, state, and federal projects for which there has been an obligation of locality, state, or federal funding, in whole or in part, prior to July 1, 2012, or for which the department has approved a stormwater management plan prior to July 1, 2012, such projects shall be considered grandfathered by the VSMP authority and shall not be subject to the technical criteria of Part II B, but shall be subject to the technical criteria of Part II C [9VAC25-870-93 through VAC25-870-99] for those areas that were included in the approval.

(d) For land-disturbing activities grandfathered under subsections A and B of this section, construction must be completed by June 30, 2019, or portions of the project not under construction shall become subject to the technical criteria of Part II B.

(e) In cases where governmental bonding or public debt financing has been issued for a project prior to July 1, 2012, such project shall be subject to the technical criteria of Part II C [9VAC25-870-93 through VAC25-870-99].

~~(f) Both water quality and quantity control shall be required for projects with new impervious cover greater than or equal to five thousand (5,000) square feet;~~

(g f) Nothing in this section shall preclude an operator from constructing to a more stringent standard at their discretion.

Sec. 16.2-56. Fees.

(a) An applicant shall pay the fees provided in Table 1 for initial issuance of general permit coverage and VSMP authority permit coverage. No more than 50% of the total fee to be paid by the applicant set out in Table 1 shall be due at the time a stormwater management plan or an initial stormwater management plan is submitted to the City of Lynchburg for review. The balance shall be paid prior to the issuance of coverage under the general permit. When a site or sites are purchased for development within a previously permitted common plan of development or sale, the applicant shall be subject to fees in accordance with the disturbed acreage of the ~~their~~ site or sites according to the following table.

Table 1: Fees for permit issuance

Fee type	Total fee to be paid by Applicant (includes both VSMP authority and Department portions where applicable)	Department portion of "total fee to be paid by Applicant" (based on 28% of total fee paid*)
General / Stormwater Management - Small Construction Activity/Land Clearing (Areas within common plans of development or sale with land disturbance acreage less than 1 acre, except for a single family detached residential structure.)	\$290	\$81
General / Stormwater Management - Small Construction Activity/Land Clearing (Single family detached residential structure, within or outside a common plan of development or sale, with land disturbance acreage greater than one acre but less than five acres, or areas with a land disturbance acreage of less than one acre within a common plan of development or sale. <u>Residential subdivisions that require the construction of new streets will be considered General / Stormwater Management - Small Construction Activity/Land Clearing activities as defined below.</u>	\$209 \$0	N/A
General / Stormwater Management - Small Construction Activity/Land Clearing (Sites or areas within common plans of development or sale with land disturbance acreage equal to or greater than 1 acre and less than 5 Acres), including the development of residential subdivisions that require the construction of new streets.	\$2,700	\$756

General / Stormwater Management – Large Construction Activity/Land Clearing (Sites or areas within common plans of development or sale with land disturbance acreage equal to or greater than 5 acres and less than 10 acres)	\$3,400	\$952
General / Stormwater Management – Large Construction Activity/Land Clearing [Sites or areas within common plans of development or sale with land disturbance acreage equal to or greater than 10 acres and less than 50 acres]	\$4,500	\$1,260
General / Stormwater Management – Large Construction Activity/Land Clearing (Sites or areas within common plans of development or sale with land disturbance acreage equal to or greater than 50 acres and less than 100 acres)	\$6,100	\$1,708
General / Stormwater Management – Large Construction Activity/Land Clearing (Sites or areas within common plans of development or sale with land disturbance acreage equal to or greater than 100 acres)	\$9,600	\$2,688

* If the project is completely administered by the Department such as may be the case for a state or federal project or projects covered by individual permits, the entire applicant fee shall be paid to the Department.

(b) Fees for the modification or transfer of registration statements from the general permit issued by the State Board shall be imposed in accordance with Table 2. If the general permit modifications result in changes to stormwater management plans that require additional review by the City of Lynchburg, such reviews shall be subject to the fees set out in Table 2. The fee assessed shall be based on the total disturbed acreage of the site. In addition to the general permit modification fee, modifications resulting in an increase in total disturbed acreage shall pay the difference in the initial permit fee paid and the permit fee that would have applied for the total disturbed acreage in Table 1. Fees required by this section go to the City of Lynchburg

Table 2: Fees for the modification or transfer of registration statements for the General Permit for Discharges of Stormwater from Construction Activities

Type of Permit	Fee Amount
General / Stormwater Management – Small Construction Activity/Land Clearing (Areas within common plans of development or sale with land disturbance acreage less than 1 acre)	\$20
General / Stormwater Management – Small Construction Activity/Land Clearing (Sites or areas within common plans of development or sale with land disturbance acreage equal to or greater than 1 <u>acre</u> and less than 5 acres)	\$200
General / Stormwater Management – Large Construction Activity/Land Clearing (Sites or areas within common plans of development or sale with land disturbance acreage equal to or greater than 5 acres and less than 10 acres)	\$250
General / Stormwater Management – Large Construction Activity/Land Clearing (Sites or areas within common plans of development or sale with land disturbance acreage equal to or greater than 10 acres and less than 50 acres)	\$300
General / Stormwater Management – Large Construction Activity/Land Clearing (Sites or areas within common plans of development or sale with land disturbance acreage equal to or greater than 50 acres and less than 100 acres)	\$450
General / Stormwater Management – Large Construction Activity/Land Clearing (Sites or areas within common plans of development or sale with land disturbance acreage equal to or greater than 100 acres)	\$700

(c) The following annual permit maintenance shall be imposed in accordance with Table 3, including fees imposed on expired permits that have been administratively continued. With respect to the general permit, these fees shall apply until the permit coverage is terminated. Fees specified by this section will go to the City of Lynchburg.

Table 3: Permit Maintenance Fees

Type of Permit	Fee Amount
Chesapeake Bay Preservation Act Land-Disturbing Activity (not subject to General Permit coverage; sites within designated areas of Chesapeake Bay Act localities with land-disturbance acreage equal to or greater than 0.500	\$50
General / Stormwater Management – Small Construction Activity/Land Clearing (Areas within common plans of development or sale with land disturbance acreage less than 1 acre)	\$50
General / Stormwater Management – Small Construction Activity/Land Clearing (Sites or areas within common plans of development or sale with land disturbance equal to or greater than 1 acre and less than 5 acres)	\$400
General / Stormwater Management – Large Construction Activity/Land Clearing (Sites or areas within common plans of development or sale with land disturbance acreage equal to or greater than 5 acres and less than 10 acres)	\$500
General / Stormwater Management – Large Construction Activity/Land Clearing (Sites or areas within common plans of development or sale with land disturbance acreage equal to or greater than 10 acres and less than 50 acres)	\$650
General / Stormwater Management – Large Construction Activity/Land Clearing (Sites or areas within common plans of development or sale with land disturbance acreage equal to or greater than 50 acres and less than 100 acres)	\$900
General / Stormwater Management – Large Construction Activity/Land Clearing (Sites or areas within common plans of development or sale with land disturbance acreage equal to or greater 100 acres)	\$1,400

General permit coverage maintenance fees shall be paid annually to the City of Lynchburg by the anniversary date of general permit coverage. No permit will be reissued or automatically continued without payment of the required fee. General permit coverage maintenance fees shall be applied until a notice of termination is effective.

(d) The fees set forth in subsections (a) through (c) above, shall apply to:

- (1) All persons seeking coverage under the general permit.
- (2) All permittees who request modifications to or transfers of their existing registration statement for coverage under a general permit.
- (3) Persons whose coverage under the general permit has been revoked shall apply to the department for an individual permit for discharges of stormwater from construction activities.

(4) Permit and permit coverage maintenance fees outlined in this section may apply to each general permit holder.

(e) No general permit application fees will be assessed to:

(1) Permittees who request minor modifications to general permits as defined in section 16.2-8.(25) of this ordinance. Permit modifications at the request of the permittee resulting in changes to stormwater management plans that require additional review by the administrator shall not be exempt pursuant to this Section.

(2) Permittees whose general permits are modified or amended at the initiative of the department, excluding errors in the registration statement identified by the administrator or errors related to the acreage of the site.

(f) All incomplete payments will be deemed as nonpayments, and the applicant shall be notified of any incomplete payments. Interest may be charged for late payments at the underpayment rate set forth in §58.1-15 of the Code of Virginia and is calculated on a monthly basis at the applicable periodic rate. A 10% late payment fee shall be charged to any delinquent (over 90 days past due) account. The City of Lynchburg shall be entitled to all remedies available under the Code of Virginia in collecting any past due amount.

2. That this ordinance shall become effective upon adoption.

Adopted:

Certified: _____

Clerk of Council



RANDOLPH COLLEGE

DEPARTMENT OF
POLITICAL SCIENCE

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Lynchburg, Virginia 24503-1555

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23 October 2014

Agenda Item #7

To Lynchburg City Council,

I am writing to request a spot on Council's 11 November 2014 agenda. The request is in response to Councilwomen's Tweedy and Foster's invitation. The topic is "Mapping food insecurity in Lynchburg," a presentation we gave to the Councilwomen during their visit to my class and which we hope to give to the full Council in November.

Thank you for your assistance.

Sincerely yours,

Jennifer Dugan

Jennifer Dugan, Ph.D.
Professor Political Science
Chair, Global Studies Program

145V

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **November 11, 2014**

AGENDA ITEM NO.: 8

CONSENT: REGULAR: **X**

WORK SESSION:

CLOSED SESSION:
(Confidential)

ACTION: INFORMATION: **X**

ITEM TITLE: **Lynchburg Alerts Emergency Notification System Demonstration**

RECOMMENDATION: None

SUMMARY: The Department of Communications and Marketing, on behalf of the City, applied for and received a grant through FEMA's Hazard Mitigation Grant Program to purchase and implement an emergency notification system, commonly known as a Reverse 911 system. The emergency notification system is an interactive system that employs technology facilitating landline, cell phone, text messaging, and email communications to notify thousands of residents concurrently and will be used during severe weather and natural disasters, hazardous material evacuations, disaster recovery, boil water advisories, etc.

Implementation of the newly acquired emergency notification system, Lynchburg Alerts, is scheduled for January 2015. There is a public education campaign currently underway to encourage citizens to sign up to participate in the Lynchburg Alerts program. City Council will receive a brief demonstration of the system.

PRIOR ACTION(S):

On October 28, 2014, City Council approved the restoration of \$17,095 to Reserve for Contingencies, being fully reimbursable as the State's portion of a federal Hazard Mitigation Grant Program award for a Reverse 911 system.

On March 11, 2014, City Council adopted a resolution to amend the FY2014 General Fund Operating Budget and appropriate \$85,476 to the Communications and Marketing budget with \$71,406 being reimbursable from a federal Hazard Mitigation Grant Program (HMGP) award to implement an emergency notification system to provide critical information to the citizens of Lynchburg.

FISCAL IMPACT: None

CONTACT(S): JoAnn Martin, Communications and Marketing, 455-3801

ATTACHMENT(S): None

REVIEWED BY: lkp

152V

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **November 11, 2014**

AGENDA ITEM NO.: 9

CONSENT:

REGULAR: **X**

CLOSED SESSION:

(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: **Participation in the VDOT Revenue Sharing Program for FY 2016**

RECOMMENDATION: Approve the attached resolution to participate in the VDOT Revenue Sharing Program for FY 2016.

SUMMARY: Staff is proposing to participate in the VDOT Revenue Sharing Program to help with the funding of four projects. The projects that are being submitted and their estimated costs are listed below in priority order.

Main Street Bridge (Add'l.Funding)	\$ 2,300,000	Total Project	\$ 5,326,188
Wards Ferry Road Widening (Right of Way)	1,000,000	Total Project	\$ 2,200,000
Un-named Road off Candler's Mtn. Rd.	3,200,000	Total Phase 2	\$ 3,200,000
Fifth Street Phase 3 Street Improvements	1,600,000		
City Resurfacing Program	3,000,000		
Total	\$11,100,000		

The Wards Ferry widening is from Timberlake to improve access to the new Heritage High School. The un-named road off of Candler's Mountain Road proceeds to the east towards the proposed Odd Fellows Interchange and is a partnership project with Liberty University. If this is approved, the right of way will be donated to the City and Liberty University will make an additional financial contribution. This is the second phase of this new road.

PRIOR ACTION(S): Revenue sharing funds have been previously received for the Main Street Bridge.

FISCAL IMPACT: Funds for the \$5.55 million match have to be budgeted in the FY 2016 Budget and will be a mix of Capital Funds, interest income from UCI funds, Maintenance Funds and a contribution from Liberty University. The City's responsibility will be \$3.95 million for its projects. Liberty will contribute \$1.6 million for the un-named road.

CONTACT(S):

Lee Newland, City Engineer	455-3947
Don DeBerry, City Transportation Engineer	455-3935
Gaynelle Hart, Director of Public Works	455-4406

ATTACHMENT(S): Resolution

REVIEWED BY: lkp

RESOLUTION:

WHEREAS, the Lynchburg City Council desires to submit an application for an allocation of funds of up to eleven million one hundred thousand dollars (\$11,100,000) through the Virginia Department of Transportation Fiscal Year 2015-2016, Revenue Sharing Program; and,

WHEREAS, eleven million one hundred thousand dollars (\$11,100,000) of these funds are requested to fund various projects throughout the City of Lynchburg; and,

NOW, THEREFORE, BE IT RESOLVED THAT: The Lynchburg City Council hereby supports this application for an allocation of eleven million one hundred thousand dollars (\$11,100,000) through the Virginia Department of Transportation Revenue Sharing Program.

BE IT FURTHER RESOLVED THAT: L. Kimball Payne, III, City Manager, is authorized to execute the City State Agreements and to execute any other documents for agreements that may be needed for these projects.

Adopted:

Certified: _____
Clerk of Council

148V

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **November 11, 2014**

AGENDA ITEM NO.:10

CONSENT:

REGULAR: **X**

WORK SESSION:

CLOSED SESSION:

(Confidential)

ACTION:

INFORMATION: **X**

ITEM TITLE: **Adoption of the 2015 Legislative Agenda**

RECOMMENDATION: Adopt the 2015 Legislative Agenda.

SUMMARY: Annually, in November or December, City Council adopts a Legislative Agenda that includes priorities and positions for the upcoming session of the Virginia General Assembly. Typically, a draft agenda developed from staff input is discussed at an earlier meeting.

Staff reviewed the draft agenda (attached) with Council during its meeting of October 25, 2014. Based on input received from Council a final draft (attached) has been prepared for Council action.

Also attached are legislative statements from the Virginia Municipal League and Virginia's First Cities that are referenced in the City's legislative agenda.

PRIOR ACTION(S): October 25, 2014, review of draft legislative agenda.

FISCAL IMPACT: N/A

CONTACT(S): Kimball Payne, 455-3990; Walter Erwin, City Attorney, 455-3973

ATTACHMENT(S): Resolution, Draft 2015 Legislative Agenda, 2015 Legislative Agenda, Final Draft; VML Legislative Statement; Virginia's First Cities Legislative Positions

REVIEWED BY: lkp

RESOLUTION

BE IT HEREBY RESOLVED THAT the Lynchburg City Council adopts the 2015 Legislative Agenda and directs that the City Manager forward copies of the legislative agenda to the City's legislative delegation.

Adopted:

Certified: _____
Clerk of Council

150V

CITY OF LYNCHBURG

~~2014-2015~~ LEGISLATIVE AGENDA

Adopted ~~November 26, 2013~~ 2014

The City of Lynchburg is a member of both the Virginia Municipal League and the Virginia First Cities Coalition and supports the legislative agendas of both organizations. The City of Lynchburg ~~2014-2015~~ Legislative Agenda is meant to highlight those issues of particular importance to the City.

The Lynchburg City Council understands the fiscal challenges facing the Commonwealth as the ~~2014-2015~~ session of the Virginia General Assembly convenes. Those challenges make it even more important that the legislators keep the following principles in mind as they evaluate and vote on legislation and possible amendments to the biennial budget.

PRINCIPLES

- Local governments are instruments of the state, created in large measure to deliver state responsible services in a more efficient and effective manner. This state/local partnership requires an equitable allocation of costs between the two levels of government and across the various jurisdictions of the Commonwealth.
- The state must continue to meet constitutional and statutory responsibilities to adequately fund the state share of state/local services, especially in education, human services, and public safety. Any shortfall in state revenues should not be shifted to local governments.
- When the state experiences or anticipates a budget surplus, due to either increased revenues or reduced expenditures, it should relieve localities of funding responsibilities that have been shifted to them for state mandated/locally delivered serves.
- Rather than shifting responsibilities for programs that the state is unwilling to fund down to the localities, the state should consider eliminating those programs.
- The state should explore ways to increase the efficiency and effectiveness of the delivery of state services at the local level including the regionalization of service delivery (e.g. Social Services) and the elimination of inefficient structures such as the Compensation Board.
- The General Assembly should defeat proposed legislation that would erode local taxing authority, cap or reduce local revenue sources or that would impose unfunded mandates on localities.

- The General Assembly should support legislation that provides greater authority to localities in implementing sustainability initiatives especially with regard to land use and transportation planning.
- The General Assembly should preserve local zoning and land use authority, allowing flexibility to meet the needs of individual communities.

2014-2015 LEGISLATIVE PRIORITIES

State Aid to Localities: Eliminate the annual \$30 million reduction in State Aid to Localities (ATL). This practice, also known as “Local Aid to the Commonwealth,” forces localities to utilize local tax revenues to help balance the state budget by funding state-mandated, locally-delivered services. The cost to Lynchburg in FY 2015 is estimated to be \$280,000. As the state’s fiscal situation improves, this practice should be the first one eliminated in future state budgets.

Filing of Bills with Local Fiscal Impact: Support legislation that requires members of the General Assembly to file bills with local fiscal impacts as early as possible, and no later than the first day of the legislative session, so that the appropriate fiscal impact analysis can be completed and reported in a timely manner.

Taxes- Machinery and Tools: Oppose legislation that would reduce or eliminate a locality’s authority to impose a machinery and tools tax. The loss of \$4,585,000 ~~\$4,516,511~~ in revenue from the Machinery and Tools Tax would equate to a 9.2-9.5 cent increase in the City’s Real Property Tax rate.

Taxes- Business License: Oppose legislation that would reduce or eliminate a locality’s authority to impose a business license tax. The loss of \$8,037,473 ~~\$7,542,720~~ in revenue from the Business License Tax would equate to a 15.3-16.7 cent increase in the City’s Real Property Tax rate.

~~**Teacher Retirement Benefits:** Fully fund the actuarial rate for teacher retirement as recommended by the Virginia Retirement System Board of Trustees. The Commonwealth should pay an equitable share of teacher retirement costs directly to VRS. Further, the unfunded liability for the plan should be a responsibility shared proportionally by the state and local governments.~~

Comprehensive Services Act (CSA): CSA funding continues to be a serious concern. Actions taken by the General Assembly have increased mandated services and shifted costs to the localities. The General Assembly should refrain from adding additional mandated services and should fund its full share of the CSA program.

Educational Funding: Jobs are the key to economic recovery and adequate education is essential for preparing the current and future workforce. The State should fully fund the Standards of Quality (SOQ), including support staff costs and categorical incentive funds for At-Risk students and restore funding from cuts to education over the last biennium. The state has a constitutional duty to meet its education funding obligations and should refrain from changes in methodology and the division of financial

responsibility that result in a further shift of funding responsibility from the state to localities. These shifts do not change what it actually costs to provide education but simply transfer additional costs to local governments, and ultimately to the local real estate tax base.

Local Law Enforcement Funding: The Commonwealth should be equitable in its support for local law enforcement funding both to those localities with police departments (HB 599 funding) and to those in which Sheriff's Departments provide law enforcement (through the Compensation Board). Cities should not bear a disproportionate burden for law enforcement funding through continued reductions in funds provided by HB 599.

~~**Odd Fellows Road Funding:** The City is seeking State funding to provide access to the new interchange that will be constructed on Route 460/29 at Odd Fellows Road. Without improvements to the intersection of Odd Fellows Road and Mayflower Drive and to Odd Fellows Road from the Lynchburg Expressway (Rt. 29 Business) to the interchange access to the new interchange will be constricted, limiting the effectiveness of that facility.~~

Water Quality: The City continues to face significant financial burdens in its efforts to comply with water quality regulations. The management of all the related water quality programs imposes high costs on sewer and stormwater rate payers. Continued Federal and State assistance is required to avoid an unreasonable economic burden on City residents and businesses. The City urges support for the following positions:

- Continue to adequately fund the Virginia Clean Water Revolving Loan Fund (VCWRLF) program and make available low and zero interest loans for water quality improvement projects that are necessary for permit compliance and the achievement of the goals of the Chesapeake Bay and other local TMDLs.
- Support efforts to fund the Stormwater Local Assistance Fund in the amount of \$50 million to help localities offset some of the multi-billion dollar cost attributed to stormwater through the Chesapeake Bay TMDL.
- Support expansion of pollutant trading programs to include sediment. ~~Virginia's Nutrient Credit Exchange Program to include other sectors such as stormwater as long as it is not to the detriment of the established point source trading or risk a reduction in point source allocations.~~
- Provide local authority to charge connection and availability or facility fees for stormwater systems similar to those charged by water and wastewater utilities.
- Insist that any regulations enacted to implement the Total Maximum Daily Load (TMDL) in the Chesapeake Bay watershed be based on factual information, propose a reasonable schedule and are sensitive to the fiscal ability of local governments.
- Support reasonable and affordable implementation of any new stormwater management requirements. EPA storm water requirements should be

reviewed and revised to avoid placing an unreasonable economic burden on communities.

- Oppose efforts to implement further point source (wastewater treatment plant) reductions of nutrient discharges beyond those allocations currently in the Chesapeake Bay Nutrient General Permit.
- Provide state or federal funding support for all water quality initiatives, as well as continued funding for the Water Quality Improvement Fund (WQIF).

Acquisition of Low Value Properties: Include Lynchburg in the statute, section 58.1-3970.1 of the State Code, that authorizes the local circuit court to transfer the title of a tax delinquent property to a locality when the property is assessed at \$50,000 or less, the parcel has delinquent taxes or a nuisance abatement lien, and the taxes, liens and penalties exceed thirty-five percent of the assessed value of the property.

OTHER LEGISLATIVE POSITIONS

Binding Arbitration: Oppose legislation that mandates binding arbitration, meet and confer requirements, and imposed grievance procedures for local employees.

Communications Sales and Use Tax: Support legislation to reclassify the communications sales and use tax as a local not a state tax.

Economic Development: Provide \$2 million for the Virginia Brownfield Redevelopment Assistance Fund, to continue the redevelopment of brownfield sites.

Exemptions: Oppose any legislation that would exempt churches and other religious and non-profit organizations from neutral, generally applicable local ordinances, and in particular local health, safety and zoning ordinances.

FOIA Exemption on the Release of Information Pertaining to Closed Criminal Justice Case Files: Oppose legislative action to remove the current FOIA exemption on the release of information pertaining to closed criminal justice case files. While not preventing the disclosure of information from closed criminal case files, the exemption allows law enforcement agencies the option to decline disclosure in situations where such disclosure is deemed likely to compromise ongoing criminal investigations; to identify at-risk witnesses, informants or victims; or to otherwise jeopardize public safety. Beyond the scope of endangering witnesses, informants or victims in certain cases, indiscriminate release of all closed case information would significantly hamper current criminal investigations involving the same suspect, similar modus operandi, etc. A primary reason for keeping investigative details from public knowledge is to preserve investigators' ability to evaluate the validity of information gathered from various sources

Law Enforcement Data Collection and Retention: The collection of data on citizen activities in the public rights of way is a sensitive matter and should be addressed with due caution to respect individual privacy rights. Access to data collected by devices such as Automatic License Plate Readers should be only for legitimate law enforcement

purposes after a crime has been committed and passive data should be purged as soon as possible.

Line of Duty Act: Support initiatives that return program funding responsibility to the state. Should this unfunded mandate continue, give localities the authority to establish these benefits rather than participate in the state program.

~~**Local Government Mandates:** Amend section 15.2-2903 of the Code of Virginia to extend the term of the Task Force for Local Government Mandate Review from an expiration date of July 1, 2014 to July 1, 2016.~~

Prevention: Restore state funds for prevention services.

Reimbursement for Political Party Primaries: Support the full reimbursement to localities for the costs related to political party primaries.

Reimbursement for General Registrar and Electoral Board Expenses: Support the full reimbursement by the State to the localities for the compensation and expenses of the General Registrar and Electoral Board.

Social Services: Maintain funding for workforce re-training through appropriate agencies, retaining VIEW staff and funding in Social Services. This program has successfully helped TANF recipients secure and maintain jobs.

State Aid to Public Libraries: Increase state aid for libraries. Public libraries have experienced unprecedented demand for their services due since the recession.

Substance Abuse Treatment: Restore state funding for substance abuse treatment programs. Such funding could be provided to Community Service Boards, programs such as “The Healing Place” or other pilot programs.

Taxes on Local Services: Oppose the imposition of a state fee, tax or surcharge on water, sewer, and solid waste or on any other local government funds or services.

Taxes- Transient Occupancy and On-line Travel Companies: Support legislation to ensure that transient occupancy taxes are based on the cost of the room as paid by the consumer. On-line travel companies collect and remit transient occupancy taxes based on the wholesale room price hotels and motels paid by the travel companies not the room price paid by the consumer.

Telecommunications: Maintain local authority over zoning, land use, rights-of-way and taxation. Limit new state regulation preempting local authority regarding the use and compensation of local rights of way for telecommunications.

~~**TDO Transports:** Approve legislation to reduce the burden on local law enforcement agencies required to transport patients subject to temporary detention orders to treatment centers significant distances from the jurisdiction.~~

CITY OF LYNCHBURG 2015 LEGISLATIVE AGENDA

Adopted November 11, 2014

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The Lynchburg City Council understands the fiscal challenges facing the Commonwealth as the 2015 session of the Virginia General Assembly convenes. Those challenges make it even more important that the legislators keep the following principles in mind as they evaluate and vote on legislation and possible amendments to the biennial budget.

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- The state must continue to meet constitutional and statutory responsibilities to adequately fund the state share of state/local services, especially in education, human services, and public safety. Any shortfall in state revenues should not be shifted to local governments.
- When the state experiences or anticipates a budget surplus, due to either increased revenues or reduced expenditures, it should relieve localities of funding responsibilities that have been shifted to them for state mandated/locally delivered services.
- Rather than shifting responsibilities for programs that the state is unwilling to fund down to the localities, the state should consider eliminating those programs.
- The state should explore ways to increase the efficiency and effectiveness of the delivery of state services at the local level including the regionalization of service delivery (e.g. Social Services) and the elimination of inefficient structures such as the Compensation Board.
- The General Assembly should defeat proposed legislation that would erode local taxing authority, cap or reduce local revenue sources or that would impose unfunded mandates on localities.

- The General Assembly should support legislation that provides greater authority to localities in implementing sustainability initiatives especially with regard to land use and transportation planning.
- The General Assembly should preserve local zoning and land use authority, allowing flexibility to meet the needs of individual communities.

2015 LEGISLATIVE PRIORITIES

State Aid to Localities: Eliminate the annual \$30 million reduction in State Aid to Localities (ATL). This practice, also known as “Local Aid to the Commonwealth,” forces localities to utilize local tax revenues to help balance the state budget by funding state-mandated, locally-delivered services. The cost to Lynchburg in FY 2015 is estimated to be \$280,000. As the state’s fiscal situation improves, this practice should be the first one eliminated in future state budgets.

Filing of Bills with Local Fiscal Impact: Support legislation that requires members of the General Assembly to file bills with local fiscal impacts as early as possible, and no later than the first day of the legislative session, so that the appropriate fiscal impact analysis can be completed and reported in a timely manner.

Taxes- Machinery and Tools: Oppose legislation that would reduce or eliminate a locality’s authority to impose a machinery and tools tax. The loss of \$4,585,000 in revenue from the Machinery and Tools Tax would equate to a 9.5 cent increase in the City’s Real Property Tax rate.

Taxes- Business License: Oppose legislation that would reduce or eliminate a locality’s authority to impose a business license tax. The loss of \$8,037,473 in revenue from the Business License Tax would equate to a 16.7 cent increase in the City’s Real Property Tax rate.

Comprehensive Services Act (CSA): CSA funding continues to be a serious concern. Actions taken by the General Assembly have increased mandated services and shifted costs to the localities. The General Assembly should refrain from adding additional mandated services and should fund its full share of the CSA program.

Educational Funding: Jobs are the key to economic recovery and adequate education is essential for preparing the current and future workforce. The State should fully fund the Standards of Quality (SOQ), including support staff costs and categorical incentive funds for At-Risk students and restore funding from cuts to education over the last biennium. The state has a constitutional duty to meet its education funding obligations and should refrain from changes in methodology and the division of financial responsibility that result in a further shift of funding responsibility from the state to localities. These shifts do not change what it actually costs to provide education but simply transfer additional costs to local governments, and ultimately to the local real estate tax base.

Local Law Enforcement Funding: The Commonwealth should be equitable in its support for local law enforcement funding both to those localities with police departments (HB 599 funding) and to those in which Sheriff's Departments provide law enforcement (through the Compensation Board). Cities should not bear a disproportionate burden for law enforcement funding through continued reductions in funds provided by HB 599.

Odd Fellows Road Funding: The City is seeking additional State funding to provide access, including pedestrian facilities, to the new interchange that will be constructed on Route 460/29 at Odd Fellows Road. Without improvements to the intersection of Odd Fellows Road and Mayflower Drive and to Odd Fellows Road from the Lynchburg Expressway (Rt. 29 Business) to the interchange, access to the new interchange will be constricted, limiting the effectiveness of that facility.

Water Quality: The City continues to face significant financial burdens in its efforts to comply with water quality regulations. The management of all the related water quality programs imposes high costs on sewer and stormwater rate payers. Continued Federal and State assistance is required to avoid an unreasonable economic burden on City residents and businesses. The City urges support for the following positions:

- Continue to adequately fund the Virginia Clean Water Revolving Loan Fund (VCWRLF) program and make available low and zero interest loans for water quality improvement projects that are necessary for permit compliance and the achievement of the goals of the Chesapeake Bay and other local TMDLs.
- Support efforts to fund the Stormwater Local Assistance Fund in the amount of \$50 million to help localities offset some of the multi-billion dollar cost attributed to stormwater through the Chesapeake Bay TMDL.
- Support expansion of pollutant trading programs to include sediment.
- Provide local authority to charge connection and availability or facility fees for stormwater systems similar to those charged by water and wastewater utilities.
- Insist that any regulations enacted to implement the Total Maximum Daily Load (TMDL) in the Chesapeake Bay watershed be based on factual information, propose a reasonable schedule and are sensitive to the fiscal ability of local governments.
- Support reasonable and affordable implementation of any new stormwater management requirements. EPA storm water requirements should be reviewed and revised to avoid placing an unreasonable economic burden on communities.
- Oppose efforts to implement further point source (wastewater treatment plant) reductions of nutrient discharges beyond those allocations currently in the Chesapeake Bay Nutrient General Permit.
- Provide state or federal funding support for all water quality initiatives, as well as continued funding for the Water Quality Improvement Fund (WQIF).

Acquisition of Low Value Properties: Include Lynchburg in the statute, section 58.1-3970.1 of the State Code, that authorizes the local circuit court to transfer the title of a tax delinquent property to a locality when the property is assessed at \$50,000 or less, the parcel has delinquent taxes or a nuisance abatement lien, and the taxes, liens and penalties exceed thirty-five percent of the assessed value of the property.

OTHER LEGISLATIVE POSITIONS

Binding Arbitration: Oppose legislation that mandates binding arbitration, meet and confer requirements, and imposed grievance procedures for local employees.

Communications Sales and Use Tax: Support legislation to reclassify the communications sales and use tax as a local not a state tax.

Economic Development: Provide \$2 million for the Virginia Brownfield Redevelopment Assistance Fund, to continue the redevelopment of brownfield sites.

Enterprise Zones Funding: Support the restoration of funding for this important economic development grant program. Due to the state budget shortfall, \$2 million per year was cut from this successful business development program which assists distressed communities. The Department of Housing and Community Development's (DHCD) latest report for grant year 2013 (before the \$2 million reduction) showed that a proration of approximately 10% was required for businesses participating in the program. This means that businesses counting on a return on their investment were shorted 10% of what they were promised. Such shortages reduce the incentive power of the program. Distressed communities rely on Enterprise Zones as a tool for business attraction and redevelopment in their locales.

Exemptions: Oppose any legislation that would exempt churches and other religious and non-profit organizations from neutral, generally applicable local ordinances, and in particular local health, safety and zoning ordinances.

FOIA Exemption on the Release of Information Pertaining to Closed Criminal Justice Case Files: Oppose legislative action to remove the current FOIA exemption on the release of information pertaining to closed criminal justice case files. While not preventing the disclosure of information from closed criminal case files, the exemption allows law enforcement agencies the option to decline disclosure in situations where such disclosure is deemed likely to compromise ongoing criminal investigations; to identify at-risk witnesses, informants or victims; or to otherwise jeopardize public safety. Beyond the scope of endangering witnesses, informants or victims in certain cases, indiscriminate release of all closed case information would significantly hamper current criminal investigations involving the same suspect, similar modus operandi, etc. A primary reason for keeping investigative details from public knowledge is to preserve investigators' ability to evaluate the validity of information gathered from various sources

Law Enforcement Data Collection and Retention: The collection of data on citizen activities in the public rights of way is a sensitive matter and should be addressed with due caution to respect individual privacy rights. Access to data collected by devices such as Automatic License Plate Readers should be only for legitimate law enforcement purposes after a crime has been committed and passive data should be purged as soon as possible.

Line of Duty Act: Support initiatives that return program funding responsibility to the state. Should this unfunded mandate continue, give localities the authority to establish these benefits rather than participate in the state program.

Prevention: Restore state funds for prevention services.

Reimbursement for Political Party Primaries: Support the full reimbursement to localities for the costs related to political party primaries.

Reimbursement for General Registrar and Electoral Board Expenses: Support the full reimbursement by the State to the localities for the compensation and expenses of the General Registrar and Electoral Board.

Social Services: Maintain funding for workforce re-training through appropriate agencies, retaining VIEW staff and funding in Social Services. This program has successfully helped TANF recipients secure and maintain jobs.

State Aid to Public Libraries: Increase state aid for libraries. Public libraries have experienced unprecedented demand for their services due since the recession.

Substance Abuse Treatment: Restore state funding for substance abuse treatment programs. Such funding could be provided to Community Service Boards, programs such as “The Healing Place” or other pilot programs.

Taxes on Local Services: Oppose the imposition of a state fee, tax or surcharge on water, sewer, and solid waste or on any other local government funds or services.

Taxes- Transient Occupancy and On-line Travel Companies: Support legislation to ensure that transient occupancy taxes are based on the cost of the room as paid by the consumer. On-line travel companies collect and remit transient occupancy taxes based on the wholesale room price hotels and motels paid by the travel companies not the room price paid by the consumer.

Telecommunications: Maintain local authority over zoning, land use, rights-of-way and taxation. Limit new state regulation preempting local authority regarding the use and compensation of local rights of way for telecommunications.

Trans Dominion Express: Support the extension of passenger rail service from Lynchburg to Roanoke as part of the Trans Dominion Express.

Trespassing Bans: Amend Section 15.2-1717.1 of the Code of Virginia to include language providing that a notarized form signed by the property owner will be admissible in court for the purpose of proving that the local law enforcement agency has the authority to enforce a trespassing ban.

Workers Compensation Medical Fees: Virginia should adopt Medicare-based fee schedules for setting medical provider fees in workers' compensation cases, instead of the prevailing community rate standard now used. This will make providing workers' compensation coverage more affordable and will adequately protect the financial interests of the medical providers of Virginia.

2015

**Virginia
Municipal
League**

**Legislative
Program**



Parks
Animal control
Police
Elementary schools
Building code enforcement
Recreation leagues
Libraries
Water and sewer systems
Public transportation
High schools
Fire services
Health clinics
Garbage collection
Storm water utilities
Behavioral health services
Traffic control
After-school programs
Landfills
Economic development
Street lights
Jails
Building inspections
Emergency medical services
Housing authorities
Services for at-risk youth
Community centers
Middle schools
Parking enforcement
Hazardous materials response
Bookmobiles
Historic preservation
Building permits
Community festivals
Medicaid eligibility
E-911

Dear legislators,

The members of the Virginia Municipal League recognize that the underpinnings of Virginia's economy are stressed. Sacrifices will need to be made at all levels of government – and by citizens – to ensure a prosperous, sustainable future. Local governments stand ready to work with the General Assembly and the administration to craft solutions to the fiscal challenges ahead. The millions of Virginians who we represent as elected officials deserve no less.

There is no shortage of legislative issues crucial to helping local governments build vibrant communities where businesses thrive, and where the citizens we serve live, work and play. Local governments depend on a fair, reliable partnership with state government to carry out their numerous responsibilities, many of which are mandated by the General Assembly.

To improve the effectiveness of this state-local partnership, VML's 2015 Legislative Program clarifies the obligations and responsibilities owed by each on issues affecting transportation and education funding, as well as taxing authority. The specifics are spelled out in this booklet.

As always, we stand ready to work with you in meeting our mutual goals to promote the long-term prosperity of Virginia. Please call on us as you seek solutions to the many issues that you will confront during the upcoming legislative session.

Sincerely,



Kimberly A. Winn
VML Executive Director

VML 2015 Legislative Program

VML's membership approved the legislative program set out in this pamphlet at the annual conference held in Roanoke in October. The first five items in this program were identified as the top priorities for local governments in 2015.

Education Funding

A strong public school system is essential to economic development and prosperity. The state must be a reliable funding partner in accordance with the Virginia Constitution and state statutes. The Standards of Quality should recognize the resources, including positions, required for a high-quality public education system. VML opposes changes in methodology and changes in the division of financial responsibility that result in a shift of funding responsibility from the state to localities. As an example, VML opposes the elimination or decrease of state funding for state-mandated benefits for school employees.

Further, VML opposes policies that lower state contributions but do nothing to address the cost of meeting the requirements of the Standards of Accreditation and Standards of Learning. The State Board of Education should identify areas within the Standards of Quality and other educational requirements, such as mandates for expenditures in the area of student health services that can be modified or eliminated in order to provide localities with greater flexibility in their use of scarce education funds.

VML supports a study by the Joint Legislative Audit and Review Commission to determine how the SOQ may be revised and adequately funded to meet the requirements contained in the Standards of Learning and Standards of Accreditation. VML also supports implementation of JLARC recommendations to promote 3rd grade reading performance.

State Assistance to Local Law Enforcement (HB 599)

Law enforcement is a basic service of government. Funding for this service should be a shared responsibility of state and local government as it has long been for sheriffs' departments. The state's commitment to HB 599 has

increasingly lagged in the past decade, and will be sorely tested again by the recent alarms about state revenues. The committee may consider asking the Finance Policy Committee to look at this issue and consider ways in which local governments can better prove and advocate the need for consistent funding for this program.

Transportation Funding

VML appreciates the actions taken by the General Assembly in the 2013 legislative session to boost transportation funding for new road construction, road maintenance, transit operating and capital, and rail passenger service. In order for Virginia to prosper a strong infrastructure is essential to meet the needs of commerce, commuters, and families.

VML understands that the landmark legislation from 2013 is a "down payment" or first step to comprehensively address transportation needs. More dedicated revenue for transit operations and capital as well as passenger and freight rail is needed to keep pace with growing public needs and expectations. It is also critical to find additional resources for urban and secondary road construction in light of actions taken by the state to halt allocations for these projects in the Six-Year Transportation Improvement Program.

State and Local Government Fiscal Relationship

Governance at the local level becomes ever more challenging as the Commonwealth and the federal government add new programs, or modify existing program guidelines, and promulgate complex regulations and higher standards for local governments to implement. It is not uncommon for the state and federal governments to either underfund their share of the costs or to ignore them altogether.

To that end, the Virginia Municipal League holds as essential these principles on local taxing and budget authority.

1. Specific local revenue authority and sources cannot be further restricted without first granting and providing alternative revenue authority with reliable, sustainable revenue sources. This includes, without limitation, the BPOL and M&T taxes.
2. Local general fund revenue and special funds cannot be confiscated or re-directed to the state treasury.
3. Local governments cannot be expected to bear the expenses related to the imposition of new funding requirements or the expansion of existing ones on services delivered at the local level without a com-

mensurate increase of state financial assistance or new local taxing authority.

4. Shifting traditional state funding responsibilities onto local governments, for such services including public education, law enforcement and public safety activities, is bad fiscal policy, resulting in the stress of local finances without reductions in overall program costs.
5. Piggybacking state fees, taxes or surcharges on local government services frustrates transparency at both the state and local level.
6. Placing additional administrative burdens on local governments without sufficient resources or administrative flexibility jeopardizes the quality of services delivered at the local level.
7. State budget cuts to state mandated and other high priority programs should specify the programs to be affected by the cuts.

The Commonwealth should:

1. Enter into a dialogue with local governments to examine state requirements and service expansions that can be suspended or modified to alleviate to the degree possible the financial burden on state and local taxpayers.

Specifically, the Commonwealth should:

- Critique the Standards of Accreditation and Standards of Learning to determine which standards impose costs on local governments that are not recognized in state funding formulas. In particular, changes adopted since 2009 to SOAs and SOLs should be examined as state funding on a per-pupil basis is now below 2009 levels.
- Re-examine those Standards of Quality that the Board of Education has adopted, but that the General Assembly has not funded. These standards reflect prevailing practices necessary to improve children's academic performance. Their academic performance is crucial to students and schools meeting the accountability standards under the SOL and SOA. If funding is not available to pay for prevailing practices, the accountability standards should be adjusted so that local governments are not in the position of having to bear the entire burden of meeting these unfunded mandates.

2. Develop spending and revenue priorities that support economic development, public safety, education and other public goals. State tax credits, tax deductions and tax relief policies must receive the same scrutiny as spending programs as part of the prioritization process.
3. In times of revenue crises, review ways to increase revenues to meet constitutional and statutory obligations to Virginia citizens after all other actions have been taken including eliminating unnecessary programs, achieving greater program efficiencies, and streamlining service delivery.
4. Include local government representatives on any "blue ribbon" commission or other body established by the state that has as its purpose changes to local revenue authority or governance."

Low Performing Schools

State Takeover of Persistently Low Performing Schools

VML supports repeal of the legislation establishing the Opportunity Educational Institution.

Improving Low-Performing Schools

Any approach to improving low-performing schools must include adequate state financial support. VML supports increased state funding for the Virginia Pre-school Initiative, the K-3 reduced class size program and Early Reading Intervention program. VML also supports increased state stipends for highly effective teachers in high-poverty schools, and other innovative programs.

The state has consistently underfunded the state Standards of Quality and other state accountability programs. In the absence of increased state funding, VML opposes any efforts that would transfer to the state additional local funding that localities choose to provide to school divisions. Such local funds exceed the amounts the state requires for SOQ and other state-local match programs.

Other legislative positions

First Day Introduction for Bills with Local Fiscal Impact

VML supports reinserting the requirement for first day introduction of bills with a local fiscal impact in the procedural resolution that governs the conduct of the General Assembly session. This recommendation was supported in the last session by the Governor's Task Force for Local Government Mandate Review and the Task Force for Fiscal Impact Review. The intent is to provide local governments more time to assess the fiscal impact of proposed legislation. During the 2014 session, delegates and senators had ten days after the start of the session to introduce legislation, leaving local governments with roughly three weeks to review bills, notify the Commission on Local Government about potential fiscal impacts and to lobby.

Fines and Costs Collections by Treasurers

VML seeks the repeal of language in the 2014 Appropriation Act that effectively bars local Treasurers from collecting delinquent fines and costs. Commonwealth's Attorneys should have the option to choose the most efficient and effective collection agent regardless of whether the agent is a public or private entity. VML does not support efforts to monopolize collection services.

Local Fines and Fees

VML supports a budget amendment to end state confiscation of local fines, fees and forfeitures. At the very least, the General Assembly should reform the policies and procedures associated with the Commonwealth's claims on these local dollars based on ideas introduced in the 2014 legislative session that adjusted court procedures to promote efficiencies, that narrowed the number of affected localities and that reduced the dollar amounts taken by the state.

Water Quality Funding

Virginia's local governments face mounting costs for water quality improvements for sewage treatment plants, urban stormwater, combined sewer overflows (CSOs), and sanitary sewer overflows (SSOs). In response to federal and state legislation, regulation and policies, VML urges the federal government and the Commonwealth to provide adequate funding for these water quality improvements.

Taxing, Licensing and Regulating Internet-based Businesses & Services

If the Commonwealth should take action to regulate private enterprises employing a business model that emphasizes the use of the Internet to either provide retail or facilitate lodging or ride-sharing services, then local government interests should be acknowledged and localities should be included in the decision-making. As general principles, VML believes state and local policies should (1) encourage a level playing field for competing services in the market place; (2) seek to preserve and/or replace local and state tax revenues; and (3) ensure safety and reliability for consumers.

Workers Compensation – Medical Costs

Virginia should adopt Medicare-based fee schedules for setting medical provider fees in workers' compensation cases, instead of the prevailing community rate standard now used. This will make providing workers' compensation coverage more affordable and will adequately protect the financial interests of the medical providers of Virginia.

Transportation Networking Companies

VML supports the continued option of the regulation of taxi companies at the local level. VML supports state regulation of ride-sharing companies as needed to ensure proper safety, liability, cleanliness, insurance coverage, local revenue, consideration of ADA access, and equitable service in communities.

Municipal Net Metering

To facilitate the deployment of onsite renewable for municipal facilities VML supports (1) allowing local governments to aggregate the electric load of their governmental buildings, facilities, and any other governmental operations for the purpose of net energy metering; and (2) raising the net-metering limit from 500 kilowatts to 2,000 kilowatts for non-residential customers.

Hydraulic fracturing petroleum extraction

The process of hydraulic fracturing raises concerns about the potential pollution of groundwater, the depletion of water supplies and an increase in seismic activity in previously benign or inactive zones. The consequences potentially are costly and irreversible to local communities. VML supports a state regulatory program that addresses these concerns while protecting the authority of local governments to regulate this type of mining activity through its land use ordinances.

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Street maintenance

Public health

Neighborhood preservation

Recycling

Animal shelters

Cable television franchises

Sidewalks

Voter registration

Child protective services

Courts

Zoning enforcement

Farmers' markets

Engineering

Consumer protection

Green Government

Street sweeping

Social services

Industrial development

Paratransit

Fire marshal

Electric utilities

Comprehensive planning

Senior citizen programs

Community development

Main Streets

Kindergarten

Elections administration

Adult protective services

Welfare administration

Juvenile detention

County fairs

Natural gas utilities

Airports

Citizen boards and commissions

About VML

The Virginia Municipal League is a statewide, nonprofit, nonpartisan association of city, town and county governments established in 1905 to improve and assist local governments through legislative advocacy, research, education and other services. The membership includes all 38 cities in the state, 160 towns and 8 counties.



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2015 Legislative Proposals for Consideration
Virginia First Cities
For Discussion October 5, 2014

Economic and Community Development

Enterprise Zones Funding

Due to the state budget shortfall, \$2 million per year was cut from this successful business development program targeting distressed communities. The Department of Housing and Community Development's (DHCD) latest report for grant year 2013 showed that approximately 10% proration was required for businesses participating in the program – *and this was before the \$2 million reduction*. This means businesses counting on a return on their investment were shorted 10% of what they were promised. As we have heard before, this reduces the incentive power of the program. Distressed communities rely on Enterprise Zones as a tool for business attraction and redevelopment in their locales. VFC requests restoration of these important economic development grant dollars.

Community Empowerment and Wealth Building Fund

VFC requests state funding for a pilot state-local match program intended to increase employment and wealth in high poverty areas. Several localities, such as Richmond, Norfolk, and Charlottesville, have developed comprehensive poverty reduction strategies that tie together multiple, complementary initiatives in workforce development, economic development, education, housing and transportation. Such strategies aim to harness local resources (public, private, and nonprofit) into effective, high-impact plans to extend opportunities and reduce social and economic isolation. The Community Empowerment and Wealth Building Fund would provide an incentive to Virginia localities to leverage state and private sector dollars to develop comprehensive plans aimed at reducing poverty and extending more and higher quality opportunities to residents of high-poverty communities.

Brownfields Funding

VFC requests \$1 million to restore Brownfields Assessment Grants. VFC was successful in 2011 in obtaining \$1 million GF for the Brownfields Restoration Fund to encourage economic development of properties out of use due to perceived contamination or other environmental problems. Due to high demand in a number of localities, the state fund is depleted. The previous appropriation was leveraged with private, local and federal funds to assess and encourage the restoration of land, parcels and buildings to usefulness. This work primes the properties for marketing to new economic development prospects.

Eliminate the Education Achievement Gap

Extended Year Schools Funding Planning and Implementation Grants

Requests for state extended school year planning grants and start-up funding has been greater than expected. VFC requested funding last session and \$3.4 million was appropriated over 2014-16 for planning grants and start-up funding. The current year appropriation of \$1.164 million was

fully subscribed. Grant requests for the current year exceeded \$2.4 million, leading to a proration of implementation grants based on prioritizing school systems demonstrating the greatest need. All planning grant requests (up to \$50,000) were fully funded. The Department of Education anticipates that additional resources will be needed for FY16 to fully fund requests without proration.

Give Schools Making Substantial Progress Extra Time to Achieve Full Accreditation

VFC proposes requesting that schools making substantial progress toward accreditation receive a special designation and extra time to accomplish the task of meeting these state achievement standards. VFC believes this would benefit students, teachers, parents, schools, localities and the business sector alike as full school accreditation is pursued. As struggling schools work to reach full accreditation, they face myriad challenges. Schools not fully accredited have three years to reach full accreditation or risk certain consequences. Localities with schools not fully accredited can have a wide ranging impact on all stakeholders: students, teachers, parents, school systems, neighborhoods, localities, citizens, the business community and the state. **Substantial progress toward achieving accreditation should be rewarded with encouragement toward further progress.** The esteem of a community is bolstered and businesses are better able to attract investment and jobs when they see progress being made in the struggling schools.

Quality Teacher Training for Hard to Staff Schools

VFC encourages expansion of the VCU - Richmond Teacher Residency Program model to other universities and localities. The VCU program is in its fifth year of training teachers to specifically work in some of Richmond's toughest schools. Based on the medical school model, it gives prospective teachers an entire year of teaching side-by-side with an established teacher. It then offers three more years of professional support to make sure the residents stay prepared, engaged and employed - which often doesn't happen with new teachers in urban settings. VFC wants to encourage expansion of this model for teacher training to other universities and target more schools in localities that have difficulty hiring well qualified teachers. VFC proposes working with Secretary of Education Ann Holton to determine what is necessary to expand this training program.

Virginia Pre-School Funding Hold Harmless

VFC supports full hold harmless funding in the FY 2014-16 biennial budget for VPI that ensures that no school system receives fewer pre-K slots than they had in the previous year. In FY 2015, VFC was able to get about one-third of the necessary funding for a hold harmless with FY 2014 slots. The FY 2016 VPI budget is currently funded for close to 100 percent of FY 2014 slots.

VFC also supports reallocating any balances available from FY15 for a state match to obtain and leverage the new four-year federal "Preschool Development Grant" program (deadline for the state application is October 15, 2014). This federal grant program (up to \$17.5 million per year) will target certain school districts (possibly Richmond, Norfolk, Petersburg and Winchester) for expansion of their pre-k programs through a parallel program to the Virginia Pre-school Initiative that enhances teacher quality, reduces class size, provides quality before and after care for children, etc. This could serve as a best practices model for improving the quality of pre-school programs statewide.