

**Meeting Minutes**  
**Marshall Service District Planning Committee**  
**Tri-County Feeds, Etc., 7408 John Marshall Highway, Marshall**  
**October 14, 2008**  
**7:00 p.m.**

**INTRODUCTIONS:**

Susan Eddy, Fauquier County Chief of Planning, introduced herself and Mr. Milt Herd, a Planning Consultant, who are together facilitating the update of the Marshall Service District Plan. Mrs. Eddy introduced Wade Walker, Urban Transportation Planner with Kubilins Transportation Group, Inc. as the featured guest speaker of the meeting. Mrs. Eddy explained that Peter Schwartz sent his apologies that he would not be in attendance due to a family illness.

**TRANSPORTATION OVERVIEW:**

Mr. Walker traced the historical evolution of transportation development over the last fifty years, noting how communities originally sprung up at crossroads and grew in a bulbous design or a limited linear design along those roadways. However, more recently, the gaps in between these communities and towns and the edges of these towns have filled with auto-reliant subdivisions, whereas the older portions of the towns were pedestrian oriented (and sometimes also transit oriented.) Mr. Walker explained that if we continue to let development patterns continue as they have in the recent past, the overall demand for more roads and wider existing roads will continue to accelerate. If we can focus development around the crossroads, we have more options.

Mr. Walker presented a number of images of examples of insensitively widened roads and intersections that degraded the quality of the surrounding community. Mr. Walker explained that most local and state transportation departments have adopted rigid road design standards over the decades but that trend is being reversed with growing public awareness about the long-term inefficiencies and inadequacies with the types of transportation projects that have been delivered in the last 20-30 years.

Mr. Walker said that conventional transportation philosophy focuses on the following:

- 1.) Capacity;
- 2.) Operational Efficiency;
- 3.) Vehicle Level of Service (LOS); and
- 4.) Minimal vehicle delay.

Mr. Walker explained how Federal Highway Administration road design “guidelines” were changed into “standards” by local and state governments, and this transformation resulted in rigid transportation planning regulations based upon conventional transportation philosophies, as outlined above.

Mr. Walker explained that there is a movement afoot throughout the nation to re-evaluate conventional transportation planning to consider projects in their “context.” Virginia Department of Transportation has adopted a “Context Sensitive Solution” (CSS) policy that requires the consideration of a project in its existing community setting and the impact wrought by proposed changes to a roadway on that particular community.

Mr. Walker prefers to quoin context oriented transportation design solutions as “Smart Transportation.” Smart transportation doesn’t let the transportation tail wag the dog, is designed to support a community land use vision and not dictate that vision, is in harmony with community desires, and is technically sound. Further, smart transportation seeks road connectivity, walkability and bikeability, livability and balance, and above all, is developed in collaboration with stakeholders and community members.

Mr. Walker emphasized that when there are small sacrifices made in optimum vehicular service levels, a community remains more liveable. He noted that Marshall and many other areas within Fauquier County have the core infrastructure and planning elements in place to achieve smarter transportation plans that service pedestrians, bicyclists, enhance community livability, and still allow for through traffic. He explained how the grid system currently envisioned in Marshall Service District Plan as a traditional grid network, helps to reduce reliance on arterials and reduces walking and cycling distances.

#### CASE STUDIES:

1. Davidson, North Carolina

Mr. Walker discussed Davidson’s plan to allow for new growth and development between the downtown of Davidson, North Carolina and the local freeway. Mr. Walker described how a slow speed arterial road serves as a gateway to the older historic Davidson core. He described the in-depth planning process in place in Davidson that required developers to meet with the local community as part of the planning process. He spoke of the uses, such as hotels, offices and medical facilities, that did not compete with the downtown.

2. Bolivar, Tennessee

Mr. Walker described how the Kubilin firm was asked to become involved in a Bolivar bypass project that had already undergone environmental review. The Tennessee Department of Transportation had completed an environmental review for a four lane highway bypass on the South side of Bolivar. The town supported the highway to minimize through truck traffic on the town surface streets. The Kubilin firm was able to consider alternatives to the original road plan but still work within the framework of the approved environmental assessment. The Kubilin firm was able to successfully defend a two-lane rural parkway with a very wide median in lieu of the original design that involved more pavement and asphalt that would have diminished the aesthetic quality of the road and surrounding countryside.

## GROUP DISCUSSIONS:

Mr. Walker then formed a round table work session with committee members to evaluate transportation options in Marshall. The community expressed concerns about pedestrian access along Winchester Road from Main Street to the stores on Old Stockyard Road

Mr. Walker studied the gateways into the community, particularly on the east side of Marshall along Route 55 and the off ramp at Route 66 at Winchester Road. Mr. Walker explained that the community might consider an oval median at the entrance ramp to West bound Route 66. He also explained how a well designed roundabout at the intersection of Route 622 and Winchester Road is feasible. This roundabout would also serve as a gateway feature to the community.

Mr. Walker evaluated some options on the eastern edge of the community, noting that small islands with crosswalks at intermittent places in the road could mark the community entrance, slow traffic accordingly, and connect the parks and schools into the historic main street area.

Mr. Walker and the group discussed Main Street, Salem Avenue and the grid network.

Mr. Walker thanked the committee members for inviting him to provide input into this plan update.

**Adjournment: The meeting adjourned at 9: 15 p.m.**