



## **BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE(BPAC)**

Thursday, May 4th, – 6:00 p.m.

<https://www.fampo.gwregion.org/> 406 Princess Anne Street, Fredericksburg VA 22401

### **Committee Members Present:**

Chair Adam Lynch, Friends of the Rappahannock (FOR)  
Matthew Lehane, Vice Chair, Stafford County  
Chris Clarke, King George County  
Craig Pennington, Caroline County  
Lynn Faust, Fredericksburg Trails Alliance (FredTrails)  
Leigh Anderson, GWRideConnect  
Jacob Pastwik, Spotsylvania County  
Aaron Frank, City of Fredericksburg Citizen Representative  
Clay Murray, At-Large Citizen Representative  
Cassy Lord, (VDOT)

### **Committee Members Present (remotely, with virtual participation request):**

Deborah Lately, disAbility Resource Center (DRC)

### **Committee Members Not Present:**

Ben Matters, PRTC  
Debe Fults, disAbility Resource Center (DRC)  
Rob Maple, Fredericksburg Trails Alliance (FredTrails)  
Chris Collins, Acting Superintendent, National Park Service (NPS)  
John Summer, Fredericksburg Cyclist Club (FCC)  
Joe Bonds, Fredericksburg Cyclist Club (FCC)  
Gregory Goldstein, Stafford Citizen Representative  
Jim Lynch, Potomac Heritage Trail Association (PHTA) and Friends of the Dahlgren Railroad Heritage Trail (DRHT)  
Linda LaSut, Virginia Department of Transportation (VDOT)  
Jamie Jackson, City of Fredericksburg  
Kevin Brown, At-Large Citizen Representative

### **Others Present:**

Bob Johnson, member of the public

### **Staff Present:**

Ms. Kari Eaves, Transportation Planner/ Bike & Pedestrian Coordinator  
Mx. Colie Touzel, Public Involvement & Title VI Coordinator  
Ms. Becky Golden, Transportation Planning Manager



1. **Call BPAC Meeting to Order**

Chair Lynch called the meeting to order at 6:02 p.m.

2. **Roll Call**

Ms. Eaves called the roll.

3. **Approval of May 4th, 2023, BPAC Meeting Agenda (ACTION ITEM)**

Chair Lynch made a request to amend the agenda to add item 7d, discussion of the July meeting date.

Motion was made to approve the May 4<sup>th</sup>, 2023, BPAC agenda with change.

Motion: Ms. Leigh Anderson; Second: Vice Chair Lehane

Motion passed with unanimous consent.

4. **Approval of March 2<sup>nd</sup>, 2023, BPAC Meeting Minutes (ACTION ITEM)**

Motion was made to approve the March 2<sup>nd</sup>, 2023, BPAC meeting minutes.

Motion: Vice Chair Lehane; Second: Mr. Clarke

Motion passed; Mr. Pastwik abstained due to absence.

5. **Public Comment**

a. *Notification of public comment period for the Draft Fiscal Year 2024 Unified Planning Work Program*

- Mx. Touzel advised the committee that the public comment period was open for the FY24 UPWP, the planning document that governs FAMPO's work tasks for the next fiscal year. They then showed where comments could be submitted on the website.

b. *Public Comment:*

- *No member of the public spoke at this time.*

6. **Discussion/Action Items**

a. **Fredericksburg Downtown Traffic Study (Action Item) -Chair Adam Lynch**

Chair Lynch introduced the study by discussing the links between river protection and alternatives to car-dependency such as cohesive bike/ped networks and strong transit services. To illustrate the possibilities, he presented a map of existing and planned city bike/ped paths, emphasizing the important connections and missing links.

The committee discussed which trails had since been funded and were likely to be funded, as well as those planned but not yet funded. Chair Lynch pointed out that a central link in the entire system connects the Rappahannock River Heritage Trail with the Chatham Bridge, where there is currently no infrastructure for bicyclists, but a facility is planned, and an engineering design is funded as part of the City's upcoming Traffic Study. The proposed location is on-street along Caroline Street, Pitt Street and Sophia Street.

Chair Lynch added that the proposed project is in the City's Comprehensive Plan and the Pathways Plan, but there is some "NIMBY" resistance and some right-of-way (ROW) challenges. He asked the committee for a letter of



support for the project to help overcome these challenges.

Motion was made to approve a letter of support for a bike facility connecting the Rappahannock River Heritage Trail and the Chatham Bridge.

Motion: Mr. Frank; Second: Mr. Pastwik

Motion passed with unanimous consent.

At this time, Bob Johnson, a member of the public, arrived and spoke about the proposed connection and other bike/ped paths in the city. He reported on his experience of cyclists moving too quickly on shared-use paths, and that he felt safer on sidewalks and even on quiet city streets. He said that cyclists come up behind him rapidly without warning and it can be dangerous. He would like some way to educate local cyclists on better, safer behavior.

Chair Lynch thanked him for his comment and explained that the benefit of this facility would be to separate pedestrians and cyclists, putting cyclists on this facility and pedestrians on sidewalks.

Mr. Frank agreed that the bicycle and pedestrian conflict problem is a perennial one, and he would pass along Mr. Johnson's comment to the Pathways Committee.

Ms. Faust added that the FredTrails group is working with the Spotsylvania Sheriff's Office to develop a cyclist safety program, but it was in the early stages. She said they would also be interested in reaching out to the city when it was ready.

b. VHB Regional Transportation Safety Study Findings- Ms. Becky Golden

Ms. Golden presented the findings of the VHB safety study done as part of the Safe Streets for All (SS4A) Safety Action Plan, which analyzed the five localities of the George Washington Region for high injury network (HIN) ranking and areas of potential pedestrian injury as part of the Pedestrian Safety Action Plan (PSAP).

Ms. Golden showed the PSAP map of the region over a map of the Health Opportunity Index, a statewide index recently developed that has proven to help predict pedestrian outcomes using socioeconomic, environmental and demographic data. Together, the HIN, HOI, and PSAP findings lay the groundwork for prioritizing the location of safety projects across the region. Ms. Golden then discussed actual crash reports with a breakdown table of different severities and causes, explaining the findings and their implications, and the importance of training safety behavior as part of the SS4A grant.

c. FAMPO Vision 2075 Discussion- Mx. Colie Touzel

Mx. Touzel presented an update on the FAMPO Vision document development, which is ongoing. The vision is a guiding document that directs FAMPO toward initiatives that benefit the entire region, not just one locality, and sets a course for the future. They described each goal under the vision and listed the proposed projects to support that goal, explaining that these were simply examples to begin the discussion, and that the committees, principally the Policy Committee, would be refining the projects and the



Vision.

The next steps would be to continue refining and circulating the document to all of the committees.

Chair Lynch stressed the need for better regional collaboration and land use policy.

The committee discussed the Policy Committee's response to the Vision Plan, the request for a regional land use map, and the next iteration of the Vision document.

d. July BPAC Meeting Date-Chair Adam Lynch

Chair Lynch informed the committee that the next meeting would fall on the week of July 4<sup>th</sup>. The group discussed when best to reschedule the meeting and decided to move it to the 13<sup>th</sup>, the following Thursday.

7. Correspondence

Ms. Faust showed some photos and reported on successful workdays held at Motts Run and the Quarry Trail system with FredTrails volunteers and Jr. ROTC Cadets. The volunteers worked hard to repair the trails where they were damaged and unsafe, paving eroded sections and reconditioning the surfaces. In total, volunteers clocked over 480 hours.

Mr. Pastwik asked about progress on connecting Motts Run trails to Quarry Trails.

Ms. Faust reported that there is nothing official to report yet, but she would appreciate any help available from the County.

8. Staff Reports

Ms. Eaves reported on speaking at the Virginia Land Conservation and Greenways Conference on the 2021 Greenway Study, its process, and its outcome. She added that the Greenway plan needs to be amended to reflect changes since its adoption, and that can be done at the next BPAC meeting. Ms. Eaves also reported that the State BPAC office is offering to put up a permanent bike/ped counter in a location chosen by the committee and will let FAMPO borrow a second counter while the Eco-Counter battery is being replaced. After some discussion, the committee decided to place the permanent counter on Chatham Bridge, Stafford end.

Lastly, she reported that the East Coast Greenway representative, Elliot Caldwell, would like to meet with Jacob Pastwik and Craig Pennington to finalize the trail reroute through Spotsylvania and Caroline counties.

9. Member reports

Vice Chair Lehane reported progress on the Transportation Master Plan. Currently, Stafford is working on a prioritization tool for projects and will hold a stakeholder meeting in a few weeks. He will have a larger update in late summer or early fall.

Mr. Frank reported on new crosswalks near Charles St and other locations. Chair Lynch added that they had been working on improving crossings all over the City as part of routine resurfacing.

Ms. Lord reported that VDOT is holding project pipeline study kickoff meetings next week and that she is happy to learn more about the East Coast



Greenway and other trail plans that will be affecting the areas covered by the upcoming studies.

Mr. Clarke reported on the Ready, Set, Go! Grant meeting he attended with VDOT and announced that King George had adopted the King George Courthouse Bicycle and Pedestrian Plan produced by GWRC staff, as well as the Rural Work Program. He explained that he is encouraging the county to set aside funding for local match.

Mr. Murray reported that the Belmont Trail has been returned to status as the “Belmont-Ferry-Farm Trail” and placed on the Capital Improvement Program.

Mr. Pastwik discussed the problem of planning bicycle facilities on roadways designated as limited access and explained that this regulation is proving to be a roadblock in getting shared-use paths built in Spotsylvania. He has contacted VDOT and has received inconsistent responses and is seeking a definitive solution to the problem.

Ms. Eaves emphasized the scope of the issue and suggested that it was probably a regulation about curb cuts that was being misinterpreted.

Chair Lynch reported that Friends of the Rappahannock had a couple of upcoming events, including a benefit concert by the bluegrass band Hazel Run. The Fredericksburg Planning Commission was wrapping up a 90-day Public Comment period on Accessory Dwelling Units (ADUs) and making the final vote on Wednesday. He encouraged folks to tune in or attend the meeting at City Hall.

10. Adjourn Bicycle and Pedestrian Advisory Committee Meeting / Next meeting  
**July 13<sup>th</sup>, 2023, at 6:00 pm**

Chair Lynch called for adjournment at 7:50 p.m.

Motion: Ms. Anderson; Second: Ms. Faust.

Motion passed with unanimous consent.



Fredericksburg Area Metropolitan Planning Organization  
George Washington Regional Commission  
406 Princess Anne Street  
Fredericksburg, Virginia 22401  
Tel (540) 373-2890  
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June 26, 2023  
First Class Mail and E-mail

Office of the Secretary of Transportation  
The Honorable W. Sheppard Miller III  
PO Box 1475  
Richmond, VA 23218

RE: SMART SCALE Process Review

Dear Secretary Miller:

Please pass on appreciation from both the Fredericksburg Area Metropolitan Planning Organization (FAMPO) and the George Washington Regional Commission (GWRC) to the Commonwealth Transportation Board (CTB) for their hard work to oversee and steer the SMART SCALE application, scoring, and award process. Our sincere thanks are also extended to the VDOT Fredericksburg District staff who provide technical assistance and expertise with the application process. Both FAMPO and GWRC have serious concerns regarding the staff recommended reduction in the number of applications that will be permitted in Round 6.

VDOT staff is recommending that localities with populations under 200,000 and MPO's, PDC's, and TPO's under 500,000 be reduced from the current 5 pre-applications to 4 (Option 1); and even fewer with Option 2 with only 3 pre-applications allowed. Maximum full applications are proposed to be reduced from 4 to 3 with Option 1; and even fewer with Option 2 with only 2 full applications allowed.

We are expected to submit our Round 6 SMART SCALE project ideas to VDOT in mid-September, and the CTB is going to make their final decision on the number of applications in October. Much work will be done using the current allowable number of applications to make this deadline. This late change will add to MPO's difficulty in preparing applications for Round 6.

We are in full support of dedicating additional funding to increase VDOT staff resources to support SMART SCALE application preparation and to assist localities, MPO's, PDC's, and TPO's who work diligently to gather data and follow the rules, dates, and protocols over each two-year cycle. With Fredericksburg VDOT District staff's assistance, we are proud of our track record:

SMART SCALE Round 1:

- Commonwealth Drive Commuter Lot
- Commuter Lot Expansion East of Exit 140
- Southbound Rappahannock River Crossing

**SMART SCALE Round 2:**

- Improvements at Brooke and Leeland VRE Stations
- Twin Lake / Kensington Bicycle and Pedestrian Connector

**SMART SCALE Round 3:**

- Rt 3 STARS Study Improvements

**SMART SCALE Round 4:**

- I-95 Exit 126 STARS Study Improvements
- Lafayette Boulevard Multimodal Improvements
- Rt 2 & 17 Widening from City Line to Shannon Airport Area
- Rte 1/208 Area Multimodal and Revitalization Improvements

**SMART SCALE Round 5:**

- US 1-Layhill Roadway and Pedestrian Improvements
- American Legion Road / Eskimo Hill Road Turn Lanes to US Route 1
- Dixon Street (US 17 Business) near Dixon Park Roadway & Multimodal Improvements
- US Route 1 Bicycle and Pedestrian Facilities from Harrison Road to Kings Mill Drive
- Virginia Central Railway (VCR) Trail Regional Project – Multimodal Improvements

In January, FAMPO staff provided the Recommended Projects for the region to the Policy Committee and George Washington Regional Commission:

| Recommended Projects         |  |                         |                     |                   |
|------------------------------|--|-------------------------|---------------------|-------------------|
| Application ID               | Project  | Organization            | SMART SCALE Request | SMART SCALE Score |
| 9350                         | Rt 17-Woods CrossRd-Davenport Rd Roadway Improvements (RCUT) | Middle Peninsula PDC    | \$4,037,924         | 32.08             |
| 9418                         | Rt 33 - Rt 678 Centerville Rd Roadway Improvements RCUT      | King & Queen County     | \$3,536,148         | 12.73             |
| 9417                         | Rt 33/Rt 605 (York River Rd) EB RTL Conflict Warning System  | King & Queen County     | \$2,474,138         | 11.14             |
| 9476                         | Express Commuter Transit Service to Dahlgren                 | Fredericksburg City     | \$4,109,075         | 10.11             |
| 9433                         | Dixon Park Connector - Multimodal Improvements               | Fredericksburg City     | \$9,337,209         | 8.55              |
| 9077                         | US1/Hood Dr/Mine Rd (Rte 636) Roadway and Ped Improvements   | Spotsylvania County     | \$12,962,010        | 7.86              |
| 9444                         | Rte 17 / Main St Intersection Modifications                  | Gloucester County       | \$2,704,253         | 7.63              |
| 9030                         | US 1-Layhill Road Roadway and Ped Improvements               | George Washington RC    | \$8,964,521         | 6.47              |
| 9022                         | VCR Regional Project - Multimodal Improvements               | Fredericksburg Area MPO | \$18,598,891        | 5.75              |
| 9308                         | King William-Rt 360-Rt 611(Venter Rd-Walnut) Roadway Improv. | King William County     | \$4,115,656         | 5.40              |
| 9075                         | US 1 and I-96 (NB and SB) Improvements at Exit 126           | Spotsylvania County     | \$8,161,309         | 5.36              |
| 9477                         | Rte 3(Twigg's Ferry Rd)-Rt 630(Stampers Bay Rd) (Roundabout) | Middlesex County        | \$8,755,697         | 5.02              |
| 9491                         | Rte 3 - Rte 196 Roadway Improvements (Roundabout)            | Mathews County          | \$7,816,872         | 4.53              |
| 9374                         | Rte 15B Widening with Pedestrian Accommodations              | Spotsylvania County     | \$8,929,699         | 4.46              |
| 9414                         | Rte 360/Rte 647 (M8 Rd) Roadway Improvements                 | King William County     | \$1,929,468         | 4.38              |
| 9494                         | Rte 615-Rte 605 Roadway Improvements                         | Lancaster County        | \$3,221,598         | 4.26              |
| 9032                         | Dixon St(US 17 Bus) near Dixon Park Roadway & Multimodal Imp | George Washington RC    | \$8,434,208         | 4.10              |
| 9026                         | US 1 Bike & Ped Facilities from Harrison Rd to Kings Mill Dr | Fredericksburg Area MPO | \$14,187,435        | 4.04              |
| 9493                         | Rte 3-Rte 1036 (Harris Rd) Roadway Improvements (Turn Lanes) | Lancaster County        | \$3,040,355         | 3.96              |
| 9449                         | Lafayette Blvd - Rte 3 Roadway Improvements                  | Fredericksburg City     | \$7,725,756         | 3.75              |
| 9029                         | American Legion Rd/Eskimo Hill Rd Turn Lanes to Rte 1        | George Washington RC    | \$4,069,534         | 3.45              |
| 9074                         | US 2/17 Benchmark Road Intersection Improvements             | Spotsylvania County     | \$10,856,974        | 3.12              |
| 9474                         | Rte 3-Regent Road Roadway Improvements (Turn Lanes)          | Middlesex County        | \$4,267,677         | 3.08              |
| 8981                         | SR-610 Widening SR-648 to SR-751 & Multimodal Improvements   | Stafford County         | \$39,888,388        | 2.94              |
| Total Staff Recommended - 24 |  |                         | Total               | \$191,623,609     |

We were advised that two of the above were unfunded (Express Commuter Transit Service to Dahlgren and SR-610 Widening SR-648 to SR-751 & Multimodal Improvements); and two additional projects will be funded (US 301 Port Conway-Salem Church Roadway Improvements RCUT and Leeland Road Widening with Multimodal Improvements). Using the proposed reduction in applications, Option 1 would reduce the above 24 projects to only 12; and Option 2 would reduce the above to only 6.

The FAMPO Technical Advisory Committee have these specific comments on the presentation given to the CTB at their May 23<sup>rd</sup> Workshop, agenda item 8, SMART SCALE Program Updates:

- FAMPO and GWRC are challenged with “Big City” congestion since I-95, US 301, US Route 1, US Route 17, Primary Route 3, and Primary Route 208 all converge through a low tier MPO and PDC. We allocate our CMAQ, STBG, HIP, and CRP funds to these high-volume routes at the sacrifice of our Secondary Roads and high-volume arterials in the Secondary program. The intent of House Bill 2 (Chapter 726, 2014) was to empower eligible entities with the mission and charge to control funding decisions, and a scoring system should not impede the intent of lawmakers.

- The slide that is titled “Potential Solutions Identified – Application Quality; Reduce application cap limits to 2 and 5 using Round 5 data” states “...The overall success rate rose from 39% to 53%...” This is disingenuous in that in the scenario modelled in the presentation, VDOT staff decided what applications would have been submitted with the reduced maximum. We presume VDOT staff selected the highest scoring projects to achieve the 53% success rate. In reality we feel that this will not occur. We believe that MPO’s etc. will have to predict beforehand which will be their top scoring projects. If wrong, the funding will go to other jurisdictions, sometimes in the same district, sometimes elsewhere in the Commonwealth. Therefore, reducing the maximum allowable applications does not improve application quality.
- The Round 5 projects had a 39% success rate which indicates very good Application Quality.
- Localities, MPO’s, PDC’s, and TPO’s choose their applications based on local elected officials’ intimate knowledge of their transportation project needs and it is essential that entities be able to promulgate applications based on constituent demands and expectations. If the number of applications is reduced by any amount, projects that rise from VDOT Pipeline studies will be in competition with locally supported projects.
- There are strict rules about bundling Pipeline projects for SMART SCALE applications. **We believe it will take generations** for them to be completed, if at all, if the maximum application number is reduced.
- It seems counterintuitive to reduce the allowable number of project applications when total funding has significantly increased.

In our letter to you dated February 28, 2022, we proposed a third tier for medium sized entities:

| Tier | Localities           | MPOs/PDCs/Transit Agencies | Max # of Pre-Applications | Max # of Applications |
|------|----------------------|----------------------------|---------------------------|-----------------------|
| 1    | Less than 100,000    | Less than 250,000          | 5                         | 4                     |
| 2    | 100,000 to 200,000   | 250,000 to 500,000         | 8                         | 7                     |
| 3    | Greater than 200,000 | Greater than 500,000       | 12                        | 10                    |

The three-tier proposal improves fairness and equity for entities under pressure from external traffic beyond our control through land use and local ordinances. We are grateful for the hard work of the CTB and VDOT staff, and our intent with this correspondence is to offer solutions to improve conditions for the Commonwealth.

We also appreciate the delivery of VDOT staff’s review and analysis so that we can gather input to provide a coordinated response to you and the CTB. We look forward to continued success together as partners to improve application development and quality, as it benefits everyone.

Sincerely,

Jason Graham  
Chair, FAMPO Policy Committee

Cc Via E-mail Only:

- CTB Members (w/ copy enclosure)
- State Delegation (w/ copy enclosure)