



**BATH COUNTY PLANNING COMMISSION  
AGENDA**

**BATH COUNTY COURTHOUSE  
Room 115– 6:00 P.M.  
Monday, January 23, 2023**

1. Call to Order
2. Acknowledge Public in Attendance
3. Public Comment – Matters Unrelated to the Agenda
4. Additions and Corrections to Agenda
5. Election of Officers
6. Public Hearing(s):
7. Chairman’s Report
8. Staff Report
9. Old Business:
  - Noise Ordinance – set date for public hearing.
  - Short Term Rental – tabled until Noise Ordinance is adopted and amendments made as necessary as received from public comment
  - Set date for Public Hearing on Capital Improvement Plan
  - Comp Plan – Transportation Chapter – Jeremy Crute, CSPDC to provide update
10. New Business:
11. Approve Minutes of November 28, 2022 meeting
12. Adjourn

**Planning and Zoning**  
**12/8/2022 – 1/3/2023**

**Tax Maps**

- Progress is continually being made on updating tax maps.
- Structural layer showing the footprint of buildings has been finalized and put onto the GIS program.
- Updated orthoimagery from VDEM has been received and that should be added to GIS mapping within the next week or so

**Zoning/Planning Issues**

- Comprehensive Plan – work on updating data, etc continues
- Correspondence for zoning violations; working on compliance
- Board of Zoning Appeals approved the Conditional Use Permit request for a child care facility
- Noise Ordinance – Public Hearing will be held by Planning Commission on January 23, 2023.
- Planning Commission and Board of Supervisors will have a joint work session on January 23, 2023 at 5:00 pm to discuss the upcoming Capital Improvement Plan
- Board of Supervisors sent Short Term Rental Ordinance draft back to the Planning Commission for further review
- Review of two sign permit applications – VDOT approval needed and right of way couldn't be met for one

**Miscellaneous**

- Attended Bath County Board of Supervisors meeting
- Attended Board of Zoning Appeals meeting

**Permits and Fees**

YTD permits issued 2022 .....	155
Permits issued this month .....	5
Monthly:	
Construction .....	4
Subdivisions .....	1
Fees collected .....	\$190.00

**Bath County Capital Improvement Plan 2023 - 2028**

<i>Department/Project</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>FY 27-28</i>
<b>Service Authority</b>					
<b>*** NOTE: NO REQUESTS MADE FOR UPCOMING YEAR - ASKED TO MOVE PREVIOUS YEARS' REQUESTS OUT***</b>					
Wastewater Land Acquisition		186,300			
West Warm Springs Water Tank Upgrade			316,500		
Chimney Run Water Line Extension				247,477	247,477
Millboro Well Project					381,230
<b>Sub-Total:</b>	<b>0</b>	<b>186,300</b>	<b>316,500</b>	<b>247,477</b>	<b>628,707</b>

<b>Bath County - Emergency Management</b>					
P25 Radio System for Law Enforcement	436,000				
<b>Sub-total:</b>	<b>436,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>Hot Springs Fire Department</b>					
Replace Engine 2				200,000	450,000
Replace Tanker 9		550,000			
<b>Sub-total:</b>	<b>0</b>	<b>550,000</b>	<b>0</b>	<b>200,000</b>	<b>450,000</b>

<b>Hot Springs Rescue Squad</b>					
Replace Rescue 6	32,500				
Replace Rescue 12			37,500		
<b>Sub-total:</b>	<b>32,500</b>	<b>0</b>	<b>37,500</b>	<b>0</b>	<b>0</b>

<b>Millboro Fire Department</b>					
Replace Brush/Mini 26	255,000				
<b>Sub-total:</b>	<b>255,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<i>Department/Project</i>	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>FY 27-28</i>
<b>Williamsville Fire Department</b>					
Replace Brush 35				170000	
Replace Engine 36					250000
<b>Sub-Total:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>Bath County Public Schools</b>					
BCHS regrade ditch line on Rt 220 in front of HS	75,000				
Football Field Lighting Replacement		292,525			
School Entrances - MES, VES, BCBS (Security)		150,000			
VES Plumbing Renovation (move VES plumbing to ceiling from concrete slab)			600,000 Phase I	600000 Phase II	
BCHS Field House (locker rooms, weight room, restrooms, concessions)					460000
<b>Sub-Total:</b>	<b>75,000</b>	<b>442,525</b>	<b>600,000</b>	<b>600,000</b>	<b>460,000</b>

	<i>FY 23-24</i>	<i>FY 24-25</i>	<i>FY 25-26</i>	<i>FY 26-27</i>	<i>FY 27-28</i>
<b>TOTAL OF REQUESTS:</b>	<b>798,500</b>	<b>1,178,825</b>	<b>1,291,500</b>	<b>1,047,477</b>	<b>1,538,707</b>

<b>FUNDING COMMITTED:</b>					
Burnsville Rescue Squad	70000				

<b>TOTAL REQUESTS/COMMITTED FUNDING:</b>	<b>868,500</b>	<b>1,178,825</b>	<b>1,291,500</b>	<b>1,047,477</b>	<b>1,538,707</b>
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# TRANSPORTATION

## CHAPTER 7 Transportation

Transportation is a word that means different things to different people. To most individuals, it means a car; to the truck driver or bicyclist it means roads; to a child it means sidewalks; to the elderly or handicapped it means buses or lift-equipped vans; to the pilot it means airports; to the trainmaster it means railroads; but, to everyone it means a link. Transportation is the thread that links people with places. Moving people around and through Bath County is an important issue and decision-makers will rely on this transportation element for guidance in making future transportation decisions which will affect not only how people are transported but also how public dollars are to be spent.

In addition, transportation plays an important role in influencing growth patterns. The creation or improvement of roads can open land to development, change travel routes in ways that immediately change individual land use decisions, and eventually can redirect land use patterns. Because of this close interrelationship, the transportation element must be developed and reviewed in terms of its consistency with other elements of the comprehensive plan, especially the land use element.

### **INVENTORY/EXISTING TRANSPORTATION FACILITIES**

Bath County is served by a number of primary and secondary roadways, a general aviation airport, private taxi and limousine services, and several motor freight carriers. This section will inventory the location, condition, and usage of the County's existing transportation facilities to provide a foundational understanding of the community's transportation needs and the improvements that could address those needs.

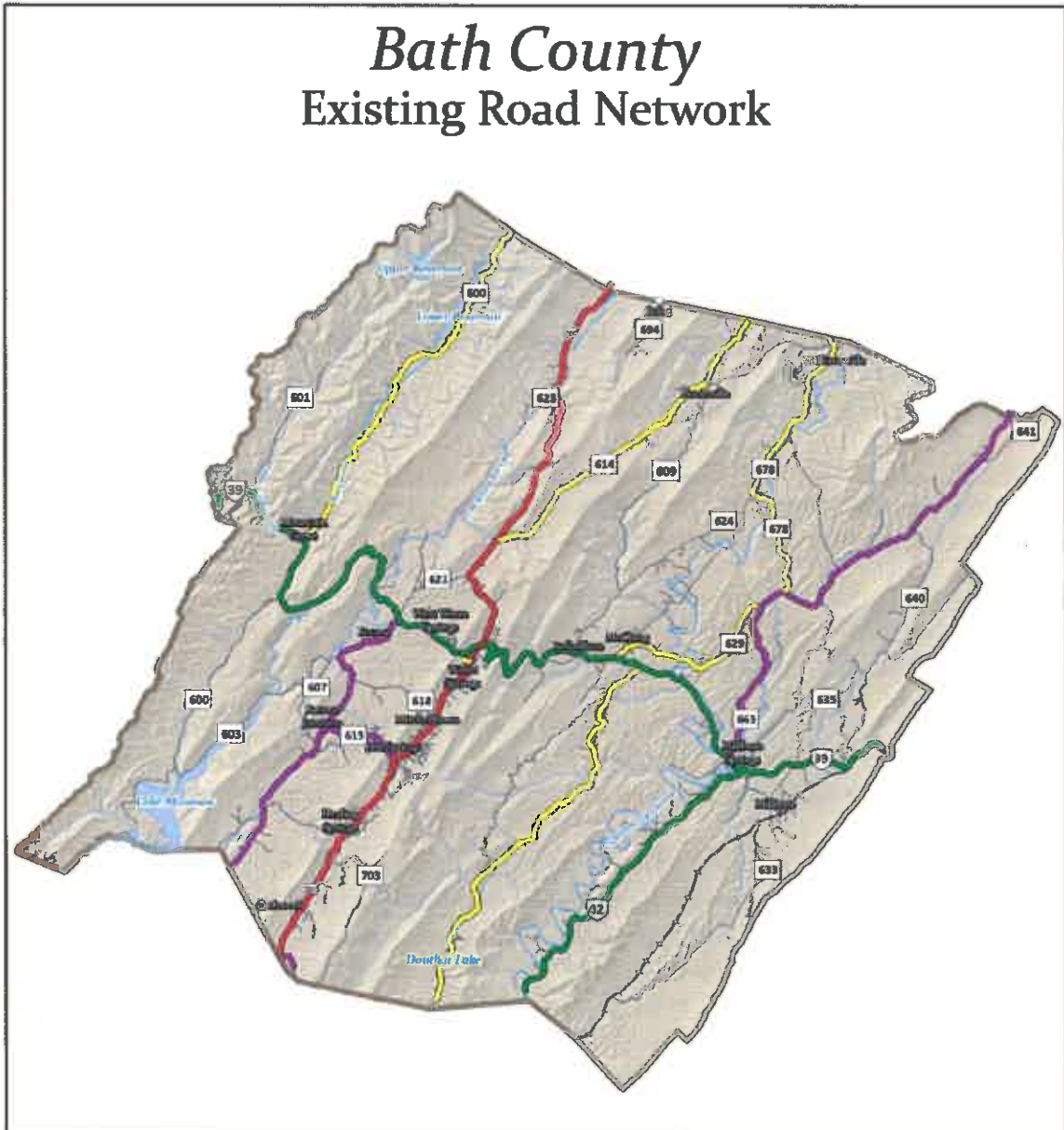
#### **Roadways**












The Virginia Department of Transportation (VDOT) classifies major roads in the state by the way they function within the road network. The functional classification system is the process by which streets and highways are grouped into classes, or systems, according to the part that any particular road or street plays in serving the flow of trips through a highway network. A roadway's functional usage is based on mobility and accessibility. Mobility is measured in respect to the ability of traffic to pass through a defined area in a reasonable amount of time. Accessibility is measured in terms of the road systems capability to provide access to and between land use activities within a defined area (Refer to Map 7.1).

VDOT uses the functional classification system to determine federal-aid highway program funding eligibility, applicable geometric design standards of the VDOT Road and Bridge Design Manual, determining maintenance payment amounts that a locality will receive if the locality has responsibility for road maintenance, access management features, highway performance monitoring system federal reporting, secondary street acceptance requirements, as well as

Map 7.1

# Bath County Existing Road Network



<p>0 5 10 Miles</p>  <p>Sources:                  Bath County, USGS, VDOT, VGIN                  Map produced by CSPDC, September 2022                  For Planning Purposes Only</p> 	<ul style="list-style-type: none"> <li> Populated Places</li> <li> Local Roads</li> <li> Rail</li> <li> Rivers and Waterbodies</li> <li> Major Creeks and Streams</li> </ul>	<p><b>Functional Classification</b></p> <ul style="list-style-type: none"> <li> Principal Arterial</li> <li> Minor Arterial</li> <li> Major Collector</li> <li> Minor Collector</li> </ul>
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National Highway System (NHS) facility performance standards determined by Federal Highway Administration (FHWA). Functional classifications applicable to Bath County are as follows:

**Primary Roads** – Primary roads are generally routes providing service which is relatively continuous and of relatively high traffic volume, long average trip length, high operating speed, and high mobility importance. Every United States (U.S.) numbered highway is a primary road, as well as numbered State highways below 600.

The primary roads in Bath County can be further classified as minor arterials. Minor arterials normally perform the tasks of linking cities and large towns, helping developed areas of the state stay within a reasonable distance of arterial highways, providing service to corridors with trip lengths and travel density greater than those served by collectors or local roads, and providing for relatively high overall speeds, with minimum interface to through movement.

The primary roads in Bath County are:

**U.S. Route 220** – Bath County’s main north-south highway. It provides a direct connection to Covington, Clifton Forge, and Interstate 64 to the south, and to Highland County and northeastern West Virginia to the north.

**State Route 39** – The County’s major east-west highway. It passes through Brattons Bridge, Bath Alum, West Warm Springs, and Mountain Grove, and provides access to Lexington, Route 11, and Interstate 81 to the east and Marlinton, West Virginia, and U.S. Route 219 to the west.

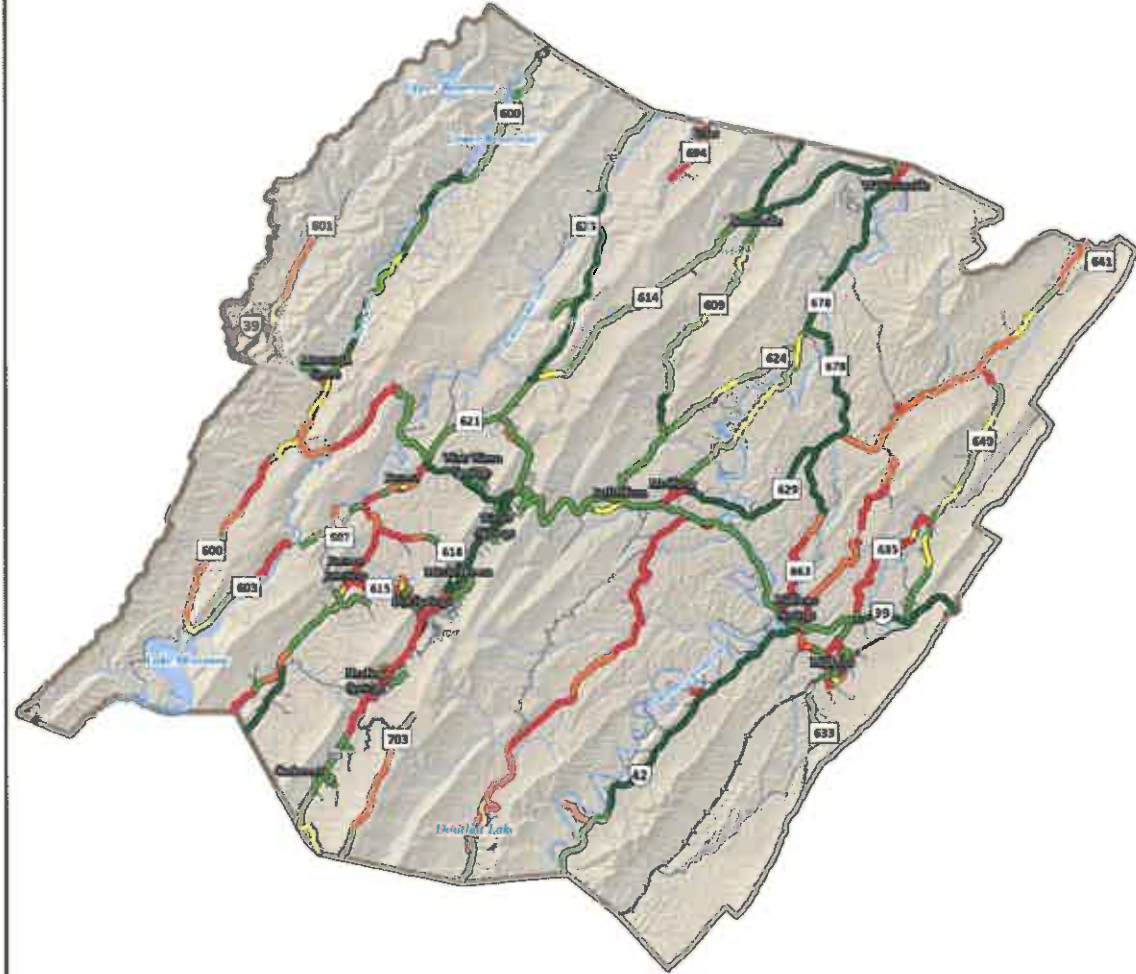
**State Route 42** – Passing through Nimrod Hall, Millboro Springs, and Brattons Bridge, it serves the southeastern quadrant of the County. Route 42 provides access to U.S. Route 60 and Interstate 64 to the south and Staunton and Interstate 81 to the north.



**Secondary Roads** – Secondary roads are those with average traffic volumes, trip lengths, and operating speeds. Secondary roads also collect and distribute traffic between local roads and primary roads and serve as a link between land access and mobility needs. There are more than 243 miles of secondary roads in Bath County providing access to housing, jobs, medical facilities, and shopping. VDOT does all maintenance of Bath County Roads, including snow removal. Secondary facilities are maintained in an acceptable manner by including needed maintenance and repair projects in the State’s Six Year Improvement Program (SYIP).

The secondary roadways in Bath County, like the primary roads, can be further classified into groups of major collectors and minor collectors. Major collectors typically perform the job of providing service to any county seat not on an arterial system and to larger towns not directly served by higher systems, linking the former to nearby larger towns or routes of higher classification, and serving the more important intra-economy travel corridors. Minor collectors, generally spaced at intervals consistent with population density, perform the following tasks: collecting traffic from local roads and bring all developed areas within a reasonable distance of a collector road, providing service to the remaining smaller communities, and linking local traffic generators with their rural hinterland.

Map 7.2

# Bath County Pavement Conditions, 2021



<p>0 5 10 Miles</p>  <p>Sources:          Bath County, USGS, VDOT, VGIN          Map produced by CSPDC, September 2022          For Planning Purposes Only</p> 	<table border="0"> <tr> <td>○ Populated Places</td> <td><b>Pavement Conditions</b></td> </tr> <tr> <td>— Local Roads</td> <td>— Excellent</td> </tr> <tr> <td>— Rail</td> <td>— Good</td> </tr> <tr> <td>— Rivers and Waterbodies</td> <td>— Fair</td> </tr> <tr> <td>— Major Creeks and Streams</td> <td>— Poor</td> </tr> <tr> <td></td> <td>— Very Poor</td> </tr> </table>	○ Populated Places	<b>Pavement Conditions</b>	— Local Roads	— Excellent	— Rail	— Good	— Rivers and Waterbodies	— Fair	— Major Creeks and Streams	— Poor		— Very Poor
○ Populated Places	<b>Pavement Conditions</b>												
— Local Roads	— Excellent												
— Rail	— Good												
— Rivers and Waterbodies	— Fair												
— Major Creeks and Streams	— Poor												
	— Very Poor												

### Roadway Maintenance and Pavement Conditions

VDOT currently maintains all of Bath County's primary and secondary roads. VDOT rates pavement conditions of VDOT-maintained roads from Very Poor to Excellent based on the age and condition of the pavement. Map 7.2 displays the County's current pavement conditions.

As seen in Map 7.2, pavement conditions vary widely across Bath County. Approximately 59.5% of Bath County's primary and secondary roads are in Excellent or Good condition, while 30.9% are in Poor or Very Poor condition. The remaining 9.6% is in Fair condition. Many of the roads deemed to be in Poor condition are concentrated south of Mountain Valley Road (Route 39) along Bolars Draft Road (Route 600), Richardson Gorge Road (Route 603), and Douthat State Park Road (Route 629). In addition, much of Deerfield Road (Route 629) heading toward Deerfield is also in Poor condition. The Poor condition of Sam Snead Highway (Route 220) between Hot Springs and Healing Springs may be the most notable finding because this is the most populated part of the County and therefore it is the most heavily traveled road in the County.

However, the majority of Bath County's most heavily traveled roads including <sup>Sam</sup> Snead Highway north of Hot Springs, Cowpasture River Highway (Route 42), and Mountain Valley Road (Route 39) are in Good or Excellent condition.

### Bridges

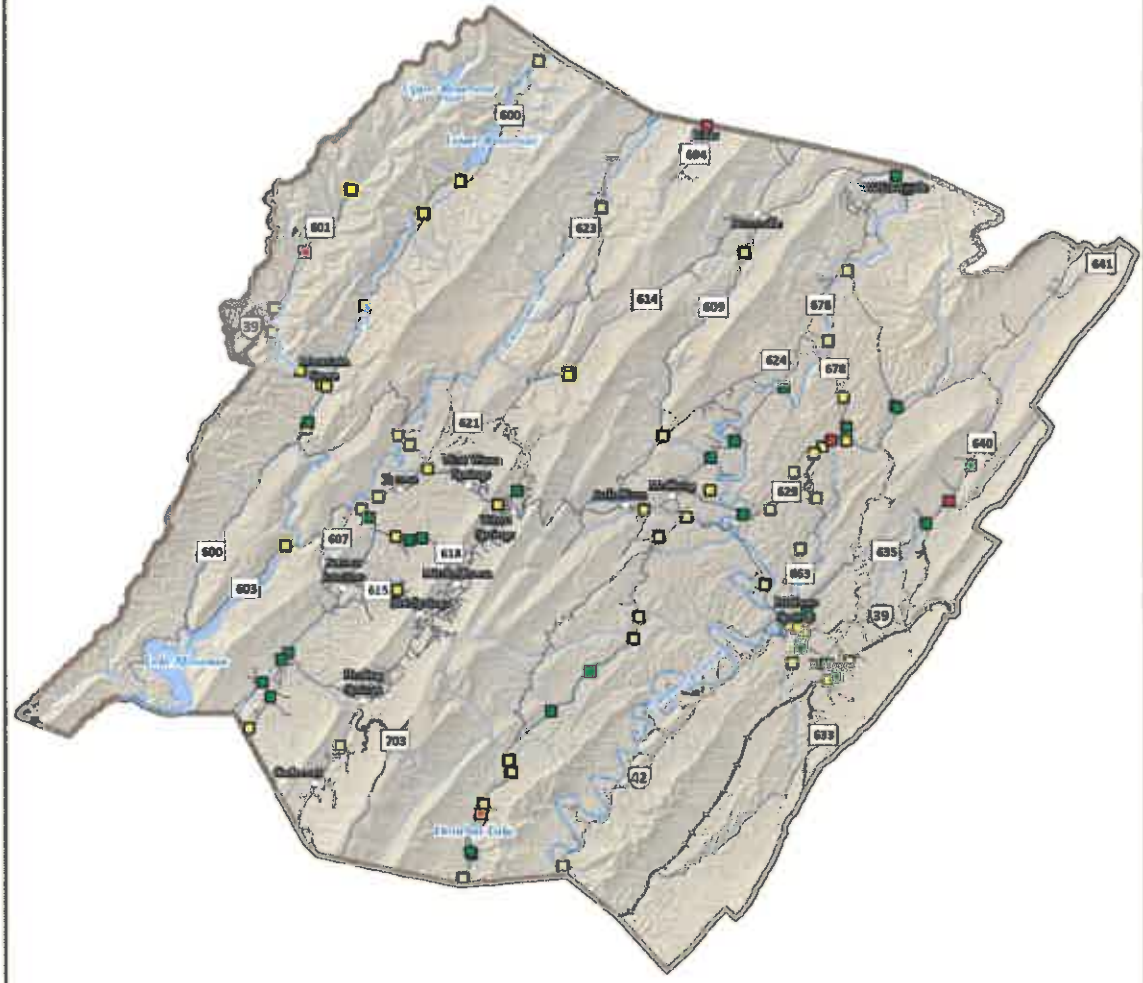
Bath County currently has 95 bridges located within the County limits. Map 7.3 displays the location and condition rating of each bridge and culvert. Based on structural safety inspections, VDOT rates the condition of each bridge and culvert to ensure facilities are properly maintained and to identify bridges that need to be repaired, rehabilitated, or replaced. Each bridge and culvert are assigned a general condition rating from 0 (Failed Condition) to 9 (Excellent Condition) based on the structural integrity and condition of the deck, substructure, and superstructure. As of 2021, 27 (28.4%) of Bath Counties bridges were considered to be in Good condition, 62 (65.3%) were in Fair condition, and 6 (6.3%) were in Poor condition. The majority of the bridges in Poor condition are found along smaller highways on the outskirts of the County.












### Traffic Volume

Map 7.4 displays the average daily traffic (ADT) volume for Bath County's roadway network. The ADT characterizes the County's travel patterns and how the existing roadway network is utilized by tracking the average number of vehicles that drive each road segment in a day.

**Map 7.3**

# Bath County Bridge Location and Condition















  <p>Sources:                  Bath County, USGS, VDOT, VGIN                  Map produced by CSPDC, October 2022                  For Planning Purposes Only</p> 	<ul style="list-style-type: none"> <li> Populated Places</li> <li> Local Roads</li> <li> Rail</li> <li> Rivers and Waterbodies</li> <li> Major Creeks and Streams</li> </ul>	<p><b>Bridge Condition</b></p> <ul style="list-style-type: none"> <li> Good</li> <li> Fair</li> <li> Poor</li> </ul>
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**Map 7.4**

# Bath County Average Annual Daily Traffic, 2018

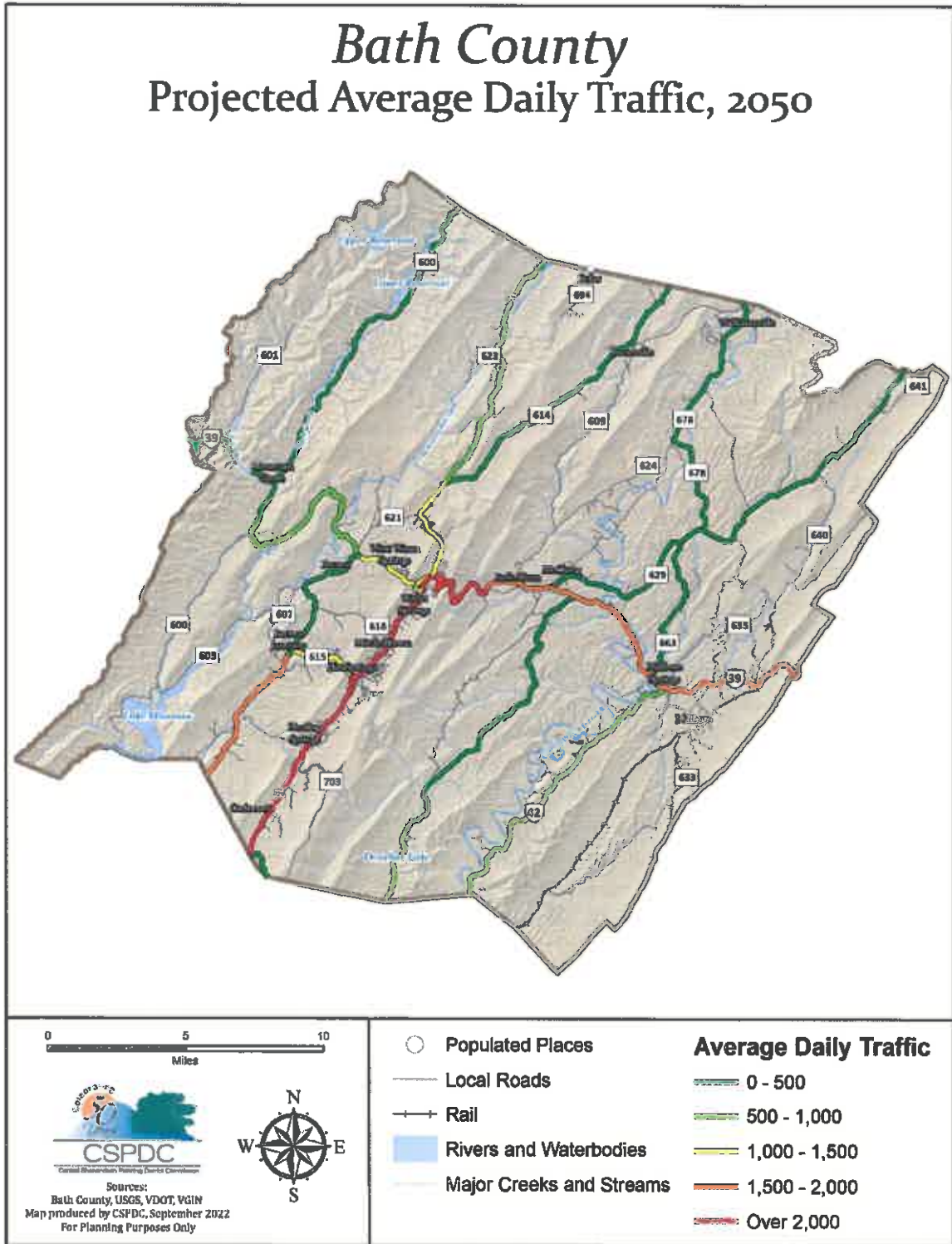


<p>0 5 10 Miles</p>  <p><b>CSPDC</b>  <small>Central Shenandoah Planning District Commission</small></p> <p>Sources:          Bath County, USGS, VDOT, VGIN          Map produced by CSPDC, September 2022          For Planning Purposes Only</p> 	<ul style="list-style-type: none"> <li> Populated Places</li> <li> Local Roads</li> <li> Rail</li> <li> Rivers and Waterbodies</li> <li> Major Creeks and Streams</li> </ul>	<p><b>Average Daily Traffic</b></p> <ul style="list-style-type: none"> <li> 0 - 500</li> <li> 500 - 1,000</li> <li> 1,000 - 1,500</li> <li> 1,500 - 2,000</li> <li> 2,000 - 3,000</li> </ul>
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**Map 7.5**

# Bath County

## Projected Average Daily Traffic, 2050



The overwhelming majority of Bath County Roads, including all of the secondary roads experience less than 1,000 trips per day. The only roads with more than 1,000 trips per day were the Sam Snead Highway south of Mountain Valley Road, Mountain Valley Road east of the Jackson River Turnpike, and several connecting roads in and around Hot Springs and Warm Springs. These traffic patterns generally correspond to the County's most densely populated areas, but the heavier traffic is also driven by the connection these roads provide to I-64 and more urbanized areas outside of the County.

To understand how travel patterns are expected to change over time, VDOT projects the average daily traffic volume of the next 25 to 30 years. As seen in Map 7.5, traffic is generally expected to maintain the same pattern with the heaviest traffic flowing on Sam Snead Highway and Mountain Valley Road. However, despite the County's declining population, daily traffic on most of Bath County's major roads is expected to gradually increase.

#### **Existing Network Level of Service**

Maintaining acceptable levels of service (LOS) on roadways is essential to preserving and enhancing interregional mobility, increasing transportation efficiency, and coordinating transportation and land development. Levels of service are qualitative measures describing operating conditions of roadways and are given designations from A through F, with A representing the best operating conditions and F the worst. Level of service C is the generally accepted minimum operating standard for rural primary roadways. Under LOS C conditions, a driver is able to maintain the set speed limit, stopping only for stop signs or signals. When proceeding through a stop sign or green light, the driver is able to return to the set speed limit without delay. A driver may occasionally slow down for cars entering the roadway from intersecting streets or driveways, however, the majority of the trip can be completed without impedence.

Due to the combination of rolling and mountainous terrain throughout Bath County, the level of service conditions for mountainous terrain were used for this analysis. The maximum daily traffic numbers also assume that ten percent (10%) of all traffic will occur during the peak travel hours and that, due to terrain, 60 percent of the roadway segments are no passing zones.

Based on the most recent traffic counts supplied by VDOT ~~and the level of service guidelines provided in the 2010 Highway Capacity Manual~~, the existing roadway network in Bath County generally provides a good level of service for motor vehicle transport (See Figure 7.2-6 and Map 7.27). ~~There is, however, one roadway segment in the County that is operating at LOS-D. This is a 787-foot segment of U.S. Route 220 between the intersections with Route 39 South and Route 39 North, a minor arterial road. With the exception of two segments of Sam Snead Highway (Route 220), all primary and secondary roads in Bath County currently maintain a LOS of B or better. The only two segments that currently have a LOS of C are two short sections of the Sam Snead Highway as it connects downtown Hot Springs to the Omni Homestead and intersects with Mountain Valley Road.~~

Map 7.6

# Bath County Level of Service, 2018



Sources:  
 Bath County, USGS, VDOT, VGIN  
 Map produced by CSPDC, September 2022  
 For Planning Purposes Only

- |     |                          |                              |
|-----|--------------------------|------------------------------|
| ○   | Populated Places         | <b>2018 Level of Service</b> |
| —   | Local Roads              | A                            |
| —+— | Rail                     | B                            |
|     | Rivers and Waterbodies   | C                            |
|     | Major Creeks and Streams |                              |

Based on the 2050 ADT forecasts seen in Map 7.5, VDOT can project the expected LOS in the future, thereby identifying roads that may need additional capacity to meet future demand. Map 7.7 displays Bath County's expected Level of Service in 2050.

Comparing Map 7.6 to Map 7.7 shows that the County's LOS in 2050 is expected to remain relatively similar to the LOS in 2018. Even with the expected growth in ADT, Bath County's existing roadway network has sufficient excess capacity to accommodate the additional traffic without causing measurable traffic issues. The only expected changes to LOS are the Sam Snead Highway between Mountain Valley Road and the County's southern border (LOS of B to C) and Cowpasture River Highway (Route 42) south of Millboro Springs (LOS of A to B).

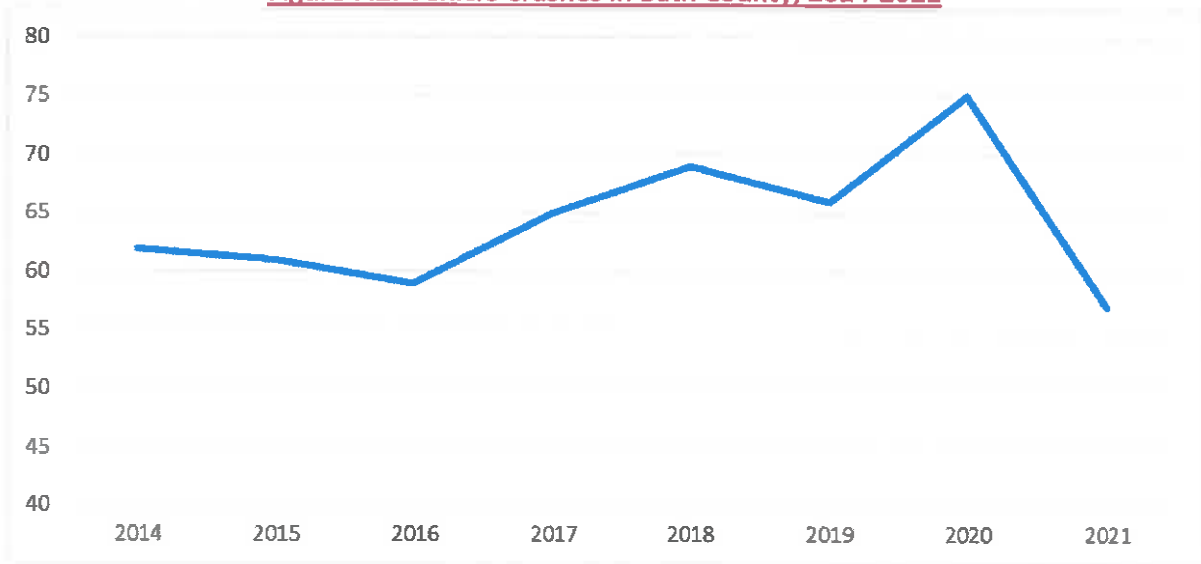
Bath County will need to continue monitoring its travel patterns. However, roadway capacity and traffic congestion are not expected to be pressing transportation needs in the near future.

### Safety Analysis

A crash analysis was performed to understand Bath County's safety needs and problem areas. VDOT's motor vehicle crash data was used to analyze the number, location, type, and severity of all vehicular crashes that have occurred in Bath County in the last eight years.

Between 2014 and 2021, there were 514 vehicular accidents in Bath County. In a typical year, Bath County experiences between 60 and 70 vehicular crashes with an average of 64.3 crashes per year. During the early stages of the COVID-19 pandemic, there was an increase vehicular crashes, as there were 75 crashes within the county limits in 2020. Thankfully, crashes decreased in 2021 with 57 crashes in 2021, the least of any year in the analysis (Figure 7.2).

Figure 7.2: Vehicle Crashes in Bath County, 2014-2021



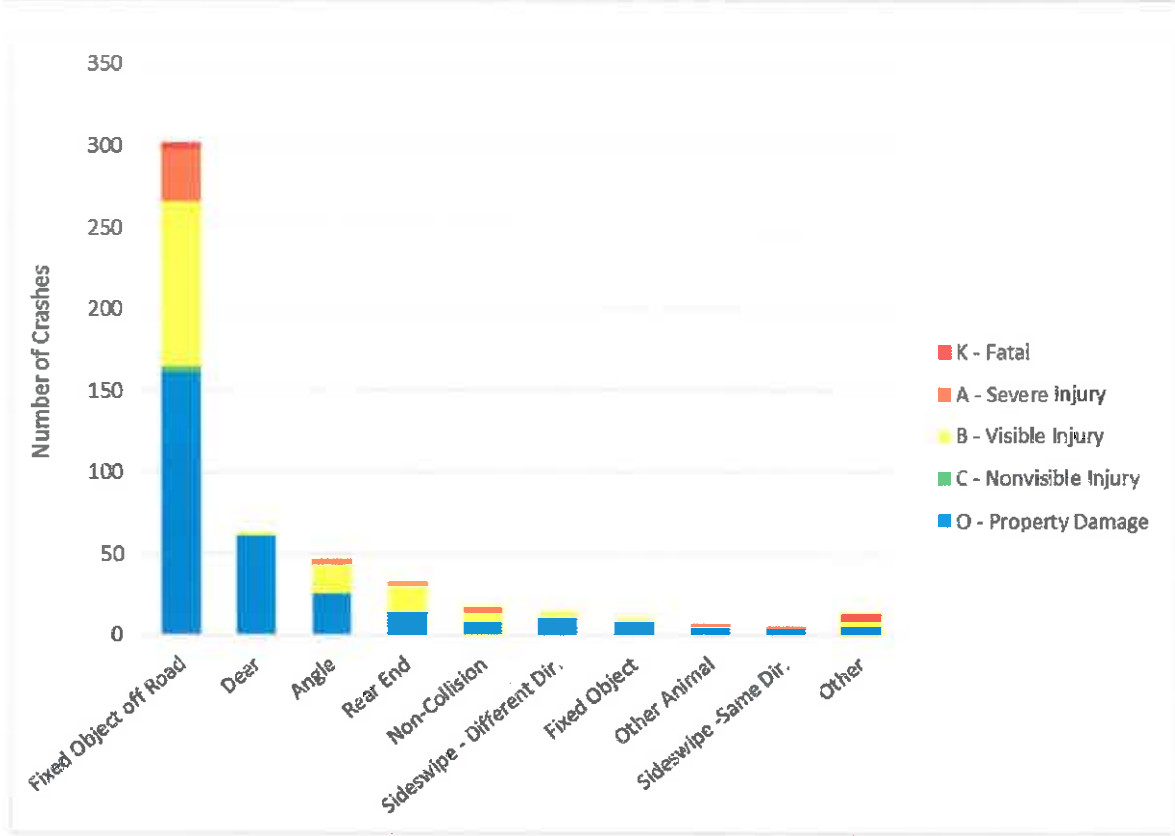
Mapping where Bath County's vehicular crashes occur reveals that incidents generally correspond with the County's traffic patterns along major corridors. Bath County's two busiest highways – Sam Snead Highway south of Warm Springs and Mountain Valley Road east of Warm Springs – accounted for 216 (42%) of all of Bath County's crashes in the last eight years. Map 7.8 shows that the highest concentration of crashes in the County occurred on Sam Snead Highway between Warm Springs and Healing Springs. This also included three of the County's six fatal crashes.

Other roads with concentrations of crashes include:

- Mountain Valley Road West of Warm Springs – 41 crashes (8.0%)
- Cowpasture River Road (Route 42) – 39 crashes (7.6%)
- Sam Snead Highway north of Warm Springs – 33 crashes (6.4%)
- Jackson River Turnpike – 22 crashes (4.3%)

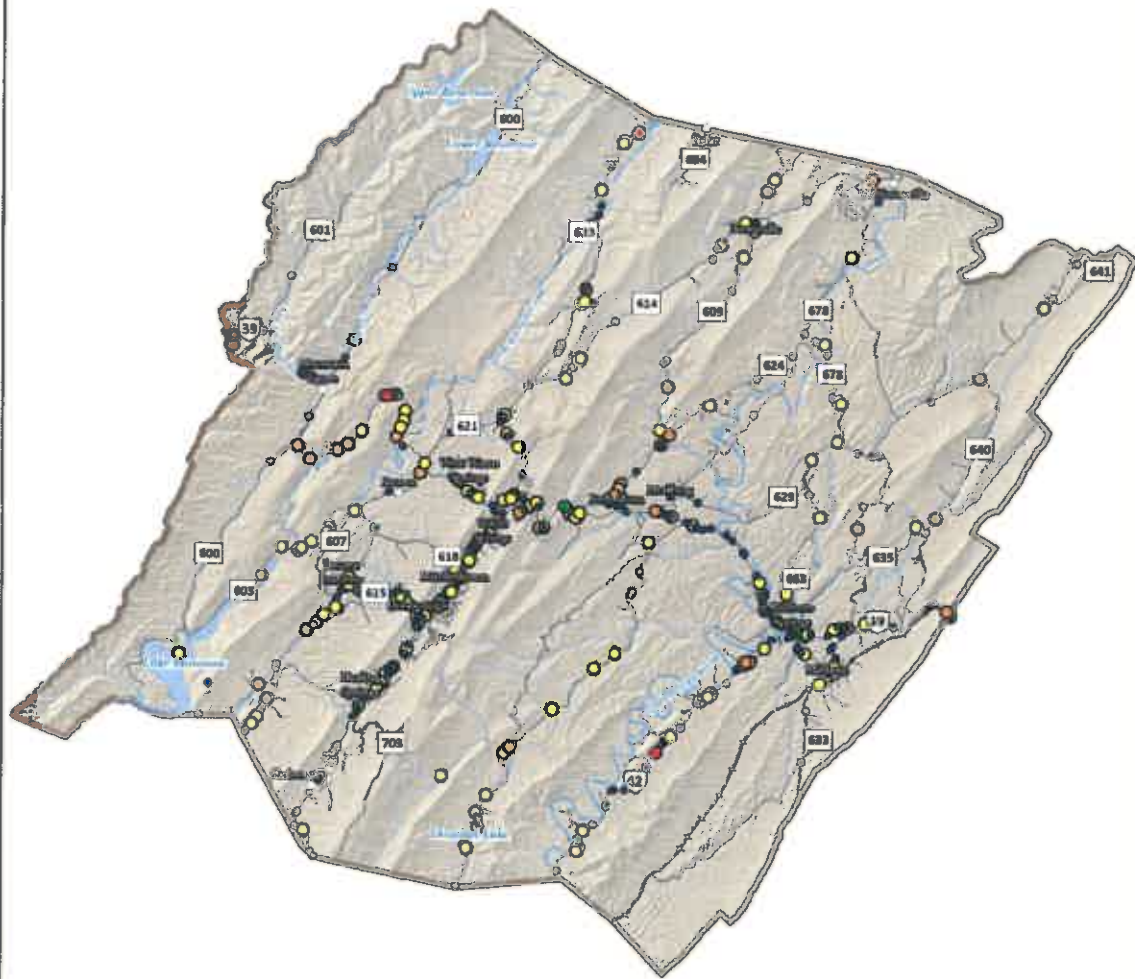
Figure 7.3 breaks down Bath County's crashes by severity and crash type. Collisions with fixed objects off the road were by far the most common type of crash accounting for almost 60% of crashes since 2014. This highlights the rural nature of Bath County's roadways, as many of these crashes occurred going around curves through winding mountainous roads. Collisions with Deer and Angled collisions with other vehicles were the next two most common types of crashes accounting for 63 (12.3%) and 47 (9.1%) of Bath County's crashes respectively.



Figure 7.3: Crashes by Severity and Type, 2014-2021



**Map 7.8**

# Bath County Vehicle Crashes by Severity, 2014-2021



<p>0 5 10 Miles</p>  <p>Sources:              Bath County, USGS, VDOT, VGIN              Map produced by CSPDC, September 2022              For Planning Purposes Only</p> 	<ul style="list-style-type: none"> <li> Populated Places</li> <li> Local Roads</li> <li> Rail</li> <li> Rivers and Waterbodies</li> <li> Major Creeks and Streams</li> </ul>	<p><b>Crash Severity</b></p> <ul style="list-style-type: none"> <li> K - Fatal Injury</li> <li> A - Severe Injury</li> <li> B - Visible Injury</li> <li> C - Nonvisible Injury</li> <li> O - Property Damage Only</li> </ul>
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## Airports

Bath County is currently served by Ingalls Field, a commercial airport atop Warm Springs Mountain. Ingalls Field has a main runway and a crosswind runway. The main runway is 5,601 feet in length and is 100 feet wide. It can accommodate all but the largest aircraft including those of the size and weight of a DC-9 and smaller. The crosswind runway is currently a grass runway accommodating gliders and light aircraft. The airport has a full instrument landing approach and has also obtained global positioning approach capability. Although there is no scheduled commercial airline service to the airport, general aviation and charter services are provided. ~~The airport is currently pursuing runway expansion and obstacle removal to meet federal standards, and is soliciting County funds as a 2-percent project match.~~

Currently, the airport is publicly owned by the Bath County Airport Authority. The airport was previously owned by the Ingalls Field Airport Authority, which was formed in 1978 by the Counties of Bath and Alleghany, the City of Covington, and the Town of Clifton Forge. In late 1994, all members of the Authority except Bath County withdrew, changing ownership over to the Bath County Airport Authority.

#### Rail

The only operating railroad in Bath County is the Buckingham Branch Railroad track, with CSX retaining overhead trackage rights. The railroad traverses the southeastern portion of the County passing through Millboro. The line lies adjacent to the Millboro Industrial Park and extends westward through Clifton Forge and Covington and into West Virginia. It extends eastward through Staunton and Charlottesville, ending at the Richmond rail terminal. The segment that passes through Bath County is part of the Richmond and Alleghany Division; its operational division goes from Richmond, through Charlottesville, to Clifton Forge.

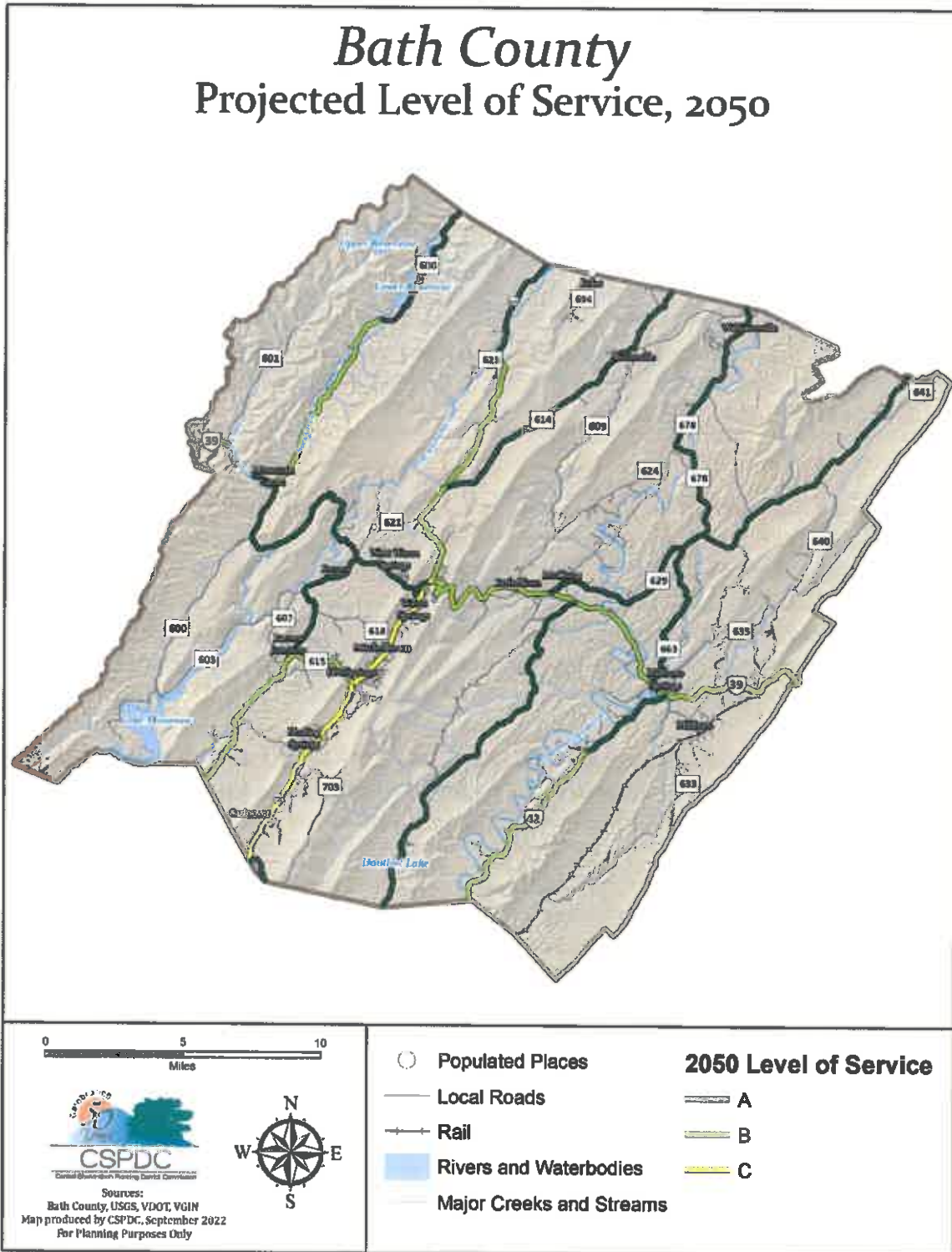
Although the Buckingham Branch Railroad line carries both freight and passenger traffic, there are no terminals or stations in Bath County. Freight traffic along the line averages between three and five million gross tons per mile of track per year.

Amtrak's "Cardinal" passenger train operates along the line three times a week as it travels between New York City and Chicago via Philadelphia, Washington, D.C., Cincinnati, and Indianapolis. The passenger station nearest to Bath County is in Clifton Forge, a small town about five miles south of the Bath County line. In ~~2013~~2019, ridership on the "Cardinal" averaged close to ~~113,103~~109,000 passengers a year with approximately ~~2,190~~ 2,750 of those passengers ticked to Clifton Forge. The Cardinal is the only route available through this station.

CSX, the previous owner, began to consider discontinuing the Mountain line, which is now the Buckingham Branch Railroad line, in 1989 and decided to either sell or abandon it by 1992. Local communities along the line felt strongly that the line was important to their future economic development. Consequently, the Greater Shenandoah Valley Development Commission was formed to negotiate purchase of the line. Buckingham Branch has since reevaluated the economic impact of keeping the line running and at this time the line is still in operation.

Map 7.7

# Bath County Projected Level of Service, 2050



### **Bicycle and Pedestrian Facilities**

Bath County is graced with beautiful mountains, wooded areas, and an abundance of outdoor recreational facilities. Hiking is available throughout the County and is an important part of the tourist industry for the area. The County has very limited on-street pedestrian facilities, ~~(sidewalks), only~~ The only sidewalks are found in and around the small Hot Springs commercial area along Main Street and connecting the Omni Homestead to downtown and the surrounding neighborhood. The County has no dedicated on-road bicycle facilities.

### **Public Transportation**

Presently, Bath County has no public transportation services. Some shuttling services for the elderly and disabled are provided by the Bath County Senior Center in Warm Springs and the Valley Program for Aging Services. Alternative transportation modes are challenging to provide due to the rural nature of the County, with residents living in small communities or isolated rural areas.

## **PLANNING ASSUMPTIONS**

### **Population and Demographics Changes**

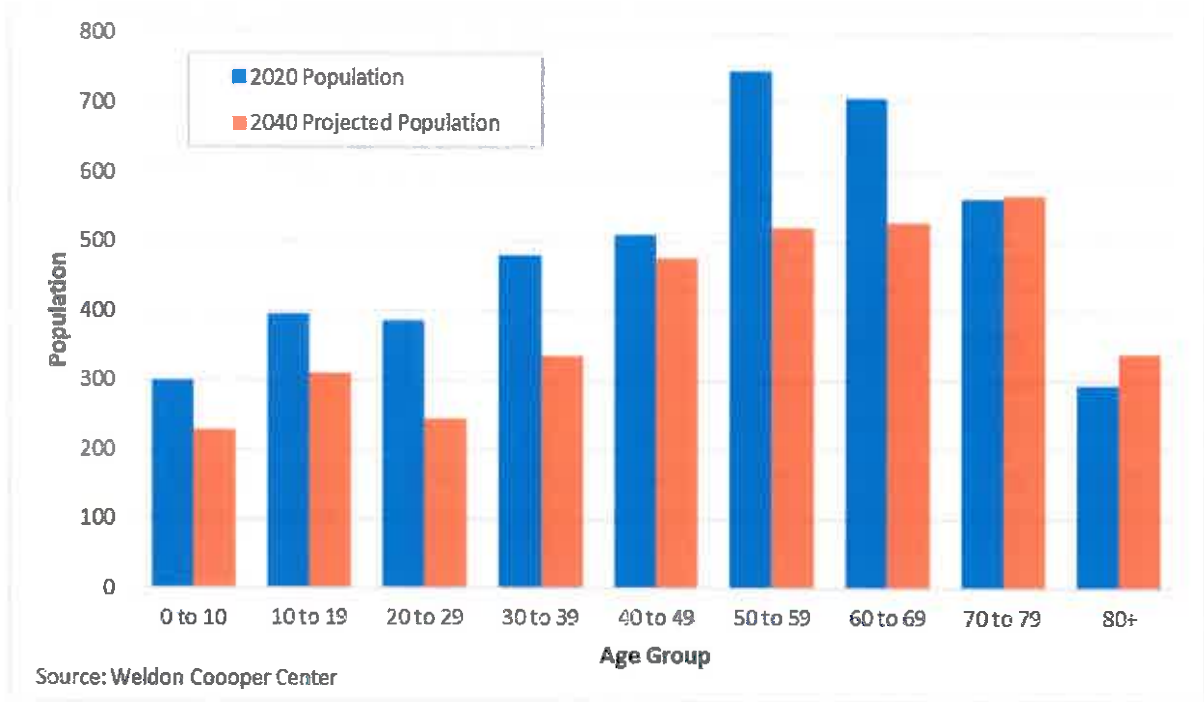
Between ~~2000 and 2010~~ and 2020, the County's population decreased by ~~a little over six~~ eleven percent, compared to the ~~five-six~~ percent increase-decrease seen between ~~1990 and 2000~~ and 2010. According to the Weldon Cooper Center Bath County's population is projected to remain relatively similar over the next few years, only decreasing by 0.7 percent by 2025. However, between 2025 and 2045, the County's population is expected to continue to decline by approximately 10 percent per decade. By 2045, Bath County's population is projected to be 3,327 people, 20.9 percent lower than it was in 2020. Consequently, Bath County's roadway network capacity is not likely to be threatened in the near future. ~~-data, population decreased one and a half percent between 2010 and 2012, but there is projected future growth for the County. Between 2012 and 2040, the County's population is expected to increase by three and a half percent. This modest population growth is not likely to reduce roadway network capacity in the future.~~

Weldon Cooper Center projections show the County's population continuing to age, ~~with a significant increase in the number of residents 65 and older (See Figure 7.1).~~ As seen in Figure 7.1, residents over 70 years old is the only age group that is not expected to decline over the next 20 years. At the time of the 2010-2020 Census, 19.5 percent of the population were over 70 and older. By 2040, elderly adults are anticipated to increase to around 25.5 percent of the population. around 1,000 persons were 65 and older, or 22 percent of the total population. In 2040, it is anticipated to increase to around 1,500 persons 65 and older, 32 percent of the total population.

Meeting the transportation and mobility needs of this aging population will continue to be a challenge for the County for the next 20-30 years. The elderly, along with persons with

disabilities, often need assistance with transportation, access to health care, financial advising, assistance with home maintenance, and other social services. Not only is there a need to help this population live independently for as long as possible, but transit demand should also be addressed. As further detailed in the Needs Assessment section of this chapter, there is no public transportation for the County, although there are limited shuttling and demand response services.

Figure 7.1: Projected Population Change by Age Group Between 2020 and 2040



**Employment and Commuting Characteristics**

Over 60-75 percent of working residents are employed within the County, resulting in about half two-thirds of the workers having a commute of 30-25 minutes or less. Approximately 30-18 percent travel outside the County to their respective workplaces, most of which are in Alleghany County. The remaining workers travel outside of the state to their place of employment. According to the 2019 American Community Survey, the average commute time is 23 minutes.

With the presence of natural hot springs as a tourist attraction, a large number of jobs in the County are concentrated in tourism, most notably with The Omni Homestead Resort in Hot Springs. Other large employment sectors include manufacturing, educational services, health care, social assistance, and utilities. Other large employers within the County are Augusta Lumber, Bluegrass Woods, Bath County Community Hospital, Bath, Alleghany, and Rockbridge Counties Electrical Cooperative (BARC), and Dominion Power. These industry sectors,

employers and the number of jobs they provide have not changed significantly since the adoption of the 2007-2014 Comprehensive Plan and the County does not anticipate significant changes in the coming years.

### Community Facilities

*Schools and Institutions:* Bath County Public Schools consists of two elementary schools (grades K-7), one high school (grades 8-12), and one career and technical center, and there are no foreseen school additions for the County. Thus, the elementary schools, located in the eastern and southern portions of the County, will not need to see expansion of roadway networks. Bath County High School and the Mertz Career and Technical Center, housed within the high school, are centrally located in the County. Similar to the elementary schools, no network expansion is needed, but a congestion issue along that segment of U.S. 220 does need to be considered and is addressed in the Needs Assessment section of this chapter.

*Water and Sewer:* Bath County is served by three water companies and one wastewater company. The Bath County Public Service Authority, The Homestead Water Company, and Millboro Water Association provide water services, and additionally Bath County Public Service Authority provides wastewater services. There are a small number of proposed changes to the current system in the central and eastern parts of the County, as detailed and mapped in the Public Utilities chapter. These proposed changes provide extensions to the existing infrastructure for both sewer and waterlines. Current systems are encountering several challenges, namely age and contamination. The proposed extensions of the current systems are not to serve new development in the County, but are needed to take current residents off septic systems and put them on the public system.

### Land Use

The County does not major anticipate changes to its current land uses and does not plan to make changes to the zoning map as a result of the 2014-2022 Comprehensive Plan update.

Within the general land use categories, developments occurring in the County fall into one of the following categories: Industrial Development, Commercial Development, Residential Development, and Mixed Use. The County continues to have a strong preference for development that complements its natural setting. Given the County's gradual population decline in recent decades, rapid growth is not expected. New development will generally be concentrated in the growth areas identified in Map 11.4. As documented in the Land Use chapter, concentrating new development activity around village centers and along major corridors will serve to facilitate growth while preserving the County's rural character.

This continuation of existing low-intensity land uses will not require the addition of new vehicular capacity or traffic control in the roadway network.

## Summary

With little to no changes anticipated in population, employment, schools, municipal infrastructure, land use or zoning, the County does not anticipate a need to expand the roadway network. Mobility, especially for the elderly and disabled, and roadway safety continue to be a challenge and will be addressed in the Needs Assessment section of this chapter.

## NEEDS ASSESSMENT

### Current and Projected Performance and Conditions

To ensure that the existing transportation network is operating in an acceptable manner, the County monitors annual traffic volumes. Traffic counts combined with the roadway functional classification, provide the County with information necessary to determine existing levels of service, make informed decisions about needed roadway improvements, and identify potential service delivery problems before they occur. This is particularly useful when historical counts are available allowing for the projection of future traffic volumes based on past trends. Monitoring traffic count data also allows for the realistic assessment of the impact of proposed development on the existing transportation network.

Traffic counts alone do little to provide a clear picture of operational conditions of the transportation network. Level of service data can provide a fuller picture of current and future ground conditions. As discussed in the Inventory section of this chapter, there is a general good level of service for motor vehicle support in the County. In the future, level of service throughout the County shows the range of positive change, no change, or negative change (See Figure 7.2 and Map 7.37.7). ~~There is still a majority of roadway segments are expected to maintain~~ing a LOS A or B, ~~with the addition of some LOS-G. U.S. 220, VA 39 to VA 39 North, the one segment operating at LOS-D, is projected to stay at that condition.~~ Several sections of Sam Snead Highway (US 22) south of Warm Springs have or will have a LOS of C by 2050.

*US 220* *Level of Service*

In addition to monitoring traffic volumes and level of service for capacity measurements, the County and VDOT are working to address existing and potential safety deficiencies. Certain intersections within the County have geometric deficiencies, including poor sight lines and absence of turn lanes, and need to be studied and improved in the future. The County identified several intersections in need of safety improvements, five of which were prioritized to pursue for inclusion in the SYIP.

### Existing Transportation System and Future Land Use Policies

As previously detailed in the Planning Assumptions section of this chapter, modest population growth and development are expected in the next 30 years. There are no anticipated changes

to the County's current land uses or zoning map. With such little change, the existing roadway network should continue to meet future capacity needs.

Figure 7.2: Bath County Road Network

Facility Name/ Route ID	Segment From	Segment To	Functional Classification	2019 AADT	2050 AADT (Projected)	2019 LOS	2050 LOS (Projected)
VA-42	RTE 600 EAST	RTE 621	Minor Arterial	749	865	A	B
VA-42	RTE 619	RTE 692	Minor Arterial	781	902	A	A
VA-42	RTE 658	RTE 615	Minor Arterial	749	865	A	B
VA-42	0.10 MI EAST RTE 645	RTE 220 WEST	Minor Arterial	1,360	1,408	B	B
VA-42	RTE 640	ROCKBRIDGE CL	Minor Arterial	781	902	A	A
VA-39	RTE 615	RTE 39	Minor Arterial	480	524	A	A
VA-39	DOUTHAT STATE PARK	RTE 683	Minor Arterial	1,735	1,926	B	B
VA-39	RTE 622	RTE 623	Minor Arterial	1,729	1,783	B	B
VA-39	RTE 647	RTE 608	Minor Arterial	1,735	1,924	B	B
VA-39	RTE 608	RTE 658	Minor Arterial	1,735	1,926	B	B
VA-39	RTE 614	RTE 622	Minor Arterial	1,729	1,783	B	B
VA-39	RTE 614	HIGHLAND CL	Minor Arterial	1,608	2,069	B	B
VA-39	RTE 629 WEST	RTE 678	Minor Arterial	1,150	1,328	A	A
VA-39	RTE 678	RTE 635	Minor Arterial	480	554	A	A
VA-39	ALLEGHANY CL	RTE 664	Minor Arterial	323	373	A	A
VA-39	RTE 625	RTE 678 SOUTH	Minor Arterial	323	373	A	A
VA-39	RTE 655	RTE 602 SOUTH	Minor Arterial	1,797	2,780	B	C

Bath County Comprehensive Plan  
*Transportation*

US-220	RTE 635	RTE 640	Principal Arterial	2,973	5,965	C	C
US-220	RTE 630 WEST	RTE 629 WEST	Principal Arterial	2,973	4,517	B	C
US-220	RTE 629 SOUTH	RTE 629 NORTH	Principal Arterial	504	658	B	B
US-220	RTE 615	RTE 618	Principal Arterial	2,018	3,922	B	C
US-220	RTE 220 EAST	RTE 630 WEST	Principal Arterial	2,018	3,922	B	C
Facility Name/ Route ID	Segment From	Segment To	Functional Classification	2019 AADT	2050 AADT (Projected)	2019 LOS	2050 LOS (Projected)
US-220	ALLEGHANY CL	RTE 615	Principal Arterial	504	658	B	B
US-220	RTE 678 NORTH	RTE 640	Principal Arterial	848	1,078	B	B
US-220	RTE 664	RTE 655	Principal Arterial	2,018	3,922	B	C
US-220	RTE 640	AUGUSTA CL	Principal Arterial	848	3,356	C	C
US-220	RTE 39 NORTH	RTE 614	Principal Arterial	447	648	A	A
SC-692	.12 MI SOUTH RTE 774	BATH CL	Minor Collector	172	199	A	A
SC-687	RTE 644 WEST	0.19 MI WEST RTE 220	Major Collector	280	323	A	A
SC-687	RTE 645	0.10 MI EAST RTE 645	Major Collector	711	1,624	B	B
SC-687	RTE 687	RTE 220 WEST	Major Collector	411	475	A	A
SC-678	RTE 621	RTE 687	Major Collector	172	242	A	A
SC-678	RTE 683	RTE 39 SOUTH	Major Collector	273	315	A	A
SC-678	WEST VIRGINIA SL	RTE 601	Minor Collector	165	191	A	A
SC-645	2.5 MI NORTH RTE 220	RTE 609	Minor Collector	807	932	A	A
SC-629	RTE 618	RTE 39	Minor Collector	111	128	A	A
SC-629	ALLEGHANY CL	RTE 647	Minor Collector	68	79	A	A
SC-629	0.19 MI WEST RTE 220	RTE 220	Major Collector	104	179	A	A

SC-629	RTE 39 NORTH	RTE 625	Major Collector	157	255	A	A
SC-629	RTE 687	RTE 644 WEST	Minor Collector	242	293	A	A
SC-629	RTE 39 WEST	RTE 645	Minor Collector	250	290	A	A
SC-629	RTE 601	RTE 600 EAST	Minor Collector	428	689	A	A
SC-619	RTE 220	2.5 MI NORTH RTE 220	Minor Collector	1,093	1,262	A	A
Facility Name/ Route ID	Segment From	Segment To	Functional Classification	2019 AADT	2050 AADT (Projected)	2019 LOS	2050 LOS (Projected)
SC-619	BATH CL	RTE 39 ALT. NORTH	Minor Collector	1,093	1,262	A	A
SC-615	RTE 705	HIGHLAND CL	Major Collector	984	1,137	B	B
SC-615	RTE 39	RTE 39 N	Major Collector	1,304	1,506	B	B
SC-615	RTE 623	HIGHLAND CL	Major Collector	875	1,334	B	B
SC-614	ALLEGHANY CL	DOUTHAT STATE PARK	Minor Collector	167	267	A	A
SC-614	RTE 39 NORTH	RTE 705	Minor Collector	167	267	A	A
SC-609	COUNTY LINE	US-220	Minor Collector	57	66	A	A
SC-606	RTE 602 SOUTH	RTE 39	Major Collector	395	456	A	A
SC-600	RTE 39	RTE 629 SOUTH	Minor Collector	269	226	A	A
SC-600	RTE 629 NORTH	HIGHLAND CL	Minor Collector	269	311	B	B

## Deficiencies and Future Improvements

### *Public Transit*

Bath County is predominantly rural, with residents living in small communities as well as isolated rural areas. The rural nature of the County increases the difficulty of providing adequate transportation alternatives for all residents. A major issue is the provision of transportation-disadvantaged services. A resident who is transportation-disadvantaged is one who, due to physical or economic limitations, is unable to provide his/her own transportation.

There is no public transportation in Bath County, yet elderly, disabled, or economically disadvantaged residents must have some mode of transport to medical facilities, jobs, shopping, and other locations. A shuttle bus service between the homes of elderly residents

and the Senior Center in West Warm Springs is currently in operation. In addition, the Valley Program for Aging Services (VPAS) is also available to provide demand response service to various medical facilities in the region.

#### *System Maintenance*

Although Bath County has a well-maintained primary roadway network, secondary roadways are often in poor condition and can present safety hazards. In particular, much of the secondary roadway network is very narrow and has limited sight lines. The County continues to work with VDOT to improve the condition and safety of secondary roads through the Rural Rustic and Pavement-In-Place programs. The 2011 Rural Long Range Transportation Plan (RLRTP) identified deficient secondary roadways. These projects are listed in Appendix A.

#### *Safety/Intersections*

The County has identified several intersections in need of further study and safety improvements. These projects were ~~included in the~~ originally identified by the 2011 Rural Long Range Transportation Plan (RLRTP) and then selected as high priorities by County staff ~~in 2013~~. The importance of these intersections was reinforced by more recent studies including the Rural Transportation Safety Hotspot Identification small area study.

- *Intersection of U.S. 220 at VA 615 (included in the VDOT FY23 Six Year Improvement program, see Figure 7.3):* Poor drainage around the intersection poses the problem of flooding. In addition to flooding issues, the intersection also lacks adequate pedestrian infrastructure. Both of these challenges increase safety risks for pedestrians and vehicular traffic around the intersection. Project construction to address drainage issues is scheduled for 2015. A small area study conducted in 2020 identified safety improvements and proposed intersection designs to improve pedestrian comfort and enhance overall safety at the intersection. Based on this study, improvements to this intersection were awarded SMART SCALE funding and has been incorporated into VDOT's Six-Year Improvement Program (SYIP). Construction is expected to begin in 2027. The improvements will increase safety by widening the existing sidewalks on along Main Street (Route 615), upgrade existing crosswalks to "continental" style crosswalks, and adding street lighting and pedestrian actuated crosswalk beacons.
- *Bath County High School Entrance and Exit.* The intersection of U.S. 220 at VA 682 (Charger Lane) currently faces safety and congestion challenges. As the only entrance and exit to the County's high school, the intersection sees increased traffic in the morning and afternoon. In addition to regular school traffic, the County also needs to address traffic during big events at the high school, like football games, graduations, etc. Overflow parking forces cars to park along the sides of the highway. This adds safety concerns for through traffic, as well as pedestrians getting to their cars. There is also an absence of safe pedestrian crossings around the intersection. Across the street from the high school there is a convenience/gas station, presenting a four-way intersection with

two consistent traffic generators. The RL RTP recommends a safety study to evaluate issues and identify improvements.

- **Intersection of VA 39 (Mountain Valley Road) at VA 690 (Windy Cove Road):** VA 690 intersects VA 39 and VA 687 (Indian Draft Road); VA 687 also intersects with VA 39. VA 39 has a posted speed limit of 55 mph and the lack of turn lanes can hinder consistent traffic flow. This intersection also has limited sight distance on VA 678 traffic to westbound VA 39 traffic due to vertical alignment, as well as an unnecessary access point at VA 690. Crashes that have been recorded around this intersection have been categorized as “Fixed Object, Off Road.” Improvements recommended to mitigate risks include installing turn lanes on VA 39 and, if feasible, flattening the westbound approach and eliminating the VA 690 access point.
- **Intersection of U.S. 220 (Sam Snead Highway) at VA 614 (Muddy Run Road):** Both directions of U.S. 220 have the challenge of limited sight distance due to a horizontal curve and vegetation. VA 614 also experiences limited sight distance to traffic on U.S. 220 due to horizontal alignment. As with VA 39, U.S. 220 has a 55 mph posted speed limit throughout the County and the lack of turn lanes presents challenges to through traffic. Crash incidents localized around this intersection have been categorized as “Fixed Object, Off Road.” Recommendations to mitigate safety challenges include removing vegetation along the west side of U.S. 220, installing turn lanes along U.S. 220, and reconstructing and realigning U.S. 220 and reconstructing the VA 614 approach as a 90-degree angle.
- **Ingalls overlook on VA 39:** Turning back onto VA 39 from the overlook site proves to be challenging due to limited sight distance. Approaching the overlook from the east, there are two sharp horizontal curves, as well as the overlook pull-off being on a horizontal curve. Between 2013 and 2018, there were 15 crashes within the 0.31 mile segment ~~There were crash incidents~~ leading up to ~~the overlook pull-off~~ and following the overlook pull-off, with a majority being classified as “Fixed Object, Off Road.” Due to the high number of incidents, the CSPDC’s Rural Transportation Safety Hotspot Identification study completed in 2018 identified this area as a Potential Safety Improvement Segment. Recommended projects to improve the area include adding advance signal warning signs and cutting the mountain back that is adjacent to the curve to improve line-of-sight.

### ***Non-Motorized Facilities***

As mentioned in the Inventory section of this chapter, Bath County has very limited on-street pedestrian facilities, although the Hot Springs commercial area does have sidewalks. The County also lacks on-road bike facilities such as bike lanes or widened paved shoulders. Providing these facilities as part of on-going roadway maintenance or upgrades would benefit both residents and visitors, even attracting cycle tourists to experience Bath’s scenic beauty.

Prioritizing pedestrian facilities in and around Bath County's largest population centers such as Warm Springs and Hot Springs could provide an important recreation asset in addition to improving pedestrian safety in the County's most congested areas.

#### *Other Needs*

In addition, limited access to interstate highways, commercial airports, and passenger rail service increase transportation costs for Bath County and discourage businesses from locating in the area. This becomes not only a transportation issue, but an economic development issue as well.

#### **Summary**

The County's current roadway network functions well and should continue to do so in the future due to low population growth and the lack of changes in land use. There is no anticipated need for significant expansion of the network. Improving safety and increasing mobility should move to the forefront of County transportation initiatives, as detailed in this chapter. Multi-modal deficiencies should be addressed as well. In addition to improving safety for all users, multi-modal facilities could benefit the County economy by attracting in more tourists to the area.

## **RECOMMENDATIONS**

### **Priority Projects**

~~These projects were identified in the 2011 RL RTP, and subsequently evaluated and ranked as the top priorities for the County (See Map 7.4). They have also been submitted to VDOT for consideration of inclusion in the SYIP. The following list of priority projects were derived from the recommendations of several plans and studies including the 2011 Rural Long Range Transportation Plan (RL RTP), the 2019 Rural Crash Hotspot Analysis, and the CSPDC's 2018 Small Area Study of the intersection of U.S. Route 220 and VA Route 615. The recommended projects and studies from each of these studies were listed and prioritized based on how well they addressed the County's transportation needs (See Map 7.4). Cost estimates are in 2014 2022 planning level cost estimate dollars.~~

- 1. U.S. 220 at VA 615 Pedestrian Improvements** (included in the VDOT FY15 Six Year Improvement Program, see Figure 7.3)

Deficiencies/Challenges:

- Location lacks adequate pedestrian infrastructure

Recommendations:

- Widening the existing sidewalks on along Main Street (Route 615),
- Upgrade existing crosswalks to "continental" style crosswalks

- Add street lighting and pedestrian actuated crosswalk beacons
- Construction is scheduled to be completed in 2027  
Project Cost: ~~\$560,769~~\$1,200,000

**2. Intersection of VA 39 (Mountain Valley Road) at VA 690 (Windy Cove Road) Safety Improvements**

**Deficiencies/Challenges:**

- VA 39 lacks turn lanes to access VA 678
- Sight distance limited on VA 678 traffic to westbound VA 39 traffic due to vertical curve alignment; unnecessary access point at VA 690

**Recommendations:**

- Install turn lanes on VA 39
- Flatten VA 39 westbound approach and eliminate the VA 690 access point

**Cost Estimate: \$2,700,000**

- Includes the addition of a left and right turn lane on VA 39 to access VA 678, the necessary through lane transition to accommodate the left turn lane, flattening of the VA 39 westbound approach to improve line of sight, and the closing of the VA 690 access to VA 39

**3. Intersection of U.S. 220 (Sam Snead Highway) at VA 614 (Muddy Run Road) Safety Improvements**

**Deficiencies/Challenges:**

- Sight distance limited in both directions of U.S. 220 due to horizontal curve and vegetation
- Sight distance for VA 614 traffic is limited to traffic on U.S. 220 due to horizontal alignment
- U.S. 220 lacks turn lanes

**Recommendations:**

- Remove vegetation along the west side of U.S. 220
- Install turn lanes along U.S. 220
- Reconstruct and realign U.S. 220 and reconstruct the VA 614 approach as a 90-degree angle

**Cost Estimate: \$3,000,000**

- Includes the addition of a left and right turn lane on U.S. 220 to access VA 614, the realignment of U.S. 220 to improve line of sight and provide the necessary through lane transition to accommodate the left turn lane, the realignment of VA 614 to create a 90-degree intersection with U.S. 220 to improve line of sight

**4. Ingalls Overlook on VA 39, East of U.S. 220 Safety Improvements**

**Deficiencies/Challenges:**

- Location has poor sight distance for traffic entering/exiting overlook site
- Identified as a Top 100 Potential Safety Improvement Segment with a Target Safety Need designation by the 2019 Rural Crash Hotspot Analysis

Recommendations:

- Add advance signal warning signs
- Cut mountain back that is adjacent to the curve to improve horizontal line of sight

Cost Estimate: \$1,800,000

- Includes the installation of advance signal warning signs on VA 39 to serve the entrance/exit of the overlook and excavation along the south side of VA 39 to improve line of sight

### Priority Studies for Future Evaluation

#### 1. Bath County High School Entrance and Exit

Deficiencies/Challenges:

- Four-way intersection with two consistent traffic generators, and added congestion during school arrival and dismissal
- Overflow parking for large events along highway

Recommendations:

- Completion of a safety study to evaluate issues and identify improvements for the intersection. Includes the field observation of intersection performance during an event period, coordination to develop potential improvement alternatives and study approach / methodology, and implementation of study to result in improvement recommendations.

#### 2. Bath County Community Trail Feasibility Study

Deficiencies/Challenges:

- Lack of pedestrian infrastructure in Bath County's population centers, particularly Warm Springs.

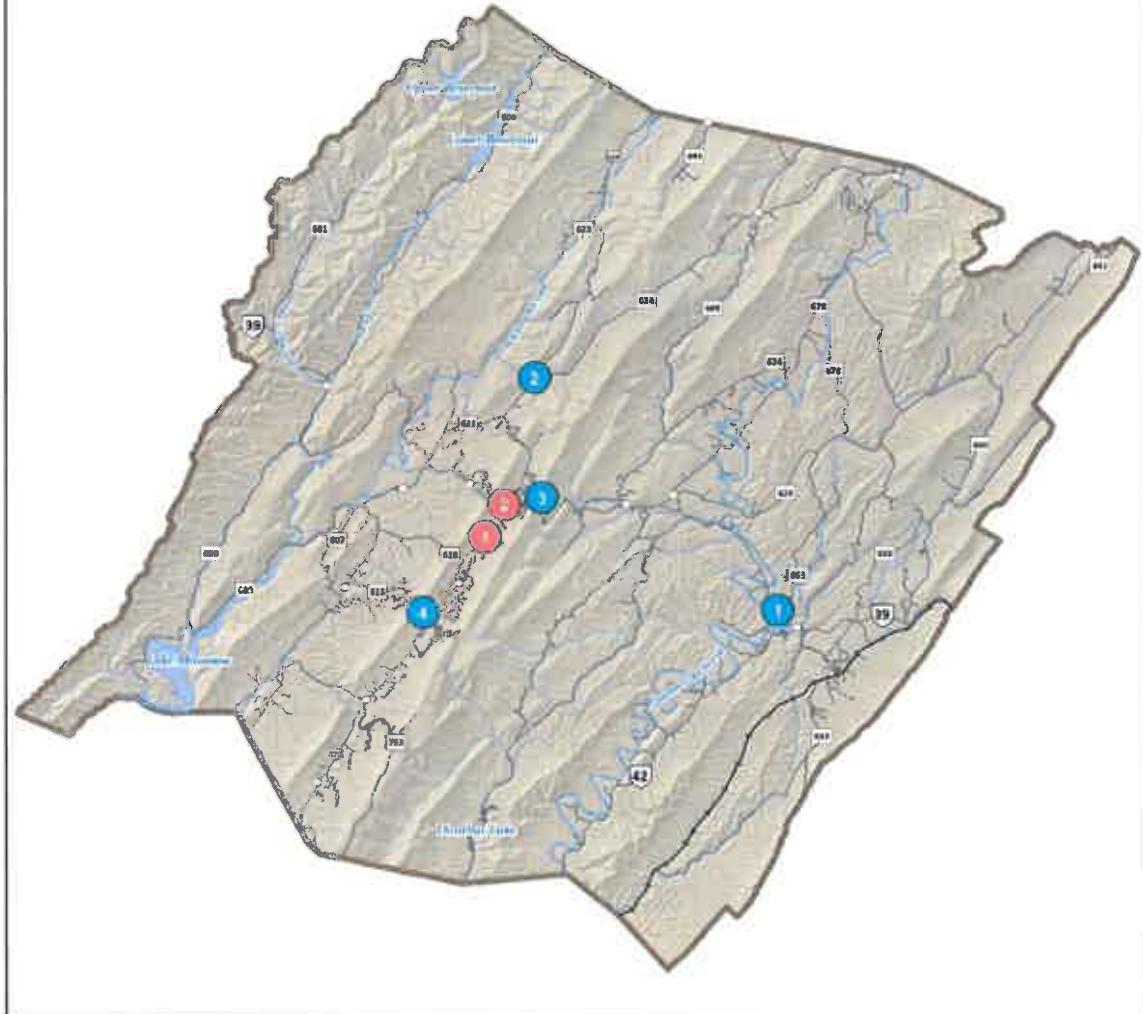
Recommendations:

- Evaluate the feasibility of developing a sidewalk network or multi-use community trail to improve pedestrian connectivity throughout the Warm Springs village center and provide a recreation asset for residents and visitors.

Map 7.4

# Bath County

## Priority Transportation Projects & Studies



0 5 10  
Miles

Populated Places	Priority Transportation Project ID
US and State Roads	Priority Study ID
Local Roads	
Rail	
Rivers and Waterbodies	
Major Creeks and Streams	

**Six-year Improvement Program**

Additionally, the VDOT FY ~~2015-2023~~ Six Year Improvement Program (SYIP) includes projects to ~~replace the bridge over Cowardin Run (Str#6136) and Route 687 (Jackson River Turnpike) bridge over Cascades Creek; see FY 2015 SYIP table below.~~ improve the safety of Bath County's major intersections, pave previously unpaved roads, and pursue countywide transportation initiatives. As previously noted, the SYIP includes improvements to the intersection of Main Street (VA 615) and Sam Snead Highway (US 220) in downtown Hot Springs. In addition, the SYIP identified five unpaved roads that are expected to be paved through VDOT's Rustic Rural Road Program over the next several years. Finally, several county-wide surveys and services at various locations throughout the county are included to prepare for future improvements. Please see Appendix A for the list of Bath County transportation projects listed in the 2011 Rural Long Range Transportation Plan.

Figure 7.3: VDOT FY 2023-2028 Six Year Improvement Program Projects in Bath County

	UPC	Description	Route	District	Road System	Estimate	Previous	FY23	FY24-28	Balance
						(Values in Thousands of Dollars)				
Intersections Improvements	115125	#SMART20 HOT SPRINGS - US 220 & VA 615 INTERSECTION IMPROVEMENTS	0220	Staunton	Primary	\$561	\$327	\$0	\$0	\$0
Paving Unpaved Roads	120816	RTE 603, RURAL RUSTIC RD, RICHARDSON GORGE	0603	Staunton	Secondary	\$828	\$0	\$0	\$75	\$754
	110940	RTE 623, RURAL RUSTIC RD, POOR FARM RD	0623	Staunton	Secondary	\$37	\$37	\$0	\$0	\$0
	115797	RTE 637, RURAL RUSTIC RD, LOWER YARD	0637	Staunton	Secondary	\$96	\$21	\$10	\$70	(\$5)
	110942	RTE 655, RURAL RUSTIC RD, NIMROD DR	0655	Staunton	Secondary	\$176	\$150	\$16	\$10	\$0
	110941	RTE 670, RURAL RUSTIC RD, ROBERTS RD	0670	Staunton	Secondary	\$51	\$51	\$0	\$0	\$0
Countywide Initiatives	100202	COUNTYWIDE ENGINEERING & SURVEY	4005	Staunton	Secondary	\$5	\$20	\$0	\$0	(\$15)
	100299	COUNTYWIDE FERTILIZATION & SEEDING	4006	Staunton	Secondary	\$250	\$5	\$0	\$0	\$245
	100145	COUNTYWIDE TRAFFIC SERVICES	4007	Staunton	Secondary	\$5	\$6	\$0	\$0	(\$1)

	100351	COUNTYWIDE RIGHT OF WAY ENGR.	4008	Staunton	Secondary	\$5	\$5	\$0	\$0	\$0
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**TRANSPORTATION GOALS**

1. Encourage development of ~~a~~ safe, effective, and efficient roads, as well as bike and pedestrian trails that will shape and serve the future of Bath County.
2. Encourage greater utilization of existing and future transportation infrastructure to meet the social, economic, recreational, and environmental needs of Bath County.
3. Develop transportation plans and programs that respond to the needs of the elderly, disabled, and economically disadvantaged residents of Bath County.
4. Provide public information and encourage citizen involvement in the development of all transportation plans and programs for Bath County.
5. Increase public safety and improvements on all County roads.
6. New development should encourage creativity, a mix of uses, and connectivity through a variety of transportation means including roads, bicycle routes, and pedestrian trails.
7. Avoid the installation of traffic lights by constructing traffic circles to ensure that traffic in Bath County continues to flow smoothly and uninterrupted.

**OBJECTIVES**

- a) Maintain the existing primary and secondary road system at its current level or better, working with VDOT to ensure regularly scheduled maintenance and upgrades to meet existing and future traffic demand.
- b) All roads should be built to an appropriate scale ~~and~~
- c) ~~p~~Participation in the VDOT Rustic Roads program should be encouraged.
- d) Support VDOT policies and programs, which ensure the provision of adequate transportation infrastructure operating at acceptable levels of service and provide for the maintenance and improved safety of all public roads.

- e) Complete an evaluation of Bath County's existing transportation system including a needs assessment to address transportation of the elderly, disabled, and economically disadvantaged.
- f) Encourage development that does not add more traffic to existing roads by implementing mixed-use zoning where appropriate and/or increased connectivity between compatible land uses.
- g) Institute a policy to ensure that developers, and not taxpayers, pay for the costs and impacts of development within the County.
- h) Support the marketing, maintenance, and development of existing air facilities and services to those facilities and encourage the development of additional air transportation services to meet demand.
- i) Support the maintenance and development of existing rail facilities and encourage the development of additional freight and passenger rail services to meet demand.
- j) Work with the IDA to promote or attract industries that need spur access to the industrial park.
- k) Consider designating Route 39 as a tourism corridor.
- l) Excessive vehicle speed and traffic should be controlled on County roads.
- m) Provide appropriate levels of enforcement and seek public input regarding trouble spots.
- n) A traffic calming program can be initiated seeking safer roads, vehicle speeds, and creative design.
- o) Add turnouts/truck lanes retrofitting existing roads with steep grades.
- p) Use roundabouts instead of stoplights where possible on both new development and existing roads.
- q) Add bicycle lanes to certain roads to incorporate recommendations of the CSPDC Bike Plan and leave other roads at existing widths, thus allowing for a variety of road types.
- r) Parking areas should be built in appropriate locations/scale and blend into the built environment and aesthetics.
- s) Work to ensure that Route 220 receives a "Scenic Byway" designation.

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**Bath County Planning Commission  
Bath County Courthouse – Room 115  
Monday, November 28, 2022 - 6:00 P.M.**

**PLANNING COMMISSION MEMBERS PRESENT:** Chairman John Loeffler, Jason Miller, Monroe Farmer, Cynthia Rudnick,

**MEMBERS ABSENT:** Vice-Chair John Cowden

**PUBLIC IN ATTENDANCE:** Austin Hall (press), Mike Bender (County Administrator), Carl Chestnut,

**STAFF PRESENT:** Sherry Ryder

**CALL TO ORDER:**

**Chairman Loeffler** called the Bath County Planning Commission meeting to order at 6:00 p.m.

**ACKNOWLEDGE PUBLIC IN ATTENDANCE:**

**PUBLIC COMMENT—MATTERS UNRELATED TO THE AGENDA:** None

**ADDITIONS OR CORRECTIONS TO THE AGENDA:**

**PUBLIC HEARING (s):**

**Bath County Board of Supervisors and Bath County School Board (Tax map #: portion of 83-25) – Application for a Conditional Use Permit to construct and operate a child care center. The property is zoned R-2 (Residential) and that portion would comprise 2.29 acres. The property is located in the Valley Springs Magisterial District near Bath County Parks and Recreation.**

**Sherry Ryder:** You have your summery in the packet. The property is currently owned by the Bath County School Board and they are going to convey it to the Board of Supervisors for the construction of a child care center. It is beside the Bath County Parks and Recreation. The County would own it, but the County would not be operating it. VDOT has given the property a

preliminary approval for the entrance and driveway to the property. Public water and sewer is available on site. It is in a designated growth area. Parking space is sufficient. Both a Site Plan and E&S Plan will be supplied and approved by the County before construction.

I have not had anyone in opposition to it. I have had people stop me and give support of it.

There will be a grant to fund construction and sitework for the majority of, if not all of it.

We do not have a child care provider in the County right now. We are working on one, I understand in Millboro, a Millboro Church is working on one. Highland County has one. We have a couple currently taking their children all the way to Highland County for child care.

It is compatible with Bath County's Land Use Regulations and the Comprehensive Plan and I noted it would be a benefit for economic development and working parents (or those that want to work but can't due to lack of child care).

I have referenced the Relevant Section(s): Bath County Land Use Regulations 605.03-1 and Comprehensive Plan: Page 2-9 Goal 1: Page 2-9 Objective c.

You've got a copy of the application, the zoning map, a plat of survey, the deed of the property and photographs with descriptions of the location. Mr. Bender is here to represent the application, if you have any questions for him or me.

**Chairman Loeffler:** My question is, why is it being limited to 5 days?

**Sherry Ryder:** They are not saying it would be 5 days, it is a, to start, what would you want on the application at the beginning. Monday – Friday. On the weekend, a lot of the time, people can find a teenager, in-law or grandparent, who work during the week, but not the weekend. I am not sure there is as great a need for the weekend. So, we will go from there.

**Chairman Loeffler** does not want to limit the days of operation in the Condition Use permit.

**Sherry Ryder:** We do not have to put limitations on days open. They could open earlier or later, whatever fits with the working parents.

**Chairman Loeffler:** Is there any questions from the public? Mr. Bender?

**Mr. Bender:** I have no questions. I am here to support the application and hope to go forward with the process.

**Carl Chestnut** stated he is concerned about traffic control. He called VDOT and talked to them, but has not received a call back.

**Sherry Ryder:** I do know he came to do a site review, but I can reach out to him again, before it goes to the BZA. Even with that, if the traffic count exceeds their guidelines for the existing ingress and egress they can come back and say they want a 3<sup>rd</sup> lane at the bottom of the hill for a turn lane or a stop sign at the end of the parking lot onto Panther drive, which should have one there anyway. At one time he wanted, from Panther's Drive, that goes up to the bus garage at the

school, a separate road name that goes down pass the proposed child care, dumpster, and picnic shelter because it was serving more than 2 purposes, but I understand he talked to Janet Bryan and we didn't need that now. I am not sure if we will need a new road name or not, with it all being on the same piece of property. Whatever VDOT dictates to the County for the child care facility, we will comply.

**Carl Chestnut** restated his concerns on traffic getting backed up.

**Sherry Ryder:** That was before they changed the bus drop-off area. At one time they dropped off on the South entrance and it was a mess. Now the school has redirected the buses to a bus loop that gives them a longer route to get there and holds more traffic. And at the time they were checking each child's temperature which took longer. It seems to be pretty streamlined now.

**Chairman Loeffler:** If there isn't any more public discussion, I will now close the Public Hearing discussion. Do you have any more discussion? If not, would you like to make a motion?

**Mr. Farmer:** I move we recommend to the Board of Zoning Appeals the application for a Conditional Use Permit, for a Child Care center with an indefinite time frame. Referencing Sections in accordance with the Bath County Land Use 605.03-1 and the Comprehensive Plan: Page 2-9 Goal 1: Page 2-9 Objective c. Pending proper permitting and approval from the difference entities for E&S etc.

**Cynthia Rudnick:** Second

**VOTE: 4-0** Motion passed and will be sent to the BZA Board.

**CHAIRMAN'S REPORT:** None

**STAFF REPORT:** Report included in the meeting packet.

**Sherry Ryder:** We have a new GIS layer available now that shows the foot print of new structures. This has allowed my office, the Commissioner of Revenue and Dispatch to see new structures, that may not need a permit, or a 911 address. It could be a storage building and someone could be there and get hurt. Dispatch would know where to look if a call comes in. Sherry can also see structures that may need a 911 address and it helps the Commissioner of Revenue pick up structures that should be taxed, if they haven't been taxing them. Sometimes there are locked gates. This should be a good tool for all of us.

**OLD BUSINESS: Noise Ordinance**

The Board discussed the updates made to the draft.

**Chairman Loeffler:** Do I hear a motion to set a Public Hearing?

**Jason Miller:** I move we set a Public Hearing for the Noise Ordinance, January 23, 2023 at 6 p.m.

**Cynthia Rudnick:** Second.

**VOTE: 4-0**

**NEW BUSINESS: Capital Improvement Plan**

**1). The Board** discussed the time for a joint meeting with the Board of Supervisors on January 23, 2022 to discuss the CIP process. Sherry will call the BOS to see if an earlier time would be possible.

**DECEMBER MEETING: The Board discussed the December meeting.**

**Jason Miller:** I move to cancel the December 26<sup>th</sup> meeting.

**VOTE: 4-0** meeting cancelled.

**APPROVE MINUTES:**

**Chairman Loeffler:** We have the Minutes of October 24, 2022

**Jason Miller:** I move we approve the October minutes with corrections to the date at top. (Page 1) and change word, motion to move, from Mr. Farmer.

**Mr. Farmer:** Second.

**VOTE: 3-0-1** (Cynthia Rudnick was absent). Minutes passed.

**ADJOURN**

**Mr. Farmer:** I move we adjourn.

**Jason Miller:** Second.

**VOTE:4-0**

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Chairman John Loeffler

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Date