



**TOWN OF BOWLING GREEN
PLANNING COMMISSION MEETING**

A G E N D A

**Monday, January 27, 2020
6:00 PM**

ROLL CALL AND DETERMINATION OF A QUORUM:

APPROVAL OF THE MINUTES:

- [1.](#) Planning Commission Minutes - October 21,2019
- [2.](#) Planning Commission Minutes - December 16, 2019

NEW BUSINESS:

- [3.](#) GWRC Comprehensive Plan Transportation Element Update - Matthew Lehane

UNFINISHED BUSINESS:

4. Comprehensive Plan Advisory Committee Update - Jeff Voit

REPORT OF THE ZONING ADMINISTRATOR:

ADJOURNMENT

**TOWN OF BOWLING GREEN
PLANNING COMMISSION MEETING**

MINUTES

**Monday, October 21, 2019
6:00 PM**

ROLL CALL AND DETERMINATION OF A QUORUM:

PRESENT

Chairman Jeff Voit
Vice Chairperson Valarie Coyle
Commissioner Armando Flores

PUBLIC COMMENT:

Pamela Weldon, 333 N. Main Street, Bowling Green, VA
Requested the Commission to consider amending the R-1 Zoning District to allow

APPROVAL OF THE MINUTES:

Motion made by Commissioner Flores, Seconded by Vice Chairperson Coyle to approved the minutes as amended.

Voting Yea: Chairman Voit, Vice Chairperson Coyle, Commissioner Flores

UNFINISHED BUSINESS:

Reviewed George Washington Regional Commission Maps

Discussed creation of Comprehensive Plan Update Advisory Committee.

ADJOURNMENT

Motion made by Vice Chairperson Coyle, Seconded by Commissioner Flores.

Voting Yea: Chairman Voit, Vice Chairperson Coyle, Commissioner Flores

**TOWN OF BOWLING GREEN
PLANNING COMMISSION MEETING**

MINUTES

**Monday December 16, 2019
6:00 PM**

ROLL CALL AND DETERMINATION OF A QUORUM:

PRESENT

Chairman Jeff Voit
Commissioner Armando Flores
Commissioner Arthur Wholey
Commissioner Lisa Gattie

ABSENT

Vice Chairperson Valarie Coyle

Motion made by Commissioner Wholey, Seconded by Commissioner Flores to amend agenda by holding the Public Hearings after Unfinished Business.

Voting Yea: Chairman Voit, Commissioner Flores, Commissioner Wholey, Commissioner Gattie.

Motion passed.

APPROVAL OF THE MINUTES:

Minutes – November 18, 2019 Meeting

Motion made by Commissioner Flores, Seconded by Commissioner Gattie to approve minutes with one correction: change the word "is" to "his" in the first sentence under UNFINISHED BUSINESS.

Voting Yea: Chairman Voit, Commissioner Flores, Commissioner Wholey, Commissioner Gattie.

Motion passed.

UNFINISHED BUSINESS:

Proposed Bylaw revisions

Motion made by Commissioner Wholey, Seconded by Commissioner Gattie to approve the bylaw changes as presented.

Voting Yea: Chairman Voit, Commissioner Flores, Commissioner Wholey, Commissioner Gattie.

Motion passed.

PUBLIC HEARING:

Text Amendment to allow for mixed use development in R-1 as Special Use - Chairman Voit opened the Public Hearing at 6:20 p.m. and invited the public to speak on the matter.

Jean Davis, 332 N. Main St. - Ms. Davis spoke in opposition to the proposed ordinance. She stated that she would like to see businesses kept in the business district, not in residential areas.

Discussion - Commissioner Gattie expressed her concerns over how the ordinance might be abused and questioned whether the ordinance was proposed specifically to address one residents request or if

2.

it would benefit the Town as a whole. Commissioner Wholey expressed his concern about the effect of traffic in residential areas.

Motion made by Commissioner Wholey, seconded by Commissioner Gattie to send a recommendation of denial to Town Council.

Voting Yea: Chairman Voit, Commissioner Flores, Commissioner Wholey, Commissioner Gattie.

Motion passed.

ZP-2019-027- Special Use Permit Application by Pamela Weldon to allow for an antique store at 333 N. Main St. - Chairman Voit opened the Public Hearing at 6:31 p.m. and invited the public to speak on the matter.

Jean Davis, 332 N. Main St. - Ms. Davis spoke in opposition of approval of the Special Use Permit citing her concerns over traffic and signage. She stated she was also concerned that the building might not be safe for customers due to its age and current condition.

Discussion - Chairman Voit stated that the Commission had recommended denial of the proposed text amendment that would make approval of the Special Use Permit for mixed use development in a residential area. Commissioner Wholey stated that he would like to hear from the applicant (not present) to ask for more information.

Motion made by Commissioner Gattie, Seconded by Commissioner Flores to send a recommendation of denial to Town Council.

Voting Yea: Chairman Voit, Commissioner Flores, Commissioner Wholey, Commissioner Gattie.

Motion passed.

ADJOURNMENT

Motion made by Commissioner Flores, Seconded by Commissioner Wholey to adjourn.

Voting Yea: Chairman Voit, Commissioner Flores, Commissioner Wholey, Commissioner Gattie.

GWRC Rural Work Plan 3.2 Small Area Plan Study for Bowling Green

To complete the transportation element of the small area plan for Bowling Green which would also include linkages to economic development opportunities and opportunity zone tax incentives and a study of potential bicycle/pedestrian improvements.



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 - b. The Highway Network
 - c. Traffic Counts
 - d. Functional Classifications
 - e. GWRC Rideshare/Commuting Options
 - f. Rail/Bus/Air Service
 - g. Sidewalks
 - h. Transportation Enhancements
 - i. Recommendations
 - j. Potential Maps
- 2. Historic and Future Daily Two-Way VDOT Traffic Counts Pg. 5
 - a. Traffic counts 2007-2017 (table 1 and table 2)
 - b. Traffic Projections 2040 (table 3)
- 3. Town of Bowling Green Recommended Improvements by US 301/Route 207 Arterial Preservation Plan Pg. 6-8
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 - a. Improvements map
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 - a. PSI intersections and crash data map

1. Town of Bowling Green Comprehensive Plan Update

Prepared by FAMPO Staff

The following list each part of the Town of Bowling Green’s transportation component of the comprehensive plan. Each of the 9 sections should be updated with current data, language and organization. The chapter should furthermore be updated with any other relevant information.

Comprehensive Plan Updates

- Introduction
- The Highway Network
 - o Update Highway Network map with current classifications
 - o Maps with other data? (Congestion/CMP, LRTP or Speed Limits)
 - o Future road network (if there are any future additions)
 - o Map crash data
- Traffic Counts
 - o Update with current traffic count data for roadways listed in Table 6-1
 - o Data could be used from US 301/Rte 207 Corridor study, Pathways to Planning or Streetlight metrics
 - o Map traffic counts using current and future count data (US 301/Rte 207 Study data)

Table 6-1: Average Annual Daily Traffic (AADT)

	Route	From	To	AADT	Year	AADT	Year	AADT	Year
Primary Highways									
1	Rte 2	Rte 301 Bus.	NCL Bowling Green	5,800	1996	6,100	2001	6,494	2006
2	Rte 207	Rte 207 Bus	Rte 301	6,500	1996	6,700	2001	9,153	2006
3	Rte 207 Bus.	WCL Bowling Green	Rte 2/Rte 301 Bus.	2,000	1996	5,200	2001	5,328	2006
4	Rte 301/Rte 2	SCL Bowling Green	Rte 2	5,500	1996	5,800	2001	6,479	2006
5	Rte 301 Bus.	Rte 2	SCL Bowling Green	3,600	1996	3,700	2001	3,079	2006
6	Rte 301	Rte 301 Bus. S	Rte 301 Bus. N	6,600	1995	7,300	2001	11,036	2006
7	Rte 301	Rte 301 Bus. N	Rte 608	11,000	1995	9,400	2001	11,912	2006
Secondary Highways									
8	Milford St.	Rte 207	WCL Bowling Green	829	1995	660	2001	527	2006
9	Milford St.	WCL Bowling Green	Rte 301 Bus. S	1,930	1995	1,500	2001	1,539	2007
10	Chase St.	Rte 301 Bus.	Ennis St.	2,002	1995	1,400	2001	1,502	2006
11	Chase St.	Ennis St.	Route 301	981	1995	740	2001	805	2006
12	Maury Ave.	Rte 1216	Route 301	527	1997	350	2001	N/A	N/A
13	Anderson Ave.	Milford St.	Route 207	1,090	1995	950	2001	1,149	2007
14	Davis Ct.	N. Main St.	Dead End	1,491	1995	650	2001	590	2007
15	Courthouse Ln	Ennis St.	Route 1229	1,377	1995	1,000	2001	1,066	2007

Source: Virginia Department of Transportation

- Functional Classification
 - o Update with new descriptions from VDOT (if this exist) for Principal Arterial, Major Collector, Minor Collector, Local Streets
 - o 2008 plan references recommended right of way and VDOT design guidelines – could be updated with current information

Table 6-2: Recommended Rights of Way

Functional Classification	Recommended Right Of Way Widths
Principal Arterials	120 to 200 feet
Minor Arterials	90 to 120 feet
Major Collectors	70 to 90 feet
Minor Collectors	70 to 90 feet
Local Streets	40 to 80 feet

Source: VDOT Geometric Design Standards

- GWRC Rideshare/Commuting Options
 - o Update with input from GWRideconnect
 - o Future Park and Ride lot?

- Rail/Bus/Air Service
 - Rewrite for current options for public transportation service – Amtrak, VRE and airports
 - No FRED Transit
 - Map where these transit options are in reference to Bowling Green
- Sidewalks
 - Add bicycle accommodations – Current and future accommodations
 - East Coast Greenway (potential branch connection)
 - Update with where current and future sidewalk accommodations are
 - Map current and future Bike/Ped accommodation map
 - Walkability map
- Transportation Enhancements
 - Could be removed – Talks about a funding project in 2003
 - Instead could have a funding options section
- Recommendations
 - Update with list of new priorities for the town’s road and sidewalk network
 - Look at what LRTP says
 - Map areas where improvements are needed
 - Intersection Improvements
 - Roadway improvements
 - Sidewalk improvements
 - Bicycle improvements
 - Project List
 - US 301/Rte 207 Corridor Study
 - Bike/Ped recommendations
 - Smart Scale round 3 and 4
- Potential Maps
 - Highway Network/Classifications
 - Congestion Map
 - LRTP map for Bowling Green
 - Speed limits
 - Future road network
 - Traffic Counts for roadway segments
 - Park and Ride Lots/Commuting options
 - Map transit options (train, bus, air)
 - Current bicycle and sidewalk map
 - Future bicycle and sidewalk map
 - Walkability map
 - Map improvement needs
 - Bike/ped/roadway
 - Future projects map

2. Historic and Future Daily Two-Way VDOT Traffic Counts

The following traffic counts are listed in the US 301/Route 207 Arterial Preservation Plan. For the Town of Bowling Green, the traffic counts are highlighted in the table. Historically, the traffic counts have had minimal growth or decrease in traffic over the past 10 years.

Table 1: 2007-2012

Segment	From	To	2007	2008	2009	2010	2011	2012
VA 207	US 1 Jefferson Davis Hwy	I-95	6,300	7,000	7,000	6,100	5,800	9,000
	I-95	Route 601 S, Penola Rd	9,800	9,300	9,300	9,300	8,900	11,000
	Route 601 S, Penola Rd	Route 722 Milford	11,000	11,000	11,000	11,000	10,000	11,000
	Route 722 Milford	Bus SR 207	12,000	11,000	11,000	12,000	11,000	8,200
	Bus SR 207	US 301 Richmond Tpke	8,400	8,000	8,000	8,400	3,400	3,400
US 301	SR 207	Bus US 301, Bus SR 207 Broaddus Ave	11,000	10,000	10,000	9,800	11,000	9,600
	Bus US 301, Bus SR 207 Broaddus Ave	NCL Bowling Green; 16-608 Lakewood Rd	12,000	11,000	11,000	11,000	8,500	11,000
	16-608 Lakewood Rd	US 17 Tidewater Trail	9,000	8,500	8,700	8,400	12,000	8,300
	US 17 Tidewater Trail	SCL Port Royal	15,000	14,000	14,000	12,000	12,000	12,000

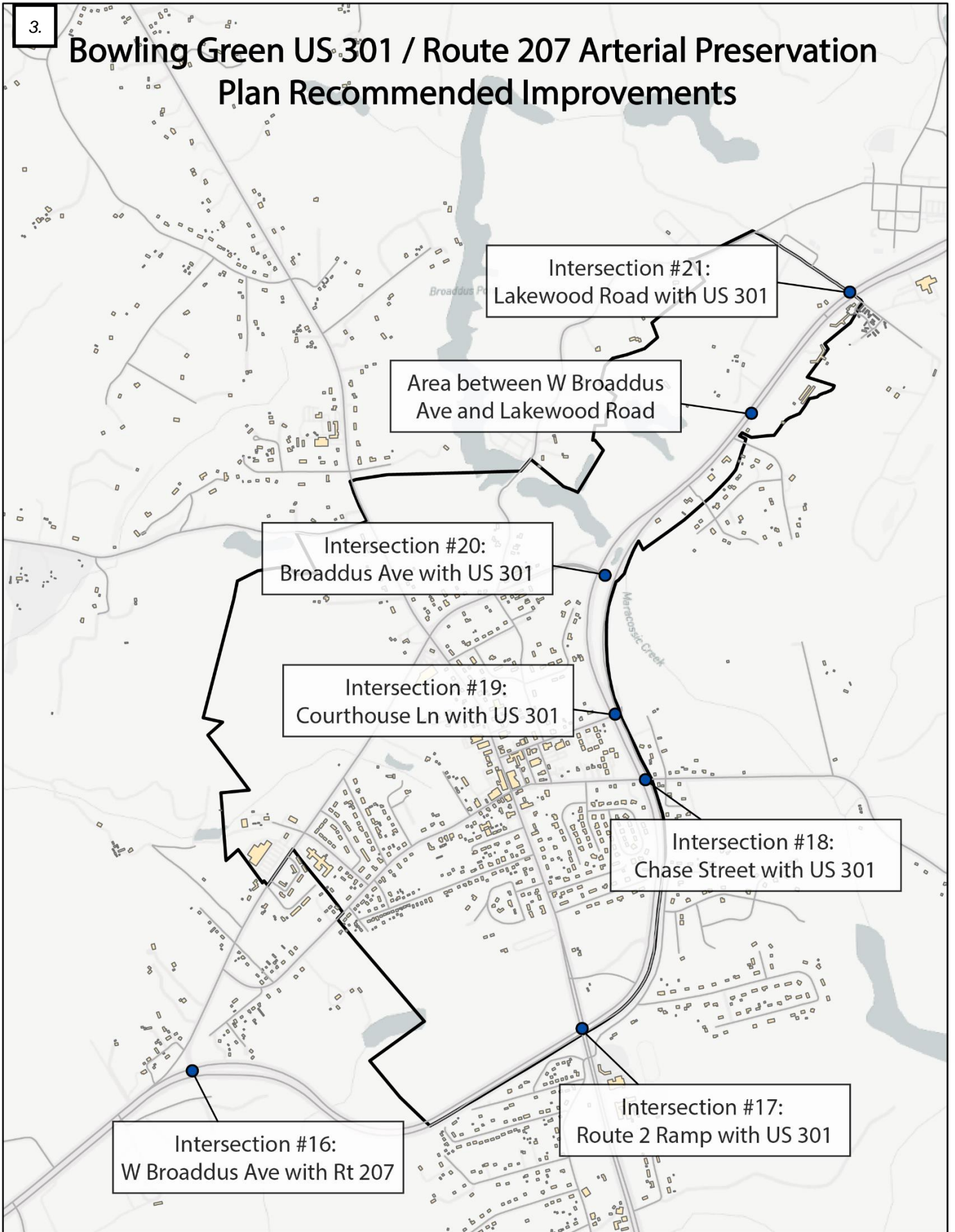
Table 2: 2013-2017

Segment	From	To	2013	2014	2015	2016	2017
VA 207	US 1 Jefferson Davis Hwy	I-95	13,000	13,000	7,300	8,000	8,100
	I-95	Route 601 S, Penola Rd	9,600	9,600	9,800	10,000	10,000
	Route 601 S, Penola Rd	Route 722 Milford	11,000	11,000	11,000	13,000	13,000
	Route 722 Milford	Bus SR 207	12,000	12,000	12,000	12,000	12,000
	Bus SR 207	US 301 Richmond Tpke	8,900	8,900	9,100	9,000	9,200
US 301	SR 207	Bus US 301, Bus SR 207 Broaddus Ave	11,000	11,000	11,000	9,800	10,000
	Bus US 301, Bus SR 207 Broaddus Ave	NCL Bowling Green; 16-608 Lakewood Rd	11,000	11,000	12,000	11,000	11,000
	16-608 Lakewood Rd	US 17 Tidewater Trail	8,200	8,200	8,500	9,200	9,300
	US 17 Tidewater Trail	SCL Port Royal	13,000	13,000	13,000	14,000	15,000

Table 3: 2017 & 2040

Segment	From	To	2017	2040
VA 207	US 1 Jefferson Davis Hwy	I-95	8,100	15,900
	I-95	Route 601 S, Penola Rd	10,000	19,600
	Route 601 S, Penola Rd	Route 722 Milford	13,000	25,500
	Route 722 Milford	Bus SR 207	12,000	23,500
	Bus SR 207	US 301 Richmond Tpke	9,200	18,000
US 301	SR 207	Bus US 301, Bus SR 207 Broaddus Ave	10,000	19,600
	Bus US 301, Bus SR 207 Broaddus Ave	NCL Bowling Green; Route 608 Lakewood Rd	11,000	21,600
	Route 608 Lakewood Rd	US 17 Tidewater Trail	9,300	18,200
	US 17 Tidewater Trail	SCL Port Royal	15,000	29,400

Bowling Green US 301 / Route 207 Arterial Preservation Plan Recommended Improvements



3. Town of Bowling Green Recommended Improvements by US 301/Route 207 Arterial Preservation Plan

The following recommendations were prepared by VDOT in 2018. These are a part of a larger list of recommendations prepared for the US 301/Route 207 corridor in Caroline and King George County.

Intersection #16: W Broaddus Avenue with Route 207

The intersection should be evaluated further as development occurs within the Town of Bowling Green

Intersection #17: Route 2 Ramp with US 301

Reconfigure the intersection to a Continuous Green-T (CGT) intersection to accommodate left-turning vehicles from eastbound Route 2 Ramp

- The Town of Bowling Green has two intersections directly on US 301, Chase Street and Courthouse Lane, that do not meet spacing standards and has a significant history of crashes
- The CGT provides safe and efficient movements, thus encouraging traffic to utilize Route 2 ramp due to reconfigure intersections at Chase Street and Courthouse Lane

Intersection #18: Chase Street with US 301

Chase Street and Courthouse Lane do not meet VDOT Road Design Manual spacing standards and have a significant history of crashes. Westbound Chase Street does not have immediate access (<20 min) to southbound US 301; therefore, keeping as much access for westbound Chase Street is preferred

Option 1: *Reconfigure the intersection to a Continuous Green-T (CGT) to accommodate left-turning vehicles from westbound Chase Street. Reconfigure the eastbound approach to right-in/right-out only.*

Option 2: *Reconfigure the intersection to a Partial Restrict Crossing U-Turn (RCUT) to accommodate left-turning and through vehicles from westbound Chase Street. Reconfigure the eastbound approach to right-in/right-out only. Reconfigure the intersection of Courthouse Lane to permit lefts-in and U-turns.*

Intersection #19: Courthouse Lane with US 301

Chase Street and Courthouse Lane do not meet VDOT Road Design Manual spacing standards and have a significant history of crashes. The existing turn lanes does not meet the VDOT Road Design Manual's minimum standard for turn lane storage and taper lengths

Option 1: *Eliminate the existing crossover and convert to traversable median for emergency vehicles only. Reconfigure the intersection to right-in/right-only. Lengthen the existing southbound US 301 right-turn lane.*

Option 2: *Reconfigure the intersection of Courthouse Ln to permit lefts-in and U-turns from northbound US 301 and right-in/right-outs onto and from southbound US 301. Lengthen the existing southbound US 301 right-turn lane.*

Intersection #20: W Broaddus Avenue with US 301

Eliminate the southbound US 301 left-turn lane and extend the median stop bar towards US 301 mainline to improve sight distance

- Inadequate sight-distance from the westbound approach, looking northbound, creates difficult movement through the intersection.

Area between W Broaddus Avenue and Lakewood Road

Consolidate and eliminate crossovers and convert area to a Restricted Crossing U-Turn (RCUT) superstreet as development occurs

- Multiple crossovers do not meet the VDOT Road Design Manual spacing standards.
- The area has been designated as a development area by the Town of Bowling Green. Consolidating accesses and utilizing the superstreet concept will comply with VDOT standards and promote safe and efficient traffic operations.

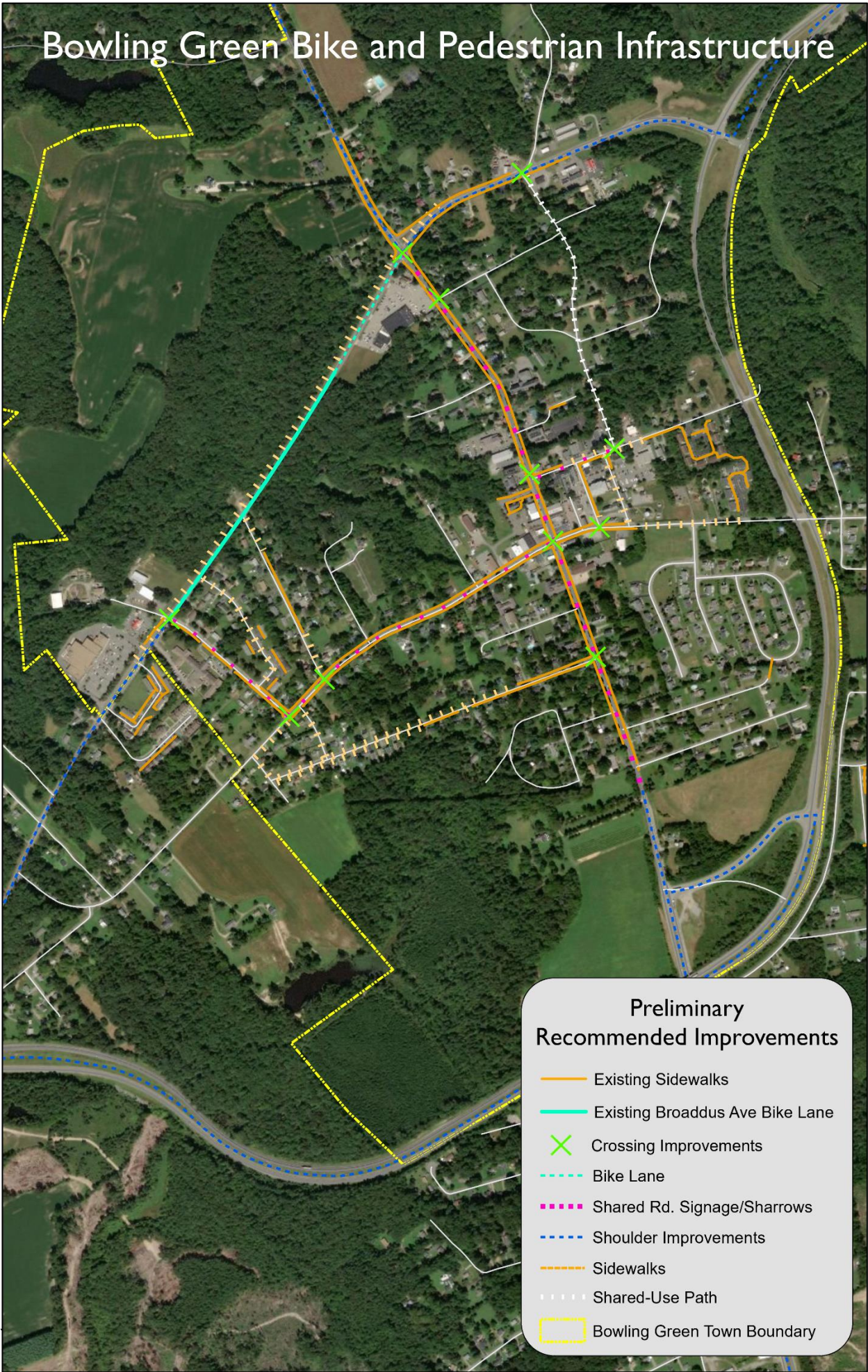
Intersection #21: Lakewood Road with US 301

Extend the existing US 301 turn lanes. Evaluate the US 301 northbound right-turn lane based on future expansion of Fort A.P. Hill. Lengthen all existing turn lanes on Route 207. Evaluate the intersection as development occurs and reconfigure to Restricted Crossing U-Turn (RCUT).

- Existing turn lanes do not meet the VDOT Road Design Manual’s minimum standard for turn lane storage and taper lengths.

The Town of Bowling Green designated this area as a development area. Consolidating accesses and utilizing the superstreet concept will comply with VDOT standards and promote safe and efficient traffic operations.

Bowling Green Bike and Pedestrian Infrastructure



Preliminary Recommended Improvements

- Existing Sidewalks
- Existing Broadus Ave Bike Lane
- Crossing Improvements
- Bike Lane
- Shared Rd. Signage/Sharrows
- Shoulder Improvements
- Sidewalks
- Shared-Use Path
- Bowling Green Town Boundary

4. Town of Bowling Green Bike and Pedestrian Infrastructure Recommendations

Prepared by FAMPO Staff

The following are recommendations for the bike and pedestrian network in Bowling Green’s central area to improve safety and active mobility in a growing town. Increased traffic on US 301 business will challenge Bowling Green’s Main Street walkable character. These recommendations may help mitigate those impacts.

1. **Broaddus Ave:**
Complete bike lane on Broaddus to intersection of Main Street. ¹ Add section of sidewalk at intersection east of Main.
2. **Anderson Ave:**
Shared Roadway Signage and Sharrows
3. **Martin ST:**
Complete the sidewalks
4. **Milford St:**
Complete the sidewalks west of Anderson connecting to Elliot Drive. Complete the sidewalk east of Butler Street to the apartment complex. Shared road signage and Sharrows west of main St.
5. **Maury:**
Complete the sidewalk. Alternatively, consider a residential shared street²
6. **Elliot Dr:**
Sidewalk on one side
7. **White St:**
Sidewalk on one side
8. **Main St:**
Shared Road Signage and Sharrows from Broaddus to Lafayette Ave. Shoulder improvements south of that to 301. Bring all existing sidewalks and crossings into ADA compliance.³
9. **Courthouse Ln:**
Complete sidewalks to apartment complex; Shared road signage, Sharrows to Travis St.
10. **Travis St:**
Shared-Use Path in the long term (Topography makes it too dangerous for Sharrows- line of sight insufficient. SUP provides for all active modes).
11. **Ennis St:**
Complete the sidewalk
12. **Butler St:**
Complete the sidewalk
13. **Lee St:**
Complete the sidewalk

¹ VDOT Complete Streets: Bicycle and Pedestrian Facility Guidelines, Bus Stop Design and Parking Guidelines, p A(1)-13, Right turn lane design p A(1)-21

² See documentation; Residential Shared Streets

³ https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalks/chap4a.cfm

4.1 Town of Bowling Green Crossing Recommendations

Prepared by FAMPO Staff

The following are recommendations for key intersections in Bowling Green’s central bike and pedestrian area to improve safety and active mobility in a growing town. Increased traffic on US 301 business will challenge Bowling Green’s Main Street walkable character. These recommendations may help mitigate those impacts.

1. Broaddus and Anderson:

Add a ladder-style/continental crosswalk⁴ on Anderson and Pedestrian-activated Signal on Broaddus (Rectangular Rapid Flash Beacon- RRFB)⁵

2. Broaddus and Main:

Five continental crosswalks and an appropriate pedestrian signal phase TBD (see accompanying documentation). Adequate night-time lighting levels.

3. Broaddus and Travis:

Consider a crosswalk and pedestrian-activated signal (RRFB). Adequate night-time lighting levels.

4. Main/ Milford/Chase:

Four continental crosswalks, maybe 3-D (regulations are currently not clear on these)⁶; an appropriate pedestrian signal phase TBD. Consider a raised intersection (see accompanying description).

5. County and Chase:

Continental crosswalk, Pedestrian crossing sign

6. Main and Oakridge:

Continental crosswalk/raised crosswalk and Advance Yield Here To (Stop Here For) Pedestrians Sign and yield (stop) Line, in street pedestrian crossing sign, adequate-night time lighting levels⁷

7. Main St and Maury Ave:

Continental crosswalk/raised crosswalk and Advance Yield Here To (Stop Here For) Pedestrians Sign and yield (stop) Line, in street pedestrian crossing sign, adequate-night time lighting levels

8. Courthouse and Travis:

Continental Crosswalk, Pedestrian crossing sign

⁴ According to a US DOT study, ladder-style crosswalks were visible at twice the distance as lateral line crosswalks. Report can be found here: <https://www.fhwa.dot.gov/publications/research/safety/pedbike/10068/ch03.cfm>

⁵ According to US DOT “Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations” See accompanying documentation, or http://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=54

⁶ <http://nationswell.com/3d-crosswalks-save-lives/>

⁷ According to US DOT “Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations”, p 4

5. Town of Bowling Green Crash Data

Mapped by FAMPO Staff

The following map was prepared by FAMPO staff using VDOT crash data between the periods of 2012 and May 2019. The data shows the number and type of crash for any given area in and around the Town of Bowling Green. PSI intersections refer to intersections that may need “Potential Safety Improvements”.

