

6/28/18 – Route 29/215 New Baltimore Stakeholders meeting #1

1:00 pm – 3:00 pm

The first local stakeholder meeting for the Route 29 Corridor in the New Baltimore area was held at Lord Fairfax Community College on June 28, 2018. Deputy Secretary of Transportation Quintin Elliot, Chief Engineer Garrett Moore, District Engineer John Lynch, Resident Engineer Mark Nesbit, VDOT Transportation Land Use Director for Prince William Richard Burke and Ben Davison from the Warrenton Residency represented VDOT. Greg Yates from the Commonwealth Transportation Board was in attendance. Approximately 60 residents and business owners attended along with Fauquier County Supervisors Holder Trumbo and Chris Granger and Fauquier County Planning Staff Holly Meade and Marie Pham.

John Lynch, District Engineer opened the meeting welcoming and thanking everyone for attending. He summarized the purpose of the meeting as to seek input and gain consensus for the Route 29 corridor through New Baltimore. He then introduced Quintin Elliot, Deputy Secretary of Transportation.

Deputy Secretary Elliot reiterated the purpose to seek input from citizens, start the dialogue to reach consensus and ensure we capture the issues and identify opportunities for moving forward identifying and considering as aspects toward the solution. Keep Secretary/Quinton involved

Chief Engineer Moore led an interactive discussion on issues and concerns the attendees had regarding the corridor. Mr. Moore committed to moving forward with establishing an Advisory Group serving as a conduit to the community. The makeup of the Advisory Group would be 10-12 members that would meet on a regular basis in order to develop a consensus on potential projects that could be considered for implementation along the corridor. The two funded Highway Safety Improvement Projects (HSIP) at Route 29 and Route 600 (Broad Run Church) and Route 29 and Route 215 (Vint Hill Road) are on hold. This funding may be transferred to other projects if the new projects meet the cost benefit for HSIP. Other opportunities for funding would be Revenue Sharing and SMART SCALE round 3.

A copy of the sign in sheet has been attached to these meeting notes along with the handwritten notes from several VDOT and County employees. Issues were also recorded on a white pad situated on an easel that are also attached. The comments provided by the meeting attendees are summarized below with any responses provided by Mr. Moore or others shown in italics.

After summary comments were complete, the audience began to ask questions of Mr. Moore. At some point, someone suggested to go around the room and give everyone the opportunity to speak. All comments have been summarized below, followed by the comments from the second session from 5:00pm to 7:00pm.

This project and corridor has an extensive history. Citizen requested that the previous comments be made available. *This would include the facilitated review stakeholders group from 2016, the September 2017 Citizen Information meeting, Delegate Guzman's Town Hall, transcripts from the Six Year Improvement Program (SYIP) meetings in NOVA and Culpeper.*

Mr. Moore asked *What are the Issues?*

One citizen suggested we need to widen 29 to 6-8 lanes.
Let's focus on core issues before we jump to solutions

A citizen suggested that we develop separate groups such as residents and another one for businesses. *Mr. Moore was concerned that doing this we would not stay on the same page.*

Input regarding format including defining framework for discussions, including representatives from all stakeholders, defining the big issues and source of problem, interests and impacts on relative considerations (ie secondary roads).

Constraints:

Historical, environmental, financial (priority projects)

Stakeholders:

FAA
VA Hospital

High volume/limited sight distance/traffic lights – 215/29

Safety #1

215/600 unsafe
Local exit/entrance (access to business/residents)
Throughput

Big Meadow – Marshall to Warrenton

Reduce speed limits
17/Belvoir Road (Rt 704)
Speeding issues – double speeding
Blinking lights
Fines

ROUNDTABLE:

PWC resident:

Light timing
Control traffic/can't reduce
Route 625 – Need light @ 215 (5 minute wait)

Keep lights (service drives would help)

Suffield Meadows:

Michigan lefts – don't like

Take hills out – (*Mr. Moore noted to do this efficiently northbound 29 would be shut down for 3 weeks minimum*)

Pomps Farm HOA:

Safety

Traffic flow

Historical

Resident access (all)

School bus/limited distribution

Reduction of heavy thru trucks

Traffic light provide breaks

Safety/Budget

Reduce speed

Remington Area on Route 29:

Reduce speed limit

Need lights for break

Access @ Remington

Noise

Fauquier Bank: (600 & Broad Run Church)

Safe access for customers

Ground hog day (we have been here before and nothing happens)

Suffield Meadows:

Only have one exit onto 29

100 residents + employees 55+ community (70-90 actual age)

Speed limit 45-55 in area

New Warrenton Resident:

Commutes to Chantilly

Concerned with safety

Buckland Preservation an issue. Nothing has happened in 20 years.

29/215 – Michigan left (short term)

215/29 (avoids it)

605 (TTL blows thru signals)

Signal rebuild

Left lanes drops north of Rte 605/inadequate notice/signing

Brookside:

- Speed limit reduction
- Preferred Riley Road – signal
- Pull of old issues, read back
- Target funding/tax district
- Convenience
- Prioritize – 29/215 #1
- Cut down hill
- Route 215 line of sight
- 29 toward Riley SB, limited sight line
- Special assessment

Vint Hill HOA

- Provided prepared comments
- Safety 29/215 NB sight lines
- Merge lane 215/29
- Left turn 29 – 215 needs extended

Old Bust Head/Vint Hill Businesses:

- 1500 customers per week
- Lease buildings/tenants

 1. Safety #1 (lower speed/eliminate humps/increase thru put)
 2. Access
 3. Throughput
 4. Economic Development

Vint Hill HOA:

- Point Solutions vs Systemac Solutions

Battlefield Baptist Church:

- The sight lines (Safety)
- Mowing 215

Fauquier Supervisors:

- Will provide Guzman/Weibert feedback
- Economic Development/Safety – current situation impacting both
- Route 600 accident rate compares to 29/215
- Split phase needed
- Signal timing on 29 needs to have corridor check

- Property owner from Old Schoolhouse to car dealership.
- No breaks @Riley

Potential STAKEHOLDERS:

Route 29 Business
Vint Hill Business
Brookside
Vint Hill HOA
Riley Road
PWC
Fauquier BOS
Historical Rep
FAA
VA
Schools
Local Law Enforcement/Fire & Rescue
Environmental (PEC)

ACTION ITEMS:

Develop web site
Feedback loop? Best way?
Entire list
Live streaming not practical

Issues – Interest – Solutions

Timeframe for meetings? Monthly, time and place, need feedback.

6/28/18 – Route 29/215 New Baltimore Stakeholders meeting #1

5:00 pm – 7:00 pm

The second meeting from 5-7 pm was a smaller group in which input/ discussions continued about the 29 corridor.

More information needed on the genesis for this. I have seen articles some safety some indicated dollars are allocated what is the driving force?

Funded Safety projects are on hold pending outcome of meetings. We recognize traffic growing and solutions are needed. Trying to identify interests feel we have to find a compromise solution. CTB picks program to fund

Route 215 & and Route 600 at Route 29 – #1 & #2 crash rate in Culpeper District

Any root cause analysis done for why high crash rate?

Yes we look and evaluate and then classify each crash and summarize results.

Is the general goal to widen 29?

No. This section of 29 is so contentious people pulled away partly because land on adjacent sides partly because could not get to solution that meets needs.

The study broke Route 29 in sections. Need to see entire picture which would impact other sections

Mid pm see backups on 29 @ SB side

Developer comes into County, needs to work with VDOT to get infrastructure prior to development.

Access to VH NB Brookside from 29SB; if no left turns looked like everyone goes down to 600 & make left

Emergency vehicle on 600 narrow 2 lane road & no shoulder

Turn lanes on 29 for 215 too short NBR & SBL

Thru-put & safety 2 different issues

4 lane on PWC side & in Fauquier talk about remove signal. Signal makes it possible to access 29

Cut hill down option not go forward.

Earlier people talked about safety & access

It's an option if can put a package together to compete well. To cut hills down, northbound 29 would need to be shut down for 3 weeks weather permitting.

Access to Vint Hill/Brookside

Turn lanes of Vint Hill too short (will dual lanes work)

Reduce # lights in PWC

Eliminate hump

Don't like R-cuts

Corridor Master Plan
Plan for traffic growth
R-cuts have great deal cost
Residents hate R-cut
As realtor have high impact on Vint Hill & Brookside
Brookside already took hit from power lane issue
Worry about property value of just for our homes but community not yet recovered from recession

Own property on 29 (Capital Sheds) & live in Suffield Meadows.
Hear of proposal to take crossover out at Suffield Meadows. *There is no project to do that*
Can save money over time and do it

R-Cut means loss of traffic ??? may improve flow but 1000 homes in Brookside and go out to left to get onto 29 little to pause the traffic. *The U-turns would be signalized to create breaks. However, there's limits on what will be accepted, all have to make compromises.*

Need to plan for the increase traffic not react to it

Glad you recognize no one listen to what we said glad you're willing to start from beginning

Anything earlier not talked about yet?
A lot of the same issues as earlier meeting.

Mentioned Michigan turn in paper. I live on Route 600 what's Michigan turn?
This wasn't popular option as you take a right to go north and u-turn to go south. We are starting over not here to push that option. They work well in some locations but obviously not popular here.

VDOT has in Gainesville fabulous ??? intersections get thru much better
Plan going forward?

Put together 10-12 stakeholders to represent interest meetings open to public
VDOT to create a website
Take comments and put summary out so people can respond to
Next month have advisory group meet to interests such as business needs access
Prior interests
Earlier brought up special tax district
Can't do revenue unless public private partnership
Need to put it in a package that competes
Open to public

Who's on stakeholder group?
Don't know yet will finalize next meeting

What is the take-back from today's meeting?

Talking today about the needs

Safety

Access

Home values was new concern

Homes on 29 get less value

Trying to get out on 29 or even 605 hard

Home buyers more acceptable of bad view than noise

Done all you can do for signal timing?

29/600 from 55 to Vint Hill can only get 2 cars thru

605 & 29 are at times over capacity can try & sequence but only works for 4-5 signals

Has cameras but weather can mess up and minimal timing to keep 29 moving

When install signal cut capacity of intersection 50% it's imperfect.

??? diverts traffic

Are there new proposals yet, *no start from scratch*

Cycle light 600 light 2 minutes

2 minutes is about max

600 & 215 bad intersection

Often taking Glenkirk up to Gainesville

Lot of people take Glenkirk to Gainesville to avoid 29

No plans to improve Glenkirk?

Lake Manassas put pressure on Rt. 29

Plans for 29 & 215 for hill?

No have less than \$7 million in fund – left fund there

Stores where Outback/BP no access and have to go thru parking lot

There was a road planned behind it but residence behind it killed it

Request traffic light at 676 @ 29

If you put too many signals makes it hard to move & distract drivers (Freeman's Ford)

Distract driving is a law issue VDOT can't do anything about that

676 prime candidate for signal because 600 has virtually nothing to widen & improve without compact

Plan for 600 people coming 66 to 55 to 600 to avoid traffic?

Don't have answer

Traffic takes alternate routes on all back roads

The data from WAZE and pull into timing?

Signal system on 29 uses actual data to set signal timing

Telephone Road

Need traffic signal
Snow Hill HOA
County Development an issue
605-215 tie in entire corridor (traffic)

29/600 traffic signal timing from X-street (too short)

LFFCC lights

@29 – left turn long wait (per Holder)

Broad Run Church/Vint Hill Road

Site lines

Sight lines @Broad Run Church Road

Need to set stakeholder meeting time, location, frequency, website, stakeholders, meeting minutes

ROUTE 29 New Baltimore Meeting

06/28/18

①

Name	PHONE #	Email
WENDY CAMPBELL		duncan.wendy@comcast.net
Charles Wheeler		MHWDEC@AOL.COM
MARLYN WHEELER		" " " "
GEORGE EASTMENT		GEASTMENT0302@GMAIL.COM
Jim Schupp		SCHUPS@AOL.COM
Jynn Curway	540-216-3660	jynncurway@gmail.com
Diane Reeder	3016429678	dreeder3@yahoo.com
1 D DELROSSO	540-270-0300	DON@fough.com
Ann Burhans		NPB6218@earthlink.net
NIC BURHANS		" "
BOB BROWN	540-425-7028	seespy99@gmail.com
Tom Daily	540 341 7606	TOMROEE@COMCAST.NET
DAVE MAILLER	540 347 7574	dpmailer@gmail.com
PEG MAILLER	"	"
Mike Kroskie	703-881-8002	mkroskie@mbpc.com
RAY BELL	540-344-7288	Bellx2@comcast.net
PETER BALLARD	703-216-9131	TIN45@YAHOO.COM
James Evancie	571-469-0985	jivancie@fargo.com
Gay Prejean	540-349-2442	glnp.mi@comcast.net
Natalie Erdossy	321-363-6834	nerdossy@gmail.com
Nancy Prema	540-347-1947	nprema@earthlink.net
Chip Register	TFA: 540.347.6762	chip.register@TEB.bank
PAT BROWNE	(540) 347-3614	PBROWNE315@gmail.com
John Browne	540-347-3614	jbrowne7104@gmail.com
GRIS CORCORAN	540-347-5855	grigabett@fb.baptist.org
Marc Geffroy	301-651-6385	marc@Seneca prop.com

(2)

CLAY LESCALLET

Scott District

YALSTHREE@GMAIL.COM

Jim Whitney

11

TWHITNEY@404.COM

Tim Hoffmann

trthoffmann3@gmail.com

Miles Friedman

Fauguier Co DED

miles.friedman@faugquiercounty.gov

LESLEY LANCASTER

LLANCASTER@PROSOLGROUP.COM

Matt Kayson

Scott

mkaysonpqa@icloud.com

K. Lasley

klasley@lasleycentre.com

Steve Palmore

Scott

cpalmore0873@gmail.com

Bob Kober

Scott

FAUQUIERFARM@YAHOO.COM

DON ROBERTSON

Scott

DONROBERTSON@MAILPOINT.BI

Chuck Medvitz

Scott

chuckmedvitz@earthlink.net

~~Scott Filling~~

~~Scott~~

~~sfilling@atol.com~~

Brian Cohn

Scott

beecohn@gmail.com

BARRY WRIGHT

Backland

Barry@WRIGHT-REALETY.COM

Juanita Minniey

Lee

Neathg57@yahoo.com

Scott Filling

RT17 PROJECT@AOL.COM

PATRICK MAUNEY

RRCL/P09

pmauney@rrres.com

Harrison Premer

Scott

hpremer@gmail.com

Lou Emerson

LKE@FauguierNow.com

ROUTE 29 New Baltimore

3 6/28/18

Craig & Leonor Vint Hill

~~Mary Sue Warren~~ Suffield Meadows
Chris Granger mimiX05@comcast.net
Fairfax County

Corinne & Ken Thomas SNOW HILL

Ken. Thomas@comcast.net
TLG 2009@icloud.com

Ty Williams VINT HILL
Janice Sanchez Lee

Weathg57@yahoo.com

5pm-7pm CHRISTA MOYLE SNOW HILL TCMOYLE@COMCAST.NET

Charlie Moore Suffield Meadows moorecl3@

Elaine Noble Brookside/Realtor Comcast.net
elaine@nobleteamhomes.com

Bruce Noble Brookside bruce@nobleteamhomes.com

Margaret Jones Vint Hill mojwaj@comcast.net

Elise Shaffer New Balt eshaffer121@gmail.com

George Golden " " ggolden@comcast.net

Renard Carlos renardcarlos4towncouncil@gmail.com

David Kimble DavidKimble@hotmail.com

LARRY KOVALIK WARRENTON LKOVALIK62@YAHOO.COM

db

- Safe vehicle movement
- Adequate traffic flow (through-put) to minimize congestion
- Historical considerations
- Viewscape considerations
- Resident access to/from major road entries
- Reasonable access to/from business activities
- Timely/safe movement of school buses
- Limited affect (condemnation) of to property owners
- Reduction / re-direction of heavy three-trucks

Russ ~~Bell~~ Bell

Pomps Farm HOA

540.349.7288

Bellx2@comcast.net

June 28, 2018

Attn: Secretary of Transportation, Members of the Virginia Commonwealth Transportation Board, Representatives from the Virginia Department of Transportation (VDOT) and Fauquier County Officials

The purpose of this communication, also submitted at the April 30 meeting in Fairfax and the May 07 meeting in Culpeper, with a few modifications to the original copy, is to request reconsideration of the VDOT Proposals for three intersections along the three-mile stretch of Rt 29 between New Baltimore and the Prince William County Line. This is a busy, four lane divided highway that services an estimated 40,000 vehicles/day. Of particular concern is the Proposal that pertains to the intersection of Rt 29 and Vint Hill Rd (Rt 215). This request is in line with and supports the action by the Fauquier County Board of Supervisors (FC/BOS) to delay any action for a year to provide ample time for VDOT, perhaps, in collaboration with County officials and other representatives, to develop alternatives to their current, controversial Proposals.

There have been multiple meetings since last September, regarding the VDOT Proposals, where residents and business owners have expressed concern about the perceived negative impact of the current Proposals. Critics assert the current Proposals would have the opposite effect to the stated VDOT

intent, i.e., to improve traffic safety and flow. The arguments are that the current Proposals favor commuter and other through traffic at the expense of local drivers and businesses. It is also believed that the recommended changes, that include U-Turns, would make Rt 29 more dangerous, especially for inexperienced and elderly drivers, as well as for the operators of some emergency equipment, school buses and large trucks. Vint Hill business owners worry that the current Proposal for the intersection of Rt 29 and Vint Hill Rd (Rt 215), which would result in the elimination of left turns onto and off of Rt 29, would significantly inconvenience their customers and discourage potential additional entrepreneurs in the Vint Hill area.

As has been noted in the past, I believe, even by VDOT, the commonly agreed to real problem with the aforementioned intersection is the sight-distance/line of vision problem caused by the dip(s) in the Northbound lanes of Rt 29 approaching Vint Hill Rd. The inability of drivers to see that the signal at Vint Hill Rd has turned 'RED' and that the traffic in front of them is stopping, or has already stopped, is the major cause of the high number of rear end collisions, thereby making that intersection the one with the highest number of accidents in the Culpeper District. The simplest and most direct solution to that problem would seem to be to eliminate the dip(s) and, thus, improve the line of vision for drivers to be able to see the signal and/or have a better, clearer, safer, consistent view of the traffic in front of

them. Other ways to improve overall safety would be to lower the speed limits along this stretch of Rt 29, as well as on some other roads in the immediate Vint Hill area.

Additional suggestions for this intersection include: adding an extended merge lane for Vint Hill Rd traffic turning Right and entering onto Rt 29 North, and extending the existing turn lane for Southbound Rt 29 traffic wanting to turn Left onto Vint Hill Rd.

Your consideration of this request for alternatives to the current Proposals, which has wide support in the community, is much appreciated. Especially, as concerns the intersection of Rt 29 and Vint Hill Rd, directly addressing the cause of the high number of accidents, i.e., the dip(s) would enable this important intersection to be retained and, along with the other suggestions, regarding speed limits and merge/turn lanes, would provide improved traffic safety and flow for many years to come.

Respectfully submitted,

Tom Daily

Thomas R. Daily

Chair BOD/Pres Vint Hill Manor HOA

3596 Sutherland Ct.

Warrenton, VA 20187