

**MINUTES OF  
FAUQUIER COUNTY TRANSPORTATION COMMITTEE  
August 30, 2017**

**5:00 P.M.**

*2<sup>nd</sup> Floor Conference Room – Warren Green Building  
10 Hotel Street  
Warrenton, VA 20186*

**Members Present:** Chair, Jim Stone; Vice Chair, Matthew Sheedy, Chris Butler, Rick Gerhardt, Adrienne Garreau, Peter S. Eltringham, Patrick Mauney, Dave Newman, Mark Nesbit

**Guests Present:** Roy Tate, Virginia Department of Transportation  
Ben Davison, Virginia Department of Transportation

**Staff Present:** Marie Pham, Andrew Hopewell, Maureen Williamson

**1. Citizens' Time**

Ms. Julie Bolthouse of Piedmont Environmental Council (PEC) spoke about a presentation PEC gave to the Planning Commission in August about the Remington Walks project. She distributed a consultant report detailing the project, which included proposed intersection and landscaping improvements. PEC shared the plan with the Town of Remington at a community input session and was met with great enthusiasm. Ms. Bolthouse spoke before the Committee to bring awareness to one of Remington's intersections, Business 15/29 and West Main Street, that is being thought of for improvements specifically to return the intersection to a four-way stop. Ms. Bolthouse asked for the Committee's opinion on the report and the proposed recommendations as well as the Virginia Department of Transportation's (VDOT) evaluation of the report.

Mr. Eltringham asked Ms. Bolthouse if Remington has a comprehensive plan. Ms. Bolthouse confirmed that Remington does have a comprehensive plan and added that it is an older plan and out-of-date. She said that the Town Council adopted the Remington Walks plan into the document.

Ms. Garreau told the Committee that Ms. Bolthouse presented the Remington Walks project to the Planning Commission at its August meeting and it was also met with enthusiasm. The Planning Commission will be hosting a mini-town summit with the Remington Town Council and its planning staff. She added that it is a great opportunity for collaboration and told the Committee that the joint meeting is planned for October.

Mr. Eltringham expressed that he felt that the Remington Walks plan is more than just the re-signalization of one intersection. Ms. Bolthouse agreed commenting that it is this one intersection that is the crux of the plan. She said the consultant feels that if that intersection is improved it will connect the residential community with downtown Remington which is a vital part of connecting the town.

Mr. Stone asked staff to place this item on a future meeting agenda of the Committee.

## **2. Approval of the March 22, 2017 Committee Meeting Minutes**

Ms. Garreau asked Ms. Bolthouse for a copy of a letter referenced in the March 22, 2017 meeting minutes, which included a list of bridges that PEC identified as threatened. Ms. Bolthouse said that she would email a copy of the letter to Ms. Pham who agreed to distribute it to Committee members. Ms. Garreau said that she would like the Committee to consider reviewing the letter for its thoughts on considering it for inclusion in the County's Comprehensive Plan.

Mr. Sheedy's name was omitted on the list of attendees for the March 22, 2017 Committee Meeting. The correction will be made.

***ACTION: On a motion made by Supervisor Butler and seconded by Mr. Eltringham it was moved to approve the March 22, 2017 meeting minutes. The motion carried unanimously.***

## **Approval of the March 10, 2017 Committee Special Meeting Minutes**

It was noted that Mr. Newman was included on the list of attendees for the March 10, 2017 Special Committee Meeting. Mr. Newman was not in attendance at the meeting. The correction will be made.

***ACTION: On a motion made by Ms. Garreau and seconded by Supervisor Butler it was moved to approve the March 10, 2017 special meeting minutes. The motion carried unanimously.***

## **3. September – VDOT Monthly Report**

### **Projects in Development:**

- **Route 15/17/29 Business Interchange**

Mr. Nesbit told the Committee that three design/build teams have been selected out of the nine teams that responded to the request for qualifications. The selected design/build teams include: Allen Myers Inc./KCI Engineers, The Branch Group/Whitman, Requardt & Associates, LLP, and Shirley Contracting/Dewberry Engineering. Technical proposals are due December 2017 and in January 2018, VDOT expects cost proposals. The goal is to have the design/build team selected by spring 2018.

- **Route 602 – Rogues Road Corridor Section Improvements**

Mr. Nesbit reported that VDOT recently met with staff to discuss the project's cost estimate and scope of work. VDOT is reviewing the scope of work as the cost estimate of the project exceeds current funding. He explained that the widening of the shoulders is requiring VDOT to acquire additional right-of-way and along with it the unforeseen relocation of utility poles, which are escalating the project cost. An alternative to the initial scope of work was presented to staff and VDOT awaits feedback.

Ms. Garreau asked if the issue with Academic Avenue (Route 9956) and turn lanes had been resolved. Mr. Nesbit confirmed that Academic Avenue (Route 9956) is a state road and that

it is possible to create three lanes – a left-hand turn lane, a right-hand turn lane and a thru-lane, but this would be considered an additional project. If the County wants to alter or enhance the Rogues Road project by extending the scope of work to include Academic Avenue (Route 9956), then another project, independent of the corridor section improvement, would need to be developed and funding sources identified.

Mr. Eltringham said that moving forward to make the best of the limited resources for optimum safety and throughput impact is important, but the Committee cannot lose sight of the larger view, as reflected in the New Baltimore Service District Plan, which is that Rogues Road (Route 602) is a major road around the Service District. He stated that improving safety on Rogues Road (Route 602) is important and the improvement is not done if only one segment is complete.

- **Route 29 and Vint Hill Road**

Ms. Garreau asked Mr. Nesbit about the activity occurring at Route 29 and Vint Hill Road. Mr. Nesbit said that VDOT's Traffic Engineering Signal Group is installing communication equipment to modify the timing of the existing warning flashers.

#### **Traffic Engineering Studies**

- **Route 29 at Nordix Drive – Sign Review**

Due to a request from a local citizen about the weave coming off the bypass mixing in with the Town of Warrenton and bypass traffic, Mr. Nesbit said that VDOT made minor adjustments to signage.

- **Route 29 from Route 28 to Route 17 at Opal & Route 29 at the Route 651 Intersection**

The County, by resolution, requested a speed study on Route 29 between Opal and Route 28 and also requested that VDOT review the intersection of Route 29 and Route 651 for safety and operational improvements. Both studies are in draft form and since they are related requests and were submitted at the same time, they will be evaluated together.

Mr. Nesbit announced that VDOT will implement traffic controls in support of the Virginia State Police and its monitoring efforts of The People's Consortium March, which is expected to enter Fauquier County on Saturday, September 2.

#### **4. Old Business**

- **Comprehensive Plan Update: Private Street Policy**

Ms. Pham reminded the Committee that, at the March 22, 2017 meeting, staff provided a copy of the Transportation Chapter and highlighted major changes to the document including the addition of the Private Street Policy and Thoroughfare Plan. Since that meeting, staff has worked internally, held three work sessions with the Planning Commission to further refine the Private Street Policy, and held a public information meeting on Wednesday, August 9, 2017. She said the Thoroughfare Plan was updated to include the most current safety information from VDOT.

Ms. Pham discussed the major changes to the Transportation Chapter, focusing on the private street policy. The lack of a private street policy has been a challenge of the county. The proposed policy will develop and set standards for private streets as well as for emergency vehicle access to lots that are off of them.

Subdivisions in service districts should access public streets. The private street is more appropriate in the rural areas and the concern with this has been trying to balance allowing private streets in the rural areas but not incentivizing development in those areas.

In the draft of the Private Street Policy, Ms. Pham said staff is proposing to continue to allow private streets inside and outside the service districts for family, administrative or large-lot subdivisions. Staff is also recommending they be allowed in village zoned areas if consistent with the village plan. However, conventional subdivisions should provide access from a public street. Staff recognizes that there will be instances where a conventional subdivision has environmental features or other resources on the property that limit the ability to build a public street. She added that a special exception process will be included to work with applicants in such cases.

The proposed policy varies from existing practice in that staff is setting a minimum design standard for private streets. This will impact applicants for family, administrative and large-lot subdivisions as, in the past, applicants have not had to build any specific standard road. Staff is proposing requiring a 50' minimum easement but there may be an opportunity to reduce that width. The proposed minimum requirement for a private street includes an 18' tar and chip road with 1' gravel shoulders on each side. This change would be quite different, as in the past, the County allowed an 18' wide gravel road with grass shoulders.

Another change includes requiring that private streets be bonded through construction which is not currently required. Staff is also developing an approach to limit the number of lots that access a private street. Staff will continue with the idea that private streets should be dead end streets with an approved turnaround at the end of the street. If the Comprehensive Plan requires a street in the general area where an applicant is requesting a private street, the County will require a public street. She said that staff will continue to maintain that private streets should not traverse a lot. As there will be cases where this will be unavoidable, she said staff will have waivers established for this. Staff will continue to require a road maintenance agreement.

Ms. Pham outlined the next steps which will include a public hearing for the chapter in September with the Planning Commission. Staff is also working on revising the Zoning Ordinance, Subdivision Ordinance and the Design Standards Manual to be consistent with the proposed changes. Staff is planning on presenting this to the BOS for a work session in October and the goal is to take it to a public hearing with the BOS before the end of the year.

Mr. Eltringham asked for confirmation that the Private Street Policy is for private streets going forward. He requested that this be highlighted early on within the Policy.

Mr. Eltringham referred to the Functional Classification map and asked what criteria staff used to make the assessments. Mr. Nesbit confirmed that VDOT has a say in the assessments as it is based on their criteria. Mr. Eltringham believes that this should be referenced. He also asked that on page 14, that the Route 15/29 label be removed from the picture.

- **Six Year Improvement Program Priorities**

At the March 22, 2017 meeting, staff provided the Committee with a copy of the FY 2017-2022 Six-Year Improvement Program priorities for both interstate and primary roads. With the implementation of the Smart Scale process, these documents are no longer necessary for VDOT; however, the Committee has requested to continue to review them on an annual basis, have them reviewed by the BOS, and forward them to VDOT. The documents are also included in the County's Comprehensive Plan in Appendix V.

Ms. Pham said that after reviewing VDOT's most recent safety data, she did not see any strong changes that need to be made based on the data. However, she said she has recommended a few changes and/or additions which were discussed by the Committee and are highlighted in bold below:

1. Route 15/29 and Route 215:

- Safety and operational improvements at the intersection of Route 15/29 and Route 215.
- Traffic calming improvements on Route 215 from Route 15/29 to Vint Hill.
- Design work for a context sensitive intersection at Route 215 and Route 15/29, **specifically with respect to the integrity of the Buckland Races Battlefield.**

2. Route 28:

- Complete Phase I corridor improvements, from Route 15/29 to Route 17.
- **Construct turn lanes at the intersection of Schoolhouse Road (Route 661) with Route 28 for safety and operational improvements.**
  - **Unsuccessful Smart Scale application. Staff to revise and resubmit for Smart Scale funding in spring 2018**
- **Pedestrian (sidewalk) access in Bealeton along Route 28 connecting the residential communities of Southcoate and Mintbrook to commercial businesses**
  - **Staff applying for Surface Transportation Block Grant to fund project**

3. 15/29/East Shirley Avenue (near Lord Fairfax Road):

- Replace the existing signal with a grade-separated interchange at the intersection of Route 15/17/29 and Business Route 15/17/29 **with pedestrian access from the Town of Warrenton to Lord Fairfax Community College.**
  - **Ms. Pham, realizing that the Interchange Project is underway, said that there is concern that the project will not be able to provide funding for the pedestrian access from Lord Fairfax Community College to the Town of Warrenton.**

4. Vint Hill Road (Route 215) and Broad Run Church Road (Route 600):
  - Intersection improvements to Vint Hill Road and Broad Run Church Road to accommodate turning movements.
  
5. Route 28:
  - Initiate Phase II corridor improvements, from Route 17 to the Prince William County Line.
  - Improve throughput on Route 28 from Route 17 east to Station Drive.
  - Improve safety and visibility at the intersection of Route 28 and Bristersburg Road (Route 616)/Bastable Mill Road (Route 603).
  
6. Route 15/29:
  - Accelerate the planning process for the area of Route 15/29 from Route 15/29/17 Bypass north of Warrenton, Virginia to the Prince William County line. Establish a distributed road network, explore alternatives to interchanges and traditional signalized intersections, and manage access on Route 15/29, while ensuring that appropriate measures are taken to protect and preserve the Buckland Races Battlefield and the historic Village of Buckland.
  
7. Business 17:
  - Add sidewalks on Winchester Road (Business 17) in Marshall.
  
8. Route 17 through Bealeton:
  - Include bicycle and pedestrian improvements enabling safe movement across Route 17 in accordance with the Comprehensive Plan.
  
9. Route 17 (North of Warrenton):
  - Intersection improvements to Route 17/Blantyre Road which might include signalization and re-grading to improve sight conditions.

The Committee discussed the addition of the following two projects:

**US 15/17/29 (Opal):**

- **Safety and operational improvements on US 15/17/29 through Opal, from Marsh Road (F1077) to approximately one mile north of the intersection with Marsh Road (F1077).**
- **Complete access from US 17 northbound onto US 15/29 southbound with the northern portion of the Opal Interchange. This is in the Thoroughfare Plan.**
- **The County is considering submitting to Smart Scale for funding of this project.**

**US 15/29 (Remington):**

- **Safety improvements at the intersection of US 15/29 and Freemans Ford Road (Route 651).**

Ms. Pham reviewed the Six-Year Improvement Program for Interstate Improvements and also recommended an addition which was discussed by the Committee and is highlighted in bold below:

1. Interstate 66 - Interchange improvements, including a realignment of the westbound off ramp, and a series of roundabouts, at Exit 28 in Marshall, Virginia;
2. Interstate 66 - Extend the acceleration lane that leads from Route 17 southbound to Interstate 66 eastbound, at Exit 23 south of Delaplane, Virginia.

Ms. Pham noted adding item #3 to the list due to the fact that VDOT decided against the opening of a truck rest area in Markham.

3. **Interstate 66 – Install Intelligent Transportation Systems (ITS) signs alerting truck traffic of the number of available spaces available at and the distance/travel time to nearby rest areas.**

Rather than add additional ITS signs, Ms. Garreau asked if the existing infrastructure could be used to alert truckers to available spaces. She believes the function of the signs should be used primarily for warnings and information. She would like to replace the word “install” with “use” or “deploy.”

***ACTION: On a motion made by Ms. Garreau and seconded by Supervisor Butler it was moved to approve the Six-Year Improvement Program Priorities including the priorities for both interstate and primary roads. The motion carried unanimously.***

**5. New Business**

- Meeting Schedule

Ms. Garreau suggested that the meeting schedule should reflect the work staff anticipates now through the end of the year. Ms. Pham said that staff will start reaching out to resources regarding roads to consider for inclusion in the Secondary Road Six-Year Plan. This will include unpaved roads as well as any secondary road projects. She asked Committee members to reach out to their localities to ask if there are roads in their districts that would be appropriate for the unpaved roads program. She said staff will reach out to VDOT as they track maintenance requests to determine if there are unpaved roads that have repeated requests for maintenance.

Ms. Garreau suggested that Mr. Eltringham and Mr. Sheedy discuss any roads that may be appropriate for the Rural Rustic Program projects with Supervisor Holder Trumbo and Supervisor Mary Leigh McDaniel.

Ms. Pham told the Committee she had been contacted by a resident about Rokeby Road (Route 623) in Marshall who would like this road to be considered for paving.

Supervisor Butler referenced Station Drive (Route 853) in Bealeton, asked Mr. Nesbit if the road was built for truck traffic, as he said the volume of truck traffic on this road has significantly increased. Ms. Pham added that staff had received a request from a resident for a no through truck traffic designation on the road. She said that it may be an easy designation to obtain as trucks should be using Route 17 to Route 28 and not using Station Drive (Route 853) as a cut through.

The Committee agreed that the next meeting of the Transportation Committee will be October 25, 2017.

## **6. Staff Updates**

### **Buckland Bypass Study**

Ms. Pham received notification that a presentation was made by Prince William County to the National Park Service that put forth four alternatives for the development of a bypass that cut through Fauquier County. Fauquier County was not included in the meeting. She assured the Committee that there has been a good deal of discussion about this with Prince William County representatives. Prince William County has scheduled a public meeting for September, but has not yet set a date. Mr. Eltringham stated that it is important for the County to continually protest this behavior and to be assertive as we state our opposition to this. Ms. Garreau agreed and noted that it will be important for citizens to come out in support of the County at the September meeting.

### **US 29 Corridor Improvements Public Outreach**

Ms. Pham said that the County and VDOT have scheduled a public outreach meeting to discuss possible intersection improvements along Route 29 at the intersection of Telephone Road (Route 838), Broad Run Church Road (Route 600), Riley Road (Route 676) and Vint Hill Road (Route 215). The meeting is scheduled for Tuesday, September 19 from 6:00 p.m. – 8:00 p.m. at the Auburn Middle School cafeteria located at 7270 Riley Road in Warrenton. The goal of the meeting is to show the public possible improvement solutions, solicit feedback, and to determine a level of support.

### **Surface Transportation Block Grant**

Ms. Pham told the Committee that staff is planning to submit for a Surface Transportation Block Grant this fall to provide a sidewalk on the north side of Route 28 from the Southcoate subdivision to the Mintbrook subdivision in Bealeton to fund the project.

### **Smart Scale Changes**

The Commonwealth Transportation Board (CTB) is considering changes to the Smart Scale process. She highlighted the following considerations:

- Limiting the number of applications a locality can submit.
- Economic Development Measure changes including:
  - Considering adding a measure for economically distressed areas
  - Reduce the buffer area from five miles maximum to three miles maximum
  - Establish a maximum square footage - x% of the total existing sf in a jurisdiction

Ms. Pham stated that she did not notice anything in the way of proposed changes to the Smart Scale process that would negatively affect the County.

She added that localities will have the opportunity to comment on the proposed Smart Scale changes at the fall Public Hearing scheduled for Monday, September 11 at 4:00 p.m. at the VDOT Culpeper District Office Auditorium located at 1601 Orange Road in Culpeper. Mr. Mauney said that the upcoming meeting is town hall style and it would not be the appropriate format for staff to initiate conversation about their district's specific requests for changes. Ms. Pham said she will represent the County at the meeting.

Ms. Pham did note that with all the restrictions there are with Smart Scale and the limited ability to attain funding through the program, one of the items staff would like the CTB to consider is giving more flexibility with secondary road funds. She said that the County receives ample funding for unpaved roads and struggles to allocate it to projects that are not related to general secondary road improvements. She believes that if staff can influence a legislation change in this respect it would be a significant improvement. Mr. Eltringham asked that this topic be placed on the Committee's October meeting agenda.

#### **Revenue Sharing Program Changes**

Ms. Pham told the Committee that at the July 19 action meeting, the CTB passed a resolution adopting a revised policy for the Revenue Share program. She said that under the new program a locality can only request up to \$5 million annually or \$10 million per two-year cycle. Projects will now be limited to receiving a maximum of \$10 million for the life of the project. She explained that the intent is to allow new Revenue Share projects in Tiers 2 through 4 to receive at least a portion of the funds rather than allocating all funds to projects in Tier 1, as with previous Revenue Share projects. The resolution also commits at least \$100 million annually to the Revenue Sharing program.

#### **Arterial Management Plans**

Ms. Pham noted that the purpose of an Arterial Management Plan is to develop alternative ways of improving capacity and safety on the Commonwealth's arterial highway network without doing a large scale widening. She added that this is something that you will see going on throughout the state.

#### **7. *Member Comments***

Mr. Mauney invited Committee members to attend the Regional Commission's annual meeting on September 27. The meeting to be held in Culpeper at Rock Hill Farm. The keynote speaker is John Martin from Southeastern Institute of Research, who will discuss autonomous vehicles and the impact to planners, citizens, and localities.

#### **8. *Adjournment***

There being no further business, the meeting was adjourned at 6:31 p.m. The next regular meeting will be held on **Wednesday, October 25, 2017.**