

Collins, Carroll

Subject: FW: Longhill Road Study - public input item

From: Christopher Becke [<mailto:chrisbecke@yahoo.com>]

Sent: Monday, March 10, 2014 10:25 AM

To: Planning

Subject: Long term planning - County Roads

To Whom It May Concern:

I'd like to request that the Planning Division take into consideration additional through-roads in James City County.

As the Longhill Road Corridor study/project moves along, it appears to be addressing symptoms of congestion without addressing some of the root causes. Unlike other municipalities, where all roads lead everywhere, and single-entrance neighborhoods are rare (take a look at a map of Denver), we live in an area where many areas are dead-ends and/or do not allow through traffic, thus forcing congestion on the limited roads that do connect. We have large swaths of land and both natural and man-made barriers that limit access and crossing from one area to another such that it takes an increasingly long time to get anywhere in the Williamsburg area from point A to point B.

Some of the barriers are natural wetlands, reservoirs and rivers, but others are gated communities (Ford's Colony, Colonial Heritage) or infrastructure with limited crossing (railroad tracks, Route 64, 199).

If we do not pursue additional connectors in addition to the improvements we're considering, then problems such as those encountered on Longhill will not be abated and will make this area similar to Kissimee, Florida, or Pigeon Forge, TN, where the limited connectors are impassible during rush hour.

I would propose that the Planning Division look at two things:

First, take into consideration that any new major housing developments provide pass-through between major connectors. It would be nice if there were another few publicly available routes through our gated communities also, but I understand the political and legal difficulties with this.

Second, consider some additional through-roads and crossings. More roads crossing the railroad tracks between Richmond Road and Mooretown (in cooperation with the City of Williamsburg), additional crossings of 199, and perhaps some new roads through undeveloped areas, perhaps from Longhill to Centerville through the area west of Wisk, ,for example.

I'm just hoping someone is looking at creative solutions to our long-term regional transportation needs to make it easier to get around this area.

Thanks.

Christopher Becke
chrisbecke@yahoo.com

Collins, Carroll

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Thanks.

Christopher Becke
chrisbecke@yahoo.com

Collins, Carroll

From: LT <ltwoman20@aol.com>
Sent: Thursday, September 19, 2013 4:50 AM
To: LonghillStudy
Subject: Support for bike friendly options on Longhill Road

I can't attend the meeting and saw your flyers at the JCC Recreation Center. I reside on Ironbound Rd. near The Virginia Gazette and use portions of Longhill road daily. I am also an avid bicyclist and would like to see Longhill become bike-friendly. I would use it more often to link to WISK and Freedom Park. PLEASE! Pretty please...

Laura Townsend

Collins, Carroll

Subject: FW: Longhill - Public Comments to Add to the Collection
Attachments: Longhill Road Study; 199 access road?

From: Renee Dallman
Sent: Friday, October 18, 2013 9:14 AM
To: Ellen Cook
Subject: Facebook Comments

Oct. 3 Post



Like · Comment · Share

2

4 people like this.

Top Comments ▾



Write a comment...



Runjal Patel i think you should also do a study about south boundary street and Jamtown road (it one dangerous Intersection)

Like · Reply · October 3 at 11:36am



James City County Runjal Patel - That intersection is in the City and I will forward your suggestion on to them. Thanks!

Like · October 3 at 11:53am



Runjal Patel Thanks

Like · October 3 at 11:58am



Christy Almeda i second a jamestown rd/ 199 study!!!

Like · 1 · October 3 at 6:40pm



Write a reply...



Dupree Foster So in this picture, is the Dodge Ram running the Ford Focus off of the road or is the Ford Focus trying to illegally pass on the shoulder?? Because status quo shows that this portion of Longhill Rd is not wide enough for 2 vehicles traveling in the same direction to pass one another.

Like · Reply · 1 · October 3 at 1:01pm via mobile

692 people saw this post

Boost Post

Sept. 18 Post



Do you drive, walk or bike along Longhill Road? We are conducting a study of the Longhill Road corridor to look at traffic congestion and safety, pedestrian and bicycle accommodations, transit operations and more.

Come out to a meeting on Oct. 3 from 7-9 p.m. to learn about the study, give input and help create a vision for the corridor's future. The meeting will be held at the James City County Recreation Center, Rooms A and B, 5301 Longhill Rd.

For more information, visit www.longhillroadcorridorstudy.com.



Like · Comment · Share 2

5 people like this. Top Comments

Write a comment...

Jen Vasco There needs to be a light at the Warhill Sports Complex/ Wasc, way too many people coming in and going out at one time
Like · Reply · 4 · September 18 at 9:35am via mobile

James City County Jen Vasco - I will forward your comment along. Thanks!
Like · 1 · September 18 at 9:38am

Write a reply...

LeAnne Deal Boyer It would be great to allow vehicles to take Opportunity Way off of Centerville to get to the WASC.
Like · Reply · September 18 at 4:10pm

James City County LeAnne Deal Boyer - I will forward your comment along - thank!
Like · 1 · September 18 at 4:20pm

Write a reply...

Lori Ehsam I agree with the others- I am always go into the Wasc and its a bear. An entrance from centerville would be great! Or a light.
Like · Reply · September 18 at 11:04am via mobile

James City County Lori Ehsam - Thank! I am forwarding your comment along.
Like · September 18 at 11:07am

Write a reply...

Kara Shy Neumann I would hate to have to have a light there (Longhill at WASC/Longhill Gate), but there have been multiple times that I have nearly been hit head-on by people trying to pull into WASC while I'm turning into Longhill Gate, where I live. There needs to be a way for people to access WASC from Centerville Road and a lot of the problems on Longhill will be greatly diminished!
Like · Reply · September 18 at 9:45am via mobile

James City County Kara Shy Neumann - Thank you for your comment! I will forward it along.
Like · 1 · September 18 at 9:48am

Write a reply...

Car-free in Williamsburg This is a critical corridor for all modes of transportation and we will do our best to get the word out.
Like · Reply · September 18 at 9:49pm

Write a comment...

Collins, Carroll

From: JmanCW@aol.com
Sent: Tuesday, October 01, 2013 8:22 PM
To: LonghillStudy
Subject: Longhill Road Study

We are residents of Longhill Gate. We feel that expanding Longhill Road would be a very expensive and long-lasting project. We feel that a much less expensive but beneficial project would be to install a traffic activated light at the entrance to the Warhill Sports Complex. This would allow people to safely walk or bike to the sports complex which is often difficult today. On weekends when there are activities/games it is very dangerous leaving our subdivision with all the traffic entering and leaving the sports complex. It is an accident waiting to happen. On week days it is often difficult to cross Longhill Road from our subdivision because of the speeding traffic. A traffic signal for pedestrian crossing would be beneficial for walkers/bikers.

James and Nancy Jackson
8313 Barons Court

Collins, Carroll

Subject: FW: Longhill Public Input - comment from Wellspring Church

From: Sharon Buckley [<mailto:buckleysk@cox.net>]

Sent: Tuesday, March 11, 2014 6:37 PM

To: Ellen Cook

Subject: Re: Longhill Road Corridor Study

Ellen, Thanks very much for your response to my E-mail. I appreciate Carroll's efforts to accommodate Wellspring, KOG and the Wmsbg Plantation concerns in a very tight environment. My thought's are to move the Roundabout about 20 - 30 more feet in the direction of the Old Town intersection and split the shared Wellspring/KOG entrance nearer the Wellspring/KOG property line. This would shift the Wmsbg Plantation entrance from being directly opposite the Roundabout. Also moving the Roundabout further into the Wmsbg Plantation property might further ease our concerns. Again thanks for keeping me in the planning loop.

Bob Buckley

On Mar 11, 2014, at 3:52 PM, Ellen Cook <Ellen.Cook@jamescitycountyva.gov> wrote:

Mr. Buckley,

Thanks very much for your email! Kimley-Horn has indeed been working on some thoughts for this area, and we met with KOG folks last week in the field to see the topography of their property and look more closely at their expansion plans. Carroll and I discussed checking in with you next about the revisions, so we're definitely of the same mind as you in wanting to keep both churches up to speed. Yesterday Carroll sent KOG folks the email below, along with the attached drawing. We welcome your comments and thoughts – Carroll and I weren't sure if KOG might also be contacting you separately, and if they do, obviously please feel free to discuss the shared access issue with them. Another opportunity to have a group discussion will be at the next PAC meeting (which I'll be sending an email about shortly).

Again, many thanks for checking in – take care,

Ellen Cook
Senior Planner II

<image004.jpg>

Development Management
101-A Mounts Bay Road
Williamsburg, VA 23185
Direct Dial: 757-253-6693
Front Desk: 757-253-6685
jamescitycountyva.gov

From: Carroll.Collins@kimley-horn.com [<mailto:Carroll.Collins@kimley-horn.com>]

Sent: Monday, March 10, 2014 12:21 PM

To: jimbaldridge@cox.net; mconnolly@landtechresources.com; AIA@melgrewe.com

Cc: Ellen Cook

Subject: Roundabout Modification at KOG/Williamsburg Plantation Intersection

Jim, Matt, and Mel –

Please find attached a modified graphic reflecting the roundabout at the Longhill Road/Williamsburg Plantation/KOG Expansion driveway being moved to the east/northeast approximately 20 feet. This lessens the impact on the proposed KOG Building Expansion and Parking Area. This also begins to lessen the impact on the existing parking area to the south. However, another idea I have based on weekday traffic volumes along Longhill Road and traffic accessing the KOG site during the morning and evening peak periods, we probably don't need the exclusive right-turn lane into the site. Removing that from the intersection at that site driveway will also help minimize the impact to the existing parking area and allow more of the buffer between the road and the site to remain in place. Remember these are DRAFT concepts at this time and they are not set in stone.

Review at your convenience and let me know if you have any additional questions. If you have had any discussions with the representatives from Wellspring United Methodist regarding the shared access concept let Ellen Cook or myself know how that is going and if it is still a realistic option. I've also discussed with Ellen some other access ideas that would result in maintaining separate access points to Longhill Road for the two churches. We may end up proposing the two scenarios/options in the report understanding that the shared access negotiations may take longer and would not be resolved before the planning study is completed. At least that way there is a plan B if shared access isn't an option.

Thanks again for meeting in the field last week. It is always good to have engaged citizens involved in the process and it is always good to actually get to walk properties to better understand the lay of the land.

Regards,

Carroll

Carroll E. Collins, AICP

<image001.png>

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DIR: 757-213-8616

CELL: 757-288-3116

FAX: 757-213-8601

EMAIL: carroll.collins@kimley-horn.com

-----Original Message-----

From: Sharon Buckley [<mailto:buckleysk@cox.net>]

Sent: Friday, March 07, 2014 9:00 AM

To: Ellen Cook

Subject: Longhill Road Corridor Study

Hi, Ellen

I thought the Contractor did a great job in their last Public meeting. During the presentation I was aware of the concerns of the Reps from King of Glory Lutheran whose property abuts the Wellspring United Methodist property. I am aware that their concern focused on the Roundabout location that affected their expansion plans. I believe they were going to send the Contractor a CAD version of their plan in order that the location of the Roundabout proposed could be modified. As this would probably have an impact on Wellspring's entrance/exit path, I would appreciate being informed of any adjustment being proposed for the siting of the Roundabout. At the meeting I inked in a shift of the Roundabout into the Timeshare property, but I am not opposed to moving the Roundabout further up Longhill toward the Oldtown intersection. Perhaps making the Joint entrance nearer Wellspring's present entrance/exit. I would appreciate receiving any information that is available on the current scheme of the Contractor for this segment of the Study.

Bob Buckley, Stakeholder for Wellspring United Methodist Church

<KOG_Intersection_DRAFT_Sheet_9_10MAR14.pdf>

Collins, Carroll

From: Mike Kordosky <mike.kordosky@gmail.com>
Sent: Thursday, September 19, 2013 12:30 PM
To: LonghillStudy
Subject: Comments on the study
Attachments: intersection.png

Hi,

I am a homeowner in the Windsor Forest neighborhood and am happy to see that JCC has commissioned a study of the Longhill corridor. I will probably be out of town for the October 3 meeting but have some thoughts and comments which I'll share in this email:

(0) There is a safety problem at the intersection of Longhill and Olde Towne Rd. Please refer to the attached picture. The issue is twofold: drivers traveling south on Longhill routinely stop just after the intersection to attempt to make a left turn into the 7-11 on the corner. This is a turn in traffic, across a double yellow, through a turn lane, a regular lane, and another turn lane. It is also an abrupt stop just after an intersection, when other drivers are accelerating forward and not expecting it. I don't know the statistics of that intersection but I've had a close call there and seen another. It's quite dangerous. Also, a similar problem occurs with customers leaving 7-11 to travel south on Longhill. It's very common to see a car pull out of the store, find it's way through stopped traffic (people let them cross in front), block access to lanes, then turn left to go south on Longhill. Often by that time the light has gone green, the turning driver is under pressure to get moving, and cars are coming south on Longhill. Even worse, sometimes the turning car is "hidden" behind cars in the northbound turn lane. It's dangerous and there is no reason for it.

What to do? Well, more enforcement could help. But, I think there is a simpler solution: put up pylons on the double yellow to block turns. The 7-11 might object, but people going south can still get to their store. They just have to make a protected left on Olde Towne and then a right into the store. People leaving to go south also just turn on Olde Towne and then again onto Longhill. That's what I do, it's not such a pain, and it doesn't lose them any of my business.

(1) Longhill carries a pretty high volume of traffic but I don't think it's too high. I can routinely get out onto it from my neighborhood in just a minute or two. This is going right and left from Buford or Sheffield. There are no traffic lights there.

(2) North of 199 it does get congested for about 30 minutes during the morning and evening rush. But, I don't think this is all that bad. I don't think we need a road widening to add more lanes. Instead, we might try to work on better synchronizing the lights between the 199 overpass and taking other "tuning" steps. For example, customizing red and green durations for those times of the day. I'd be interested to know how much of that has already been done and what the results have been.

(3) I think drivers go too fast along the stretch of Longhill near the Season's Trace neighborhood and Lafayette HS. The road is curvy there, not much shoulder, multiple turn lanes, and there are often teenage pedestrians. The speed limit is 35. Consider a reduction and some road modifications to slow people down. Perhaps rumble strips or a painted on narrowing?

(4) This may be out of scope: The southbound intersection of De Pue (aka Longhill) and Ironbound has a green-arrow-only left turn. I don't think it's needed. Sitting in that turn lane you have a clear view of oncoming traffic for about half a mile. The speed limit is 35 MPH and there's usually very little traffic. Nothing obstructs a safe left turn on a regular green. Can we get rid of the red arrow?

(5) Some people may ask for a light at the outlet of Warhill park. I am a regular, multi-time per week, user. I know it can be a bit congested when kid's ball games are ending, but the vast majority of the time it's fine. I don't believe that the inconvenience of occasional congestion is worth the inconvenience and expense of putting in a traffic light there.

(6) It would be nice to see the bus stops spruced up to move riders further from the side of the road and give them some shelter from the elements and cars whizzing by.

Thanks for the study.

Mike Kordosky

Collins, Carroll

From: Chris Lucas <astro_doc@yahoo.com>
Sent: Wednesday, April 30, 2014 11:44 PM
To: LonghillStudy
Cc: Lisa Lucas
Subject: Longhill Rd project LHS intersection

Dear Longhill Rd Study,

Congratulations on your excellent work so far. I much appreciate the informative emails & website. I regret that I've been unable to attend the meetings.

I've one major concern with the plan to date:

If you make the faculty/student exit from Lafayette High School right turn only, where do you propose they turn around to head east on Longhill? U-turn at the school bus intersection?

A glance at the district map shows many if not most of the Lafayette district lies east of the school:

http://www.edline.net/files/fXLtL_/d9c9d8a4263c53ed3745a49013852ec4/HS_Zone_Map.pdf

So many will likely want to head left/east out of the school towards Williamsburg (which can easily be observed now at the start & end of school) If you force them right/west, I predict they'll u-turn wherever, which will not improve either safety or traffic flow. Perhaps a light is a better solution? Or continued manned traffic direction at the end (& start?) of school?

Sorry for the late comment & if this has been addressed and I missed it.

Thanks,
Chris Lucas
103 Muirfield

Collins, Carroll

Subject: FW: Longhill Public Input Item

From: Parr McQueen [<mailto:jpmatchbox@gmail.com>]

Sent: Monday, March 03, 2014 9:40 PM

To: LonghillStudy

Subject: New Idea

Hello,

In regard to you road and thinking about the many intersections where the mup has to cross the road, I remembered this video. Please watch it. <https://www.youtube.com/watch?v=FlApbxLz6pA>

The 90 angle into the lane is a very good idea. This would be perfect to implement into the intersection where the mup switches sides of the road at fords colony entrance.

Looking forward to hearing your input

Thanks

Parr

Collins, Carroll

From: Drew Mulhare <dmulhare@fchoa.net>
Sent: Thursday, May 08, 2014 12:01 PM
To: LonghillStudy
Subject: Pedestrian crosswalk and light WW Drive

Ellen and Tammy,

The Fords Colony HOA has been contacted by a resident requesting the HOA to petition the County and VDOT to install a pedestrian crosswalk and pedestrian crossing signal across Longhill Rd at the intersection with Williamsburg West Drive. He daughter crossed the intersection, heading from Ford's Colony northeast toward the apartments, with the appropriate green light, and was struck by a vehicle. Our resident points out that, in addition to being a busy intersection, with access to a sidewalk, the County transit bus stops both east and westbound at this intersection.

Is a pedestrian crosswalk at this intersection planned in the corridor study? Likewise, is a pedestrian crossing light planned?

If not, can this email be used as a request on behalf of the FCHOA to request that this be appropriately considered/studied by the County and/or VDOT?

Thank you.

Best Always, Drew

Drew R. Mulhare, CMCA, LSM, PCAM, Broker (VA)
General Manager
Ford's Colony Homeowners Association
Office 757-258-4230, fax-4065, cell-757-503-5995
100 Manchester Drive
Williamsburg, VA 23188
dmulhare@fordscolony.com
"Make the Decision to be Happy"

This communication contains information from Realtec Community Services, Inc. (RCS), a service provider or agent for the Ford's Colony at Williamsburg Homeowners Association (FCHOA), and a number of unit owner subassociations, collectively "Clients". Nothing in this communication is intended to operate as an electronic signature under applicable law and email transmission shall not be used to conclude or create any binding agreement on behalf of RCS or its Clients. The information contained herein may be confidential. Except for personal use by the intended recipient, or as expressly authorized by the sender, any person who receives this information is prohibited from disclosing, copying, distributing, and/or using it. If you have received this communication in error, please immediately delete it and all copies, and promptly notify the sender. Email transmission cannot be guaranteed to be secure or error-free. RCS and its Clients are not liable for any errors or omissions or viruses contained in this message which arise as a result of email transmission or any interpretation thereof. Any views or opinions contained herein are the views of the author and do not necessarily represent those of RCS or its Clients, unless otherwise noted.

Collins, Carroll

Subject: FW: To add to public comment collection

From: Reed NESTER [<mailto:RNESTER@williamsburgva.gov>]
Sent: Friday, February 21, 2014 10:18 AM
To: Ellen Cook
Subject: Longhill Road Project

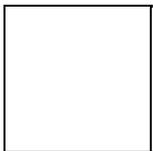
Ellen,

I read with interest the reports on your last meeting. The WY Daily had two cross sections in their story. Is there a map that shows a plan view of the corridor, detailing where the multi-use path is located?

Is there a reason that bike lanes are not being proposed? The Regional Bikeway Plan, I believe, shows Longhill Road as both Bike Lanes and Multi-use Path. From my perspective as a cyclist that frequently rides this corridor, I think that a designated bike lane would be better than a shared lane with sharrows.

Reed

Reed T. Nester, AICP
Planning Director
City of Williamsburg
401 Lafayette Street
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rnester@williamsburgva.gov



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Collins, Carroll

From: Joel Reeves <joel.e.reeves@gmail.com>
Sent: Friday, May 02, 2014 5:10 PM
To: LonghillStudy
Subject: Longhill Road study
Attachments: reeves comment.pdf

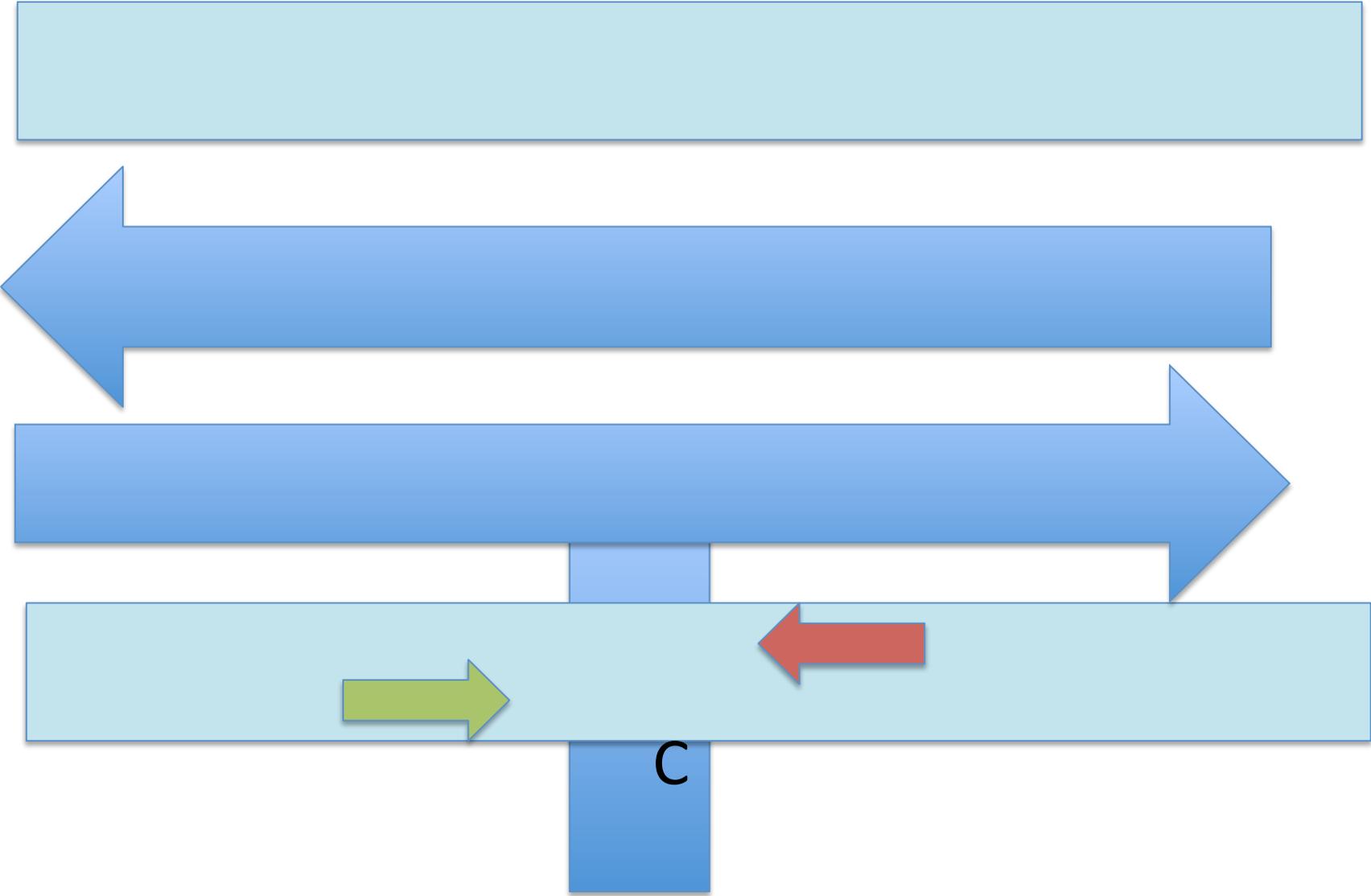
I have some comments on the redesign of Longhill Road

1. I see you are not proposing that the multi use path be positioned on the same side of the road. I think this is a mistake as cyclists, runners, walkers and other users will unnecessarily have to cross Longhill rather than staying along a consistent path. Cyclists hate to stop, requiring them to switch side requires they stop

2. I would urge positioning multi-use paths on BOTH sides of the road. One of the most dangerous situations for a cyclist on the path is approaching a cross street from the right, a car waiting on a cross street for traffic to clear before making a right turn, while waiting the driver of the car's total focus is traffic approaching from his left, he rarely looks to the right before making his right turn. It becomes very difficult to catch the attention of the driver, his head is turned away. As a cyclist, even on a separated multi-use path, I prefer to travel in the same direction as traffic on the main road to increase chances crossing traffic is aware of my presence. A car stopped waiting, will see you approaching from his left, you make eye contact and proceed to cross in front of him safely. (see attached diagram)

Joel Reeves
162 Fords Colony Dr
Williamsburg VA 23188
joel.e.reeves@gmail.com

Car waiting at point C, intends making a right turn onto Longhill. His entire focus is to his left, a cyclist (red) approaching from the cars right cant cross in front of the car safely with the driver of the cars total focus to his left. A cyclist (green) easily makes eye contact with the driver and crosses safely in front of him.



Collins, Carroll

Subject: FW: Public input - one additional item

From: Dr. Donald W Cherry [<mailto:cherries@widomaker.com>]

Sent: Tuesday, September 24, 2013 10:49 AM

To: Luke Vinciguerra

Subject: longhill

Luke,

The county needs to pull out the info I provided on "Road Diet" for Longhill. A two lane road with a center turn lane for it's entirety and bike lanes both sides would fit just fine. You could landscape the 3rd lane where turning lanes are not needed. Road Diet article says it will handle up to 22,000 vehicles per day including peak hours of traffic. This would be much less intrusive than four lanes .

Please submit to VDOT and planning my suggestion. Don

Collins, Carroll

From: Patricia A.Spayd <patricia.spayd@gmail.com>
Sent: Tuesday, September 17, 2013 11:42 AM
To: LonghillStudy
Subject: Longhill Road Study - and the Communal Slow Down of These Drivers

Hello Planning Divison folks,

My name is Patricia Spayd. I've lived here in Williamsburg or almost 4 years. I have some observations to share with you on Longhill Road - as well as some merge areas within Williamsburg.

First of all, I use Longhill Road a lot and used to live in Ford's Colony. The road traffic has that bad bottleneck when crossing the bridge over Rt 199. Traffic lines up in the left lane to get through the stop light at Williamsburg West. The right lane turns into the apartment complex which is a total waste of a through lane which could be directed to Longhill. What?? Yes, we in Virginia have no concept of "EVERY OTHER CAR MERGE" . This is just not done here as it is in Pennsylvania and Europe. Seamless and efficient.

Personally, I get in that right lane and ride it past the Rt 199 bridge stoplight and merge left on the main Longhill before the SLOW RIDES in the middle (left Longhill through lane) lane decide to take their foot off the brake and drive. People are just exceptionally SLOW and tentative through here. They leave 5 or 6 car lengths between each vehicle, then putter along on turning from the Longhill Exit off Rt 199. There is usually a string of traffic at rush hour times, I get in the RIGHT lane at the light to make the left legal turn, and then have passed all the poke a-longs and have merged into the main traffic line. SLOW FOLKS just line up and sit there. Many are really old and just don't take the thought that there are plenty of cars lined to make the light and only X amount of time before the light changes and leaves drivers sitting through 2 light changes to get onto Longhill Road from Rt 199 exit.

Secondly, I go to Wellspring UMC and we are taking our lives in our hands to get in and out of our church as we have no turn lane and the traffic from the stop light at 7-11 is like running a gauntlet of rapid fire tourists in big SUVs! YIKES !!!!

On a third note: You have the same stupid lining up stunt on the entrance to Rt 199 WEST from Monticello. That dumb left arrow moves traffic over out of the main logical path and just pushes them into the other merge lane on the entrance ramp. Fourth: SAME thing with Monticello going West toward Centerville Road just past Monticello Marketplace. Wrong placing to arrows. WE NEED " EVERY OTHER CAR MERGE!" The same for the the Monticello going EAST through W&M forest. EVERY OTHER CAR MERGE. People just line up in one lane and leave the other lane vacant, which causes a back up because we need the EVERY OTHER CAR MERGE!" sign. Just like a zipper, when this happens traffic flows efficiently and quickly. I've driven in Europe many times, and also this is done in Pennsylvania - especially when there is road construction!! I notice that on Rt 199 there was a 3 mile backup in the left lane because the right lane was "EVENTUALLY" closed, but drivers hustled over in the left and leaving the right lane free and clear all that way up to the actual cones on the road at Rt 5. DUHHHEEEEE. A mere sign "EVERY OTHER LANE MERGE" would be so easy to set up and solve this Communal Stallout affecting residents here in Williamsburg. I get so frustrated to see a high and dry empty lane and everyone is crammed and backed up in the other lane, then they are angry to see me fly past in the legal open lane and merge in a mile or two down the highway. Well, use both lanes," every other car merge!" ALIEN CONCEPT here.

Fifth: Yet another misplaced traffic arrow is on Longhill BYPASS heading toward Eastern State Hospital and in front of the big Gym and Community Center. The arrow to continue on Longhill Bypass pushes traffic to the left turn past the Mews Apt complex. This conflicts with the left turn arrow to go behind the gym. I stay to the far right to avoid the cars turning left, people seem to be confused to go left, then there is the left turn - but to go straight after dodging left is bizarre. Stay right and avoid left turning cars. Amazing.

Well - that is my experience here. Lots of misplaced arrows and lots of missing "MERGE EVERY OTHER CAR" - 4 words.... Kind regards,

Patricia Spayd
757-903-2368

Collins, Carroll

From: William Lee <warhillinn@gmail.com>
Sent: Thursday, October 03, 2013 1:29 PM
To: Ellen Cook
Subject: Re: Reminder - Longhill Road Study public meeting tomorrow night

Ellen --- Thank you for inviting me to join the Advisory group. I am sorry circumstances conspired such that I was unable to attend either meeting.

I had two ideas that I have not seen addressed any of the correspondence;

- 1) Opening the now defunct emergency access exit off of 199S onto Olde Towne road would have a positive impact on the traffic volume at 199 and Longhill Road.
- 2) A raised concrete island in Longhill road east of the Olde Towne intersection would prevent 7-11 traffic from exiting east bound onto Longhill. That exit is dangerous for an east bound turn.

Thank you for your efforts on our behalf ---- Will Lee

On Wed, Oct 2, 2013 at 3:38 PM, Ellen Cook <Ellen.Cook@jamescitycountyva.gov> wrote:

Hello everyone,

I am looking forward to seeing you at the Longhill Road Corridor Study Public Meeting tomorrow night (Oct. 3) from 7 – 9 p.m. at the James City County Recreation Center, and also looking forward to welcoming the public and any friends and neighbors you may have passed the word along to. If anyone has any questions prior to the meeting, just let me know.

Thanks very much!

Ellen Cook
Senior Planner II



Development Management

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Collins, Carroll

From: Stephen Slyfield <sslyfield@me.com>
Sent: Saturday, July 27, 2013 5:13 AM
To: Ellen Cook
Cc: Jeff Bigelow; Jim Icenhour; Rossie (VDOT) Carroll; jesse lanehart; Lance Beuschel, (H)
Subject: Longhill Corridor

Good Morning Ms Cook, I got your email from Jeff regarding Longhill Corridor.

Jeff and I work closely on items regarding Mallard Hill

I'll be glad to discuss with you one day next week if you have time. Mallard Hill has been my home for 15 years.

757-345-9371

Recommendations:

1. Forecast the park events and post 2 traffic Policeman (or a traffic director like the ones used at Lafayette High) during peak times for their events.

Post one at Longhill and Warhill and the other one at the first entrance to Mallard Hill so we in Mallard Hill can get out.

2. Open the back gate to the park and let park guests enter and leave that way. Clearly we'd get less traffic that way. And they would have a traffic light when they got to Centerville by the Police Dept. This will be particularly helpful during the large events and even when parents drop off and pick up their children at the child car center.

3. Move the WISC sign back 3 feet and quit putting up temporary signs that block visibility.

4. The outgoing lane of Warhill Trail at the stop sign holds water and creates ice in the Winter. Not good.

5. As you exit Beaver Run (inside Mallard Hill) onto Warhill Trail there are several problems:

- foliage on left and right and in the neutral ground dangerously limit visibility even if a vehicle on Warhill Trail is approaching at 25mph the foliage creates a dangerous situation. Most vehicles approach at closer to 40 mph.

Solutions

a. remove the foliage to the left and right that blocks visibility and REMOVE the tall vegetation in the median that blocks visibility.

(I quit cutting the left and right sides several years ago when the county planted trees in the median...The trees are a very bad move which blocks visibility).

b. create

a well marked pedestrian walk from Beaver Run across to the WISC walking path.

c. create

2 speed bumps on Warhill Trail to physically reduce speeders, to give folks exiting Beaver Run onto Warhill Trail more time to safely exit.

- d. create a fines doubled zone for speeding with signage.
 - e. create a 15mph speed limit on Warhill trail so that MAYBE, speeders would only go 25.
 - f. create a daily police speed trap during peak hours morning and evening (Have the police sit on Beaver Run facing Warhill Trail)
-- bring extra ticket books because it will be easy to write a books worth
6. Pls put a bench and shade/foul weather shelter for folks waiting at the public bus stops.

Thanks to all for your help

Stephen Slyfield
Lieutenant Col, Retired
Transportation Corps
US Army
sslyfield@me.com<<mailto:sslyfield@me.com>>

Stephen Slyfield
sslyfield@me.com

Collins, Carroll

From: Bruce & Donna Lemley <lemley01@mac.com>
Sent: Friday, November 29, 2013 2:21 PM
To: LonghillStudy
Subject: long hill road

Ellen,

I haven't seen much discussion about opening the back gate to WISC to allow traffic to flow into WISC from the centerville road access road. as well as Longhill. This would give the option of 2 entrance's into WISC both from 199. Longhill and the route 60 exit then onto Centerville road. I seems to me most of the traffic problems occur during high activity times at the WISC facilities.

regards,

Bruce Lemley

Collins, Carroll

From: Roy Snyder <lrs650@cox.net>
Sent: Friday, November 22, 2013 11:34 AM
To: LonghillStudy
Subject: issue

Ellen,

I have appreciated the opportunity to attend both meetings so far. I have learned a great deal about the issues related to planning a road.

One issue that I have not seen clearly addressed is the measurement of traffic at different times of the day (including weekends).

As a resident in Seasons Trace and a retiree my view of Longhill suggests that when school is either in or out at Lafayette or after rush hour (am or pm) there is little traffic pressure. Is this an accurate "fact"? If so, does panning factor this into it's proposals?

Roy Snyder