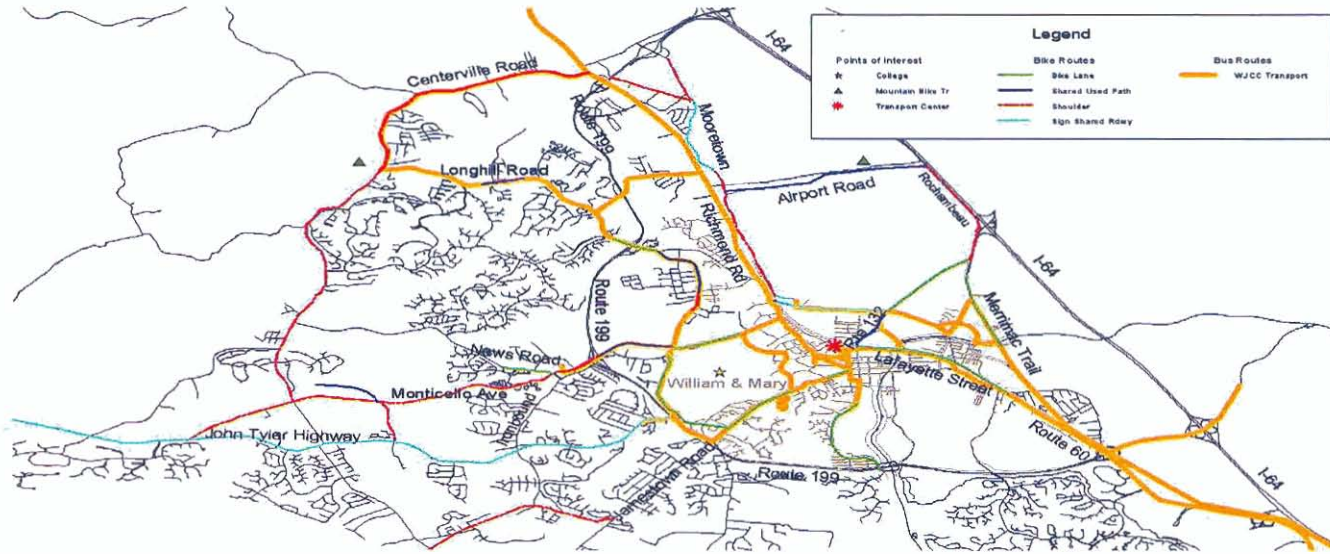James City County Board of Supervisors

Reading File

May 10, 2005
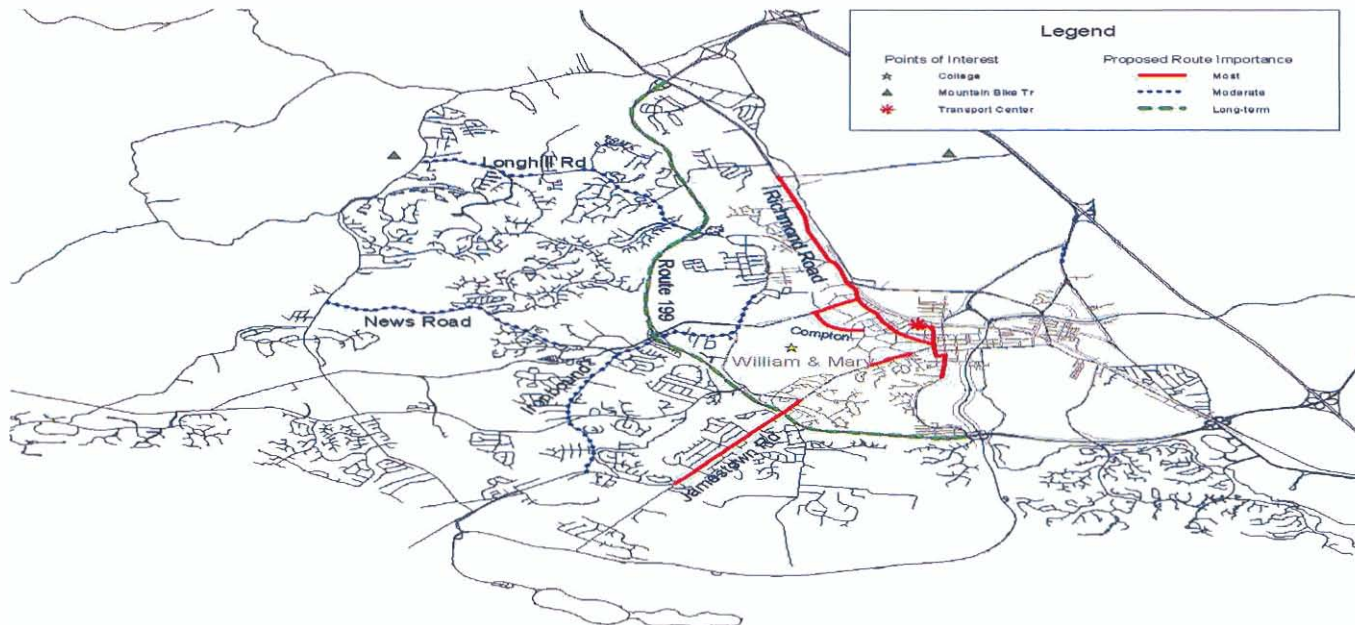
For Your Information

1. The Williamsburg Accessibility Project: Steps to an Accessible, Active Williamsburg

2. Report of the General Elections Precinct Voters

3. Realignment Map of Berkeley Voting District Realignment Map of Powhatan Voting District

4. Realignment Map of Powhatan Voting District

051005RF.age

Williamsburg/James City County
Bus & Bike Map

Legend

Points of Interest
★ College
▲ Mountain Bike Tr
✳ Transport Center

Bike Routes
Bike Lane
Shared Used Path
Shoulder
Sign Shared Rdwy

Bus Routes
WJCC Transport

Williamsburg/James City County
Proposed Bike Routes

Legend

Points of Interest
★ College
▲ Mountain Bike Tr
✳ Transport Center

Proposed Route Importance
Most
Moderate
Long-term

The Williamsburg Accessibility Project: Steps to an Accessible, Active Williamsburg

Environmental Sociology, The College of William and Mary

Students and Prof. Timmons Roberts

Spring, 2005
DRAFT FOR COMMENT

Contents

1.   Introduction:

Williamsburg is a fantastic place to live whether you are raising a family or have recently retired. One characteristic of Williamsburg that makes it unique is its diverse array of attractions and opportunities that it has to offer, ranging from Duke of Gloucester Street and the College of William and Mary in Colonial Williamsburg to Busch Gardens. While Williamsburg is already a great city, there are some simple yet significant and practical steps that can be taken to improve the community of Williamsburg and the lives of its residents in a number of ways.

> Obesity and inactivity among adults and children are serious problems facing all Virginians, says Governor Mark Warner, citing studies by the U.S. Centers for Disease Control and the Kaiser Family Foundation that show 24 percent of Virginians are obese, and 19 percent of children between the ages of 2 and 5 are overweight or at risk of becoming overweight.
>
> "We need to take active steps to encourage healthier lifestyles among Virginians."

The overall layout of Williamsburg essentially mandates a dependence on cars for transportation to most destinations. This is caused in part because the great sites that Williamsburg has to offer are spread out geographically. The lack of safe, efficient, and convenient transportation to and from these sites leaves the automobile as the only viable alternative. Yet is car dependency necessarily a negative issue? Admittedly, cars are convenient; getting us where we want to go, when we want to go there. There are several problems, though, with Williamsburg's citizens using cars as the default mode of transportation, even if it is simply to the supermarket down the street.

First, there are a number of environmental concerns that must be considered. Cars create a considerable amount of pollution as a result of exhaust. Smog may seem a remote issue, but an increasing number of days are considered "unhealthy" for people with respiratory problems. Furthermore, a reliance on cars demands that there always be enough paved roads to accommodate the heavy traffic. As a result, more paved roads create more impervious surface area, leading to more run-off, as well as the destruction of the forests and fields that the new roads may replace. Aside from

> **Imagine we took away your car.**
> **What would it be like for you to get around without it?**
> "awful"
> "bad-I need my car for work"
> "I can't imagine"
> "I could not survive"
> "difficult, but options are available"
> "difficult"
> "extremely difficult"
> "fine to stores, hard for anything else"
> "hard to keep my job"
> "horrible"
> "very difficult"
> "I couldn't go anywhere"
> "I would be immobilized"
> "I couldn't get my kids places"
> "I'd learn to use other transportation."
> "impossible"
> "I'd rely on the bus"
> "life-changing"
> "not easy"
> "not feasible"
> "sad affair"
> "terrible"
> "too hard"
> "very difficult"
> "I would be very isolated"
> "it would hinder activity"
> "I wouldn't be able to live"

the environmental effects that are a result of car dependency, a car dependent society is generally less physically active, as well. In 2005, Virginia was ranked as the worst state in the U.S. for obesity. Therefore, there are also significant health benefits if Williamsburg becomes a community where walking and biking are a safe and convenient alternatives to driving. In addition, decreasing Williamsburg's car dependency can lessen traffic and conflict over already congested parking areas, which can make traveling and commuting less stressful and improve the quality of life for all of Williamsburg residents.

Since the benefits to decreasing Williamsburg's car dependency seem so clear, why were these changes not made years ago? Some plausible explanations could point at the cost or possible inefficiency of these proposed changes. As it turns out, neither of these possible explanations is true.
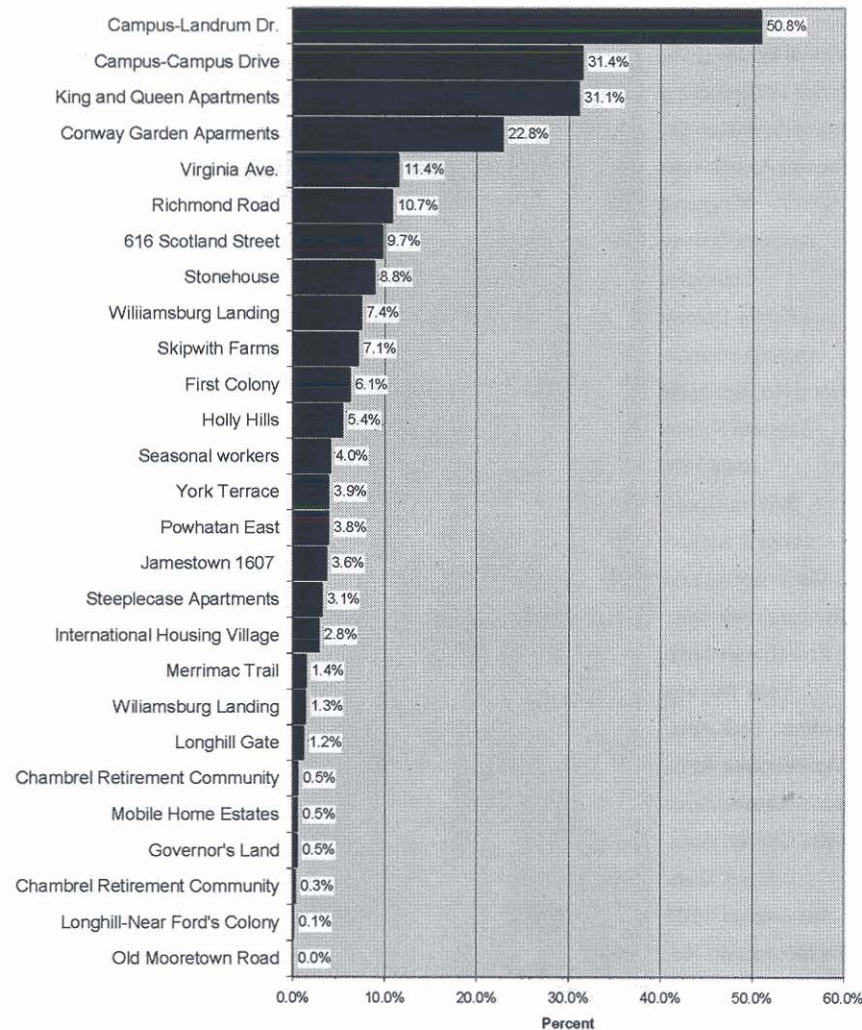
While studying transportation in Williamsburg this semester, as a team the 68 students in William and Mary's Environmental Sociology class have formulated some relatively inexpensive, yet crucial, steps that Williamsburg's local governments can take to alleviate the region's dependency on automobiles. We have studied six different groups of people living in Williamsburg, each of whom has relatively distinct transportation needs. We have investigated the transportation use patterns and needs of Williamsburg residents. These are single family home-owners, owners/renters of apartments and town homes, students, tourists, seasonal/migrant workers, and retirees. Our plan has the potential to reduce car dependency in Williamsburg, raise the quality of life for residents and visitors, improve health, and move the region to become a model for other communities in Virginia.

2. How Are Things Now? Findings from Three Surveys

The Modal Split Survey

In late March and early April of 2005, teams of William and Mary students went out to 27 sites to measure the percent of people using cars or alternative transit modes during the key commuting hours of 3 to 7 pm on weekdays.[1]

The findings—which were generated using a nationally-standardized procedure—provide an important baseline of information on how we get around as a community. The percentage of people using non-automobile transportation ranged from zero to over half, with the majority of sites registering less than ten percent. The greatest percentage of trips by foot or bicycle, as shown on Graph 2, was observed on Landrum Drive on the William and Mary campus, where most students have no accessibility to, or need for, car transport.
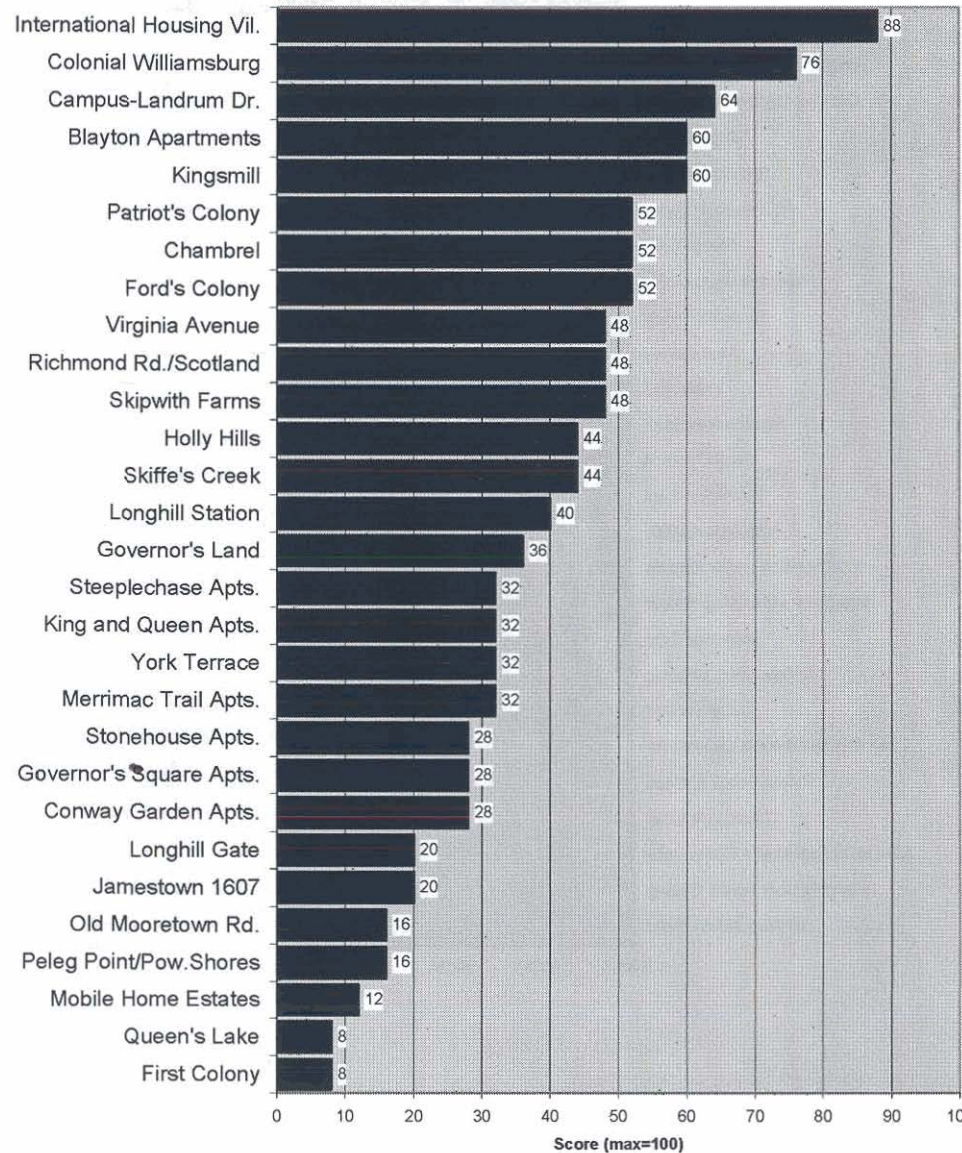
Percent of Trips by Foot or Bike

Site	Percent
Campus-Landrum Dr.	50.8%
Campus-Campus Drive	31.4%
King and Queen Apartments	31.1%
Conway Garden Aparments	22.8%
Virginia Ave.	11.4%
Richmond Road	10.7%
616 Scotland Street	9.7%
Stonehouse	8.8%
Wiliiamsburg Landing	7.4%
Skipwith Farms	7.1%
First Colony	6.1%
Holly Hills	5.4%
Seasonal workers	4.0%
York Terrace	3.9%
Powhatan East	3.8%
Jamestown 1607	3.6%
Steeplecase Apartments	3.1%
International Housing Village	2.8%
Merrimac Trail	1.4%
Wiliamsburg Landing	1.3%
Longhill Gate	1.2%
Chambrel Retirement Community	0.5%
Mobile Home Estates	0.5%
Governor's Land	0.5%
Chambrel Retirement Community	0.3%
Longhill-Near Ford's Colony	0.1%
Old Mooretown Road	0.0%

At the other end of the spectrum, extremely small percentages of walkers and bicyclists were seen in places like Old Mooretown and Longhill Roads, likely due to adverse weather conditions, whereby people are less likely to be out biking or walking. For consistency, the great majority of our surveys were administered in similar weather conditions, sunny to partly cloudy and warm, and thus, weather may be considered a small skewing factor for our results.

Most of our survey locations saw percentage of trips by foot or bicycle of less than ten percent, a value that can and must be greatly improved. Of the bus services being utilized, in our entire survey, the average number of patrons a bus carried was only eight. The poor utilization of bus services may indicate either that people don't need bus service in Williamsburg, or that the service is poorly publicized or inconvenient for users. Cars also have a low rate of occupancy. The average number of occupants per vehicle ranged from 1.13 to 1.59. The highest values were observed on campus. Carpooling in Williamsburg needs to be greatly improved, as well.

Williamsburg Neighborhood Accessibility Index

Neighborhood	Score
International Housing Vil.	88
Colonial Williamsburg	76
Campus-Landrum Dr.	64
Blayton Apartments	60
Kingsmill	60
Patriot's Colony	52
Chambrel	52
Ford's Colony	52
Virginia Avenue	48
Richmond Rd./Scotland	48
Skipwith Farms	48
Holly Hills	44
Skiffe's Creek	44
Longhill Station	40
Governor's Land	36
Steeplechase Apts.	32
King and Queen Apts.	32
York Terrace	32
Merrimac Trail Apts.	32
Stonehouse Apts.	28
Governor's Square Apts.	28
Conway Garden Apts.	28
Longhill Gate	20
Jamestown 1607	20
Old Mooretown Rd.	16
Peleg Point/Pow.Shores	16
Mobile Home Estates	12
Queen's Lake	8
First Colony	8

Score (max=100)

The Neighborhood Accessibility Index

Teams of students scored neighborhoods on the presence of key elements for non-automobile accessibility such as sidewalks, crosswalks, bike lanes and bike paths.[2] These scores were based mostly on facilities *inside* neighborhoods, not on the quality of their connections to others. According to our accessibility index, which ranged from a low of zero to a perfect score of one hundred, neighborhoods with single family homes and townhome/apartment dwellers had the lowest accessibility. Hotel tourists were in the middle. Retirees and students were higher, and seasonal/migrant workers and Colonial Williamsburg tourists were among the highest rated. Low income areas tended to be either very low or very high.

These trends indicate that the most work on improving accessibility needs to be focused on homeowners and townhome/apartment dwellers, but these residents may be less likely to reduce their car use. Improvements, therefore, can be made in all areas.

In an area like International Housing/Chelsea Lee, a seasonal/migrant location, which received the highest index rating, only 8% of people were observed using public/non-automobile transportation. This suggests that despite a high rating, improvements including education and health programs are necessary to encourage more non-automobile use.

Opinion Survey

Students interviewed or gave paper surveys to 395 people in Greater Williamsburg in early April, 2005.[3]
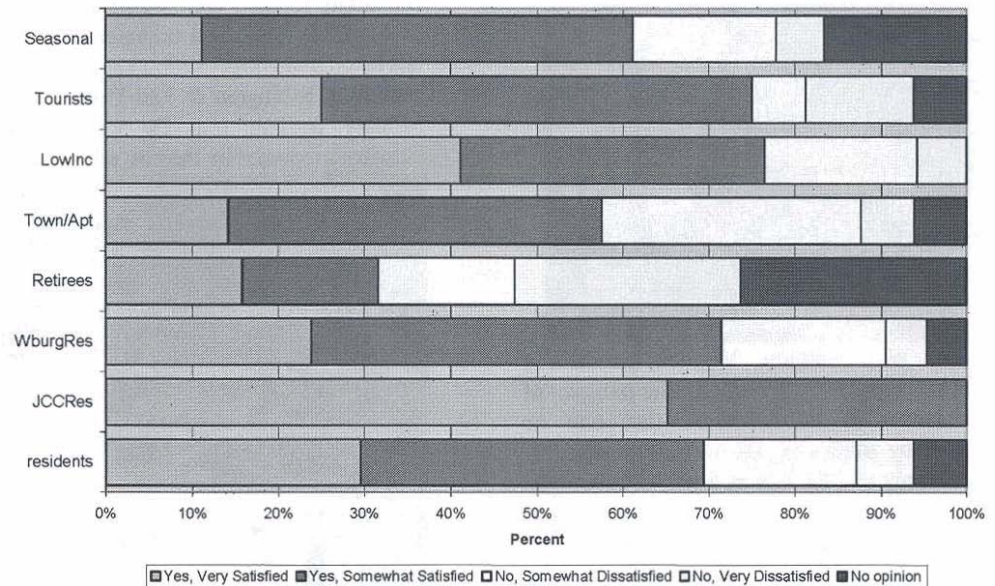
Only thirty percent of residents said that they were "very satisfied" with accessibility in their neighborhoods, and only 17 percent of students said the same. Despite the huge improvements in the Williamsburg Area Transit (WAT) in the last three yeas, only nine percent of residents said that bus service was "good--frequent and convenient." Sixty percent said that there was no useful bus service in their area or that they did not know about local buses—a sign that they were not served or not informed about the service.

When asked "What's the biggest change that could improve transportation in Williamsburg for people who do not have cars?" students overwhelming responded that more frequent bus stops and more reliable buses were key.

3. What Can Be Done?

The goal of this report is not merely to report on attitudes or a sad state of affairs—it is to provide some useful information in moving the Williamsburg region to becoming more accessible. To that end we provide two brief case studies of communities that are making substantial strides to becoming more accessible to non-driving residents and visitors.
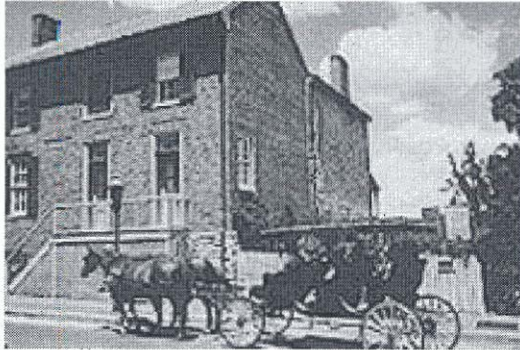
Are You Satisfied with Accessibility in Your Neighborhood for Walking, Biking and Utilizing Other Means of Public Transportation?

Yes, Very Satisfied Yes, Somewhat Satisfied No, Somewhat Dissatisfied No, Very Dissatisfied No opinion

How do you describe bus access?

good, freq. and conv. fair, nearby no bus service don't know
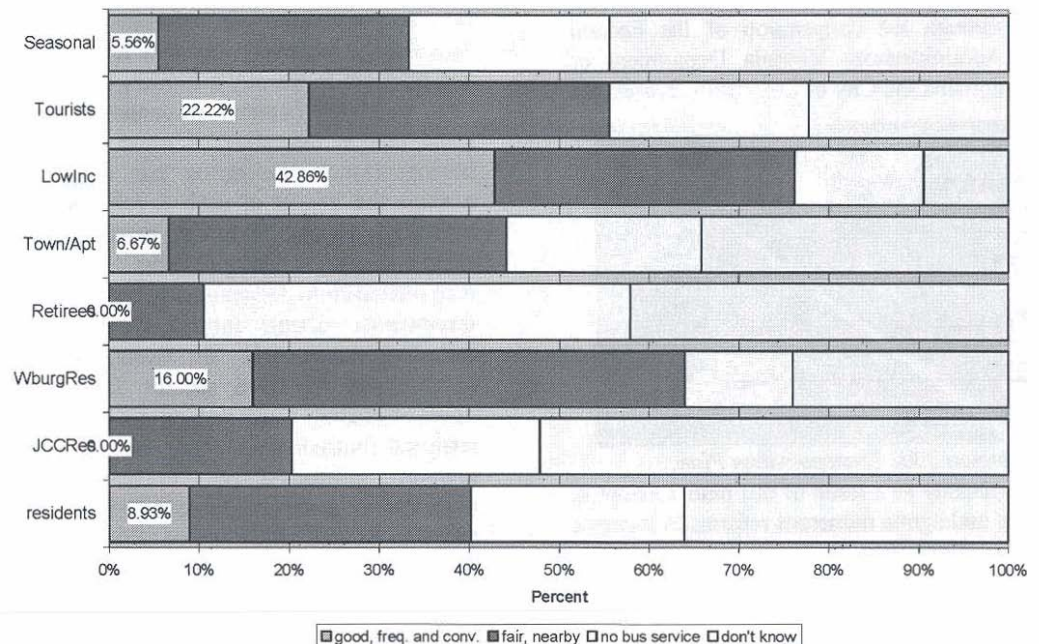
Examples Elsewhere: Lexington Virginia

The city of Lexington, Virginia provides a helpful and encouraging testimony for the prospect of positive changes in transportation that can be achieved, thereby improving the welfare of citizens, the local economy and the city as a whole. Lexington is a city not unlike Williamsburg, with similarities in population growth, demographics, economy and various other characteristics, and especially similar with regard to the challenges it has faced in the area of public transportation.[4]

An analytical study of the city, which was advanced through the cooperation of the Federal Highway Administration, Virginia Department of Transportation and the City of Lexington, culminated

in The *Lexington 2002 Transportation Plan*.

Predominantly as a result of this plan, Lexington has recently undergone numerous reforms to improve the safety, capacity and effectiveness of its public

transportation structure. Consequently, the city is better able to balance and fulfill its commitment to education, tourism and commercial services because of its newly improved transportation plan. The plan has taken into consideration key aspects of Lexington, such as Washington & Lee University, the Virginia Military Institute and the valuable local tourism industry supported by the city's historical attractions.

Like Williamsburg, Lexington is undergoing changes whereby the character of the city is shifting to accommodate an increasing population. Specifically, the addition of new retail centers within and adjacent to the city's borders contrasts with the more traditional commercial venues in a pattern that some fear is indicative of urban "sprawling" and homogenization. Lexington has sought to better manage the impact of such development on public mobility while also improving existing transportation circumstances through the policies and recommendations formulated in the 2002 Plan. This improvement strategy considered other travel modes including transit, rail, air, water, pedestrian and bicycle, and identified specific freight movement needs, including truck and railroad modes. It also analyzed transportation needs associated with local tourism, conducted an environmental impact overview of potential improvements and strove to take into account a broad range of the most significant aspects of transportation in Lexington.
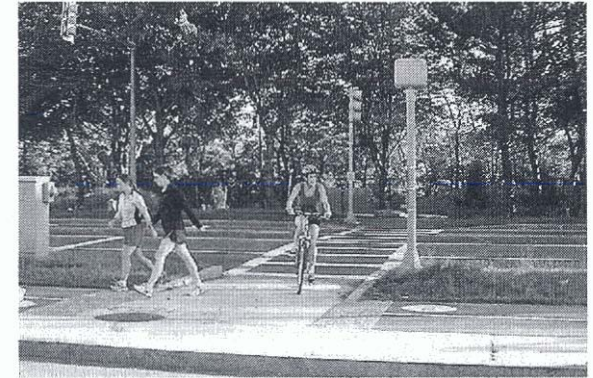
Issues receiving the greatest focus were inadequate bus schedules, lack of public transportation routes to the main commercial centers, long commutes, safety concerns around bus stops and other areas, as well as existing designs discouraging non-automobile transportation.

Many of the policies and recommendations focused on altering roadways to allow for safer and more operational use with the implementation of pedestrian/cyclist friendly modifications such as crosswalks, signals and designated walking/cycling areas which have extended the practical functionality and attractiveness of historical areas to the city's downtown sector, shopping areas, and main fairways. Encouraging more efficient use of existing transportation resources such as buses, taxis, and shuttles through advertising and incentive programs has also yielded a promising response.

In addition to multi-level governmental cooperation, assistance is also available in direct monetary aid that may be used toward special transportation improvement efforts and projects. For example, projects that benefit the ability of low-income citizens to travel to work are candidates for funding through various social programs. Tax incentives exist to promote the upgrading of transportation systems to lower-emission and more efficient means.

Examples Elsewhere: Boulder, CO

Boulder CO is another excellent example of pedestrian and cyclist accessibility. The implementation of their impressive goals make them an outstanding model for Williamsburg. The Transportation Master Plan (TMP) is the origin of the public transportation system that is now in place in Boulder, Colorado.[5] The TMP, which fits under the Boulder Valley Comprehensive Plan, was first adopted in 1989 and has since been updated in 1996 and 2003. It incorporates citizen input to provide guidance with respect to how the transportation budget should be spent and what programs need to be created and/or adjusted. The four main components of Boulder's transportation system are automobile, bus, bicycle, and pedestrian.

The street system for Boulder's automobiles is fairly mature and is now almost completely built. The focus now is on road maintenance and improvement to increase safety and efficiency. By 2025 the TMP aims to have no more than 20% of roadways congested at any time, reduce number of single-occupant travel to only 25% of all trips, and to increase transportation alternatives.

One of the most instrumental parts of the TMP is the Community Transit Network (CTN), which is Boulder's high-frequency bus system. There are currently seven buses in the CTN, with a long-term goal of thirteen. Each of these buses has a unique, colorful identity and together they carried an average of 26,000 riders daily in 2002. The system operates on a schedule-free 10 minute or less service interval from 7 a.m. to 7 p.m. with adjusted hours for weekends. The city also has a fare system which encourages a high frequency of use and offers an annual Eco Pass, which entitles pass holders to unlimited rides. Employers in the city can purchase the Eco Pass for their employees at a discounted rate in order to encourage CTN use.
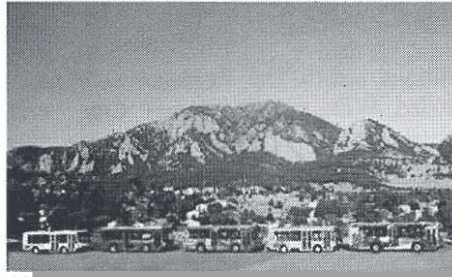
Neighborhoods in the city also have a similar deal with discounted annual passes.

Bicycling in Boulder is often seen as a sign of the healthy and active lifestyle found within the community. Using bicycles for transportation is seen as a way to increase personal health and an effective way to reduce emissions. Boulder currently has a much higher rate of bicycle use than the national average, and aims to create a comprehensive network of cross-town corridors to


provide safe and convenient routes for bicycle travel. The city has many on-street bike lanes and off-street multi-use trails to accommodate riders of all skill and comfort levels. Approximately 60 street underpasses have been constructed to create safe trails for bike and pedestrian traffic as well.

One of the keys to ensuring the opportunity to live an active lifestyle is to provide a connected pedestrian system that does not leave travelers stranded or put them in dangerous situations. Signed and lighted cross-walks and endless miles of sidewalk, some adjacent to the road and some set a few yards away, help to create a safe and efficient pedestrian system in Boulder. In addition to sidewalks that follow the streets, Boulder has also constructed paths away from the streets which follow natural streams. The Boulder Creek Trail and other greenway trails are wide multi-use paths which act as safe and scenic routes of travel.

One large project which increased the pedestrian mode of transportation in downtown Boulder was the construction of the Pearl Street
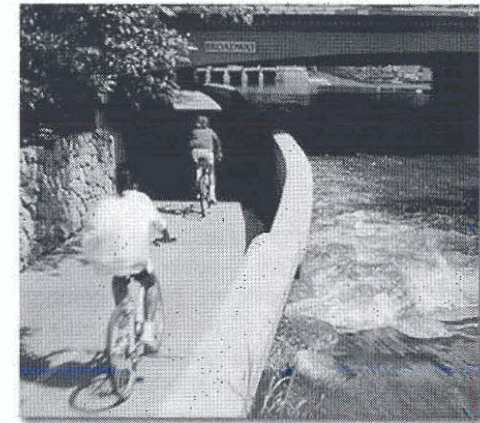
Mall. This project, completed in 1977, was essentially the conversion of four city blocks on Pearl Street into a pedestrian-only area, lined with restaurants and retail stores on both sides of the old street. Today the Mall still thrives and is not accessible to cars or bikes.

The city of Boulder has a population of about 96,000 and a land area of 24 square miles whereas the Williamsburg/James City County has a population of 65,000 (spread over 150 square miles). Though direct comparisons are difficult, it is clear that Boulder's transportation system has many components that foster a safe and accessible environment for alternative non-motorized modes of transportation that can be helpful in evaluating the changes that need to be made to Williamsburg as well.

Pieces already in place

The Williamsburg area already has a series of valuable pieces in place towards making this a model community for accessibility. The historic district of Merchant Square, Colonial Williamsburg, and the campus of the College of William and Mary are models of pedestrian friendly neighborhoods. New commercial developments at High Street and New Town include substantial planning for sidewalks and bicycle lanes and paths. The Greensprings trail and the series of hiking trails at Waller Mill, Freedom Park, New Quarter and York River State Park are valued community resources whose use is increasing rapidly.

The Colonial Parkway provides a spectacular connection between Yorktown, Williamsburg and Jamestown, but is avoided by many bicyclists because of the rough surface and lack of bike lanes. Road striping and shoulder enhancement projects led by VDOT over the past few years have improved safety on many routes. Finally, the cooperative effort to create Williamsburg Area Transit and the upgrading of the bus and Amtrak station downtown into a transportation center should be seen as major achievements for accessibility here.

The map on the cover of this document—which we believe is the first to combine bus and bike routes—seeks to show the routes where cars are not the only way to get around.

There have been decades of planning efforts at various levels to attempt to create accessibility solutions. Some have gotten further than others—some have not seen much progress. During the development of the 1993 and 1997 James City County Master Plans, for example, a top priority of citizens was bikeways and trails development.[6] The county also approved a 2002 *Greenways Master Plan*, but funding was too low to make substantial progress. Perhaps the most

ambitious effort--The Regional Bikeways Plan--included Williamsburg, James City and York Counties. It was developed by the "Regional Issues Committee "in cooperation with citizens from all three jurisdictions." This kind of regional planning is needed once again, with commitment of resources and political will from the jurisdictions, VDOT, and citizens' groups.

Of all the improvements that could be made, what is the most important to you?

"access to public transportation"
"access to school, shops, work, etc."
"bike lanes"
"bus service"
"fill potholes"
"education on bike traffic rules"
"improve sidewalks"
"landscape beautification"
"less traffic"
"lighting"
"make it safe to walk"
"make roads safer for bicyclists"
"more bus routes"
"more bus stops"
"more curb cuts"
"more street crossings"
"reasonably priced, conveniently scheduled, flexible destination public transportation"
"road maintenance"
"sidewalks"
"street crossings"
"this community requires a car"
"wider shoulders"
"wider sidewalks"

Our Recommendations

For most of the groups we surveyed, personal car usage is a given. Many neighborhoods are either too far from a bus stop or in an

area too dangerous to use a bike to commute or run errands. Students in general tend to stay closer to the confines of campus.

But this does not mean that simple efforts cannot make significant inroads into car dependency here. For example, most tourists come in from out of town with a car, seeing no need to travel otherwise. The surveyed tourists expressed an interest but also a lack of knowledge of the Williamsburg bus system; a situation which can be rectified. Certainly more cars can be left at hotels while tourists visit CW or Busch Gardens. More non-automobile-based tourism could be developed in cooperation with Amtrak and interurban bus companies. A shuttle to nearby airports would also open up Williamsburg to a new group of potential visitors.

Williamsburg Area Transit has made great improvements over the past few years, but an effort should be made to improve bus routes and to provide comfortable and aesthetically pleasing bus shelters at key bus stops. Better signs are needed at all bus stops, which should display bus routes and times.

Clear and informative brochures with bus routes and times should be printed and distributed to local hotels, Colonial Williamsburg, Busch Gardens, and local travel agents for inclusion with their travel packets. These brochures should also be published in Spanish, or other languages determined to be commonly spoken by the migrant or seasonal worker populations in the area. Brochures should be distributed annually to the seasonal and migrant housing centers at the beginning of peak tourist season, and in August to incoming William and Mary students. They should be distributed as free inserts in the *Virginia Gazette* and the Daily *Press*.

Many residents and visitors expressed that more benches and cross-walks should be provided along an expanded network of pedestrian and bicycle paths. "Bike Route" signs are needed along safe roads and back ways through

Rate as Important or Very Important
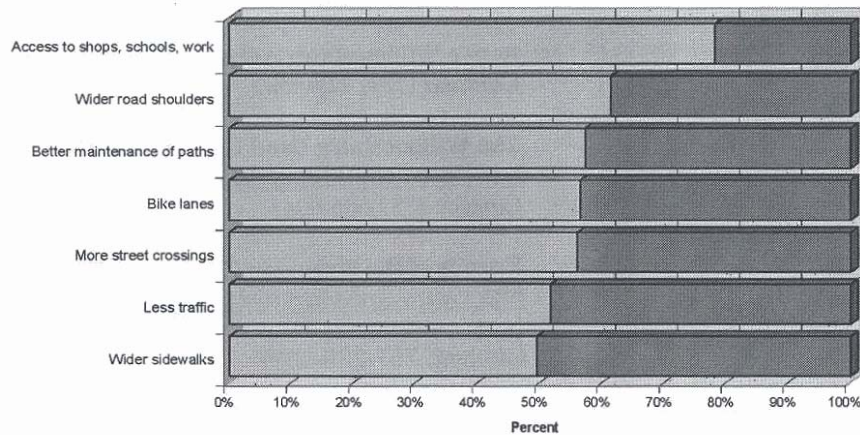
neighborhoods. "Back way" trails connecting neighborhoods should be improved. More bike paths and trails need to be built and shoulder bike lanes need to be built along key routes. Bike racks should be available at key points.

Simple positive modifications to the landscape along bike/walk corridors will make them more noticeable and pleasurable to travel.

"Walking tour" pamphlets providing historical and ecological information of interest could be produced for key loops from tourist areas. These pamphlets can be developed with numbered markers, or informational signs can be placed around town, as have been developed for James City County's successful Greenspring Trail.

A comprehensive map with available pedestrian paths, safe bike routes, and bus lines should be developed and made available in shops and on the web. Three students made a first step in producing a Williamsburg Accessibility Map with GIS technology for this project, and these efforts can be followed up on with frequent updating and expanding of the information online. This would allow local residents to easily plan and visualize

short and direct trips from the confines of their home or hotel, before setting foot outside.

"Build it and they will come" is not sufficient in the case of bike lanes and sidewalks. Fitness and recreation programs need to be established by local clubs, health care organizations, and parks and recreation departments to get residents, tourists and students out of their cars and using these facilities.

For residents and tourists less familiar with the area, or local residents seeking a more structured and educational experience, guided programs could be initiated. Professors, graduate students, or knowledgeable members of the community, in areas such as botany, bird-watching, wildlife conservation, ecosystem management, and colonial history can volunteer their time to lead

family groupings, tourists, locals, and students on a path of their choosing. These nature or historical walks will educate, promote outdoor experiences (especially for families), provide a fun and active event, and forge deeper alliances between community members, local stakeholders, and the College.

If given a meaningful voice in the local decision-making process, students will be willing to take pride and invest their efforts in improving Williamsburg.

'Best Practices' guidelines for zoning regulations are needed to make non-automobile options feasible for new developments. Higher density housing should be allowed near bus and bike lanes and shopping, and long-term development patterns must be guided to not promote further sprawl to and automobile dependency

Adopt-A-Path programs could be created with local community groups, schools, and religious organizations as an inexpensive and enjoyable option for maintaining pedestrian-friendly walkways and bike paths.

Bus service improvements should focus on the Route 60 corridor from the Transportation Center to the Williamsburg Music Theater area. As of now, buses stop about once an hour at 10 different stops along the line. Any improvement in this will surely benefit the greatest vein of traffic in the city.

However, to improve the transport system as a whole, the aim is to increase the amount of peripheral neighborhoods WAT can reach. Over half of our respondents said they would be willing to pay an additional $25

Would you be willing to pay $25 a year for have more paths, sidewalks, non-auto options?
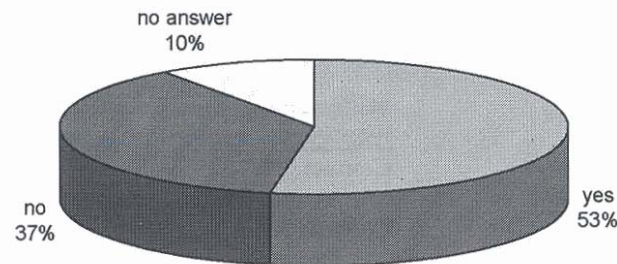
per year to have more paths, sidewalks, and other non-automobile options. Reaching peripheral neighborhoods with WAT buses should be preceded by surveys of whether residents or their service workers will utilize the routes.

An alternative suggestion is to link these neighborhoods to established lines via safe sidewalks and bikeways. Requiring each homeowner's association to be responsible for assuring the presence of sidewalks in their neighborhood and safe routes to shops and schools will then leave the city and county responsible for linking these neighborhoods with established corridors such as 199, Ironbound Rd, Jamestown Road, and Longhill Road. Buses will be much more accommodating if equipped with bike racks to cater to such riders.

Based on our research, there is hope for change. A majority of the people within the groups asked were willing to fund transportation projects by raising taxes. Williamsburg is a city that prides itself on its natural beauty and scenic environment. Residents, tourists, and students all value accessibility and desire an improved quality of transportation, but few are aware of the potential for improvement that the city possesses. Because most people are in favor of supporting efforts towards improvement it is very possible that the proposed policies will be well received. The main obstacle towards progress is a lack of awareness within the community. If people were informed of the issues and made aware of the possibilities for development, it is likely that they would work towards improvement. We hope that this study will inspire citizens, businesses, students and local governments to work together towards a more accessible Williamsburg community.

4. Who To Contact on these Issues

City of Williamsburg
http://www.ci.williamsburg.va.us
City Council: 220-6104
City Manager: 220-6100
Planning Department: 220-6132

York County
www.yorkcounty.gov
Board of Supervisors: 890-3321
Planning Commission: 890-3884

James City County
www.james-city.va.us
Board of Supervisors: 253-6609
Development Management: 253-6671

Department of Transportation (VDOT)
Contact: Local Engineer
757-253-5140

Department of Environment Quality (DEQ)
Contact:
www.deq.state.va.us
(804) 698-4000

Department of Conservation & Recreation (DCR)
Contact:
www.dcr.state.va.us
(804) 786-1712

Citizens Groups

Williamsburg Area Bicyclists
http://www.wabonline.org/
Contact (757) 345 2490

Colonial Road Runners

http://www.colonialroadrunners.org/index.html
Contact: (757) 229-7375

Active Williamsburg Alliance
Contact: (757) 229-0507

The Williamsburg Land Conservancy
http://www.williamsburglandconservancy.org/
Contact: (757)565-0343

Friends of the Powhatan Creek Watershed
http://www.wm.edu/environment/FOPC/FOPC.html
Contact: 757-229-5637

Sierra Club- York River Group
http://dandelionproject.org/sierra/
Contact: 722-9785

BikeWalk Virginia
http://www.bikewalkvirginia.org/
757-229-0507

5. Notes and Sources:

[1] The instructions for the Modal Split Study were developed with minor modifications from national studies, including the Institute of Transportation Engineers Pedestrian & Bicycle Council's November 30, 2004 *National Bicycle And Pedestrian Documentation Project*. Specifically, students went out from 3-7 pm on Monday, Tuesday, Wednesday, or Thursday, March 14-17 or 21-24. They were instructed to pick day(s) with good weather if possible, but go even if it is not good. Students were instructed to choose a spot near the entrance to neighborhood (Homeowners & Low Income), near campus on Richmond Road and Jamestown Road (Students), near your apartment complex (Apartments/Townhomes), near hotels or CW (Tourists), near your retirement community

(Retirees), or some other logical point (Seasonal/Migrant workers). Their spot was to be in the **middle of a block, away from a corner.** They were instructed to be in a safe, visible location and should be on public property (note: the space between a sidewalk, including the sidewalk, and the street curb is considered public property), and to not block pedestrians or bicyclists.

[2] The full set of items on the Accessibility Index were:

1. Are there sidewalks? 2) Yes, all or most roads 1) Yes, some roads 0) No, none
2. Are there bike lanes? 2) Yes, all or most roads 1) Yes, some roads 0) No, none
3. Are there bike/walking paths? 2) Yes, all or most routes 1) Yes, some routes 0) No, none
4. Are there "curb cuts" to make it safe to get up on sidewalks?
   2) Yes, all or most roads 1) Yes, some roads 0) No, none
5. Are there pedestrian crosswalks at the key points?
   2) Yes, all key places 1) Yes, some key places 0) No, none
6. Are the paths or sidewalks in good condition? 2) Yes, all are 1) Yes, some are 0) No, none are/Not Applicable
7. Is there any bus access? 2) Yes-Frequent and convenient 1) Some buses nearby 0) No, none
8. Do the bike/walking routes appear to be well-lit? 2) Yes, all are 1) Yes, some are 0) No, none
9. What are most people doing? 0) Driving in cars 3) Biking 3) Walking 3) Public Transit
10. Do drivers yield for pedestrians in crosswalk or crossing?

2) Yes, always 1) Yes, sometimes 0) No, never NA) Did not have opportunity to observe
11. Do motorists appear to be exceeding the speed limit?
    0) Yes, nearly all are 1) Yes, some are 2) No, very few or none are
12. Are there alternative routes or is everyone forced to drive on one large entrance/exit road?
    0) Traffic is forced onto one entrance 1) There are a couple entrances 2) There are several ways in and out.

Accessibility Index: (add 1-12):
_____ / 25 x 4 = _____ / 100
13. What is your impression of what it would be like to get around without a car from this neighborhood?
14. How far is it roughly to the nearest grocery store? ___ miles.
15. Propose some possible solutions (use back as well):

[3] The full text of the survey was:
"This survey is being conducted by students in the Environmental Sociology course at the College of William and Mary. Our class project aims to provide better transportation services and solutions for the Greater Williamsburg area. Your answers are completely confidential and will be used to improve your quality of life. Thank you for participating.

Instructions: Please answer questions by filling in or circling the best answer.

1. Are you satisfied with the accessibility in your neighborhood/area for walking, biking and utilizing
other means of public transportation? (circle number of response)
1) Yes, very satisfied, 2)Yes, somewhat 3)No, somewhat dissatisfied 4)No, very dissatisfied

5)No opinion
2. To get where you need to go, do you:
a. Drive?   1) Always 2) Sometimes 3)Rarely 4) Never
b. Walk?   1) Always 2) Sometimes 3)Rarely 4) Never
c. Bike? 1) Always 2) Sometimes 3)Rarely 4) Never
d. Use Public Transportation? 1) Always 2) Sometimes 3)Rarely 4) Never
3. For each of the following destinations/activities, fill in if you normally drive, bike, walk or take the bus:
a. To work _____ b. To school _____ c. To stores ___d. To exercise_____ e. For recreation
4. Estimate how many trips you do in a typical week that are:
a. Less than 1 mile _____
b. Between 1 and 5 miles _____
c. Between 5 and 15 miles _____
d. Over 15 miles _____
5. Are the paths or sidewalks in your neighborhood/area in good condition?
1) Yes, all are 2) Yes, some are 3) No, none are 4) Don't know
6. How do you describe bus access?
1) Good-frequent and convenient 2) Fair-Bus service nearby 3) No bus service 4)Don't know
7. Do motorists in your neighborhood/area exceed the speed limit?
1) Yes, nearly all do 2) Yes, some do 3) No, few or none do
8. Do motorists yield for pedestrians in crosswalks or at crossings?
1) Yes, always 2)Yes, sometimes 3) No, never 4) Don't know
9. Imagine if we took your car away from you. What would it be like for you to get around without it?
10A. Would you be willing to accept higher taxes or pay fees to have more or improved paths,

sidewalks and non-automobile options in your neighborhood/area? 1) Yes 2) No 3) Don't know
10B. Would you be willing to pay an extra $ ___ for these services?

a.	$25/year?	1) Yes	2) No
b.	$50/year?	1) Yes	2) No
c.	$100/year?	1) Yes	2) No
d.	More?	1) Yes	2) No

11. Would you be willing to forego some road maintenance for these projects? **1) Yes 2)** No
12. Please rate the following in terms of how important they are to you.
(1=Very Important, 2=Important, 3=No opinion, 4=Unimportant, 5=Very Unimportant).
a. Wider sidewalks ___   f. Access to shops, school, work etc. ___
b. Wider road shoulders ___   g.
Less traffic in my area/neighborhood ___
c. Bike lanes on roads ___   **h.**
Signs/stencils ___
c. More street crossings ___
Better maintenance of pathways/sidewalks ___
d. More shade trees on paths ___   **f. Better**
surfaces on paths/sidewalks ___
e. Benches ___   g. Other
13. Of all the improvements that could be made, what is, by far, the most important to you?
14. Are there ways we could build new paths to connect this neighborhood/area with others you would be interested in going to? Please be specific on routes.
15. What can we do to have you leave your car at home?
16. Is there anything else you think should be done that is not listed above?

[4] Information from:
Summary Report of The Lexington 2002 Transportation Plan:
http://www.virginiadot.org/projects/urbanplans/Lexington_plansummary_FINAL.pdf

Lexington Public Transportation Reform Program Homepage:
http://www.virginiadot.org/projects/urbanplans/Lexington.htm
VDOT Improvement Initiative:
http://www.virginiadot.org/projects/syp-default.asp
Lexington Statistical/Demographic data:
http://www.lexva.com/profile.htm
General City Information:
http://www.ci.lexington.va.us/
http://maps.vdoturbanplans.com/website/lexington/viewer.htm?Title=Lexington
http://www.virginiadot.org/projects/urbanplans/Lexington_largeformatmap_FINAL.pdf
http://www.lexingtonvirginia.com/
http://www.apl.jhu.edu/Notes/Riegel/t/
http://travel.yahoo.com/p-travelguide-2872489-lexington_things_to_do-i;_ylt=Ak0WJEPWCUD63m.xab.CtKxmU2oL
http://www.ci.lexington.va.us/pictures.htm

[5] All information taken from:
http://www.ci.boulder.co.us/publicworks/depts/transportation/masterplan/.

[6] James City County 1998. *Comprehensive Sidewalk and Trail Plan*. P. 1.

This report was produced by: Czars/Project Managers: Melissa Angert and Kelly Waldrop Introduction/Conclusion:Erin Dunlop and Anthony Elopre; Compiling/writing policy Recommendations: Ollie Ehlinger and Karl Lang; Survey Finalizing: Andrea Melton and James Sweet; Homeowners1: Courtney Leisner and Leigh Tally; Homeowners2: Daniel Falkenstein and Brian Hunke; Homeowners3: Elizabeth Adkins and Liz Layton; Homeowners4: Michelle Calanog and Erica Scarborough; Homeowners5: Pablo Nolasco and Cedric Slye; Homeowners6: Sheila Leonard and Willis Thompson; Homeowners7: Emily Gerdelman and Chris Zurinski; Townhomes/Apts1:

Ashley Brownlee, Michelle Lezzi and Chris Parker; Townhomes/Apts2: Jeff Hood and Jeff Stacey; Townhomes/Apts3: Meredith Cote and Ismail Fahmy; Students1: Theresa Owen and Kate Pregnaman; Students2: Brian Adams and Heather Heiser; Tourists1/Hotels: Brandon Hopkins and Fuad Ullah-Khan; Tourists2: Colonial Williamsburg: Jessica Robertson and David Sievers; Tourists3: Busch Gardens/Water Country: David Lasris and Amanda Naff; Seasonal/Migrant1: Angie Santiago and Jejung So; Seasonal/Migrant2 (Spanish Language): Jess Mackow, Cristina Scarpaci, and Alisa Sukachevin; Seasonal/Migrant3: Heather Franasiak and Meredith Powers; Lowincome1: Charlotte Fallon and Miranda Hutten; Lowincome2: Kailee Brickner-McDonald and Matthew Rowe; Retirees1: Sean Blaney and Nell Pittman; Retirees2: Matthew Blair and Linda Wong; Retirees3: Anna Meshejian and Laura Robertson; Examples Elsewhere: James Jackson and Robert Jacobsen; Mapping: David Bookbinder, Brian Hasty and Robert Jacobsen; Data compilation: Andrew Greene and Gillian Rizy; Editing: Matthew Simmons; Next Steps: Stephanie Cappa and Jack Warner; Publicity/Outreach: Leah Klemmt and Banafsheh Saifollahi; Publicity/Outreach (Spanish Language) Katie Bogenschutz and Samantha Wood

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www.wm.edu/environment and
www.wm.edu/news/environment
A color version of this report is available at:
http://faculty.wm.edu/jtrobe

KEY DIST	PRECINCT CODE AND NAME	REGISTERED VOTERS				NUMBER OF QUALIFIED VOTERS VOTING			
		VVRS	NET CHANGE +/-	TEMP VOTRS	TOTAL	IN PERSON	ABSENTEE	TOTAL VOTING	% TURNOUT
C01	AB CENTRAL ABSENTEE PRECINCT	0	0	0	0	0	2,859	2,859	.0
C03	AB CENTRAL ABSENTEE PRECINCT	0	0	0	0	0	0	0	.0
C01	CV CONDITIONAL VOTES	0	0	0	0	5	0	5	.0
C03	CV CONDITIONAL VOTES	0	0	0	0	0	0	0	.0
C01	0101 BERKELEY A	2,634	-5	4	2,633	1,650	0	1,650	62.7
C01	0102 BERKELEY B	5,913	5	4	5,922	4,345	0	▬	73.4
C01	0201 JAMESTOWN A	3,629	-5	6	3,630	2,735	0	2,735	75.3
C01	0202 JAMESTOWN B	3,667	-5	5	3,667	2,540	0	2,540	69.3
C01	0301 POWHATAN A	6,052	0	6	6,058	4,496	0	▬	74.2
C01	0302 POWHATAN B	4,084	-1	0	4,083	2,770	0	2,770	67.8
C01	0401 STONEHOUSE A	3,348	-2	3	3,349	2,395	0	2,395	71.5
C01	0402 STONEHOUSE B	3,986	-2	2	3,986	2,921	0	2,921	73.3
C01	0501 ROBERTS A	3,271	-4	3	3,270	2,134	0	2,134	65.3
C01	0502 ROBERTS B	2,339	-1	3	2,341	1,651	0	1,651	70.5
C03	0502 ROBERTS B	0	0	0	0	0	0	0	.0
C01	0503 ROBERTS C	1,404	0	2	1,406	926	0	926	65.9
C01	TOTALS FOR DISTRICT	40,327	-20	38	40,345	28,568	2,859	31,427	77.9
C03	TOTALS FOR DISTRICT	0	0	0	0	0	0	0	.0
	TOTALS FOR LOCALITY	40,327	-20	38	40,345	28,568	2,859	31,427	77.9
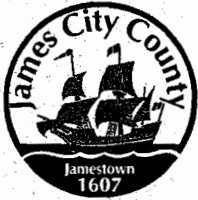
November 18, 2004

Mr. Bruce Goodson, Chairman
James City County Board of Supervisors
101 Mounts Bay Road
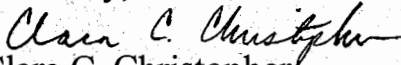Williamsburg VA 23185

☐ COPY

Dear Mr. Goodson:

The Code of Virginia, §24.2-307, states that "The general registrar shall notify the governing body whenever the number of voters who voted in a precinct in an election for President of the United States exceeds 4,000". This is to notify you that the following two precincts exceeded 4,000 voters:

> Berkeley B   4345
>
> Powhatan A   4496

Section §24.2-307 continues: "Within six months of receiving the notice, the governing body shall proceed to revise the precinct boundaries, and any newly established or redrawn precinct shall have no more than 5,000 registered voters."

I will be glad to assist in any manner you suggest.

Sincerely,

Clara C. Christopher
Clara C. Christopher
General Registrar

DRAFT

The County of James City Virginia Electoral Board met on Monday, March 21, 2005 at 10:00 a.m. in Building B, Electoral Board Conference Room, 101 Mounts Bay Road, in James City Virginia.

Present were Jack Edwards, Vice-Chairman; Stan Gorrell, Secretary; and Clara Christopher, the General Registrar. A Quorum was recognized and the Vice-Chairman called the meeting to order at 10:12 a.m.

The minutes of the Board's March 10, 2005 meeting were distributed to the Board members for their review. The minutes were approved as written and signed.

Ms. Christopher, the James City General Registrar, presented her report (see enclosure #1) included: an overview of the personnel status and operations of the Registrar's office.

The Board Secretary, Stan Gorrell, provided a report on a new recommended division of Berkeley B Polling Precinct into a new Berkeley B (legal description see enclosure #2) and Berkeley C (legal description see enclosure #3) Polling Precincts. He also provided a report on the recommended split of Powhatan A into a new Powhatan A (legal description see enclosure #4) and Powhatan C (see legal description enclosure #5). All recommended splits were again approved by the Board.

Stan Gorrell also presented a report on possible Polling Sites for these new Districts, which included Lafayette High School, St. Bedes Catholic Church, and Greensprings Chapel.

The Board approved using Jamestown High School Gym as the Polling Sites for both Berkeley B and Berkeley C. In addition, The Board approved Greensprings Chapel as the Polling Site for the new Powhatan C Polling Site pending approval from the Greensprings Chapel ministry. The J. D. Montague Elementary School will remain the Polling Site for the new Powhatan A District.

There being no further business for discussion, The Vice-Chairman adjourned the meeting at 11: 52 am.

_____
Secretary

_____
Vice Chairman

Eight (8) Enclosures:
       Enclosure #01: General Registrar Report
       Enclosure #02: Legal description of Berkeley precinct B
       Enclosure #03: Legal description of Berkeley precinct C
       Enclosure #04: Legal description of Powhatan precinct A
       Enclosure #05: Legal description of Powhatan precinct C
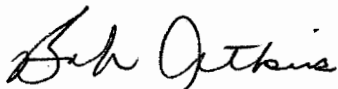   Enclosure #10: SBE Dual Primary Instructions

April 15, 2005

Stan Gorrell
Electoral Board
101 Mounts Bay Road
P.O. Box 3567
Williamsburg VA 23187

Dear Mr. Gorrell:

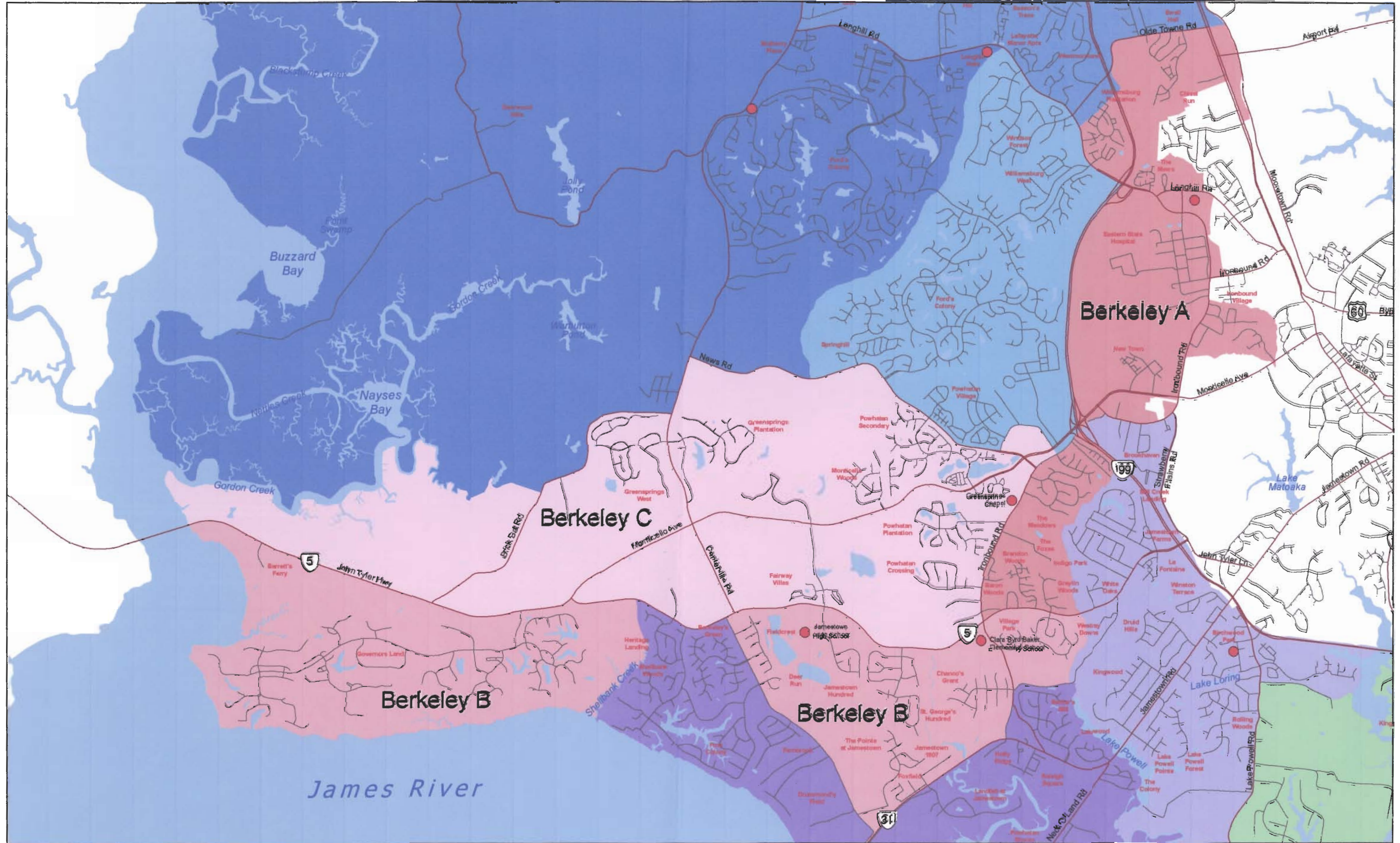We are pleased to offer the use of Greensprings Chapel as a new
Polling Site.

Please let us know if you need additional information before meeting
with the Board of Supervisors.

Sincerely,

Bob Atkins
Senior Pastor

Berkeley A

Berkeley C

Berkeley B

Berkeley B

Buzzard Bay

Nayses Bay

Gordon Creek

James River

Lake Matoaka

Lake Loring

Lake Powell

0   2,500   5,000 Feet

N

Powhatan B

Powhatan A

Powhatan C

Buzzard
Bay

Nayses
Bay

This drawing is neither a legally recorded map nor a survey and is not intended to be used as such. The information displayed is a compilation of records, information, and data obtained from various sources, and James City County is not responsible for its accuracy or how current it may be. If discrepancies are found, please contact the Real Estate Assessment Division of James City County, Mapping/GIS Section.

0   2,500   5,000
Feet

N