Public Information Meeting
Town of Elkton
Virginia Department of Transportation
Central Shenandoah Planning District Commission
January 11, 2016
6:00 p.m. – 7:00 p.m.

The Virginia Department of Transportation in partnership with the Town of Elkton and the Central Shenandoah Planning District Commission (CSPDC) held a public information meeting on a mobility study for the Town of Elkton which focused on identifying future multi-model transportation needs and improvement recommendations.

The meeting was held at approximately 6:00 p.m. on January 11, 2016, at the Elkton Area Community Center with Mayor Wayne E. Printz presiding. The following Council members and Town staff were present:

PRESENT	ABSENT
Wayne Printz, Mayor	Joshua Gooden, Council Member
Jay Dean, Vice Mayor	
Margaretta Isom, Council Member	
Harry Armbruster, Council Member	
Jeffrey Jones, Council Member	
Gerry Comer, Council Member	

PRESENT	ABSENT
Nathan H. Miller, Town Attorney	Troy Shifflett, Public Works Director
Kevin Whitfield, Town Manager	Allison Morris, EACC Administrator
Aaron Hammer, Chief of Police	Diane Johnson, Recreation Director
Clairen Sipe, Town Treasurer	
Allison Morris, EACC Administrator	
Diane Johnson, Recreation Director	
Denise Monger, Clerk of Council	

Public Information Meeting

Mayor Printz opened the meeting and the Clerk was asked to call the roll.

Background: the study limits consisted of the general downtown area of Elkton bordered by Stuart Avenue (US 340) to the east, Spotswood Trail (Business 33) to the south, and Spotswood Avenue to the northwest. The study forecasts the anticipated transportation demands for the year 2040 to evaluate the existing transportation network and develop future transportation recommendations. Comments will be included in the final report

Adam Campbell, representative for Virginia Department of Transportation, gave a slide presentation and recommended Option 1 or Option 2 as follows:

4.4 2040 Improvement Recommendations – Option I

Option 1: As the existing transportation system was determined to adequately support future vehicular growth in the baseline analysis, it was determined that the future transportation needs of the Town would focus on improving multimodal accessibility and safety within the study area. The primary need would be addressing the lack of facilities to provide for a pedestrian connection between the community center and the downtown central business district which would include the following:

Operational, Access Management, and Safety Improvements Corridor:

- Coordination and phasing / timing optimization of the existing traffic signals at the intersections with Spotswood Avenue and Old Spotswood Trail.

- Designating an exclusive Stuart Avenue northbound left turn lane at the intersections with Old Spotswood Trail and Rockingham Street and the installation of a raised median along portions of Stuart Avenue within the study area to limit left turn movements into and out of adjacent businesses in order to reduce vehicular conflict points and improve traffic operations.

- Installation of intersection medians at Rockingham Street to restrict through and left turn movements from and onto Stuart Avenue to reduce vehicular conflict points and improve traffic operations (both Rockingham Street approaches at Stuart Avenue become right-in / right-out only).

Multimodal Improvements within the study area:

- Improve existing pedestrian crossings at the Stuart Avenue / Old Spotswood Trail and Stuart Avenue / Spotswood Avenue intersections (re-delineate of crosswalks and installation of pedestrian signal heads). With the introduction of the raised median improvement along Stuart Avenue, the Old Spotswood Trail intersection pedestrian crossing will benefit from the median by incorporating it into the crossing as a pedestrian refuge island.

- Installation of new pedestrian crossings at the Old Spotswood Trail / Spotswood Avenue and Warren Street / Spotswood Avenue intersections, the Old Spotswood Trail / 5th Street intersection, as well as the rail road crossing on Old Spotswood Trail. Flashing, pedestrian crossing signage can replace the existing vehicular overhead flashing yellow signals at the Old Spotswood Trail / Spotswood Avenue intersection.

- Propose sidewalk along the north side of Old Spotswood Trail beginning at Rockingham Street. After crossing the entrance into McDonalds, the sidewalk turns northeast and travels through the existing town park along the stream bank, before connecting to the existing sidewalk on the west side of Stuart Avenue (this connection will require the design of a ramp / retaining system and cooperation / easements from the adjacent property owner).

- Repair existing sidewalks and install new sidewalk segments to fill in "gaps" as necessary in the existing network within the study area limits.

- Extend the existing bicycle lane along Blue & Gold Drive to the intersection with Stuart Avenue.

- Install sharrow lane markings along Stuart Avenue, Old Spotswood Trail, and Spotswood Avenue within the study area limits.

Parking Improvements within the study area:

- Expansion of the existing parking lot accessed from Rockingham Street to increase available parking spaces and improve access to the town park. The expansion could include an interparcel connection to the existing McDonalds parking lot to improve vehicular accessibility within the study area.

- Re-delineation of parking spaces in the Terrace Avenue and 5th Street parking lots to increase available parking spaces and improve traffic flow / parking efficiency.

- Development of a permanent, hard surfaced or temporary / overflow, light surfaced parking area in the vacant parcel on the north side of Spotswood Avenue.

Wayfinding Improvements

- Due to the bridge constraints on Old Spotswood Trail in accommodating direct pedestrian access from the community center / Stuart Avenue corridor to downtown, new

signage will be necessary to direct pedestrian users to the proposed trail / sidewalk through the Town Park to safely access the downtown area.

- Improve existing wayfinding signage along the Stuart Avenue corridor within the Town. Signage should be expanded to improve access to not only downtown, but specific locations including the Town Welcome Center, Town Municipal Building, the Community Center, Town parks, and the Miller-Kite House. New signage to direct visitors to existing and proposed parking areas is also recommended.

4.6 2040 Improvement Recommendations - Option II

Expanding upon the recommendations of Option I, a change in the transportation network in the form of a one way couplet is introduced in Option II, in order to accommodate additional multimodal enhancements within the study area. Option II recommends Spotswood Avenue for westbound traffic only (west of Stuart Avenue), designating this road as the primary access to the downtown core from the east. Old Spotswood Trail would be designated for eastbound traffic only, between Spotswood Avenue and Stuart Avenue. Establishing one directional travel lane on these facilities frees up existing pavement surface to incorporate bicycle lanes, walkways, and potential on-street parking adjustments. The Option II improvement recommendations as identified on Figure 10, are as follows:

Operational, Access Management, and Safety Improvements:

- Coordination and phasing / timing optimization of the existing traffic signals at the intersections with Spotswood Avenue and Old Spotswood Trail. The phasing adjustments accommodate the proposed one way traffic design.

- Designating an exclusive Stuart Avenue northbound left turn lane at the intersection with Rockingham Street and the installation of a raised median along a portion of Stuart Avenue between Rockingham Street and Spotswood Avenue to limit left turn movements into and out of adjacent businesses in order to reduce vehicular conflict points and improve traffic operations.

- Installation of intersection medians at Rockingham Street to restrict through and left turn movements from and onto Stuart Avenue to reduce vehicular conflict points and improve traffic operations (both Rockingham Street approaches at Stuart Avenue become right-in / right-out only).

Multimodal Improvements within the study area:

- Improve existing pedestrian crossings at the Stuart Avenue / Old Spotswood Trail and Stuart Avenue / Spotswood Avenue intersections (re-delineate crosswalks and installation of pedestrian signal heads).

- Installation of new pedestrian crossings at the Old Spotswood Trail / Spotswood Avenue and Warren Street / Spotswood Avenue intersections, the Old Spotswood Trail / 5th Street intersection, as well as the rail road crossing on Old Spotswood Trail. Flashing, pedestrian crossing signage can replace the existing vehicular overhead flashing yellow signals at the Old Spotswood Trail / Spotswood Avenue intersection. The one way designation on Spotswood Avenue would allow for the installation of an intersection median to delineate the westbound right and left turn movements. This median could enhance the design of the pedestrian crossing by providing a refuge island.

- Installation of a sidewalk along the north side of Old Spotswood Trail between Rockingham Street and Stuart Avenue. The one way eastbound designation on Old Spotswood Trail will permit the utilization of the existing westbound lane to

accommodating a pedestrian crossing / walkway over the existing bridge (connecting the proposed sidewalk on either side).

- Repair existing sidewalks and install new sidewalk segments to fill in "gaps" as necessary in the existing network within the study area limits.

- Extend the existing bicycle lane along Blue & Gold Drive to the intersection with Stuart Avenue.

- Propose a bicycle lane on Spotswood Avenue between Stuart Avenue and Old Spotswood Trail and on Old Spotswood Trail between Spotswood Avenue and Stuart Avenue.

- Install sharrow lane markings along Stuart Avenue and Old Spotswood Trail (west of the rail road crossing) within the study area limits.

Parking Improvements within the study area:

- The one way designation on Spotswood Avenue will allow for the parallel street parking on the north side of Spotswood (immediately adjacent to both sides of the intersection with Warren Street) to be replaced with angled parking spaces. This will increase available on-street parking in the downtown core and have a potential for aesthetic improvements (note that the existing pavement width on Old Spotswood Trail could not accommodate similar on-street parking adjustments).

- Expansion of the existing parking lot accessed from Rockingham Street to increase available parking spaces and improve access to the town park. The expansion could include an interparcel connection to the existing McDonalds parking lot to improve vehicular accessibility within the study area.

- Re-delineation of parking spaces in the Terrace Avenue and 5th Street parking lots to increase available parking spaces and improve traffic flow / parking efficiency.

- Development of a permanent, hard surfaced or temporary/overflow, light surfaced parking area in the vacant parcel on the north side of Spotswood Avenue.

Wayfinding Improvements

- New signage to efficiently and clearly communicate the one-way traffic configuration recommended with Option II will be critical in the successful implementation of the design.

- Improve existing wayfinding signage along the Stuart Avenue corridor within the Town. Signage should be expanded to improve access to not only downtown, but specific locations including the Town Welcome Center, Town Municipal Building, the Community Center, Town parks, and the Miller-Kite House. New signage to direct visitors to existing and proposed parking areas is also recommended.

Mayor Printz and the majority of the Elkton Town Council did not approve or like Option I or Option II. Mr. Campbell responded that the appropriate parties would meet again and discuss a more favorable option for the Town. The current recommendations were non-binding and could be revised in the future.

With no additional business, the meeting was adjourned.

Mayor: _____
Wayne E. Printz

Recorder: Denise R. Monger
Denise R. Monger, Clerk