

Zion Crossroads Corridor Improvements: Summary of Public Engagement

There was substantive public engagement that was conducted as part of the development of the transportation improvement recommendations for Zion Crossroads. While the consultant team referenced and addressed public feedback received prior to the development of the final recommendations report, additional public input received in response to the final recommendations will provide additional information for local and state officials to consider when making decisions about transportation improvement funding applications.

Virtual Open House: Given the state of the COVID-19 pandemic, the consultant team utilized a virtual open house format to provide background information on the project. This was the first public outreach opportunity for the project. The virtual open house was available over a four-week period between December 2020 and January 2021 and provided background information on the project process, draft goals, and existing conditions. The virtual open house also directed interested participants to complete a survey.

MetroQuest Survey #1: The first survey was open during the same period as the Virtual Open House and collected respondent information on study goals, priorities, and interest in multi-modal infrastructure. The survey was completed by 218 people.

Virtual Public Meeting: A virtual public meeting was held in February of 2022 to share an analysis of transportation improvement alternatives. The meeting was attended by 102 members of the public. While there was some opportunity for questions and answers from the public during the virtual meeting, the consultant team was not able to respond to all of the questions submitted. A follow-up response to questions was prepared by the consulting team which was distributed to the registered participants following the meeting and posted to the TJPDC project website.

MetroQuest Survey #2: The Virtual Public Meeting was followed up with a second MetroQuest survey seeking input on the alternatives that were presented in the meeting. This survey was completed by 78 people.

In-person Public Meeting: In response to public feedback expressing frustration at the lack of opportunities to have questions answered, staff from the TJPDC, VDOT, Louisa, and Fluvanna organized two public meetings for the public to receive an overview of the alternatives and ask questions. These two meetings were held on April 19th and were attended by a total of 81 people. These meetings were informational in nature and did not include a formal opportunity for the public to provide feedback.

30-day Comment Period: The final transportation system improvements report was completed by the consulting team and posted to the TJPDC project website for a 30-day comment period ending on November 4th, 2022. Interested persons who requested to receive project updates were notified that the information was posted, and Louisa County shared the opportunity to provide comments through its social media platforms. The TJPDC received 120 public comments, which are attached to this



report. These comments have been provided to locality and VDOT staff and will inform decisions about transportation improvements that are pursued.

1	7/19/2022	Add to mailing list
2	10/6/2022	I would like to receive emails to keep up on what's going on. Thank you!
3	10/7/2022	The bowtie concept would be a disaster for Zion Crossroads. Yes, there's increasing traffic, but this concept would utterly confusing and create more aggravation than the existing intersection does. Why can't engineers simply figure out the light timing so traffic runs more smoothly? I have not spoken to one local resident who things this idea will work.
4	10/11/2022	This project is another fiasco waiting to happen. Why does the Culpeper District of VDOT think they need a nightmare like this when one can go to Short pump with all of the apartments and townhouses but there is nothing like it there. And there is no need for a roundabout at Zion crossroads at 250 and 15. The traffic flows perfectly well there. you are only asking for trouble. our secondary roads are falling apart and all you ever do is place a little tar and gravel which is gone in three months, as the road without shoulders crumbles. Stop with the nonsense and stop wasting our taxpayer money! we notice Charlottesville is in the same district but none of this nonsense is proposed there. Stop using Louisa as a Guinea pig.
5	10/12/2022	You all need a putt putt course or of some sort of sport. You have everything down there except for activities for children.
6	10/15/2022	Is the shared use small lane indicated in blue a footpath & bike lane? We need this all the way from Zion Crossroads to Gordonsville! Bike riders and people who must walk for groceries & medicines risk their lives on Rt. 15 & it really would be so easy to build a narrow path along 15. Have you already addressed this?
7	10/19/2022	I am against this proposed road system. It would cause greater confusion and congestion and impact the businesses in a bad way. Please seek other alternatives.
8	10/19/2022	With Zions building bigger and more populated, this plan will cause traffic build ups, frustration, and probably a lot of accidents when people realize, too late, that they can make NO LEFT TURNS.
9	10/19/2022	Zion Crossroads Gateway Plan Comments: The bowtie concept needs to be scrapped for so many reasons. It does not consider the traffic growth in the Zion Crossroads caused by the additional housing planned, but also the planned commercial development. Even under today's traffic condition, if I were travelling north on Rt.15 from I-64 and wanted to turn left onto Spring Creek Parkway, I would have to turn right and join all of the already congested traffic leaving Walmart and Lowes. Then having merged with that traffic at the first bowtie roundabout, I then have to negotiate traffic lights before entering the second bowtie roundabout in order to either enter the Spring Creek neighborhood or the existing businesses in that area. I strongly urge VDOT to scrap the idea of the bowtie and consider less expensive alternatives, like a three lane roundabout that has been proven to work in the Commonwealth of Virginia. Respectfully, David [REDACTED]
10	10/19/2022	This comment is in reference to the proposed Bow Tie intersection at hwy 15 right off exit 136. I think that taking away the immediate left turn into the Spring Creek Business Park will be extremely detrimental to the hospitality businesses that are north of the intersection. Making it harder to get to IHOP, Rhetts, The Tavern on the Green and the Best Western will cost foot traffic and cost business. So please re consider doing anything at that intersection that will inhibit the hard working owners and employees that depend on the vehicle traffic that comes directly off of exit 136.Thank you for your consideration
11	10/19/2022	Listen to the community when it says this is a terrible plan, it will congest Zions Crossroads and make it harder for locals and visitors alike to maneuver through the county.
12	10/21/2022	I support continuing rigorous analysis and planning for this area - undoubtedly an increasingly important Regional crossroads with major commercial and residential impacts. The proposed improvements seem viable; at the least, in recognizing the changes coming to the area. Growth will happen; good idea to plan for it.
13	10/21/2022	No matter how you implement or design roads, it won't help. Roads do not teach driving skills. All the issues in the area of concern are the results of poor driving skills and cell phones. Change the roads, road patterns all you want, the same drivers and cell phones will clog those up too.
14	10/21/2022	I am very concerned about the presumptions and assumptions that are made with this plan. On reviewing the associated attachments is appears a bit deceptive. The "current" images have far more vehicles than we see almost all the time. The "new" system shows far fewer cars so it looks so much less. 50% less time in the queue may be true for the through traffic or those making a right turn only, but for those trying to go left it will significantly increase the time. The disruption also seems to be huge considering we are going to be an experiment to see if this actually works. The converging diamond configuration at 64 has not seemed to make any significant difference for time (and the 2 years of exit 124 being very disruptive, and not yet done, will be interesting to see if this will even help there, huh). We have witnessed some significant accidents at this area (including a fatal one). So not convinced it really works. Huge expense and disruption. Not in favor at this point. Thanks.
15	10/21/2022	Please do not build this horrible idea at Zions! I use this intersection every day. I turn right at the 7-eleven on to 15 at 6 am and the go east on 64.

		<p>In the evening I turn right off 64 from Richmond and merge directly from the left most lane of the ramp onto 15 and into the left turn lane to go left at 7-11.</p> <p>This bowtie would mean in the evening that I would have to wait in the LONG line that forms in the right lane the off-ramp from 64 from Richmond. That line is of cars and trucks turning right into Sheetz& Walmart. Rather than avoiding all traffic and staying away from the worst problem in this intersection, the bowtie would have me INCREASING the worst traffic at this intersection. That makes no sense and is very bad design!</p>
16	10/22/2022	<p>Looking at this plan is like VDOT is trying to solve a problem by creating another one. I can already see the big trucks turning in the bowtie and completely halting traffic. Not to mention plenty of accidents. This cannot be the only solution, it's time to get back to the drawing board before such a large population is negatively impacted by the bowties. Thank you</p>
17	10/22/2022	<p>I am AGAINST the development of the proposed bow-tie intersection in Zion Crossroads.</p>
18	10/22/2022	<p>I am strongly OPPOSED to the construction of the proposed bow-tie interchange at Zion Crossroads.</p>
19	10/22/2022	<p>I think you with VDOT are using us as Guinea Pigs for this bow tie that has never been done before! I disagree with it and if you start to put it in we are MOVING!! Between all the traffic we have with Spring Creek having 1200 homes when it is done and all the trucks going to Walmart distribution center it will be a MESS!! You all need to go back to the drawing board and use something that you know works!! There was not anyone at your meeting in Spring Creek that agreed with you so why cram it down our throats??</p> <p>Thanks George [REDACTED]</p>
20	10/22/2022	<p>The residents here at Spring Creek, Zion Crossroads don't want to see your bowtie traffic solution implemented. Tractor trailers cannot navigate traffic circles at a reasonable pace and they are going to cause more problems than you could possibly predict! Please don't do this.</p>
21	10/23/2022	<p>The "bowtie" arrangement planned for the RT 15 / Camp Creek Parkway / Spring Creek Parkway intersection seems to be another "let's try that" experiment foisted on the residents of Zion Crossroads by VDOT and its consultants (much like the "diverging diamond" - the first in VA). The plan doesn't seem to care/address the already overcrowded Camp Creek Parkway during busy times - now the plan is to divert all of the Spring Creek Parkway traffic from RT 15 northbound onto the same road bed AND add all of the hundreds of houses & cars from the planned development at the end of Camp Creek Parkway to it. Hundreds more houses on the other side of I-64 will add more traffic to the Rt 15 corridor. Add all of the truck traffic for the distribution center and their slow acceleration from stopping at all of the traffic circles waiting on a break in traffic to enter and you may have successfully created total gridlock in the area.</p> <p>The overarching thought on the design seemed to be "we can't back traffic up into the diverging diamond". So now VDOT's initial experiment has driven them into considering limited design options and to another experiment in the same area to address the rapidly growing traffic problems. This web site has many pretty pictures and diagrams on this one plan, but seems devoid of any analysis / details of alternatives considered or any details of where this many traffic circles in close proximity with substantial (slow accelerating) heavy truck traffic have been deployed and what the results there were.</p>
22	10/23/2022	<p>I have reviewed the information provided about the bow tie intersection at Zion Crossroads and, after much consideration, I am very concerned that there has not been adequate consideration of other concepts to address the future traffic congestion caused by the planned increase of both commercial and residential development in the area. Having discussed alternatives with several neighbors in the Spring Creek development I consider a three lane roundabout to be a far better option since it eliminates the need for any traffic signals at the intersection. For traffic heading north on R15, the bow tie concept causes a ridiculous contortion of the traffic flow in order to access the businesses along Spring Creek Parkway as well as for traffic leaving Walmart heading south on R15. Please consider other options!!!!</p>
23	10/23/2022	<p>I have been a Zion Crossroads resident since 2020, have attended all previous VDOT briefings, and am familiar with the plan. I believe the Bow Tie will exacerbate the traffic problem on Route 15. The data used to develop the plan is now seriously outdated and fails to accurately reflect the current and future traffic density of Zion Crossroads. Specific concerns listed below:</p> <p>Traffic volume at Zion Crossroads (including semi-trailers) has increased significantly and is much higher than planners projected in the 2014 traffic study. Commercial density has increased in the last 3 years and, post-COVID, businesses are attracting considerably more patrons. Symptoms include long drive-thru lines, congested parking lots, etc. These patrons are all driving. A current traffic study needs to be conducted, not only to confirm current volume, but also to accurately project future traffic volume once all the planned residential and commercial growth is added. Significant undeveloped acreage exists along Route 15</p>

		<p>and growth seems unabated. Zion Crossroads has become a magnet for regional shoppers traveling N-S along Route 15 and E-W on I-64.</p> <p>Truck traffic on Route 15 has increased significantly and the volume of semi-trailers that will utilize the Bow Tie needs to be re-evaluated. Vehicles accessing the roundabouts must yield, and semi-trailers are disadvantaged. Cars in the west side roundabout of the Bow Tie will limit semi-trailer access and cause traffic to back up beyond the capacity of the Bow Tie, especially at peak traffic times. Semi-trailers do not navigate single lane roundabouts as quickly as automobiles, and multiple semi-trailers trying to access a roundabout will result in very slow traffic flow.</p> <p>The traffic lights on Route 15 in the Bow Tie will be a problem for Route 15 N-S traffic. The volume of cars and trucks that will need to cross the Bow Tie on Spring Creek Parkway and Camp Creek Parkway will require an extremely long light cycle and result in significant backups on Route 15 in both directions. The current plan is supposed to prevent long delays on Route 15 N-S, and the Bow Tie will actually increase delays.</p> <p>A frustrating traffic situation at Zion Crossroads will have a profoundly negative effect on commercial businesses and residential property values. Drivers always avoid gridlock when possible and will intentionally avoid Route 15 and the Bow Tie intersection if a history of traffic delays develops. This will adversely affect Louisa County revenues and the reputation of Zion Crossroads. I have spoken casually with many Zion Crossroads business owners/managers regarding the Bow Tie plan. Most were not involved in plan development and are totally unaware of the potential impacts.</p> <p>Several alternative plans have been presented in previous forums and have been dismissed for funding or to protect the reputation of the Bow Tie. These alternatives need to be seriously re-evaluated and funding options researched, to include reprioritizing other transportation projects and state resources, and requiring contributions from commercial/residential developers. Overpasses, lane expansions, multiple left turn lanes, etc. certainly offer the potential to be better solutions.</p> <p>Perhaps most important, VDOT needs to recognize the magnetism of Zion Crossroads. Traffic is increasing exponentially and will make the Bow Tie solution functionally obsolete before it is completed. Louisa County, Fluvanna County, and the residents of Zion Crossroads will suffer from a Route 15 mistake.</p>
24	10/23/2022	I would hope that this project doesn't go into effect too early before the future growth pattern has been at least partially realized and studied. Jumping the gun on something this impactful to the community would be very unwise and imprudent on VDOT's part, just to gain some notoriety for a new traffic concept.
25	10/24/2022	I am writing with concerns for the new bowtie that VDOT is proposing to build at the Lowe's/Walmart intersection. I believe this is a project that you have not fully studied and the new bowtie will make traffic matters worse for the future buildout of Zion Crossroads. The traffic load at this intersection is already heavy and the current right turn lane going towards Sheetz already backs up on a regular basis. To take all of the current existing traffic that is turning right lane to Lowes/Walmart and the traffic that usually turns left into Spring Creek Business Park and then to further add all the increased traffic that will come from all the new commercial and residential construction on the property buildout on the land behind Walmart will turn your bowtie into an absolute nightmare. It will not be able to move all that traffic with ease and will just create a lot of mad and irritated drivers. Not to mention the added confusion for locals and out of town travelers trying to make their way to left side of 15 to get to the hotels and commercial businesses on that side of the road will be awful. Why in the world would you have all the traffic that wants to turn left into Spring Creek Business Park go right first and have them get stuck in all that mess on the Walmart side of the road going around in circles. This sounds more like of an ego build for VDOT so they can say they were the first ones to build this bowtie. An actual solution for the current and coming increased traffic issues of Zion Crossroads needs to be created, for once lets solve a traffic issue instead of creating a worse one.
26	10/24/2022	I have seen the traffic during the summer and at peak shopping times back up all the way to Lowes. I can not see how the roundabouts will help the situation, it will just get stuffed worse in those areas. I am concerned that this will become a poor solution to the future traffic in this area as the housing expansion has been approved. Have you done the study on future traffic projections?
27	10/24/2022	The current rendering and video of the bowtie has two fundamental problems. The first is that there are two lanes on Camp Creek that currently turn South onto 15. These two lanes are heavily used. The Spring Creek Pkwy bowtie only has one lane that routes to 15 S. There is not ample room to merge two lanes of traffic into one lane to make the roundabout. This omission in design has been identified at previous meetings and not yet addressed. There needs to be at least two 15S access lanes in the Spring Creek Parkway roundabout or a pre intersection merge plan. Second, there is graphical mis-representation between the current state images and the proposed images. The current state image shows more vehicles waiting at the intersection and gives the visual perceptions of being more

		<p>congested. The number of vehicles shown in the proposed images is significantly less than the current state image. It is know that roundabouts rapidly loose efficiency and congestions increases. The current traffic demand (with out additional housing units) will exceed the efficiency threshold of the roundabouts. I am very much in favor of the proposed roundabouts on 15N and generally see roundabout as a reasonable solution for moderate flow intersections. The current double bowtie plan does not adequately account for current nor future traffic flow.</p>
28	10/24/2022	<p>We live in the Spring Creek neighborhood. We are definitely not in favor of the proposed bow-tie roundabouts. They will really mess up traffic going into and out of the Walmart /Lowe's shopping center. The considerable housing expansion behind Walmart and in Spring Creek needs to be considered further. Please do not proceed with this choice. We feel that it will become a very expensive disaster!</p>
29	10/24/2022	<p>I strongly prefer the NO BUILD solution. The additional driving this will incur will add unwanted driving time as well as unwanted additional mileage to my vehicle which will increase my need/use of expensive gasoline. I live in Spring Creek where we have roundabout just inside the main entrance...after 12 years, we still have RESIDENTS who have no clue about proper protocol on how to enter the flow of this roundabout. Visitors are even worse. I don't know how many times I have almost been t-boned by others 'jumping' into the roundabout. I feel this bow-tie idea should be scrapped. This is not the area for untested experiments.</p>
30	10/24/2022	<p>As a resident of Spring Creek I oppose this plan. This configuration has not been built anywhere that I can find. I do not want to have to go around circles every time I leave or return to my home. As a layperson I cannot understand how multiple "round-a-bouts" will work with the number of eighteen wheelers coming and going day and night. A few years ago we were told that the trucks would be rerouted to a different entrance off of Route 250. Again, I OPPOSE this current proposal.</p>
31	10/24/2022	<p>This plan is an absolute joke. The traffic assumptions are unrealistic and do not reflect planned growth such as the developments behind Walmart, behind the truck stop, Spring Creek buildout, hotels, businesses, etc.</p> <p>I urge you to consider alternate plans that reflect reality.</p>
32	10/24/2022	<p>Have you reviewed how a roundabout at 15 and Spring Creek Parkway would move traffic and still allow easier access to the Walmart area or the SCP. I like the roundabouts planned for other intersections up 15 to the Spring Creek entrance. How would having all of them be roundabouts affect traffic.</p>
33	10/24/2022	<p>I oppose VDOT's proposed Gateway Plan for Zion Crossroads. The "bowtie" configuration is way over-kill for this area. It would create an unnecessary burden of turns and slow traffic rather than increase the flow of traffic, especially considering the volume of tractor-trailer trucks passing through and going to Walmarts. Although, new residences are planned for this area, the multi-lane, traffic intersection currently in place is more than adequate to handle increased future traffic. In addition, the study before the plan was not adequately researched and public input was not fully requested or considered. The round-about considered for Spring Creek/Stonefield entrances as well as Liberty Trail (walmart distribution center) are a good solution to slow and direct traffic without adding stop lights. With these two additional round-about in place, the suggested RTurn configurations would not be necessary, and in fact, would be a huge burden on traffic flow. I strongly urge you to REJECT THE CURRENT VDOT plan for Zion Crossroads.</p>
34	10/24/2022	<p>My comments are regarding the proposed bow tie roundabout at the intersection of Camp Creek and Spring Creek Parkway. The proposed configuration is problematic for multiple reasons : there will be no left turns allowed in any direction, this proposed configuration has never been built anywhere on Planet Earth, the design itself is based on inaccurate data, other solutions such as a 3 lane roundabout were not even considered.</p> <p>This proposed configuration will result in major traffic pattern disruptions and inflict economic damage to retail businesses in the Zion Crossroads area. The proposed roundabout at the entrance to a major Walmart distribution center is simply ridiculous. Whoever thinks that is a good idea certainly has never been in a tractor trailer much less driven one. I recently drove RT15 south of Farmville and went thru a new VDOT roundabout. The project was new and crews were already at the site repairing damage to the curbing and land due to truck traffic not being able to navigate the roundabout. Why does VDOT think these proposed roundabouts from RT250 to Spring Creek entrance are going to be any different. Does VDOT have any idea just how much heavy truck traffic uses RT15 from Gordonsville to I64 double diamond X136?</p> <p>All I ask is for VDOT to hit the pause button - step back and take another look at this proposed boondoggle.</p> <p>Respectfully Mike [REDACTED] [REDACTED]</p>

35	10/24/2022	I do not want this build in the area. The data a flawed and inaccurate. No other proposals were presented or considered. The construction will disrupt the entire community for years since we know nothing gets built without delays and cost over runs!
36	10/24/2022	I have concerns about the proposed Bow-Tie plan where all left turns will be eliminated. The traffic circles on either side may work but having to drive through the Rte 15 intersection to make a U-Turn in another traffic circle only to eventually make a right turn. Has this been evaluated/simulated with high volumes of traffic including the Walmart trucks? How long would it take via the bowtie scenario vs the intersection light? The amount of traffic circles in maybe a 2 mile stretch is concerning for how a large volume of vehicles plus the large trucks can navigate. Experiencing repetitive traffic circles in other countries is like zoom and then slow down at the circle creating potential accident risks. There should be a balance of some sort without the complicated bowtie plan. I like the idea of the parallel roadways. Maybe there should be some thought for Walmart distribution to have its own access to I-64.
37	10/24/2022	As a resident of Spring Creek in Zion Crossroads, I am opposed to the proposed butterfly plan for the Highway 15 corridor. As I understand the project, no businesses or residents in this corridor have been given a chance to respond to the plan. Also, you need to look at the proposed growth for the area behind Lowes and Walmart on Highway North 15 and behind the McDonald's restaurant on Highway 15 South. A second analysis of the entire area should be in order before starting the approval process of this project!
38	10/24/2022	I have carefully reviewed the proposed plans for the Zion Crossroads major intersection of Camp Creek Parkway and Spring Creek Drive with Route 15. The plan worries me for several reasons. It appears that due diligence has not been completed regarding the amount of traffic carried on these roads. The traffic counts need to be updated by actual counts, not projections. The amount of heavy truck traffic is woefully underestimated and inserting a series of circular turns and bowties will bring these vehicles to a near standstill. The residential plans for this area will add hundreds more people per day on Rt 15 and also using the side roads for shopping, gas, and other appointments. Are you aware that UVA is planning on staffing an urgent care center in the office space they have here. How do you expect emergency vehicles to rapidly transit this kind of juncture? Fire and rescue vehicles will all be significantly slowed in their response times. I can understand the desire to build "the first of a kind" but please, pick somewhere else with less traffic and more space to build it! I have spent a good amount of time in England and Europe where large multilane round-abouts effectively keep traffic moving through, including large trucks and emergency vehicles. Please, rethink your plans and consider some other alternatives. Thank you very much.
39	10/25/2022	I live in Spring Creek. The new traffic patterns will affect me everyday. It is for this reason that I feel compelled to voice my extreme displeasure with the proposed design. There are hundreds of semi trucks passing that intersection each day. Couple that with many pass through travelers who are not familiar with traffic patterns and the result is chaos. The proposed design is untested and appears very inconvenient for travelers. What about roundabouts? What about widening 15 and coordinating traffic light timing? There must be a better design than this one. I vote a very strong NO to the proposed design.
40	10/25/2022	I am a resident of Spring Creek and am definitely not in favor of the proposed BowTie traffic solution. I see it as a major inconvenience to those of us who live on the Spring Creek Parkway end of the community, an interruption to the businesses near the back entrance and a safety hazard to anyone needing a quick response from emergency personnel. I would like to see this particular plan tabled and other solutions to any future traffic issues considered. Thank you, Kathy [REDACTED] [REDACTED]
41	10/25/2022	This plan does not represent the best interests of Louisa and/or Fluvanna counties. Apparently the consultants specialize in "quick build" projects. I'd propose a firm that has built a reputation for economic functionality with some experience in transportation growth and success in it's area of expertise. As a resident of Zion Crossroads for the past 10 years, I have witnessed the growth & development we've experienced with little respect for the forward thinking this demands from our county staff. Their ignorance of very simple concepts has played out with mistakes that can't be corrected. The green barrier in front of the Walmart distribution center that was ignored with no correction, the endless influx of "traffic stop" businesses that cannot be controlled due to lack of zoning concepts. Since this is our

		home, the residents are not impressed with a concept that has never been implemented. This is not a game or contest to see how ridiculous the roads can be designed. This is in many ways life and death planning on how vehicles and pedestrians can coexist in an increasingly overloaded transportation system. We expect much more than stupidity to plan a workable system for our future.
42	10/25/2022	This proposal is eliminating our ability to make a left turn north or south from Spring Creek and Camp Creek Parkway. I don't see how this will be nothing but a train wreck. Zion Crossroads businesses will also suffer. Instead of dealing with the traffic mess I will head to Pantops / C'ville. Many of my neighbors feel the same way. Why does VDOT always want to use Zion Crossroads as a traffic Guinea pig?
43	10/25/2022	<p>This design is not good for large trucks. It will take most tractor-trailers 2 to 3 minutes to go thru the Roundabouts and it will back up traffic on Spring Creek Parkway and the Walmart / Sheets road. There is on one way out of the new Zion Towne Center development 700 homes and it will be thru one of the Roundabouts with additional traffic back-ups. Removing all Left Hand Turns will hurt all the Retail businesses on both sides of Route 15 and will force people to not stop because it will be confusing coming off I-64.</p> <p>The money should be spent on extending Route 15 north to 4 lanes to the Business Center passed Spring Creek and Stonegate. Also a consideration for a bridge over Route 15 to take out the traffic light all together. Most of Route 7 in Northern VA has been corrected with bridges and no Roundabouts. Why are we becoming the experiment for something that will not work. VDOT wants their name on this project and it will be mud in their EYE for such a dumb idea.</p>
44	10/25/2022	I do it approve of the bowtie plan in Zion Crossroads. It will add to traffic congestion and the inability to make left tuns will be confusing and very inconvenient for local residents.
45	10/25/2022	<p>I do not think the proposed bow-tie traffic pattern is a good idea for Zion Crossroads. I think it will add to congestion and be a terrible inconvenience to local residents.</p> <p>Please reconsider the traffic pattern to best accommodate people who will be most impacted by this.</p> <p>Sincerely, Hank [REDACTED] H[REDACTED]ty</p>
46	10/25/2022	<p>We recently moved to Spring Creek and just found out about the proposed bowtie intersection at Spring Creek Parkway/Rt. 15/Camp Creek Parkway. This configuration is a recipe for disaster. Rather than a simple roundabout to keep traffic flowing, the forced negotiation of two roundabouts to avoid a left turn, along with the heavy large truck traffic in this area, portends many accidents, likely a few fatal ones. In addition, through traffic exiting I-64 for gas or food, unfamiliar with this traffic pattern, will add fuel to the fire. Instead of easing the traffic problem, the bowtie will make it worse.</p> <p>We have read through all the materials, including the study, and do not believe that the projected growth of Zion Crossroads has been sufficiently planned for. Please reconsider this proposed solution. It has not been tried anywhere else and we prefer not to be the guinea pigs and risk life and limb in this dangerous and badly-thought-out configuration.</p>
47	10/25/2022	Having now attended multiple meetings where the main discussion was the "Bow Tie " project outside Spring Creek development I have to ask, where is the data to support this project? Living in Spring Creek for the last (7) years I have seen the evolution of development and traffic increase significantly. No "Left Turns" makes no sense to me! If I leave the main gate I can take a left, I use the rear gate 95% of the time when I am heading outside Spring Creek. With the proposed "Bow Tie" I will have to wait longer to go across Rte 15, based on the North South traffic getting a longer light to prevent backups towards the highway, I will spend more time , more gas, more exhaust pollution, etc. When I finally get across Rte 15, I will have to enter a single lane circle from a double lane, this does not make sense. I understand the data used was gathered during 2014-2018, what about the proposed new development behind Wal Mart, the commercial land behind Rhetts Restaurant? Did the data include the new 7 eleven, Auto parts store, Hotel now under construction ? also, how long does it take for an 18 wheeler to navigate (2) circles coming out of Wa lMart trying to get the Highway 64? Finally, was the traffic from Lake Monticello considered? I hope these concerns are considered before any soil is moved.
48	10/26/2022	<p>I am adamantly against the bow tie plan for Zion Crossroads.</p> <p>The proposed plan will create a mess with the traffic at the intersection. I do not believe that the plan has taken into consideration the increased traffic in the area due to the projection housing development behind Walmart, the projected increased patient load at UVA Spring Creek, or the increased population of spring creek with an additional 200+ houses under construction.</p>

		<p>The roundabouts will create havoc for the adjoining businesses. It will be difficult to maneuver for the 18 wheeler traffic and have the potential to block the only egress out of the new housing development behind Walmart.</p> <p>There are numerous alternatives to the bow tie that will effectively handle the traffic at Zion Crossroads.</p>
49	10/26/2022	<p>This project defies logic, and is not in the best interests of travelers in the Zion Crossroads area.</p> <p>If I could get the VDOT folks into court, I'd love to show the sloppy, slanted, and the son-distant high priority of this project. What department of government does VDOT report to?</p> <p>Why not buy the designers a box of Legos and have them play with that instead of with our money and lives?</p>
50	10/26/2022	I find it hard to believe that this proposal is honestly being considered. Please put me on the mailing list.
51	10/26/2022	The study is a mess. Major corrections and clarifications needed.
52	10/27/2022	<p>I am opposed to this change in traffic patterns. As a resident of Spring Creek, I have not encountered any difficulty or excessive wait time turning left off of route 15 into either entrance of my development. The quick and easy left turn has been safe and efficient. The proposal of having to go way out of my way every time I wish to turn left is not only a time waster but over time will add to my gas consumption, thus increasing my cost. I believe it will cause congestion in the roundabouts and will add danger as people navigate the right of ways on the circle.</p> <p>I am against this proposed route change.</p> <p>Candy [REDACTED]</p>
53	10/27/2022	Watched your video and am puzzled why you chose the Bow Tie design. It is not convenient nor is it efficient. Can you provide information and/or feedback on areas that have employed this design? This is a complete waste of tax payer money that, if this is design is enacted, may wreck careers at VDOT and enrage the public in this area...
54	10/27/2022	<p>Our family has traveled and experienced this bow tie type of interchange. They are confusing to people not familiar with the area as well as inconvenient to local travelers.</p> <p>Funds should be spent to upgrade access from the Lowes/Walmart and upgrade the 613 - Pointdexter Road from 640 up to 250.</p>
55	10/27/2022	Having experienced bow tie exchanges, for out-of-town people, they are incredibly confusing and signage does not always help. The hotels and IHOP would have frustrated customers trying to access them. Local drivers would find this irritating at best. Perhaps there is not enough land available but if one could be patterned after the exchange at Rio Road and route 29 that would ease traffic and accident concerns.
56	10/27/2022	<p>Dear Committee, I am a resident of Spring Creek Community and have serious concerns about this study and the lack of research that has been put into it. We are talking about a major disruption to this area. I cannot see the "rush" to implement this plan into our area as there are many issues unresolved. There are many other places, such as Northern Virginia, that have more serious traffic congestion that would benefit from this plan. WHY THE NEED AND THE RUSH FOR ZION CROSSROADS?</p> <p>What we have learned from our meeting that was held on October 20, 2022:</p> <ol style="list-style-type: none"> 1) VDOT has not meet all of the requirements of the small area plan study; 2) No average daily traffic was collected along Rte. 15 north and south of I-62; 3) No vehicle classification data provided for rtes 15 & 250; 4) Accident data evaluated between 1/1/2014 through 12/31/18 - DDI opened for public use on 4/15/2014 (work zone from 1/1/2014 - 4/15/2014); 5) Accident data should from prior to and upon opening of DDI should not be the primary reason for the BOWTIE. New traffic patterns typically increase accidents in the first 6-12 months. There was no expected crash hazard analyses completed; 6) Land uses of adjacent properties incorrectly designated; not consistent with ITE; 7) Level of service graphics are confusing and comparing apples to oranges; 8) There was no discussion of conventional alternatives provided (i.e., only discussed volume signal warrants.) No costs provided for conventional alternatives.

		<p>To me, VDOT wants to do this at all costs no matter what the effect it has on the people in Zion Crossroads. THIS is not the appropriate place to build a bowtie. We don't want it and we don't want to be VDOT's experiment. Go find some other larger city that really needs their traffic patterns fixed. We agree that we do need some change, but this is not the answer.</p> <p>Barbara [REDACTED]</p>
57	10/27/2022	<p>Dear Committee Members, I am a resident of the Spring Creek Community, and have serious misgivings about the proposed recommendations that have been made by VDOT for Route 15 in Zion Crossroads. The bowtie configuration at Route 15/Spring Creek Parkway/Camp Creek Parkway has serous flaws and there has been limited or no experience using this configuration in other areas. Drivers desiring to make a left turn off of Route 15 who are unaware of this new to the configuration will gravitate to the left lane. Realizing their error as they get closer to the intersection, drivers will then try to move right to make that turn causing chaos and increasing the risk of a MVA. Beyond this, there are issues and concerns with the study generally as presented at a Spring Creek meeting one week ago:</p> <ul style="list-style-type: none"> - This is not a Small Area Plan Study - There are VDOT requirements for such a study; this does not meet all of the requirements. - No average daily traffic was collected along Route 15 north and south of I-64. - No vehicle classification data provided for Routes 15 and 250. - Accident date evaluated between 1/1/2014 - 12/31/2018. DDI opened for public use on 4/15/2014 (work zone from 1/1/2014 - 4/15/2014) - Accident data should prior to upon opening of DDI should not be the primary reason for bowtie. New traffic patterns typically increase accidents in the first 6-12 months. No expected crash hazard analyses completed. - Land uses of adjacent properties incorrectly designated; not consisted with ITE. - Level of service graphics are confusing and comparing apples to oranges. - No discussion of conventional alternatives provided (i.e., only discussed volume signal warrants.) No costs provided for conventional alternatives. <p>As a member of the community that will be impacted by VDOT's proposal, I am not in favor of it at all. It should be scrapped, and the process to come up with something based in reality should take its place.</p> <p>Sincerely, Richard [REDACTED]</p>
58	10/27/2022	<p>Seems like a very complicated way to route traffic and doesn't appear to do anything to help traffic flow. Also, why weren't local residents and business owners considered to be part of the Stakeholders group?</p> <p>Yes, please add me to the email list for updates on this project.</p>
59	10/29/2022	<p>The proposed plan for Zion Crossroads shows a lack of adequate study and thought . It is riddled with flaws that would create a nightmare for the people that either live in this area or come to this area to shop,(and they would only do that once). I highly recommend that VDOT go back to the drawing board and come up with an alternative plan that shows a serious study was put into the project. To be the "First in the country" to implement such a design at the expense of the public is irresponsible and unacceptable.</p>
60	10/29/2022	<p>I am writing to voice my objection to the proposed Zion Crossroads Gateway Plan. After examining how this plan is supposed to move traffic in our area, I believe it will create a chaotic situation where vehicles are backed up, drivers do not know where to go, and drivers becoming frustrated with the no left turns. From what I understand, neither the businesses or residents in the area were informed about this plan, nor were they given the opportunity to make comments in an open forum. I personally was very surprised when I heard about it. In addition, the planners have used old statistics for traffic in the area and do not take into consideration the future planned growth. Zion Crossroads has a large volume of semi trucks and the proposed series of roundabouts and the no left turn policy will cause a huge back up of traffic, and the tractor trailers will have a very difficult time getting where they need to go in a timely manner. Narrowing the entrance to the interstate to one lane will also cause backups. In my experience, Route 15 flows fine. Entering route 15 can be a challenge at times but a traffic light would remedy that in some of the busier intersections. If anything is to be planned for the Route 15 /Camp Creek intersection. I think a 3 lane round about would be more appropriate.</p>
61	10/29/2022	<p>I am a local resident who is not in favor of the proposed bow tie intersection in Spring Creek. Please consider the wishes of local residents and reconsider this plan.</p>

62	10/29/2022	I would suggest another study or idea on the bowtie concept. It will create even more congestion and be much more difficult for residents of spring creek/businesses on that side of the road.
63	10/30/2022	This plan forces an unreasonable volume of traffic to converge on the Spring Creek Parkway Round About. All returning traffic to South 15/ I64 plus the expanded residential and commercial traffic from Walmart , Lowes and future development east of Walmart will be directed through this circle. Unmanageable !!!
64	10/30/2022	This plan forces an unreasonable volume of traffic to converge on the Spring Creek Parkway Round About. All returning traffic to South 15/ I64 plus the expanded residential and commercial traffic from Walmart , Lowes and future development east of Walmart will be directed through this circle. Unmanageable !!!
65	10/30/2022	As a resident of the Zion Crossroads area and Spring Creek community, I have to say NO to the plan for the bow-tie intersection at Spring Creek Parkway and Camp Creek Parkway at Rt. 15. The disruption to my travel plans seems outrageous. I'm not sure why making that area a "no Left Turn" zone would be beneficial Thank you for listening.
66	10/30/2022	I have reviewed the plans to create a bow tie in the Zion Crossroads area. I have real concerns on how this will affect traffic in the area. Spring Creek will have 1200 homes once completed and another 714 condos/apartments and single family homes are scheduled to be built behind Walmart. This new development will have one way in and one way out which is down Camp Creek Parkway. A circle will back up traffic to the point that it will be difficult to enter the circle and tie up traffic trying to get through the traffic light. I also can't image tracker trailer truck's navigating those turns. Also another development will be going on the other side of 64 on Rt 15 which will have another 400 homes. I understand that you don't want left hand turns but this is NOT the solution. I'm sure there are many smart and talented folks at VDOT and Kittelson who can come up with a better plan. Let's not make Zion Crossroads the first in Virginia with a bow tie and experience catastrophic results.
67	10/31/2022	The Bow-tie portion of this plan is horrible and should be replaced with another option. All of us who live, work or travel though Zion Crossroads should not be subjected to this unproven, illogical experiment that has drastic consequences. It is based upon faulty/incomplete data, misleading information and lacks alternative analysis. The intersection in question obviously needs a solution for the REAL traffic increase from future large approved projects which were drastically understated. Did it not rank #28 in Smart Scale scoring? Data should not be limited to 2014-2018 but brought up to date. All businesses in the area should have been contacted. This email request for comments went only to a very select few. Were other local communities like Lake Monticello, Glenmore and Mt. Brook contacted for comments? How do 3 lanes of traffic enter a single lane roundabout? The absurdity of eliminating all left turns forcing traffic which includes a high volume of large trucks is obvious. The widespread suspicion is that VDOT wants to achieve recognition to be FIRST in the world to build this. Many fear the aftermath will be businesses to suffer and some residents to move rather than be forced to deal with this. We urge you to go back and restudy this using accurate data, more community involvement, and consider other alternatives.
68	10/31/2022	The Bow-tie traffic plan is a horrible idea. Why would TJPDC/VDOT even consider it when there were so many things wrong with the study? Start with ignoring the huge amount of future traffic, incomplete/misleading/false information, poor canvassing of the greater Zion Crossroads area and lack of considering alternatives. Removing all left turn lanes will only lead to people making illegal left turns or U turns to avoid going through the maze created by this plan. Most of us would rather see a 3 lane roundabout at that intersection that has been built in several locations and works just fine. We should not be the victims of an 1st time experiment. Current and former VDOT employees all agree this plan is unworkable, faulty and wrong for here. Please step back and look at this again.
69	11/1/2022	Good morning. Since I am not sure who to send this message to, I am sending it to your general mail box. My name is Mark [REDACTED] and I live at [REDACTED] in the Spring Creek subdivision. The purpose of this communication is to express to you and your staff my strong opposition to the proposed bow tie configuration roundabout(s) being considered at the intersection of Camp Creek and Spring Creek Parkway. My reasons for opposing this configuration follow: 1. Incomplete data analysis Data used was only collected from 2014-2018 and is not an accurate reflection of current patterns. 2. No left turns Because no left turns will be allowed, drivers will be confused creating opportunities for the possibility of more accidents. 3. Uncertain outcomes This type of configuration has never been built anywhere. We should not be an experiment, especially the first in the world. 4. There are other viable options

		<p>As I understand it, there are currently 12 three lane roundabouts currently operating successfully in Virginia. This is a design VDOT is familiar with. Costs and operational issues have already been tried and tested.</p> <p>For the reasons stated above, I would strongly encourage you to scrap the bow tie plan for the Zion Crossroads area, go back to the drawing board and consider less costly, more efficient options.</p> <p>I could not find the form to submit on your web site. It is very difficult to navigate. I hope you will still include my comments. If I need to fill out the form, send me a link and I will follow up.</p> <p>Thank you for your consideration.</p> <p>Mark [REDACTED]</p>
70	11/1/2022	<p>The plan for the bow tie operation at Zion Crossroads creates concern regarding the use of the bow tie for out of State visitors. Eventually the folks living here would adapt, but this is very confusing to out of state visitors. Think about it. Construction for a hotel is underway, getting to this hotel will not be easy for tired out of state visitors. Without having the video to look at first anyone new to the area would be very confused on how to navigate. Also going straight on 15 requires someone to negotiate confusing traffic going across 15 from both sides of it. The nature of this bow tie pattern makes it truly seem like an accident ridden idea since no one will understand how to use it when they first encountering it. A lot of us have aging family that visit us here in Spring Creek, I don't know, but would you like to have your grandmother try to navigate this bow tie with 18-wheeler's using it as well? I say no to the bow tie, let's look at other options.</p>
71	11/1/2022	<p>I am not in favor of the Bow Tie option at the entrance of Sheetz to the east and the Best Western, UVa Medical Center to the west.</p> <p>I would prefer to see a stoplight installed at the main entrance of Spring Creek and the apartment complex across U.S. 15.</p>
72	11/2/2022	<p>I am opposed to the concept of a "Bow Tie" road configuration in Zion Crossroads.</p> <p>I believe that further traffic studies need to be done to properly asses the needs of this area.</p> <p>VDOT will fail the Zion Crossroads/Louisa and Fluvanna Counties if they do not gather the appropriate data prior to changing any part of the current road system.</p>
73	11/2/2022	<p>I think this could be very efficient. I've lived in areas where people get upset about roundabouts but if installed properly, they are much better at keeping traffic flowing.</p> <p>More than the bow tie, we need the rounders in front of the Spring Creek entrance and at the distribution center light. I find it ironic that people purport to support truckers until they are asked to let a truck pass. I'm sure you have ensured that emergency vehicles and buses will be able to navigate through. Thank you!</p>
74	11/2/2022	<p>There are currently 12 lanes of traffic entering the intersection of Camp Creek Parkway and Market Street. Over 700 residential units and multiple retail businesses are planned to the east of this intersection. The proposed roundabout for this intersection appears to be 1 lane in most places. It seems unlikely this configuration will allow proper flow of existing traffic(heavy) and the additional traffic to come from the future development of the areas to the east.</p> <p>There's no need to utilize limited space and dollars for pedestrian and bicycle traffic for the Rt 15 and Camp Creek intersection analysis zone. I have travelled through that area at least twice a day for 7 years and have yet to see a bicycle and less than 10 pedestrians. If the justification for these shared use paths is "if you build it, they will come", the study authors are engaged in fantasy planning.</p> <p>The roundabout proposed at Spring Creek Parkway and Woodridge Terrace also appears to be 1 lane. Again I question how this can handle the traffic from the increased commercial development near this intersection plus the additional traffic from Camp Creek Parkway wanting to travel south on 15. The flow of traffic for vehicles turning south on 15 from Spring Creek Parkway 9(which will include the Camp Creek eastbound to southbound 15) will be severely hindered by the volume of through traffic on 15 south.</p>

		<p>The most recent year's data utilized in this study is 2018. SIGNIFICANT changes have occurred in this area in the last for years greatly reducing the accuracy of any conclusions reached in this analysis.</p> <p>The "bow tie" is an untested traffic pattern. It's effectiveness should be demonstrated somewhere else before it is adopted here.</p> <p>The entire plan needs further study utilizing updated traffic and commercial/residential information and input from affected residential and commercial users.</p>
75	11/2/2022	Terrible idea, traffic nightmare. Please reconsider this plan and change it!! I vote NO BOWTIE!!
76	11/2/2022	I feel that this plan will make EVERY DAY more difficult and treacherous for me. And I think there will be more accidents dealing with drivers who are new to the area and not familiar with the complexities.
77	11/2/2022	Th proposal for adding roundabouts to the Zion Cross roads has not been thought thru. In my experience , they work best in rural areas with little traffic and primarily car traffic. Semi- trailers, with their limited 360 degree visibility are particularly dangerous. As traffic builds, the roundabouts cause congestion, due to driver hesitancy, which is why the British are removing them. The roundabout in Gordonsville illustrates this problem. Since there are only a few accidents annually in this area, dong nothing is preferable. Would be happy to discuss this furthur.
78	11/2/2022	<p>I am writing to say that I am completely opposed to the Bow Tie traffic configuration in Zion Crossroads.</p> <p>The traffic conditions do not warrant such an expense and the Residents of Zion Crossroads and the counties of Louisa and Fluvanna are opposed as well. Please do not try to create something here which has never been done.</p> <p>VDOT needs to be more fiscally responsible!</p>
79	11/2/2022	<p>My name is Mark [REDACTED] and I live at [REDACTED] in the Spring Creek subdivision. The purpose of this communication is to express to you and your staff my strong opposition to the proposed bow tie configuration roundabout(s) being considered at the intersection of Camp Creek and Spring Creek Parkway. My reasons for opposing this configuration follow:</p> <ol style="list-style-type: none"> 1. Incomplete data analysis Data used was only collected from 2014-2018 and is not an accurate reflection of current or future traffic patterns. 2. No left turns Because no left turns will be allowed, drivers will be confused creating greater opportunities for the possibility of more accidents. 3. Uncertain outcomes This type of configuration has never been built anywhere. We should not be an experiment, especially the first in the world. 4. There are other viable options As I understand it, there are 12 three lane roundabouts currently operating successfully in Virginia. This is a design VDOT and drivers familiar with. Costs and operational issues have already been tried and tested and this design should be given serious consideration at this location. <p>For the reasons stated above, I would strongly encourage you to scrap the bow tie plan for the Zion Crossroads area, go back to the drawing board and consider less costly, more efficient options.</p> <p>Thank you for your consideration.</p> <p>Mark [REDACTED]</p>
80	11/2/2022	I'm not in favor of this waste of time and money. It is worthless for what is thought to be an improvement.
81	11/2/2022	Please do not build this at Zion Crossroads. As a Spring Creek homeowner, I don't want this inefficient and dangerous experiment implemented. There are other options that work better.
82	11/2/2022	The Bowtie project is illogical. No left hand turns? Really . How are all the big rigs going to negotiate this, along with the increased traffic from new homes in the Zion Crossroads area. Other alternatives should be researched. Please take a much closer look at this!

		Thank you, Joan [REDACTED]
83	11/2/2022	I am so perplexed that the Bowtie project was even considered for the Zion Crossroads area. Nothing about it makes any sense. The entire project is so complicated it appears to be a disaster in the making. Please consider other alternatives for the traffic in the Zion Crossroads area. Thank you, Mark [REDACTED]
84	11/2/2022	I cringe after reviewing this bow tie road construction proposed for Zion Crossroads. It appears to be the most inefficient traffic flow I have ever seen! Taking two roundabouts with no left turns to reach shopping, restaurants, health care or the interstate is going to be a nightmare. There is so much semi-truck traffic on highway 15 now. Throw in that bizarre configuration will require additional time for these trucks to make the rounds. This will only slow movement and back up traffic. Not only that, but think of how this strange configuration will confuse visitors to our area. There are much more economical and efficient traffic flow patterns than this proposal.
85	11/2/2022	Please don't take away all left turns at rt. 15 and spring creek parkway. I have seen people get confused at the "diamond" off I-64 and try to go the wrong way and people go through the red light on rt. 15, if you have exited rt. 64 and are waiting to go northbound you can't easily see that someone has come through the red light when your light turns green. How much worse will it be with the confusing bow tie intersection. Please don't add another difficult road plan to this section of road. I will have to avoid this route and businesses if this plan goes through. Please reconsider.
86	11/2/2022	I am opposed to the bow tie proposal for Zion Crossroads. Since it has never been tried before It is an experiment that seems to be confusing and will complicate traffic.
87	11/3/2022	I think this is a horrible idea for residents of Spring Creek. I would only support it if you also provided an extra way for us to bypass all of this. Short Pump has much more congestion and you don't see solutions like this proposed.
88	11/3/2022	I am a resident of the Spring Creek development and, like many residents who will be adversely impacted by this plan in its present form, I believe this proposed plan will be a nightmare for the following reasons: - This plan does not adequately account for or address the planned residential and commercial development in and around the Gateway area. The expected amount of additional traffic will overwhelm the traffic circles, and you will be creating a "Short Pump Christmas"-like traffic jam situation several times a day. - This plan in no way adequately accounts for the current and expected amount of heavy truck traffic on highway 15. I frequently see how large trucks jam up the traffic circle in Gordonsville, the much greater volume near the WalMart depot and the amount of log trucks using this road will create havoc in the proposed plethora of traffic circles in the corridor. - The bow-tie configuration planned for the Wal-Mart access road will be untenable, especially already on weekends when the shopping center is jammed; and this will only get worse as local development progresses (see first bullet point above). In addition, the lack of northbound access to route 15 from the west side of the highway is ridiculous. I understand that this is somehow a vanity play for VDOT; but a little practical common sense and consideration for those of us who have to live with your resume-burnishing convolutions would be refreshing. Your double diamond interchange was bad enough (just watch non-locals try to navigate this on a dark rainy night), but to compound this error with another experimental configuration is egregious and tone deaf. It is obvious that the professional traffic engineers who concocted this plan do not live, or ever plan to live, in this area. I hope you will reconsider this plan and give us something more practical that might actually help the situation, rather than making it worse for years to come. Thank you.
89	11/3/2022	Very much against this plan! Its never been used so no data. But, more than anything, it prohibits all left turns which requires a lot of going back and forth to position for the destination desired. This needs more study before proceeding to discover more an alternative!
90	11/3/2022	Regarding "Bow Tie" Zion Crossroads, Sheetz / Lowes / Walmart intersection. I see more accidents due the confusion of drivers that have never been to this intersection stopping for gas or to go to one of the new hotels coming off of I-64 east or west. Especially at night and in the rain. VDOT will have to have a huge amount of signage to move traffic correctly. Also, car GPS (map quest, etc) directions will be trouble.

		<p>I suggest that all members on the planning district to come to Zion Crossroads at 11 PM and observe the current signage and to drive to the parking lot of the Best Western Hotel.</p> <p>I understand the Va State general assembly want more traffic circles. Most drivers are familiar with roundabouts. Most drivers have never seen a "Bow Tie" intersection because there has never been one. I would recommend a new study done by Virginia Tech.</p> <p>John ██████████ Creek Subdivision Zion Crossroads.</p>
91	11/3/2022	This Bow-Tie design just doesn't make sense to me.
92	11/3/2022	Would like to see any and all of the directional signage that VDOT has planned for the proposed "Bow Tie" intersection.
93	11/3/2022	<p>From the presentation shared at Spring Creek, I do NOT support the traffic patterns of this project.</p> <p>Thank you, Darren</p>
94	11/3/2022	<p>This "bow tie" concept should be reconsidered. The design is not intuitive in the slightest bit. Zion crossroads already has a somewhat confusing, diverging diamond pattern. This works OK for locals who are familiar with the driving pattern, but non-locals who exit the interstate to get a cup of coffee or to take a rest break are often confused by it. I have witnessed many drivers running red lights in the area and have faced at least two drivers driving head on in the wrong direction since its implementation. The addition of the bowtie interchange, on top of the already confusing diverging diamond pattern is a recipe for disaster. Drivers will exit the interstate, become frustrated by the diamond pattern, and then disregard the bowtie's requirements (such as illegal u turns or illegal left turns). This needlessly endangers drivers. Further, local traffic will now be forced to navigate these novel designs to make what should be extremely simple trips. Consider adding a circle or traffic light to the entrance of spring creek and stone gate - that will improve safety at that intersection and slow traffic barreling southbound on 15 toward the proposed bow tie site. Add an exit ramp behind Walmart for shopping center only traffic - that will lessen the volume of traffic headed north on 15 through the intersection and will get drivers headed to Walmart to their destination even faster. Similarly, adding an entrance ramp to the westbound entrance to 64 behind I hop would eliminate the need for drivers in that shopping center from having to re-enter 15 to get back to the I64 interchange. These and similar modifications would reduce traffic flow through the intersection, would all be smaller projects less likely to disrupt traffic in the area for a long period of time, and would avoid the insertion of a confusing and unnecessary "bow tie" system. Please reconsider this.</p>
95	11/3/2022	<p>We do not want the bowtie in Zion Crossroads. I have lived in Spring Creek for 2 1/2 years. I have yet to know of an accident at the intersection in question. We don't want to be somebody's experiment.</p> <p>Southbound traffic will simply bypass the intersection by turn left on freedom drive and then take market st. to go to walmart or the shopping center of stores next to it. It will just clog up that street and put more traffic on Market Street and Camp Creek Parkway intersection.</p> <p>The bowtie is not needed. It is a waste of millions of dollars that could be spent where needed.</p> <p>Intersection of 250 and 15 is extremely difficult to see the lanes crossing it at night going north on 15.</p> <p>Finally, we see the pace of intersection change construction. We don't want to deal with it for two years just so someone can test out their idea.</p>
96	11/3/2022	Was one large rotary at the intersection of rt 15 and Camp Creek Parkway considered? It seems that the elimination of control lights completely would serve to keep the traffic flow going much better than the bow-tie concept. As a Spring Creek resident, I am concerned about this. I understand the necessity of addressing the congestion but I have also heard the bow-tie has never been used. I am confused as to how you know it is more effective than other methods. (I would also like you to know that I am a huge fan of innovation, but only if it is effective). Thank you
97	11/3/2022	<p>Currently, we don't need another renovation on this intersection being discussed.</p> <p>VDOT has to understand that it can't always have everything that it wants. The investment would be better well spent in developing public transportation, which is in serious need in this "prospering" area.</p>
98	11/3/2022	I believe strongly that the Bow Tie intersection at Zion Crossroads does not take into consideration the amount of vehicle traffic that needs to use the left turn lane into the Spring Creek south entrance. As more development is completed the road will feed into that back entrance area and more cars will use the left turn off Rt. 15 to get to homes and businesses. KEEP that left turn lane off Rt 15 since the current main entrance to Spring Creek cannot accommodate increased traffic. Turning right into a very crowded traffic circle to then go through a backed up traffic light makes no sense! I strongly oppose the bow tie intersection!
99	11/3/2022	We Owen the 7-11 at Zion crossroads and we are against of this project.

100	11/3/2022	I do not want the "Bow-Tie" intersection at the 250/15 intersection because it will be bad for my business. It will congest traffic more and cause our customers to go across the street to our competitor since it will be easier and quicker.
101	11/3/2022	I am TOTALLY against this new traffic pattern!! I work at Oreilly Auto Parts and it is going to slow our business down, along with everyone else. This is going to be a HUGE waste of our money and time! People will start to avoid the area because of how f'ed up the traffic is. Please avoid doing this, it will cause even more chaos than there is now!
102	11/3/2022	We are residents of Spring Creek and attended the review sessions held in the Spring Creek Celebration Room. Our opinion of the resulting Zion Crossroads Gateway Plan recommendations is that the input was mostly ignored. While roundabouts may be appropriate in some instances, they are not the answer for everything. Particularly disturbing is the recommendation for the bow-tie intersection. While local residents will learn to navigate the intersection, the inconvenience will be significant when making frequent trips to the Market Street businesses. We are more concerned about those who are passing through or exiting I-64 to stop at the fast-food restaurants or gas stations. Some are already confused by the converging diamond intersection. Adding the bow-tie will totally complicate travel through the area, making this one of the most complicated intersections in the area. The amount of signage required to try to explain the traffic flow will be considerable. Tractor trailer travel through the bow-tie will slow travel to a crawl. We are in total disagreement with the recommendation and believe this study should go back to the drawing board.
103	11/3/2022	Concerns on bowtie plan for Zion Crossroads. For what I can see, the traffic study was not done correctly. The bowtie will just create more problems than resolve. 32 million ? There are cheaper alternatives that are proven to handle the volume of traffic that will be created with the expected growth. Need to redo traffic study
104	11/3/2022	I am concerned about the proposed Zion Crossroads Gateway Plan that includes Bowtie Alternative for Camp Creek and Spring Creek Parkway. This is a plan that has not been proven in actual practice and from what I here was based on totally outdated data. Hwy 15, although very busy currently including heavy truck traffic in and out of the Wal Mart Distribution Center, works ok today. But changes are needed to handle future traffic with the planned growth in the Zion Crossroads area. All future plans and development will dump traffic onto Hwy 15. I would urge an updated review before any plans are approved. Completing the Bow Tie proposal would be a very expensive and disastrous for our area.
105	11/3/2022	Please reconsider the "Bow-tie" configuration for the intersection. This looks like a nightmare for those of us who live in Spring Creek and the Zion Crossroads area. Considering the additional housing that is planned in Zion Crossroads, it seems a better solution could be found. A traditional traffic circle with 3 lanes would be much preferred. Thank you for your consideration.
106	11/3/2022	My comments center around the area just north of Interstate 64 as that is where I have the greatest daily exposure. The first item of concern is the growth projection referenced in the study. I find it difficult to believe that, given the planned residential and business growth referenced in the report, the 1% growth rate seems low. In the larger area covered by the study 1% which may contain trees and little planned development it is fine. I find it extremely hard to believe that it is correct for the area I noted above, especially with regards to residential growth. which is the area with greatest impact of the projects planned. To me, the elephant in the room is the proposed Bowtie intersection. I cannot disagree with the need for improvement in the intersection. I do not believe, however, that the Bowtie "going around your elbow to get to your thumb" approach is the best way to go about it. As described in the report and video, it certainly is not the most effective or efficient way, from a driver's perspective, to keep traffic moving. Right now, the Bowtie looks more to me like a solution in search of a problem. I just do not think it is the solution to THIS problem. It may be helpful in getting route 15 "through traffic" going north and south up or down the road faster. I cannot believe it is the best solution for local businesses and the residents who use them. I am confident that there are potential solutions that would be more amenable to solution all constituencies. Finally, I like the concept and effectiveness of roundabouts, but I am concerned about the amount of tractor trailers trucks on route 15 trying to get through the planned roundabouts in the report. Thank you for giving me the opportunity to comment. I hope my insights help you as the projects move forward.
107	11/3/2022	you guys really took an already complicated intersection and instead of simplifying it you just said "how could we make this worse?" and congratulations, you managed to make it so much worse.

108	11/3/2022	<p>I am writing to vehemently oppose the construction of a “bow tie” interchange in Zion Crossroads.</p> <ol style="list-style-type: none"> 1. It is conceptual only. It has never been build and tested anywhere else in the world. Let some other locality be the Guinea pig for this. I come from New Jersey where many roundabouts had to be removed when traffic levels increased. We will have very heavy traffic in this bow tie especially on the east side where Lowes, Walmart, several fast foods and other stores not to mention new residences will all dump into the East circle. It is sometimes bad no and It will be gridlock with a circle there. Where traffic is heavy, single lane circles just do not work. I have seen this many times in NJ. 2. Removing left hand turns by making us go around two circles and a traffic light is absurd. I am an engineer and find it hard to believe you are even considering this. Even the existing intersection is better than a bow tie. Who will pay for it when it fails? And it will. 3. Large business in the immediate area (Lowes & Walmart) have not been contacted for comments and concerns. This is irresponsible to our local businesses. The bow tie will adversely affect their business. 4. No alternative constructions and related costs have not been presented. What are the viable options and why have they been rejected? 5. How can you consider so many circles in one short stretch of road? It sounds preposterous to me again having seen circles fail with heavy traffic. 6. We have a high load of tractor trailer traffic on Rt 15. There is no way they can maneuver through many circles in an efficient and safe manner. You want good north-south flow on R15? This is not the answer. You will make it worse.
109	11/3/2022	<p>I would like to express my concerns about the current plan for a bow-tie intersection at the juncture of Route 15 and Camp Creek Parkway in Zion Crossroads. It is my feeling that the implementation of this untested traffic pattern would impact negatively on the residents in the area and the shoppers visiting the area when they attempt to navigate from their homes to the Zion Town Center which currently houses Walmart and Lowes but which has plans for more housing and businesses to be added. The bow-tie plan means any traffic traveling on Rt. 15 would no longer be able to make any left hand turns but would need to use one or both traffic circles on the bow-tie to get into Walmart or conversely to get to the UVA and Martha Jefferson Medical complexes on Spring Creek Parkway. While attending the VDOT presentations on these plans it seems that faulty data has been used to conclude that only a bow-tie would be the solution. There has never been a bow-tie intersection anywhere so it puzzles me why that would suddenly be the "only" solution. I would ask that other possible adjustments to the intersection be thoroughly explored before rushing head long to build the "first ever" bow-tie in the country. Homeowners and local businesses are not supportive of this solution.</p>
110	11/3/2022	<p>I have reviewed all the documents provided and now feel more confused than before reviewing them. This is a complicated plan. The youtube video does not illustrate how a cyclist can safely negotiate the bow tie, nor does it illustrate how the secondary entrance/exits from Sheetz will slow movement of oncoming vehicles. There will be numerous cars in and out causing delays and bottlenecks. Thank you for your time and I look forward to seeing other proposals. Sheila</p>
111	11/3/2022	<p>This looks like a nightmare for all local traffic and a huge unnecessary expense for thru traffic on Rt 15. Travelling this daily, I have not seen enough congestion or delays here to warrant such a project. I truly dread the prospect of driving behind a truck through these roundabouts.</p>
112	11/3/2022	<p>I think this plan is complicated and unnecessary. It's also not good for local traffic. For example, to enter Spring Creek from northbound Rt 15, instead of a single left turn light, I will now have a right turn light followed by a roundabout followed by another light to go straight across Rt 15 followed by another roundabout to get to the medical buildings, O'Rielly's, 7-11, restaurants, hotel, or Spring Creek entrance. This is a bad idea.</p>
113	11/3/2022	<p>Thank you for asking for my opinion regarding the implementation of the “Zion Crossroads Gateway Plan.”</p> <p>As a Spring Creek Subdivision resident, I will be directly NEGATIVELY affected by this never-before design construction on an almost daily basis. I won't be alone either. First responders, merchants, customers, and tourists — basically all future and current motorists to our area and beyond in either direction of Highway 15 will suffer the consequences of this experiment.</p>

I attended the Zion Crossroads Public Meeting held in the Spring Creek Clubhouse, Celebration Room, on 19 Apr 2022. As indicated in an email by Sandy Shackelford, there was a "short presentation followed by an open house with staff from VDOT, the Thomas Jefferson Planning District Commission, and Louisa and Fluvanna County available to answer your questions and hear your concerns." The primary speakers appeared ill-prepared and could not answer many of the questions with something other than generalizations. I believe more than one of the representatives claimed to be new to the positions currently held. The meeting concluded with many unanswered questions and concerns. And more importantly, VDOT never responded to attendees' concerns.

After reading the Kittelson and Associates report documenting the current and future transportation system performance and safety conditions, I am left with many questions such as:

1. During the meeting, attendees were presented with VDOT's proposal to improve traffic flow and reduce accidents which was projected to start no sooner than 20 years so around 2042. Now, it is a priority one, and will start 18 years sooner than we were told? Why the change from long-term to short-term? Interestingly, a well-publicized meeting to include listed in my first paragraph was never held. As a matter of fact, very few Spring Creek Subdivision residents even knew about the final report and the opportunity to provide comments.

2. As stated in the report, the area studied begins and ends from US 15 from Sommerfield Drive to Starlite Park and along US 250 from Troy Road (Route 631)/Zion Station Court to Poindexter Road (Route 613) spanning both Fluvanna and Louisa Counties. The area north of Sommerfield Drive included was not included yet, in my opinion, should be considering the number of tractor-trailer trucks that reach Culpeper and make the decision to avoid the traffic nightmare on Hwy 29 South to Charlottesville and take on Hwy 15 South, which takes them through the area studied, before getting onto the Interstate. Hwy 15 North of Sommerfield Drive has seen many accidents and some fatalities over the years. There are no shoulders so there is no escape should someone cross the lane of traffic in the opposite direction of travel. Improvements were made to US 29 but commercial vehicles avoid the area. That is concerning.

3. The analysis does not indicate the type of vehicle (POV or tractor-trailer) for the time period listed. This is extremely important when taking into account the amount of time it takes for a tractor-trailer to reach the posted speed from a complete stop. The length of the tractor-trailer is a factor as well.

4. The analysis does not indicate the number of vehicles by type, time of day, and speed they were traveling.

5. The accident data collection was for the years 2014 through 2018. What is the reason for not including the data for 1 January 2019 to the present day?

6. Were local businesses informed of the proposal? Who were they and what were their concerns?

7. How about first responders? Would the proposed change add to the response time thus making a difference in whether a person lives or dies?

8. There are no alternatives presented. Why?

9. How does VDOT or its personnel benefit if the first Bowtie is constructed? The analysis is biased and not objective as it does not give equal consideration to all factors.

10. DOT has years of documentation regarding tractor-trailer truck and automobile collisions. Based on this, one alternative could be to create another exit onto I-64. Another is to route trucks behind Walmarts Distribution Center, Walmart, and Lowes to keep them off of Hwy 15. Lastly, add additional lanes on Hwy 15 all the way to Gordonsville.

I am not in favor of the no-left turn configuration nor do I wish to be part of an experiment with a never tried idea. Changes making traveling the roads more challenging will act as a deterrent to continued growth. It will negatively impact the quality of life in this area.

Thank you for your time.

114	11/3/2022	<p>The proposed 'Bow Tie' in the Zion Crossroads Gateway Plan is extremely ill conceived. The routing of traffic thru multiple roundabouts will cause a new set of backups as well as massive confusion. Businesses on both sides of 15 will suffer. If there needs to be a change it would be much better to put in a overpass of 15 and proper ramps.</p> <p>Please reconsider and DO NOT put in a 'Bow Tie'. There is not one anywhere that we can find in VA or the entire United States.</p>
115	11/3/2022	<p>After reviewing your drawings I feel what we currently have is far better than what is proposed. The money should be spent on another project.</p> <p>Randy J. [REDACTED] Spring Creek</p>
116	11/3/2022	<p>I am re-sending this through this website. This is my third attempt to send it. I sent an email to info@tjpd.org but, having received no response as I did to my earlier attempts to comment via this site (which didn't permit me to actually type in comments), I am re-sending via this site.</p> <p>Please consider this my deep concern about the plans for the Zion Crossroads area. The proposal may be new and innovative, but it's entirely untested and unproven, which is a potential disaster in an area that is rapidly growing. The costs of repairing the defects once the plans are built are horrible to contemplate, as is the cost of the plan itself.</p> <p>The plans don't consider the anticipated increase in traffic as the area is developed. The effect on present and planned business is clear and likely to be negative. I understand at least some of them had no idea this was happening. Why weren't they invited to provide input? Why weren't residents invited before now, and why weren't we given a much longer time in which to comment?</p> <p>The proposed roundabouts are likely to increase, rather than decrease, congestion and air pollution. There's no allowance for pedestrians. The potential for accidents is catastrophically great.</p> <p>I urge VDOT to reconsider these plans and take into consideration that not only are there a growing number of cars in this area but a huge number of large trucks.</p> <p>And finally, when I attempted to send this comment from our computer, where the sender address was probably [REDACTED], my screen went blank and I then received a note that my comments, which were blank at that point, had been received. That hardly generates confidence in your systems or openness to hearing from the very people, taxpayers all, that these plans will impact.</p>
117	11/3/2022	<p>We are relatively new to Spring Creek and are not in support of the proposed solution to have multiple roundabouts and a bow tie. We attended one of the information sessions but do not think anyone listened to the people who live in Zion Crossroads. We would like other alternatives to be considered before implementing this solution which has never been done before. We do not want to be a test case! Having a roundabout to slowdown traffic coming South on 15 makes sense but having several of them in such a condensed area does not seem like a wise solution. It is likely to cause more traffic accidents because cars and trucks will end up in the wrong lane and not know how to maneuver this strange configuration.</p> <p>I recommend considering other options like opening up the construction exit out of Spring Creek to allow 100s of cars daily to access I-64 and avoid being forced to pass through the congested area by Walmart.</p>
118	11/4/2022	<p>Covid continues to be a pandemic whose global and local effects will not be recognized for decades to come. In the midst of this deeply cultural crisis, it seems to me that a significant amount of transportation alterations are being proposed in a fashion that suggests efforts to meet the letter of the law without making efforts to inform portions of the public that will be forced to live in this newly created traffic configuration. I sense that some stakeholders in this community may have met the letter of the law but have disregarded the spirit of the law, basic communal communication, and other stakeholders.</p> <p>This proposal process has not proven to me that the emerging pathways of communal communication have been met and if that is the case, how can we trust that vital information needed for the planning of such a large project has been gathered. This seems to have been a top down decision process that will cause resentment and foster the loss of much needed communal pride and identity. The process to date will almost ensure the failure of the plan even before a backhoe breaks ground for the initial work.</p>

		Therefore I feel that more effort and time needs to be expended in an effort to more openly discuss this public development project with the public. Thank you!
119	11/4/2022	Was one large rotary at the intersection of rt 15 and Camp Creek Parkway considered? It seems that the elimination of control lights completely would serve to keep the traffic flow going much better than the bow-tie concept. As a Spring Creek resident, I am concerned about this. I understand the necessity of addressing the congestion but I have also heard the bow-tie has never been used. I am confused as to how you know it is more effective than other methods. (I would also like you to know that I am a huge fan of innovation, but only if it is effective). Thank you

November 3, 2022

Rachel Jones, Supervisor, Green Springs District
Louisa County Board of Supervisors
1 Woolfolk Avenue
Suite 301
Louisa, Virginia 23093

RE: Zion Crossroads Small Area Study

Dear Supervisor Jones:

I am a resident of Spring Creek in the Green Springs District of Louisa County. Prior to my retirement and move to Louisa County in 2021, I worked for over 40 years as a transportation planner/traffic engineer in both the public and private sectors of Northern Virginia. My tenure included two years with the Virginia Department of Transportation (VDOT), two years with WMATA (Washington Metropolitan Area Transit Authority), nearly 13 years with the Fairfax County Department of Transportation and over 24 years with Wells + Associates. My comments herein express my personal issues associated with the project and do not necessarily reflect the community's entire response.

Given my extensive experience as a transportation planner/traffic engineer, I found myself interested in the above-referenced study for the segment of James Madison Highway (Route 15) between Sommerfield Drive and Interstate-64. As reflected in the August 2022 Final Report, the purpose of this Small Area Study prepared by Kittelson & Associates, Inc. (Kittelson) was to "...identify and advance solutions that foster safe and comfortable travel for all roadway users." Towards that end, the study appeared to focus on identifying the issues, opportunities, and mobility and access needs that must be met to support robust and successful multimodal travel within the Zion Crossroads area.

As part of the study process, VDOT established a Stakeholder Group consisting of the Thomas Jefferson Planning District Commission (TJPDC), Fluvanna and Louisa County staff; no community residents or local business owners were included in the Stakeholder Group. A series of two meetings were held with Spring Creek community residents; a virtual meeting on February 23, 2022 and an in-person meeting on April 19, 2022.

At the February 23rd virtual meeting, members of the Stakeholder Group and Spring Creek residents were provided with an overview of the study scope and purpose as reflected in the draft technical memorandum of Existing and Future No - Build Conditions dated July

2020. Kittelson representatives reviewed the results of the analysis of existing (2019) and 2040 future no-build conditions in the study area. As a result of these analyses, Kittelson presented select recommended improvements to locations along the Route 15 corridor between Sommerfield Drive and I-64. These improvements included, but were not limited to, changing how major road traffic turns left into and out of minor roads; requiring drivers to turn right onto minor roads (Spring Creek Parkway and Camp Creek Parkway) from Route 15 and then negotiate roundabouts at Wood Ridge Terrace and Market Street in order to continue across the major road (Route 15) as a through movement. This alternative referred to as a “bowtie” has been promoted by Kittelson and VDOT as the preferred recommended solution to addressing safety and operational concerns at the Route 15/Spring Creek Parkway/Camp Creek Parkway intersection, as shown in Figure 1.

In addition to the bowtie, Kittelson staff recommended three other roundabouts along Route 15 in Zion Crossroads at each of the following locations:

- Route 15/Spring Creek Parkway/Stonegate Drive
- Route 15/Liberty Trail
- Route 15/Freedom Trail

The purpose of this letter then is to transmit to you and the other members of the Louisa County Board of Supervisors, as well as VDOT and TJPDC staff, a summary of the issues associated with the Kittelson study and its recommendations, most especially the bowtie proposed at the intersection of Route 15 and Spring Creek Parkway/Camp Creek Parkway. In March of 2022, I submitted to you and VDOT a list of those issues/concerns I had with the July 2020 initial draft report. One of the primary issues/questions raised by the Spring Creek Community at both the virtual and in-person meetings was trying to understand the driver for the bowtie recommendation. A clear answer to this question was never provided by either the Stakeholder Group or the consultant. However, based on my conversations with VDOT and Louisa County staff, the primary driver for the bowtie was safety issues associated with the intersection of Route 15 and Spring Creek Parkway/Camp Creek Parkway. The safety and operational concerns at this location will be discussed later in this letter.

In the past 15 years, the Commonwealth Transportation Board (CTB), VDOT and the General Assembly has instituted a number of transportation initiatives. In 2006, the General Assembly approved legislation (Senate Bill 699, Chapter 527 of the 2006 Acts of Assembly, now known as Chapter 870) to enhance the coordination of land use and transportation planning in the Commonwealth. Chapter 155, 24 VAC 30-155 established the rules, procedures, and deadlines for review by the Virginia Department of Transportation. All development proposals which meet certain specific trip generation

Figure 1
Bowtie Concept



thresholds are subject to the regulations as outlined in VDOT's *Updated Administrative Guidelines for the Traffic Impact Analysis Regulations* (the "Administrative Guidelines" or "Guidelines") dated August 2022. Any development proposal is considered to substantially impact the state's transportation network if it generates 5,000 or more new daily vehicle trips.

In addition to the Chapter 870 requirements, the following programs were also initiated throughout the Commonwealth:

- ❑ 2009 Access Management Standards— established statewide standards for median breaks, entrance spacing, etc.
- ❑ 2011 SMART Scale initiated - **S**ystem for the **M**anagement and **A**llocation of **R**esources for **T**ransportation, and the key factors used in evaluating a project's merits: improvements to Safety, Congestion reduction, Accessibility, Land use, Economic development and the Environment
- ❑ 2017 - VDOT adopted a new policy for arterial roadways that was designed to preserve and enhance the capacity and safety of critical transportation links that are not included in the Interstate Highway System.
- ❑ May 2020 – VDOT published the Traffic Forecasting Guidebook, version 1.

As stated above, on or about March 2022, I submitted to your office a number of concerns associated with the July 2020 initial draft report. Key among these were designation of this study as a Small Area Study. According to the Chapter 870 guidelines, a small area plan (or study) is defined as follows:

"Small area plan" means a plan of development for multiple contiguous properties that guides land use, zoning, transportation, urban design, open space, and capital improvements at a high level of detail within an urban development area or for a transit-oriented development that is at least 1/2 square mile in size unless otherwise approved by VDOT due to proximity to existing moderate to high density developments."

The draft report does not appear to meet the definition or the requirements of a Small Area Study as outlined by the Chapter 870 guidelines. In response to community concerns, VDOT District staff indicated the study was completed in support of a SMART Scale initiated project for the Route 15 corridor between Sommerfield Drive in Louisa County and Starlite Park in Fluvanna County. Additionally, Route 250 between Troy Road and Poindexter Road was also included in the study and recommendations along this link were also provided. The study, as reflected in the August 2022 Final Report was intended to enhance the capacity and safety of both Routes 15 and 250. According to the initial draft and final

report, accident data was reviewed for the corridor between January 1, 2014 and December 31, 2018. It is important to note that during the period between January 1, 2014 and April 15, 2014, the I-64 and Route 15 interchange was still under construction and the work zone still in place.

This new diverging diamond interchange concept (DDI) was the first ever completed in the Commonwealth and opened for public use on April 15, 2014. An Interchange Modification Report (IMR) was completed in support of the DDI in 2012. The IMR evaluated both 2012 and 2035 future conditions. As the first DDI in Virginia assessing the safety of the corridor during a work zone period and for the first 6 to 12 months after opening with a unique change in travel patterns seems skewed at best. Accident data should have been evaluated for the period from January 1, 2017 to July 31, 2022 (last five years) and not January 1, 2014 to December 31, 2018 when the work zone was still in place and drivers were still adjusting to the change in travel patterns. I would also note that as part of the SMART scale initiative, the potential accident reductions due to the recommendation set forth was to be provided; to date, this data has not been shared with the community. In addition to the interchange reconstruction as a DDI, additional at-grade improvements were also made at the Route 15/Spring Creek Parkway/Camp Creek Parkway intersection, such as the extension of the dual lefts on northbound Route 15 at Spring Creek Parkway.

By providing the bowtie, those southbound and westbound vehicles exiting Camp Creek Parkway in 2040 would be sent through the intersection to the single lane roundabout at Wood Terrace. Based on Kittelson's 2040 projections, a total of 689 vehicles during the AM peak hour would be redirected to the westbound through lanes onto Spring Creek Parkway and around the roundabout to access southbound Route 15; the 110 southbound lefts from Route 15 would be redirected to the southbound right turn lane. During the weekday PM peak hour, a total of 1,067 vehicles would be redirected to the Wood Terrace roundabout from Camp Creek Parkway with 146 southbound lefts shifted to the southbound right turn lane. Likewise, during the Saturday peak, 1,138 vehicles would be redirected onto Spring Creek Parkway from Camp Creek Parkway with 191 southbound rights redirected onto the southbound right turn lane. The addition of this number of vehicles could significantly impact the operations of the eastbound right turn lane from Spring Creek Parkway onto southbound Route 15 and potentially the DDI.

In addition to the above, the following comments with regard to the Final Report are outlined below. These are not all of the issues/concerns associated with the Final Report but are intended to provide Board members with a broad overview of concerns.

- ❑ The Final Report states that the area will continue to experience residential and commercial growth and as such is expected to experience safety and operational

challenges. However, a review of the crash summaries has shown that certain intersections experienced little to no accidents during the study period (2014 to 2018). For example, the intersection of Route 15 and Stonegate Drive/Spring Creek Parkway is shown on Figure 11 of the Final Report to have 0 crashes over the four-year study period. And yet, a roundabout is recommended for this location at an estimated cost of \$4.239 million dollars. Through movements on Route 15 north and southbound at this location operate at a level of service (LOS) A during all of the peak study periods. However, side streets, as is common under unsignalized conditions will experience some delay, though not as extensive as reflected by the Synchro model.

- ❑ Figures 13 and 15 of the Final Report depict the results of the operational analyses for the 2019 and 2040 no-build conditions. The presentation of the levels of service gives the appearance of overall LOS D along the corridor. The majority of the signalized intersections operate at a LOS C or better with the exception of the Route 15/Spring Creek Parkway/Camp Creek Parkway intersection which operates at an overall LOS D in the weekday AM and PM hours and LOS E on the Saturday mid-day peak. LOS C is the congestion standard in Virginia according to the Road Design Manual.
- ❑ On Figures 13 and 15 of the Final Report, the unsignalized locations reflect not the overall levels of service provided in the draft initial report's table but only certain critical turning movements. For example, at the intersection of Route 15 and Liberty Trail, LOS D or better is shown for the weekday AM and PM peak. On Saturday at this location, a LOS E is depicted. However, the overall intersection LOS for this location is listed on the table of the initial draft as LOS A during all study periods. The results of the operational analysis for the existing and future conditions are NOT clear and there are other errors reported therein.
- ❑ Figure 14 of the Final Report reflects "known in progress developments" in the study area. According to the graphic, a number of "industrial" uses were anticipated in the Zion Crossroads area. According to the Institute of Transportation Engineers (ITE), these "industrial" uses are considered either retail or service uses. For example, a 7-11 with gas pumps is considered a "retail" use by ITE, as is an Auto Parts Store. Similarly, car washes are considered "service" uses. Clearly the author did not consult ITE in identifying the types of commercial uses in the corridor.
- ❑ Throughout the Final Report, the consultants reviewed various alternatives at the 19 study intersections. However, conventional methods such as signals etc. were

not identified or any analyses provided for consideration. Each of the alternatives was essentially an innovative intersection design such as a single lane roundabout at the intersection of Route 15 and Liberty Trail (the entrance/exit to the Walmart Distribution Center.) The cost of this roundabout was listed as \$4.13 million dollars (more than the proposal for the single lane roundabout at the entrance to Spring Creek and Stonegate.) Additionally, the percentage of heavy vehicles in the Route 15 corridor, as reflected by VDOT's count data shows between 10 and 13%. The majority of vehicles entering/exiting Liberty Trail are tractor trailers. What percentage of those vehicles used in the Sidra analyses were not provided.

- ❑ According to the Final Report, the “team” solicited community feedback on each of the alternatives. Members of the public were able to ask questions and provide feedback during the virtual meeting in February according to the report author. However, based on my recollection this was not the case. At the virtual meeting, Kittelson staff reviewed the existing and no-build conditions and the preferred recommendations for each location. Residents at the virtual meeting were unable to speak and only a few written questions were responded to by staff. Many residents at this and the subsequent in-person meeting asked about what the alternatives to roundabouts were. To date the issue of conventional mitigation still not been specifically answered.
- ❑ A recent meeting with members of the Spring Creek community have shown that there are significant concerns associated with the bowtie improvement. Restricting left turns to/from Route 15 could have a significant impact on long term retail viability. Additionally, the volume of projected left turns at this location are well below the number recommended in the VDOT Road Design Manual for dual lefts. According to the Road Design Manual when left turns reach 300 vehicles in the peak hour, then dual lefts should be considered. The only approach that exceeds 300 lefts in the 240 peak hour is the westbound lefts exiting Camp Creek Parkway. By eliminating the dual left lanes on the northbound, eastbound and westbound approaches and providing only a single lane for those lefts, additional green time could be allocated to the westbound lefts, improving the approach and overall, LOS. This improvement was never evaluated.
- ❑ Other members of the Spring Creek community have asked why a three-lane roundabout or two-lane with slip lanes were not considered at the Route 15/Spring Creek Parkway/Camp Creek Parkway intersection. Figure 2 depicts a three- lane roundabout concept.

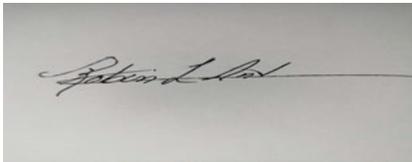
Figure 2
Multilane roundabout



Clearly, given the above and a number of certain other concerns associated with the study, it is requested that VDOT and the TJDPC make available to the community their comments on the study, as well as agree to sit down with the community to review the continuing concerns associated with the bowtie and its short, near and long-term impacts on the viability of Zion Crossroads.

If you have any questions with regard to the material submitted herein, please do not hesitate to contact me at the email or phone number below.

Sincerely,

A rectangular image showing a handwritten signature in cursive script, which appears to read "Robin Antonucci". The signature is written in black ink on a light-colored background.

Robin Antonucci

Email [REDACTED]

Mobile: [REDACTED]

Home: [REDACTED]

CC: Charles Proctor, VDOT
Sandra Shackelford, TJPDC
Tom Egeland, Louisa County