



**Neighborhood  
Residents  
Council of BRANDERMILL**

A Committee of Brandermill Community Association Board of Directors

**NRC Meeting Agenda**  
Tuesday, April 21, 2009, 7:00 p.m.  
Brandermill Woods

1. Call Regular Meeting to Order
2. Member Voice ..... 15 minutes
3. Motion to Approve Minutes – March 24, 2009 ..... 3 minutes
4. Chair’s Report ..... 3 minutes
5. Committee Reports
  - A. NRC Liaison to the BCA Board: Robert Strickland ..... 2 minutes
  - B. Membership Committee: Bev Bell ..... 2 minutes
  - C. Communications Committee: Mamie McNeal ..... 2 minutes
6. Program: Old Hundred Road Corridor Study ..... 75 minutes  
John McCracken, Director of Transportation, Chesterfield County  
Ginny England and Matt Wolniak, JMT  
Q&A Session
7. Announcements ..... 1 minute
  - A. NRC Meeting: Tuesday, June 16, 2009, 7:00 p.m.
  - B. NRC Meeting: Tuesday, September 15, 2009, 7:00 p.m.
  - C. NRC Meeting: Tuesday, November 17, 2009 7:00 p.m.
8. Adjournment

**For updated information, visit [www.BrandermillNRC.com](http://www.BrandermillNRC.com)**

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# Neighborhood Residents Council

April 21, 2009

## OPEN MEMBER MEETING MINUTES

### CALL MEETING TO ORDER

The meeting was called to order by NRC Chair Frances Hillman on April 21, 2009 at 7:00 p.m. in the meeting room at Brandermill Woods, 14311 Brandermill Woods Trail, Midlothian, Virginia 23112.

### MEMBERS PRESENT

Doug Camp – Barne’s Spring  
Jean Fiaux – Harbour Bluff  
Frances Hillman – Huntgate Woods  
Susan Schoemmell – Litchfield Bluff  
Julane Johndrow – Long Shadow  
Beverly Bell – McTyre’s Cove  
John & Maureen Reilly – Millcrest  
John Hughes – Muirfield Green  
Dan Baker – North Point  
Dee Piscicella – Planter’s Wood  
Mamie McNeal – Planter’s Wood  
Rusty & Anne Gilfillan, Poplar Grove  
Clint McDonald – Poplar Grove  
Kevin Healy – Riverbirch Trace

Jerry & Christine Barnes – Sterling’s  
Bridge  
Joel Bradner – Stoney Ridge  
Dave Wilson – Three Bridges  
Karen Gammons – Two Notch  
Dick & Judy English – Winterberry Ridge  
Bill & Marie Purkins – Planter’s Wood  
Ronnie Vaughan – Spring Gate  
Keith McGinniss – Huntgate Woods  
Carl Williams – Quail Hill  
John McLenagan – Winterberry Ridge  
Lisa Lickers – Quail Hill  
Jane Pritz – BCA  
Lynda Raines – The Village Mill

### MEMBER VOICE

Chair Hillman noted that there were no members present to speak during Member Voice.

### MINUTES OF MARCH 24, 2009

MOTION: John Hughes moved to approve the minutes of the March 24, 2009 NRC meeting.

MOTION SECONDED: Dick English.

MOTION CARRIED: Unanimous.

## **CHAIR'S REPORT**

Chair Hillman welcomed two Board members (Keith McGinniss and John McLenagan) who were in attendance.

## **COMMITTEE REPORTS**

**NRC Liaison to the BCA Board:** First Vice Chair Strickland was unable to attend this meeting due to heavy work demands.

**Membership Committee:** Committee Chair Bell reported that the NRC has added two new neighborhood reps since the last meeting and that there were two new prospects. Brandermill residents interested in representing their neighborhoods at the NRC should contact Bev Bell.

**Communications Committee:** Committee Chair McNeal stated that she and Chris Glaze are working to create a "Contact Us" page for the NRC web site ([www.brandermillNRC.com](http://www.brandermillNRC.com)) and that she would be testing alias e-mail addresses in May. She asked NRC reps who get an e-mail from [NRCInfo@brandermillNRC.com](mailto:NRCInfo@brandermillNRC.com) with the subject "Testing" to place respond if they receive the e-mail. This will be used to test the reps' aliases.

## **PROGRAM: OLD HUNDRED CORRIDOR STUDY**

Before turning the program over to the attending presenters, Chair Hillman interjected responses to three questions asked by BCA President Joel Bradner. The following responses were received via e-mail from Community Manager Pritz who received the original e-mail response from Dale Totten, Residency Administrator for Chesterfield County, Virginia Department of Transportation.

Q1: What are the warrant conditions that must be met before VDOT would consider installing a traffic light?

Response: The criteria for a signal are set forth in the Manual for Uniform Traffic Control Devices. In essence, what drives the signal warrant will be traffic exiting Brandermill Parkway and turning left to go north on Old Hundred Road or traffic coming from the new high school to turn left and go south on Old Hundred. When the school plans were developed, the County's traffic projections did not indicate that a signal was warranted.

Q2: How far away are we currently from meeting those warrant conditions?

Response: At this point, I do not know that there is a "how far are we away" criteria that I can point to. What we typically will do is perform a warrant analysis after the

intersection is modified and the traffic is normalized. Essentially, that would likely happen later this year after school is in session (assuming that the high school is open for business this fall).

Q3: Given projected growth and changes in traffic patterns, how soon would we reach the necessary warrant conditions?

Response: If a signal is warranted (and at this point I do not believe it will be warranted), funding would have to be secured for the signal installation. Assuming that the Secondary Six-Year Plan would bear that cost, which is a very big assumption given the current financial situation, it typically takes 24-36 months to install the signal. I do not know if there are any zoning conditions in place that would require installation by an entity other than the state, I would suggest to you that you need to contact John McCracken to discuss any county placed zoning conditions.

Chair Hillman introduced the presenters of this program: John McCracken, Director of Transportation Chesterfield County, and Ginny England and Matt Wolniak, representatives of JMT, the firm that actually performed the study.

McCracken thanked Community Manager Jane Pritz for her assistance in coordinating this program and complimented her for sustaining a productive and helpful relationship between Brandermill and the County. The meeting attendees applauded Manager Pritz for her efforts on behalf of our community.

McCracken stated that the Old Hundred Road study was begun when concerns arose with the filing of the Cheatham property zoning case. The study is a collaborative effort of all the communities along the Old Hundred Road corridor, Johnson, Mirmiran & Thompson ("JMT") and the County. From the County's perspective, some of the issues are very difficult, and the County seeks input from the surrounding communities. As such, he announced that he would like the meeting will be as informal as possible and encouraged meeting attendees to ask questions during the presentation.

Ginny England introduced herself as a representative from JMT who has worked on many projects with McCracken. She explained that her background was more along the lines of design, i.e., once a solution is determined, she would become involved in taking the solution into a design phase.

Matt Wolniak, the JMT representative who actively participated in gathering and analyzing the study data, led the Old Hundred Road corridor study presentation. Explaining that the road corridor considered in the study was Old Hundred Road between Genito Road and Hull Street, he stated that this study was conceptual in nature. (For a copy of the study, visit [www.BrandermillNRC.com/OldHundredRoadCorridorStudy.html](http://www.BrandermillNRC.com/OldHundredRoadCorridorStudy.html).) The purpose of his presentation was to explain how this initial study was conducted, to answer questions posed by meeting attendees, and to explain the various options suggested by JMT for the road expansion.

The study consisted of JMT measuring traffic patterns and loads, utilizing both electronic devices and people located at the various intersections to actually count directional turns. Throughout the study period, traffic within the corridor remained fairly constant with approximately 12,000 vehicles/day. The portion of traffic from Millridge Parkway onto Hull Street Road had the heaviest traffic volume (18,000 vehicles/day). There was generally more traffic during the afternoon (“PM”) hours and slightly more volume in the southbound direction than northbound. The two highest volume crossroads were Brandermill Parkway (4,200 vehicles/day) and Millridge Parkway (5,700 vehicles/day).

JMT evaluated existing levels of service (“LOS”) for all highway segments, e.g., how well does travel occur and how well do vehicles get out of the intersections. Along the corridor, all highway segments were rated D (with A being the best LOS and F being the worst LOS) as shown in [Figure 7 of the study](#). 2008 LOS for all road intersections is shown in [Figure 8 of the study](#), with both approaches of Millridge Parkway operating at LOS F.

Between 2005 and 2007, there were 67 reported crashes. The most prominent types were rear-end, angles and fixed object collisions. The intersection with the highest number of reported crashes occurred on Millridge Parkway (41 accidents during 2005-2007). Immediate recommendations by JMT included: (1) upgrading signing and pavement markings, (2) providing advance street name signing, (3) revising lane reductions north of Millridge Parkway, (4) signing utility poles, and (5) improving sight distance. (Please refer to [page 13 of the study](#) for a complete list of “Immediate Recommendations”).

The travel demand forecasts portion of the study determines how much traffic will be on the corridor based on future events. The first part of the forecast process considers what developments are proposed in the study area. In this case, the potential traffic from the new high school, the Cheatham property, and the remaining 78+ undeveloped parcels in the corridor were considered.

With respect to traffic being generated by the new high school, JMT contacted the Chesterfield County Public School’s Planning Department, determined an estimate of vehicles coming to and from the school, as well as what streets would feed traffic into that intersection. This information was sent to the County Planning Department, where minor adjustments were made and figures were entered into the County’s base modeling system.

Question: Was there any consideration of the traffic to be generated by the new training center?

Wolniak: No, we did not look at the training center.

McCracken: Waterford was originally zoned for an office complex use. When the training center first became zoned, the County made a comparison of what the owners anticipated to be their traffic volume. The County then took that estimate and compared it with the traffic anticipated from the original zoning of Waterford. The center’s traffic impact appeared to be about the same, even slightly lower. So the County has taken that into consideration.

Question: You indicated that there was about 78 acres of land still available for development. Has the potential traffic to be generated from those developments been considered?

Wolniak: Yes, we talked to the County Planning Department about the best use for that land, and they anticipated 2.2 residential units per acre. That appears to be the best estimate for that land as presently there are no actual proposals for that land.

Question: But it is zoned residential?

Wolniak: Yes.

McCracken: I'm not quite sure all of the 78 acres is zoned, but the County's Long Range Planning Department has a projected use for every parcel in the County. As a result, they have anticipated the potential traffic volume to be generated, but some of the parcels (along Route 288) are zoned agricultural. So, JMT's recommendation is based on the Long Range Planning Department's anticipated use for that land.

Question: Your study may have been performed prior to St. Francis' master plan being released. How will traffic generated from that plan impact the corridor study?

McCracken: We have factored some of the growth in St. Francis' area, as well as for Center Pointe, based on the County's original anticipated use of the area over the next 20 years.

Wolniak: We only looked at individual developments between Genito and Hull Street Roads. For the more area-wide view, Chesterfield County uses modeling software to view the whole county. One enters the number of households, the population size of the area, and the amount of employment for the area. The software is run to create a base year model which replicates as close as possible the traffic volume on the roads for that year. Traffic comparisons are then made between base model calculations and the actual count obtained from those roads. Modifications to the base year calculations are made, and the modeling software, anticipating that most drivers want the quickest path to their destinations, calculates the traffic load on roads within a zone, filling the main roads to capacities first and then secondary roads within the zone. Percentages are assigned to the roads based on their usage.

Based on this technique, it is anticipated that traffic volume for a majority of the Old Hundred Road corridor will grow to approximately 17,000 vehicles/day, with traffic between Market Square Lane to Millridge Parkway increasing by 60% by year 2030. It is projected that the highest volume intersection (Millridge Parkway and Hull Street Road) will increase to 25,000 vehicles/day. Projected peak period for the corridor will continue to be in the PM (9% of daily traffic), and the anticipated peak direction continues to be southbound.

Question: Did you consider the back-up AM traffic presently occurring at the Powhite intersection?

Wolniak: No, the model only considered traffic from Genito Road to Hull Street, although the model does consider the capacity of the road. Did it specifically look at turn lanes? No, it looks at travel from point A to point B.

McCracken: Outside of this study, the Board of Supervisors has established the Center Pointe/Waterford area as a transportation service district since it anticipates heavy traffic congestion when this area is fully developed. This designation will allow the County to assess an extra tax to build an interchange in the Charter Colony Parkway/Powhite area. Powhite will also need to be widened to make it at least four lanes through that area and will be part of that service district. Long-term, the County has plans to expand Powhite west to the reservoir. As CDOT presently does not have any funding, this service district concept is probably the most realistic option for making road improvements.

Question: Is most of the undeveloped land north of Genito the Cheatham property?

Wolniak: Yes, it is the largest percentage.

Question: Is that the biggest case before us right now?

McCracken: The case has been deferred until June 24 by the Board of Supervisors in order that this study could go forward.

Question: There appears to be a domino effect on traffic as all these individual developments occur. Don't we need to consider the increased traffic into the corridor from the Center Pointe/Powhite area and other zoned parcels now?

McCracken: JMT's recommendations are based on projected growth in the corridor to the year 2030. A large unpredictable factor is the market. In the 1980's, Center Pointe was envisioned as "downtown Chesterfield". We had Powhite, but Route 288 wasn't built at the time. All the infrastructure was put into place for Center Pointe to be "downtown Chesterfield". Chesterfield is a great place to live, it's a great place to do business, and growth will certainly come.

Although the downturn in the market today will cause that growth to come slower, the County's long range plan has anticipated this growth. There are issues, however, where the County cannot do any more than infrastructure builds. Route 360 (Hull Street Road) has been expanded to eight lanes, and the County does not anticipate doing any further widening. The County does plan to extend the Powhite and Woolridge Road. As growth comes, the County will work with developers to build infrastructure through zoning conditions. Future improvements of these parcels have not been ignored, but development needs to be present before the County can proceed.

Question: Will Old Hundred Road remain a 2-lane trail or become a highway?

McCracken: JMT sees Old Hundred Road having three lanes in certain sections, but I personally do not see it becoming a major road, although as the Cheatham property develops, it may become a 4-lane road. Today, the County depends on VDOT to fund its transportation needs, but ultimately Chesterfield will have to create its own road improvement funding. If the Cheatham case is approved, the County will ask the developers to widen Old Hundred Road from Market Square Lane to Millridge Parkway. There is no doubt that traffic on Old Hundred Road will continue to increase due to their development. With expansion of the corridor, I believe, Old Hundred Road will be tolerable.

Wolniak: If there is a “no build” on the Old Hundred Road corridor, it is expected that in 2030 the LOS during AM peak will be a D, while PM peak will be an E. At the intersections of Millridge and Brandermill Parkways, LOS will be F for both AM and PM peak times. With signalization at Market Square Lane, 2030 LOS could be substantially better at that intersection.

When making immediate recommendations, JMT considered both road capacity and speed. Generally, with more road capacity, drivers travel at higher speeds. If a 4-lane Old Hundred Road is built, drivers will feel more comfortable to increase their speeds.

Wolniak continued his presentation by discussing JMT’s short-term recommendations (please see [www.BrandermillNRC.com/OldHundredRoadStudy/JMT-OldHundredCorridorStudy-Draft-4.pdf](http://www.BrandermillNRC.com/OldHundredRoadStudy/JMT-OldHundredCorridorStudy-Draft-4.pdf)).

Question: Are there going to be left-turn lanes along the corridor?

Wolniak: Yes, I would suggest that the third lane be striped as such.

Question: How soon will the intersection at the new high school meet signalization warrants?

Wolniak: Warrants will probably be met within the 20-year period. Signal warrants have different qualifications, and this intersection (Brandermill Parkway) has not yet met all the requirements.

McCracken: When Chesterfield Public Schools Department chooses a site for a school, they agree to pay for a traffic light if and when it is warranted. Schools tend to have peak times for a few minutes each day but not for the longer term. What generally happens is that warrants will eventually be met but not at the time of initial construction. What will be significant is how many people make left turns because you really don’t need a signal light if people are making right turns.

Wolniak: Stop signs are probable, even 4-way stop signs. One of the things you need to consider is driver expectancy; you need to be consistent with what drivers will expect.

A second option for this intersection is a roundabout which is relatively new. Note that a roundabout is not the same as a traffic circle. It provides several advantages: the number of crashes at intersections with roundabouts has been reduced by 69% and the number of fatal accidents has been reduced by 89%. It is one of the nine things recommended by the Federal Highway Administration to improve road safety.

The curvature of a roundabout will force drivers to slow down to 20 mph. Hence, accidents occurring within the roundabout will be at a lower speed. Yes, there will be accidents, but they will occur at much slower speeds. Roundabouts will help to mediate traffic volumes and provide additional road capacity. It is recommended that a single-lane roundabout initially be built at the Brandermill Parkway intersection, with the possibility of expanding it to two lanes by year 2030.

Question: How do accidents get cleared? Is it more difficult for emergency vehicles to get to accident sites?

Wolniak: Roundabouts are built wide enough to accommodate emergency and fire vehicles as well as wideload trucks.

It also has a gateway in which you can plant flowers to make it more attractive, but more importantly, the gateway will slow down traffic. Do roundabouts take "getting used to"? Yes. Education is the key. Everyone will need to learn how to drive a roundabout as they become more prevalent throughout Virginia.

Question: It isn't taught in driver's education. How are the kids going to learn?

Wolniak: It is beginning to be incorporated in driver's education.

Question: Schools will have new, inexperienced driver every year. So accidents could potentially be a problem every September to October.

Wolniak: Remember that they will be low speed accidents so the accidents should be less severe.

McCracken: I was with VDOT for a while. I was employed by VDOT when they installed traffic circles and then eliminated the traffic circles. Roundabouts, which are different from traffic circles, are now becoming more common within the County, so we will all have to learn how to maneuver them.

Question: It appears that the most contentious issue is the safety of roundabouts and traffic circles. Perhaps you could explain the difference to us.

Wolniak: The biggest technical difference lies in the curvature of a roundabout which forces drivers to slow down. Other differences can be seen in VDOT's presentation (see [www.brandermillnrc.com/Download/20090421-VDOT-Roundabouts.pdf](http://www.brandermillnrc.com/Download/20090421-VDOT-Roundabouts.pdf)).

Question: It seems that it will be difficult to remove these roundabouts once they are built. Are we delaying our opportunity to put in a traffic light when we warrant one? I would rather not have them put one in, if they just have to take it out later. Is it a question of economics, e.g., its cheaper to install a roundabout than a traffic light?

McCracken: As far as cost is concerned, the County has not built a roundabout as of yet, so I'm not sure what the exact cost is but I do not believe there is much difference in the cost of a roundabout versus a traffic signal. The County is trying to stay independent of the VDOT study. The reason that we are here tonight is to get feedback from the community. We feel that either a roundabout or a signal light would work at the Brandermill Parkway intersection.

England: Neither is JMT pushing one option over another. We are merely saying that these are viable options for the residents to consider.

Wolniak: Our main focus is to reduce the number of accidents and based on feedback from VDOT and the Federal Highway Administration, we believe roundabouts are safer.

Question: Brandermill is a walking community. Many of our children are going to be walking. I suspect it is hard to put in crosswalks when a roundabout is involved than at a traffic light. Our children will be crossing this road.

Wolniak: It is a bit more difficult to cross a roundabout. One of our recommendations is either an over- or under-pass on the west side of Old Hundred Road for the length of the corridor.

Audience: As a factual person, I think I'd rather have my kids go through an intersection where they have an 89% chance of coming away safer. From an aesthetic standpoint and safety standpoint, it seems that a roundabout is a home run.

Wolniak described the options for Old Hundred Road at Market Square Lane, as a 4-lane road between Millridge and Market Square Lane and then decreasing Old Hundred Road back down to two lanes. The width of Old Hundred Road at Millridge Parkway would be approximately 48 feet.

McCracken: Old Hundred Road at Millridge has been a problem for years, and the traffic issue is complicated. If the Cheathams develop their property, the County will have an agreement with them to expand Old Hundred Road from Market Square Lane to Millridge Parkway. The deal the County has with the Cheathams is that they will also include development of Market Square Lane and widening of Old Hundred Road between Market Square Lane and Millridge Parkway because their property development will generate additional traffic. The County's would like to see proffers from the Cheathams to fund the expansion, but there will also be grants. In the meantime, the County would like to get input from the residents on what they would like to see happen, make decisions based on that and the Cheathams' proffers, and then go for funding.

What will initially happen at the new high school is that stop signs will be placed at two intersections. Traditionally, flashing school signs will also be posted along the road. Then it becomes a question of traffic volume, road capacity, and funding. The County's Police Department is pretty stressed right now, but maybe off-duty officers can provide some assistance.

Signalization at Millridge and Old Hundred Road is extremely complicated, as it is so close to the light at Hull Street. The distance between the Hull Street light and Millridge Parkway is 725 feet and 950 feet from Market Square Lane. VDOT has also recently indicated that traffic signals should not be located closer than 1,000 feet apart. More detailed work needs to be done, as the County needs to look at the road geometrics once feedback is obtained from the surrounding communities.

Question: Regardless of what option is chosen to expand Old Hundred Road, it appears that the County will have to take some additional property on both side of the road for the expansion.

McCracken: There is a fairly significant additional right-of-way that the County owns along Old Hundred Road. It was dedicated to the County when Brandermill was built and is located on the residential side of the road.

If the County builds a roundabout at Market Square Lane, there is a possibility that traffic could back up to Hull Street. This is one of those areas that we need to give a lot of thought to, before we make any decisions. It is a very difficult problem to solve. If we were to redesign the road today, the County would never have wanted to see Millridge that close to Hull Street because the problems we're having today are the problems of having developments all around it, leaving the County with too few options.

Wolniak: None of the Millridge options are ideal. They each have its advantages and disadvantages (please see [www.BrandermillNRC.com/OldHundredRoadCorridor/JMT-OldHundredCorridorStudy-Draft-4.pdf](http://www.BrandermillNRC.com/OldHundredRoadCorridor/JMT-OldHundredCorridorStudy-Draft-4.pdf)). The largest concern for signalization at Millridge Parkway is its close proximity to the light at Hull Street Road.

Question: Is it possible to close the Market Square entrance at Millridge to reduce the potential of traffic back-up at that intersection?

McCracken: The County has spoken to businesses in Market Square who are adamantly opposed to closing that entrance.

Question: How does having a roundabout at Market Square Lane impact potential traffic back-up at Millridge?

Wolniak: Based on the County's modeling software, a roundabout at Market Square Lane should not negatively impact queuing.

McCracken concluded that there is presently no funding for any of these road improvements. The County has commissioned JMT to do this study to enable getting feedback from existing surrounding properties. As the Cheatham property is zoned, the County would like to have the developers implement recommended changes to Old Hundred Road as proffers, with the County completing the rest of the corridor improvements later through enhancement grants, improvement grants, etc.

Market Square Lane will definitely have to be widened as police and fire regulations require more than a one-lane access road to the Cheatham property, and it currently has no direct access to Route 288. Our goal right now is to get input from the community to aid us in making the final decision before we seek funding.

Wolniak provided a brief overview of long-term recommendations (see [www.BrandermillNRC.com/OldHundredRoadCorridor/JMT-OldHundredCorridorStudy-Draft-5.pdf](http://www.BrandermillNRC.com/OldHundredRoadCorridor/JMT-OldHundredCorridorStudy-Draft-5.pdf)) which included a under/overpass for bikes and pedestrians along the corridor. The specifications for this path would be based on ADA requirements.

England: The cost of an overpass would be approximately \$1.2 million, and an underpass would cost approximately \$500,000. Both of these costs do not include the costs of right-of-ways and moving of utility lines.

Having been made aware of roundabout safety concerns, particularly around the new high school, Wolniak concluded the presentation by saying he would provide a list of schools with roundabouts (see [www.brandermillnrc.com/Download/20090421-Roundabouts-at-Schools-Rev14.pdf](http://www.brandermillnrc.com/Download/20090421-Roundabouts-at-Schools-Rev14.pdf)) and VDOT's presentation on roundabouts (see [www.brandermillnrc.com/Download/20090421-VDOT-Roundabouts.pdf](http://www.brandermillnrc.com/Download/20090421-VDOT-Roundabouts.pdf)) for residents' consideration.

## **ANNOUNCEMENTS**

Chair Hillman asked all the reps to mark their calendars for the following NRC meetings which are to start at 7:00 p.m. on the following Tuesdays: June 16, 2009, September 15, 2009, and November 17, 2009.

## **ADJOURNMENT**

There being no further business, the meeting was adjourned 9:10 p.m.

Respectfully submitted,

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Mary Jane Zander, Acting Secretary  
Neighborhood Residents Council

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Frances Hillman, Chair  
Neighborhood Residents Council