Working with VDOT to Affect Good Transportation and Land Use Results

VDOT Coordinating Transportation & Land Use Forum
June 2, 2016
Welcome

- Fauquier County Department of Community Development

- Working with VDOT to affect good transportation and land use results in the rezoning process
Today’s Broader Scope

Facilitated Consensus Building Process:

- Make public decision using a collaborative approach;
- Promote openness;
- Inclusion of all perspectives.
Area of Concern: Route 29 Corridor
Participants

Facilitated Consensus Building Process:

- Stakeholders Group;
- VDOT Representative;
- County Representative;
- Virginia Transportation Research Council;
- Institute for Environmental Negotiation.
Phone Interviews

- Introduction
- Purpose of assessment
- Goals of interview
- Offer of confidentiality
Interview Questions

- Who are the parties engaged in the issues? What is their current role? What has been their role in the past? What goals do they have?
- Are there any other parties looking at any of these issues?
- What level of interest exists about these issues, within what groups?
- What are the differences in views within the community?
- What resources might parties bring to the table?
Kick-off Meeting

Concerns/Interests/Goals:

- Improve safety;
- Ensure mobility for both through and local traffic;
- Ensure access to businesses;
- Generate a sense of place;
- Preserve and enhance heritage and the rural landscape.
Information Needed to Make Decisions

- VDOT plans
- Traffic data
- Fauquier County land use plans
- Significant cultural and historic features in and adjacent to the corridor
- Prince William County and Gainesville plans that may affect the corridor
- Experiences of, and inspiration from, other jurisdictions with similar concerns and goals
Five Monthly Meetings Planned

- December 7, 2015
- January 19, 2016
- February 23, 2016
- April 19, 2016
- May 17, 2016

- Additional meeting needed in June 2016
Meeting One
December 2015

- Shared understanding of purposes, goals and process.
- Develop shared aspirations and meeting guidelines and begin to develop a shared sense of purpose.
- Introduce stakeholders and begin to understand their main interests.
- Identify what additional information may be needed.
## Main Interests

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<tr>
<th>Concerns/Goals</th>
<th>1&lt;sup&gt;st&lt;/sup&gt; priority</th>
<th>2&lt;sup&gt;nd&lt;/sup&gt; priority</th>
<th>3&lt;sup&gt;rd&lt;/sup&gt; priority</th>
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<td>Safety</td>
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<td>Sense of place</td>
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<td>Commercial/residential access</td>
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<td>Heritage - historic, rural character</td>
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<td>Through traffic - flow</td>
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Meeting Two
January 2016

- Shared understanding of relevant land use plans, historic and cultural resources in the area, and traffic data.
- Develop shared aspirations and guidelines for working together to support shared purpose and meaning among the team members.
- Introduce matrix of options and goals identified by members to prepare for use during later meetings.
Further understand the context of the Route 29 landscape.

Develop shared understanding of transportation planning and best practices relevant for the New Baltimore corridor.

Understand components that VDOT considers when planning transportation improvements at particular locations.
Scale and Intensity - Gainesville
Scale and Intensity - New Baltimore
Explore in more detail specific alternatives that address Stakeholder Team member goals using the 29/215 intersection as a start and working south.

Examine the implications of potential improvements at Route 29 on local roads and the corridor as a whole.

Note: the importance of history, culture and a sense of place has not been lost, and will continue to be addressed later in the process.
Combination of vertical curves, prevailing speed and queuing along US 29 results in an unsafe northbound condition at Vint Hill Road intersection.

**Keep Vertical Curves**

- **Speed Reduction Techniques**
  - Alternative # 1

- **Correct Vertical Curves**
  - Alternative # 5

**Alternative Intersection Design**

- Continuous Green T with channelized WB right
  - Alternative # 2
- R-Cut
- Michigan Lefts
  - Alternative # 4

**Alternative Speed Reduction Techniques**

- WB Dual Rights, Left turns to SB 29 displaced
  - Alternative # 3A
- WB Dual Rights, Left turns to SB 29 relocated
  - Alternative # 3B
- WB Single Right Channelized, Left turn to SB 29 relocated or displaced
  - Alternative # 3C

**Safety benefit through Improved Sight Distance**
Test for consensus on options for the 29/215 intersection.

Discuss options for the corridor south of Route 215 and Route 600.

Examine ideas for enhancing a sense of place.
US 29 from Prince William County Line to Telephone Road
Where do we go from here?