

**MINUTES OF
ROUTE 29 NEW BALTIMORE ADVISORY PANEL**

Meeting #2: August 30, 2018

1:00 – 3:00 P.M.

1st Floor Conference Room – Warren Green Building

10 Hotel Street

Warrenton, VA 20186

Members Present: Natalie Erdossy, Brookside HOA; John Lynch, VDOT; Tim Hoffman, Vint Hill HOA; Paolo Belita, Prince William County; George Phillips, Prince William County; Pete Eltringham, Poms Farm; Garrett Moore, VDOT; Marc Geffroy, Business Community; Haven Melton, FAA; Craig Oakley, New Baltimore Fire Department; Cristy Thorpe, C. Hunter Ritchie Elementary School; Ike Broaddus, Vint Hill Business Community

Staff Present: Captain Ray Prudhum, Fauquier County Sheriff's Office; Andy Marshall, Fauquier County Sheriff's Office; Mark Nesbit, VDOT; Lou Hatter, VDOT; Ben Davison, VDOT; Holder Trumbo, Fauquier County Scott District Supervisor; Marie Pham, Fauquier County

Guests Present: Ray Bell, Poms Farm HOA; Charlie Moore, Suffield Meadows; James Gray; Thomas Daily, Vint Hill Manor HOA; James Ivancic, Fauquier Times; Helen Ross, VDOT; Larry Terry; Mike Pinsker; Pat and John Browne; Chuck Medvitz; Bruce Reehl; Julie Bolthouse, Piedmont Environment Council; Joe Costello, Rappahannock-Rapidan Regional Commission; Don Del Rosso, Fauquier Now; John Anderson; Dave Mailer, Poms Farm; Brian Cohn; Haley Gray; Jim Schupine, Brookside HOA; Lou Emerson, Fauquier Now

The meeting began at 1 p.m.

Garrett Moore opened with introductions and acknowledged that there has been disagreement about this area for decades. He noted that VDOT is starting over and here to listen. There are multiple clients and interests as well as the Board. VDOT will have to justify what they do. Any solution will need to make sense for the Commonwealth Transportation Board (CTB) as an investment.

1. Introductions

George Phillips: Transportation planner with Prince William County (PWC). Here to listen and provide PWC input on the Comprehensive Plan (CP). The PWC CP calls for US 29 to be 4 lanes from Fauquier to US 15.

Paolo Belita: Planner with PWC.

Tim Hoffman: Vint Hill HOA president also representing VH Manor. Interested in long term VDOT vision for our area, bigger picture solution.

Garrett noted that there is no long term VDOT vision since there has not been consensus.

John Lynch: Culpeper District Engineer

Natalie Erdossy: Brookside HOA

Ike Broaddus: was on Vint Hill Economic Development Authority, now Vint Hill Conservancy Board (the HOA for Vint Hill), Old Busthead, and 20 acres of historic buildings that are being renovated. Concerned with maintaining access on Vint Hill (Rt. 215) and businesses there.

Cristy Thorpe: County liaison for schools, Ritchie Elementary School principal

Craig Oakley: New Baltimore Volunteer Fire Department

Haven Melton: FAA traffic manager

Marc Geffroy: Seneca Properties, representing business owners along US 29

Pete Eltringham: Poms Farm, Fauquier County Transportation Committee. Concern with access to and from neighborhoods, noted that throughput is important, and well-informed on Buckland Battlefield.

Support team: Holder Trumbo, Fauquier County Scott District Supervisor; Mark Nesbit, Resident Engineer for Warrenton; Lou Hatter, VDOT communications; Ben Davison, VDOT; Marie Pham Fauquier County transportation planner

2. Panel Objective

Garrett said that VDOT is starting over and not coming in with options. VDOT wants to look at what was said at the first meeting in June, confirm these are the interests, and what can be done to meet those and look at the pros and cons as well as priorities. It is expected that there will be disagreement. VDOT will have to support ideas with cost/benefit analysis. We don't want to leave anyone out. If we get to a place where we're stuck we'll back up. It's expected that US 29 and the side routes will continue to increase in traffic with impacts that will take control if we do nothing.

3. Information Documentation

The website was created with information from Delegate Guzman's town hall meeting, other recent public meetings, and the past few years of data.

Pete requested a link to the New Baltimore Service District Plan (NBSDP) on the site as well as the Transportation Chapter of Fauquier County's CP. John noted that the County's CP is linked on the website. **Action Item: The County will provide a 15-minute presentation on the Comprehensive Plan.**

3. a. Website

To get on website go to the VDOT homepage, select *Projects & Studies* (upper right corner), select *Culpeper District* under Projects and Studies by Region, scroll down to Studies and select *Route 29 Corridor, Fauquier County*. The website gives an overview of the study and what it's trying to accomplish. There's a link under Previous Studies to the latest study that was done as well as a link to entire dropbox site. There are also links to the following:

- All the comment sheets that were collected from September 19, 2017 meeting (pdf copies),

- Fauquier County meetings Feb/March 2018 (notes from both residential and business meetings),
- Summary of Delegate Guzman's town hall meeting,
- VDOT/CTB NOVA and Culpeper Six-Year Improvement Program (SYIP) meetings transcripts from the spring 2018,
- May briefing from John Lynch on recent work done at VDOT
- Advisory Panel Information including meeting agendas, presentations, sign in sheets, and video of the meetings

4. Meeting #1 Summary

Tim asked if the summary notes will be vetted through the advisory group members. Lou said they would. John added that if anyone sees anything misrepresented on the site to let VDOT know.

4. a. Interests

Garrett noted that there were six interests from the June 28th meeting and asked the group if these are the main items to address. The group agreed. George asked if these interests should be ranked or prioritized by the group. Garrett explained that safety has to be the number one priority – it's a VDOT requirement.

The six interests include safety, throughput, access, economic development, home/property values, historical/environmental. The group may also need to look at what the most important movements are from Dumfries Road (Rt. 605) up to Vint Hill Road (Rt. 215) and prioritize access.

Any improvement needs to last 10-15 years minimum but also need an interim improvement that makes sense for the long term improvement. Tim said that the group needs to understand the long term vision in order to get there. Garrett noted that this would be added as a discussion point for the next meeting.

Ike said that if safety is the first priority the group needs to agree on what defines safety. Garrett explained that VDOT's measure and how projects compete for funding is based on the fatal and serious injury crashes.

Pete suggested separating the historical and environmental concerns. George agreed and added that we should map these and provide them to the group to lay the groundwork upfront. George also noted he would make the US Route 29/US Route 15 Bypass Location Study available once finalized. He anticipates a final report in October and will make it available to the group. Ike requested that the maps be added to the website. **Action Item: Map the environmental and historical interests and post them on the website and have them available at the next meeting.**

Tim expressed concern that in addressing all the interests on US 29, the residual roads could get worse. Garrett noted that the interests are for the network, not just US 29. The safest travel is 60-70 mph roads due to expected behavior, wide clear zones, divided highway, etc. Cristy agreed that locals take back roads and that morning congestion can get bad around schools. Garrett asked if the group agreed that the improvement needs to work for the network. The group agreed.

There was some discussion about possibly weighting the interests. Garrett said that safety would need to remain #1 but that it would be helpful to VDOT to rank the movements, not necessarily the interests at this time, and then look at what it does for the network. At the next meeting VDOT will have a map and ask the group the most important movements. Pete requested maps with traffic and

turning counts. Ike suggested the turning movement map EPR (Bill Wuensch) developed for Fauquier County. Garrett summarized that at the next meeting the group would be provided with a discussion on the County's CP, maps, PWC information, prioritization of access, and then VDOT could talk about ideas from the group and what could work. **Action Item: Provide EPR's map of the traffic volume/turning movements and relative CP maps. Also have a map to prioritize access.**

5. Input Process

John noted that the group needs to have a format for sharing ideas from the community. VDOT could set up an e-mail on the website for input and share this at the start of each meeting. Members of the advisory group can also bring in any comments they receive and share them at the start of the meeting. Garrett agreed to add an agenda item for the beginning of each meeting for any public comments received. **Action Item: Add an agenda item at the start of the meeting to share public comments received by the group or through the website.**

Staff will send the minutes of the meeting to the group for review by Wednesday, September 5th. The group has a few days to provide feedback on the minutes and they will then be posted on the website. **Action Item: Send the minutes via e-mail on September 5th for the group review and then post on the website following comment.**

Ike noted that some of the group members have been involved in this process for some time and if there isn't already a consensus on some things that can be agreed on and set aside. Garrett pointed out that while the group may agree on wanting the humps out, it's not a project alone he can get funded. VDOT needs a project they can successfully package.

Ike asked about VDOT's interactive crash/safety map since safety is the #1 measure. Garrett offered to bring safety/crash data to the September meeting. **Action Item: Bring safety/crash data to September meeting.**

Ike asked about reducing the speed limit. Garrett said VDOT is not ready to set a speed at this time and that this would require a study, not consensus from the group. If the speed limit is adjusted it will be carefully done and they will consider the ramifications of this.

Brian Cohn asked if VDOT could look at the signage that's there and consider improving it to make it less confusing and more consistent. Garrett said that VDOT will review the signage for any improvements. **Action Item: Review the existing signage for possible improvements.**

Pete asked if they need a better understanding of the portion of the county in the metropolitan planning organization (MPO), the National Capital Region Transportation Planning Board (TPB). Garrett explained that a federal transportation bill established MPOs in urban areas. Federal funding above a certain dollar amount has to be coordinated with the MPO and meet air conformity requirements. Any project in this area may need to be vetted through the TPB.

An audience member asked Mr. Melton the number of employees with the FAA and they come from for work. Haven responded that the FAA has approximately 800 employees, shift work from early morning to leaving late in evening. They commute from all over: Culpeper, Leesburg, DC... Most of them use 29. Their primary complaint is the intersection of Broad Run Church Road (Rt. 600) with Vint Hill Road (Rt. 215) isn't safe and that traffic shouldn't be diverted there.

Garrett asked if any additional information would be useful. Ike asked about the undeveloped parcels on US 29 and additional curb cuts. Garret suggested the county provide a tax map. Holder offered that the county could provide information on projects in the pipeline and the road network.

Action Item: Fauquier County will provide a tax map and discuss projects in the pipeline as well as the road network.

Ike asked how long the meetings will likely last. Garrett said he's like to meet monthly for no more than four or five months. Ike requested the meetings remain in the same location and asked VDOT to develop a meeting schedule. Natalie agreed that it would be easiest to keep the meetings in one location. **Action Item: Draft a meeting schedule to share with the group.**

Brian Cohn questioned the funding for the Broad Run Church Road (Rt. 600) improvement. Garrett told Brian to follow up with him and he'd give him an updated estimate.

Pat Browne asked if VDOT considers the traffic merging onto a 55 mph road when they consider the speed limit. Garrett said that they do – they look at the entrances and ability to accelerate/decelerate. Pat noted the lack of acceleration lanes for businesses on US 29.

Ike asked for information on how much money has been allocated and to what projects. Pete said since the funding constantly changes this wouldn't be helpful. Instead the group should focus on what needs to be done to improve the road and find the funding later. Ike felt that if funding is available the group should be aware. Garrett offered to provide any information the group wants.

Natalie asked what the bar is that needs to be met to justify the cost/benefit. Garrett stated that's not easy to answer. There are multiple funding sources and lots of competition for funding. Paolo said that PWC develops the scope and then looks at funding options.

Tim asked if VDOT could lay out any constraints and restraints and if anything is completely off the table. Marc asked if a 15-20 year solution is needed. Garrett confirmed that it does to compete for funding. Marc asked for estimated traffic volumes for the next ten years. Tim asked about environmental/state/federal regulations that will limit the available options. Garrett noted that the biggest issue is a Section 106 approval is required. Other requirements such as air conformity will also be considered.

Julie Bolthouse said that it would be helpful to have the counties and VDOT work together to have maps of the existing and future road network and development since they all impact each other. Garrett asked to discuss this later to determine what information should be gained with this.

Public Comment

Mike Pinsker (Vint Hill, professional CDL driver) asked if VDOT ever confers with professional drivers for a different perspective. Garrett said VDOT does this.

Audience member (Capital Sheds, Suffield Meadows) said they don't want the right only with u-turns. Older drivers might think they have time to pull out and accelerate safely but they don't. Acceleration lanes are needed.

Another audience member asked about VDOT's perspective of businesses off US 29 not having acceleration lanes. Does this prevent prospective businesses from locating here? Garrett said that

VDOT wants businesses to have safe access. VDOT does not do land use but is sensitive to economic development.

The meeting was adjourned at approximately 3:15 p.m.

Next Steps

- Update from Fauquier County on Comprehensive Plan
- Set priorities for issues and traffic movements at September 27 meeting. A map will be needed to designate the priorities
- Split Environmental and Historical into separate Interest categories
- Provide segment crash data at next meeting; upload information to website