

MINUTES OF THE CITY COUNCIL MEETING
June 24, 2019 6:00 P.M.
WORK SESSION
Council Chambers

PRESENT: The Honorable Carey L. Freeman, Vice Mayor
The Honorable Herbert R. Green, Jr.
The Honorable Thomas J. Cannella II
The Honorable David A. Hux
The Honorable Charles M. Southall III
The Honorable Jana D. Andrews

J. Randall Wheeler, City Manager
Evie Insley, City Clerk
D. Wayne Moore, City Attorney

ABSENT: The Honorable W. Eugene Hunt, Jr., Mayor

Vice Mayor Freeman opened the work session at approximately 6:00 p.m. in Council Chambers.

1. Shipwreck Island

City Engineer Ellen Roberts presented Council with alternatives for the Shipwreck Island (Poquoson Avenue/Little Florida Road/Laydon Way) Intersection.

Engineering was tasked with developing improvements for the Shipwreck Island intersection. These improvements are intended to align the northerly leg of Poquoson Avenue with Laydon Way. These two roads are offset by a distance of approximately 80 feet. Federal Highway Administration Standards call for legs of intersection to be located directly across from one another. Alternatively, two adjacent intersections must be separated by a distance of at least 440 linear feet to meet highway standards. Offset intersections like Shipwreck create driver confusion, increased conflict points (locations where one car turns into another vehicle's lane), more backups, and decreased lines of sight.

Conceptual layouts and cost estimates were presented to City Council at its February 25, 2019 work session. The cost to realign Laydon Way but make no other improvements was \$375,000. A second option had a price tag of \$600,000 and included the realignment of Laydon Way and the addition of right hand turn lanes and traffic calming islands. At the February 2019 Council meeting Council had directed staff to gather traffic volume and vehicle accident data.

Clark Nexsen performed a traffic count for this area. The following diagram shows peak morning and afternoon counts:

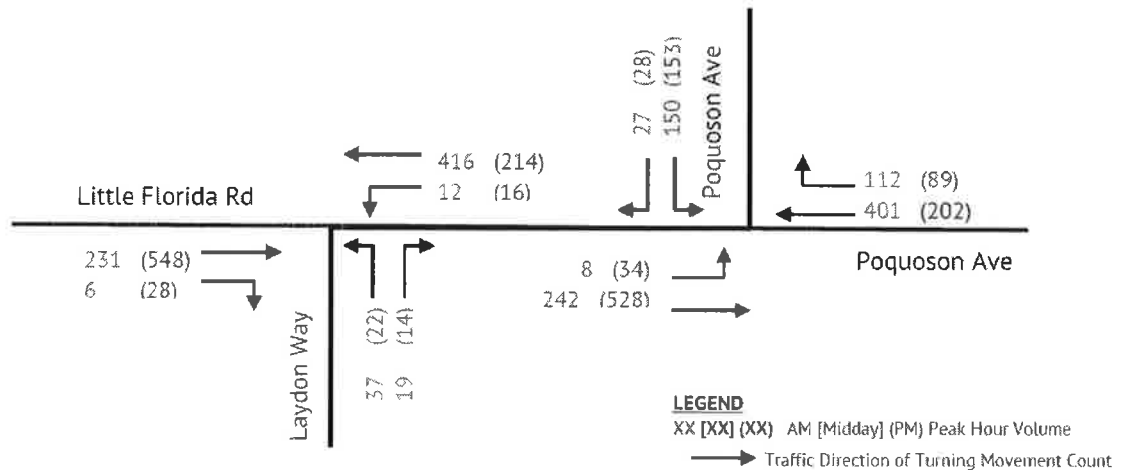


Figure 1.1 Existing 2019 Peak Hour Turning Movement Counts

The morning turning movement peak occurred from 7:00 – 8:00 a.m., and the afternoon peak took place between 5:00 – 6:00 p.m. The turning movement analysis showed that 85% of the southbound traffic on Poquoson Avenue turned left to remain on Poquoson Avenue eastbound.

The average daily traffic volume (ADT) along Poquoson Avenue north of Little Florida was found to be 9771 vehicles per day. The ADT along Poquoson Avenue east of the intersection east of Laydon Way was found to be 3397 vehicles per day.

In order to provide some context, VDOT traffic counts completed in 2018 indicate that the intersection traffic sees more daily flow than three of Poquoson’s four signalized intersections. In addition, the intersection experiences a high percentage of turning movements, especially left hand turns. Turning movements create a greater potential for traffic backups and accidents.

The consultant measured speeds at the intersection. It must be noted that speed studies typically do not take place at intersections because turning vehicles decelerate. This skews data and can provide the impression that speeding is not an issue. Intersections with a high percentage of turning vehicles would typically exhibit lower speeds than the roads leading to and away from the intersection. The 85th percentile speeds at the intersection all fell within the 30-35 mph range. However, the consultant stressed that the through traffic speeds averaged significantly higher than the average speed. A more detailed speed study would be needed to confirm the average speed leading to and away from the intersection.

The Poquoson Police Department provided vehicular accident data for the area surrounding and including the intersection. Please note that the accident locations are approximate and indicate where the vehicles came to a stop rather than some collision points or where the driver may have lost control. Three incidents occurred at the intersection during this period. Two were caused by vehicles making improper turns and colliding with vehicles in the adjacent lane. One was caused by a driver backing up while waiting to make a turn. This action was intended to correct a perceived problem with their position at the intersection. All three events took place during daylight hours.

Council can opt to fund this project completely or to seek transportation funding. The most likely source of funding is Revenue Sharing funds. This project appears to qualify for this program. Revenue Sharing monies can fund up to 50% of a project's cost. Applications are accepted and funding awarded every two years. VDOT is currently accepting applications for Fiscal Years 2021 and 2022. In order to participate in this application process, City Council would have to pass a resolution before August that supports the project and commits to funding 50% of the cost. The Engineering Department would complete an application and submit it to VDOT by October of 2019. The Commonwealth Transportation Board would select projects for funding in early 2020. Work on selected projects could begin in Fiscal Year 2021. Project completion would depend on workload, VDOT review times and the time needed to both design and construct the project.

After a lengthy discussion among Council members regarding support of the project two members opposed the project with four members supporting the project utilizing the cost sharing option. Therefore staff was directed to bring forth a resolution to City Council in July that supports an application for Revenue Sharing Funding to improve the Little Florida/Poquoson Avenue/Laydon Way intersection.

2. Streetscape Improvements – City Hall Clock

Councilman Hux noted that the time remaining prior to the regular Council Session would not be sufficient to cover the City Hall Clock discussion. Council decided to postpone this matter until the July 22, 2019 Work Session.

ADJOURNMENT:

There being no further business, the work session was adjourned at approximately 7:00 p.m.