

**COMMITTEE NOTES OF
FAUQUIER COUNTY TRANSPORTATION COMMITTEE**

April 22, 2015

7:00 P.M.

2nd Floor Conference Room – Warren Green Building

10 Hotel Street

Warrenton, VA 20186

Members Present: Ed Moore, Chairman, Peter S. Eltringham, Vice Chairman, Tony Tedeschi, Matthew Sheedy

Members Absent: Chester Stribling, Adrienne Garreau, Mark Nesbit

Guests Present: Greg Banks, Ken Connors, Ben Davison and Roy Tate,
Virginia Department of Transportation
Patrick Mauney, Rappahannock Rapidan Regional Committee

Staff Present: Andrew Hopewell, Marie Scheetz, and Maureen Williamson

1. Approval of January 29, 2015 Committee Meeting Minutes

Mr. Tony Tedeschi asked for verification that the minutes reflected a conversation related to Blackwell Road (Route 672) and the Committee's decision, pending results of Virginia Department of Transportation's (VDOT) speed and safety studies, to keep Blackwell Road (Route 672) on the list of roads to consider adding to the secondary six-year plan at a later date. Staff confirmed the minutes reflected the conversation, which is located on page 6, under the heading of Blackwell Road (Route 672), paragraph 1.

Mr. Tedeschi asked for clarification of the sentence on page 9, section 9, under Member Comments. Sentence reading, "Ms. Reynolds said that the Town Council did pass a full bike trail along Walker Drive." Mr. Tedeschi commented that they are marking with sharrows and asked if that should be considered a full bike trail. No one commented on Mr. Tedeschi's inquiry. He said that he would let it be.

With a quorum not present, the Committee was unable to vote on the meeting minutes. The meeting minutes will be brought back before the Committee at the July 29, 2015 meeting.

2. Citizen's Time

Fauquier County Citizen, Chuck Medvitz, Scott District, thanked VDOT for the very responsive upgrade to the intersection of Route 29 and Baldwin Street.

He also noted that at the February 24, 2015 New Baltimore Community Meeting, there was a dynamic discussion regarding improvements on northbound Route 29 short of Route 215. At this meeting, there was extremely high interest expressed for quick, short-term traffic management and safety improvements including enhancement/repairs of existing rumble strips, a flashing light correctly timed, and adding additional lights to make the northbound approach

to Route 215 safer for all who travel this road daily. He said there is a great deal of interest in having this section of road become safer with short-term fixes while VDOT works with the American Battlefield Protection Program (ABPP) and Department of Historic Resources of Virginia to come up with a long-term solution that is not going to create damage to the Buckland Battlefield. Mr. Eltringham noted that for the past seven years, Route 15/29/215 has been number one, two or three on the County's list of priorities for safety improvements context sensitive to the Battlefield. Mr. Moore asked staff if they have received an update from VDOT. Ms. Scheetz said that VDOT is looking for alternatives and is hoping to meet with County staff within the next month. Mr. Ken Connors, Interim Warrenton Residency Director, confirmed that there have been discussions and some new ideas are being evaluated.

3. April 2015 – VDOT Monthly Report

Mr. Connors gave a brief overview of the April 2015 monthly report and touched upon the following highlights:

Projects in Development:

- Route 661 Schoolhouse Road, Curve Improvement – public hearing held Tuesday, February 3, 2015. There was little controversy on this project so VDOT will compile comments and come up with a design approval request that will be delivered to the chief engineer.

Construction Activities:

- Bridge over Sumerduck Run completion will be delayed until mid to late May. Supervisor Stribling, Delegate Cole, and Senator Vogel have been notified. VDOT will issue an email communication to the community advising of the delay.
- Beam Repair Route 723 over Interstate 66
Detour signs have been in place. VDOT does not expect to close the bridge until the end of May. The bridge will be shut down for three months through the summer. Completion date is August 2015.
- Bridge on Route 688 – Bridge over Thumb Run
Bids were received and were well above the engineer's estimate. VDOT has put this back out for rebid.
- Hired equipment working on Route 29 southbound at Route 28 to lengthen and widen left hand turn lanes as well as at Freeman's Ford Road to increase the safety of drivers getting out of high speed traffic and into the left hand turn lanes.
- Route 29 at Suffield Lane is under permit to lengthen and widen left hand turn lanes and also remove the crossover about 400 feet north of that intersection.
- With Supervisor Schwartz's approval, VDOT has initiated a speed study on Delaplane Grade Road in Upperville due to complaints of speeding. This opens up the potential for adjustments to signage and there may be an opportunity for traffic calming measures.

4. *Old Business*

- House Bill 2

Ms. Scheetz said that at the May 28, 2014 Committee meeting, staff brought information to the Committee introducing House Bill 2 and the State's development of a prioritization process for transportation projects in the Six-Year Improvement Plan (SYIP). She said that for the past few months the State has been reaching out to localities asking for input, continuing to explain the process, and asking for feedback. She reminded the Committee that the purpose of HB2 is the implementation of a more transparent method of selecting projects for funding. The State is developing a prioritization process to support why a project is funded. On March 18, 2015, the State released a draft document titled, *HB2 Implementation Policy Guide*. Ms. Scheetz gave a presentation reviewing the HB2 prioritization process, as it has been currently developed. After the presentation, Ms. Scheetz shared staff concerns and comments, and made County recommendations.

The County is recommending that the Region be classified as Category C (rural) rather than Category B (low urban). Population data from the Census Bureau and Weldon Cooper Center can be utilized to support this request in addition to information presented in the Service District Plans.

Mr. Tedeschi asked if there was any consideration given to the age demographics of the population changes. Ms. Scheetz confirmed that the elderly population is growing faster than the younger population which is included in the County's argument.

Mr. Eltringham asked Ms. Scheetz for clarification regarding the clear benefit of the County being in Category C vs. B or A. Ms. Scheetz referred to the PowerPoint slide comparison of Categories A-D. Mr. Eltringham commented that by being placed in the wrong category, the priorities of the people and the priorities of the population not only in Fauquier County, but the Region, as well, are not going to match.

Mr. Eltringham summed up the County's concerns related to the HB2 prioritization process, which included:

- The arbitrary assignment of categories
- Misrepresentation of demographic data
- Inaccurate normalization of data which leads to inaccurate statistical analysis

Mr. Patrick Mauney of the Rappahannock-Rapidan Regional Commission confirmed that the Region has many of the same concerns as Fauquier County staff. He said that the Region has shared similar concerns with the Commonwealth Transportation Board (CTB). Mr. Eltringham asked Mr. Mauney if the Region's leadership role was recognized by the State Department of Transportation. In the case of HB2, Mr. Mauney answered yes because everything is funneled down to the district level. Ms. Scheetz confirmed that the Region's CTB Representative has been very receptive to the Region's concerns and is supportive of the Region's cause as much as possible.

Ms. Scheetz confirmed that at this time, she does not need a resolution from the Committee. She reported that Ms. Kimberley Fogle met with each of the Board members in early March, and that the Board passed a resolution at its March meeting supporting a letter being sent to the CTB expressing the County's concerns. Ms. Scheetz asked the Committee for additional arguments or data related to the HB2 process in order to help support the County's comments.

Mr. Sheedy asked if the weighting of the factors could be changed if the region remains in Category B. Ms. Scheetz explained that the percentages can be altered as long as the formula totals 100%. Mr. Eltringham expressed that he does not understand why Category C does not have Land Use Coordination, as this shows a lack of understanding of the requirements for a rural way of life.

Mr. Tedeschi asked if the State is more likely to change the percentages within each category or to move us from one category to another. At the regional level, Mr. Mauney said that Ms. Scheetz made a good point when she said that not a lot of people are commenting on the percentages, because if you change your region's percentages then you are not only affecting your region, but all the regions in the category. He said that he believes the State will be less likely to change the percentages in each category.

Mr. Sheedy asked who will make the final decision as to addressing the Region's comments. Ms. Scheetz confirmed that the CTB is the final authority in answering requests for changes made to the HB2 process. Ms. Scheetz said that in May 2015 the State will be presenting a revised draft of the document and in June 2015 they should have the finalized process, at least for the first round. She noted that in June 2015, staff will be submitting the Interchange to go through this process.

The Committee asked Ms. Scheetz to forward a summary of the revised draft the State will be presenting in May 2015.

ACTION: Ms. Scheetz will forward a summary of the revised draft the State will be presenting in May 2015.

- Six-Year Plan Update: Secondary Six-Year Plan and Interstate and Primary Roads Six-Year Plans

Secondary Six-Year Plan (SSYP)

Within the SSYP, Ms. Scheetz noted that there are two roads that were somewhat controversial in regard to residents being split as to whether they wanted the road paved or not. A discussion was had related to Moss Hollow and Tapps Ford Road.

Tapps Ford Road (Route 645)

Tapps Ford Road (Route 645) resident, Ms. Greg Swan, spoke on behalf of independent research he conducted related to the residents' of Tapps Ford Road (Route 645) decision to pave vs. not to pave their road. Mr. Swan detailed his canvassing of the forty-nine homes

on Tapps Ford Road (Route 645) and found that thirty-seven are in favor of paving, nine are against paving, and three are undecided. He reports eighty percent consensus for paving of the road.

Ms. Scheetz noted that Supervisor Schwartz has a copy of Mr. Swan's data and is recommending that Tapps Ford Road (Route 645) remain in the SSYP and at the bottom of the priority list.

Ms. Scheetz referred to handouts which included color-coded maps of the road detailing those for and against paving, a petition signed by residents who are for paving the road, and a summary of comments from residents who wanted the road paved vs those who did not and why. She expressed that the responses were based on phone calls, emails, and information received from residents at town meetings.

Mr. Sheedy inquired as to the cost that the rural rustic paving of Tapps Ford Road (Route 645) and Ms. Scheetz estimated the cost to be \$2.1 million with a road length of 3.25 miles.

Related to resident's concerns over Tapps Ford Road (Route 645) use as a cut through road, Ms. Scheetz said that the County hired a consultant, independent of staff, who determined that Tapps Ford Road (Route 645) would not draw additional traffic. Ms. Scheetz offered the study if anyone would like to review it.

Mr. Eltringham asked VDOT if there are traffic calming techniques that go with rural rustic paving as Mr. Swan noted a dangerous hill in front of 6642 Tapps Ford Road (Route 645). Mr. Roy Tate of VDOT said that if there is a known safety issue VDOT will use safety calming techniques such as the widening or straightening of the road, extend the grade, or lowering a hill. He confirmed that traffic calming techniques are site specific.

Moss Hollow Road (Route 728)

Ms. Scheetz reminded the Committee that this road is not a candidate to be paved under the Rural Rustic Program. She said that following a meeting with residents on April 8, 2015, Supervisor Schwartz recommended that the Transportation Committee remove this project based on resident feedback.

Ms. Scheetz confirmed that the source of the priorities in the current plan is what has been discussed to date. She reminded the Committee that at the January 2015 meeting, a discussion was had regarding adding Safety and Operational Improvements at the Intersection of Shepherdstown Road (Route 793) and Broad Run Church Road (Route 600). She said the project is currently added as Priority #10 and it has not been prioritized by the Committee.

Ms. Scheetz noted that at the December 2014 meeting, the BOS passed a resolution to fund the safety improvements at Rogues Road (Route 602) and Academic Avenue (Route 9956). Staff has placed this as Priority #1 on the list.

Mr. Eltringham asked for clarification from the Committee about giving up on the overall study of Rogues Road (Route 602). Mr. Moore explained that the safety improvements at Rogues Road (Route 602) and Academic Avenue (Route 9956) is one project within the overall Rogues Road (Route 602) study that is ongoing with VDOT. Ms. Scheetz confirmed that the safety improvements are part of, not in place of, the overall study of Rogues Road (Route 602). Ms. Scheetz explained that the concern with Rogues Road (Route 602) and Academic Avenue (Route 9956) is that it is an immediate need. Thus, the Committee allocated some of the funding now and will continue to build the funding for the overall Rogues Road (Route 602) project over the long-term.

Mr. Banks said that Route 723, current priority #6, a bridge replacement project with maintenance activities, is complete as engineering deficiencies have been corrected. Staff is recommending it be removed from the list. Mr. Banks also said that this project was part of the detour of the Route 723 bridge repair over Route 66.

Mr. Greg Banks of VDOT discussed three fund types in the SSYP and said that the first recipient of the Telefee Funds (paved or gravel roads) would be Rogues Road (Route 602). He said that with the safety improvements at Rogues Road (Route 602) and Academic Avenue (Route 9956) being a subset of the overall Rogues Road (Route 602) project, it has already received a portion from the overall funding of the project. Based on the priorities, as they are today, Mr. Banks said that Priorities 1-5 will receive funding prior to proposed priority #6 Safety and Operational Improvements at the Intersection of Shepherdstown Road (Route 793) and Broad Run Church Road (Route 600). This project would receive minimal funding if it is placed behind the Rogues Road project.

Mr. Eltringham asked Mr. Banks what the impact would be to Priorities 7-10 if the Shepherdstown Road (Route 793) and Broad Run Church Road (Route 600) project was added to the Priority #6 slot. Mr. Banks said that because Priorities 7-10 are all CTB formula unpaved fund recipients, and pull from a separate allocation of money, there would be no impact.

Mr. Eltringham made a recommendation that the Shepherdstown Road (Route 793) and Broad Run Church Road (Route 600) project should be listed as Priority #6. He asked for Committee comment on whether Priorities 7-12 were in their proper order. Ms. Scheetz recommends that Priorities #7 and #8 remain as they are within the list as the projects are either in process or nearing completion.

Mr. Eltringham asked the Committee if Tapps Ford Road (Route 645) and Swains Road (Route 739) should be kept as Priorities #11 and #12. Mr. Sheedy reminded staff that Supervisor Schwartz wanted Tapps Ford Road (Route 645) to be placed at the bottom of the list. Staff confirmed that Swains Road (Route 739) is not a candidate for rural rustic paving and there may be additional community outreach needed.

The Committee made the following recommendations to the FY 2015-2016 through 2020-2021 Secondary Roads Six-Year Plan (SSYP):

- Proposed Priority 1: Add the Safety Improvements at Rogues Road (Route 602) and Academic Avenue (Route 9956) at Kettle Run High School.

- Proposed priorities 1-5 remain unchanged.
- Existing Priority 6: Remove Bridge Replacement and Approaches over Branch of Goose Creek project, as it is completed.
- Proposed Priority 6: Add the Safety and Operational Improvements at the Intersection of Shepherdstown Road (Route 793) and Broad Run Church Road (Route 600).
- Priorities 7-12 remained unchanged.
- Existing Priority 13: Remove Moss Hollow Road (Route 728) for paving.

Interstate Highway Six-Year Improvement Plan (SYIP)

Ms. Scheetz said that Fauquier County's Interstate Highway SYIP was last updated on March 10, 2011 and noted that to date, neither of the two improvements listed in the SYIP have been added to the plan for funding.

The Committee reviewed the list and no changes were recommended. Mr. Sheedy asked staff that information on the two projects included in the SYIP be forwarded to them. He suggested the Committee re-familiarize themselves with the two improvement projects so as to make an informed decision on the priority order.

ACTION: Ms. Scheetz agreed to provide information on each project to Committee members.

Primary Road Six-Year Improvement Plan

Ms. Scheetz noted that the Primary Road SYIP was last updated November 14, 2013.

Ms. Scheetz said that two primary road projects were discussed at the January 28, 2015 Committee meeting including:

- Route 55 stormwater facilities at the intersection of Main Street (Route 55) and Frost Street (Route 1003) in Marshall. Ms. Scheetz said that Supervisor Schwartz has recommended that the County fund this improvement therefore staff recommends this project be removed from the Primary Road SYIP.
- The Committee recommended adding improvements at the intersection of Vint Hill Road (Route 215) and Broad Run Church Road (Route 600) to the Six-Year Plan. At the January 2015 meeting, Ms. Scheetz said that it was expressed by the Committee that this project is a high priority. It is currently placed at Priority #4.

Mr. Sheedy asked if Priority #1 overlapped Priority #4. Ms. Scheetz explained that Priority #1 looks at the intersection of Route 29 and Route 215 and more specifically at Route 29 and the northbound lanes and how to resolve the safety issues with the humps.

Mr. Eltringham expressed that within the language of Priority #6, there needs to be some recognition of context sensitivity to the conservation of the area of the Buckland Battlefield.

Ms. Scheetz said that depending upon how the Vint Hill/Broad Run Church Road intersection is currently functioning, if there is any chance to use safety money, it is exempt from HB2. She said the project may qualify for VDOT's Highway Safety Improvement Program funds and therefore would not go through the prioritization process.

The following changes were recommended for the FY 2015-2016 through 2020-2021 Primary Roads Six-Year Plan (SYIP):

- Proposed Priority 4: Add the improvements at the Intersection of Vint Hill Road (Route 215) and Broad Run Church Road (Route 600).
- Proposed Priority 6: Add text to the Route 15/29 project to include language protecting the battlefield.

Ms. Scheetz noted that a quorum was not present and therefore the Committee was unable to vote on the recommended changes to the three plans in the SSYP. She said that an e-mail meeting of the Committee will be called to order for the purpose of voting for the approval of the Six-Year Road Plans.

5. *New Business*

- ***Transportation Chapter of the Comprehensive Plan - Goals***

Mr. Andrew Hopewell told the Committee that staff recently finished work sessions with the Planning Commission on the revision of Chapter 1. He reminded the Committee that the County is replacing the current Chapter 1, which is a history of planning in Fauquier County, with an introductory and vision for the County. He noted that Chapter 1 will set the tone for the individual chapters.

Mr. Hopewell noted that staff has begun to work on the update to the Transportation Chapter of the Plan. He said that, as a starting point, staff consolidated all existing goal language found within the current Comprehensive Plan and Transportation Chapter. He said that the goal document will lay the groundwork for the Transportation Chapter.

Mr. Eltringham noted that Policy #4 should specify the utilization of transportation planning to enable development in the Service Districts, where it is desired.

Mr. Tony Tedeschi noticed that there was no mention of safety within the existing goal language presented. Mr. Hopewell commented that the goals presented are pulled from existing language and key items missing, like safety, will be presented to the Planning Commission. Mr. Hopewell confirmed that safety will take a primary role in the Transportation Chapter.

Mr. Hopewell noted that the Planning Commission will be the primary authors of Chapter 2, the Transportation Chapter, and will seek the broad level feedback of the Committee.

6. *Staff Updates*

House Bill 1887

Ms. Scheetz informed the Committee that in March 2015, House Bill 1887 passed in the House and Senate and will take effect July 1, 2016. She said that the bill requires the CTB to develop a priority ranking system for structurally deficient bridges and deteriorated pavements. It also replaces the current \$500 million allocation made by the CTB and its corresponding formula and the old 40-30-30 allocation formula to the primary, secondary, and urban highways with a new formula that allocates 45% of funds to the newly established state of good repair purposes, 27.5% to the newly established high-priority projects program, and 27.5% to the highway construction district grant programs. The new formula will take effect beginning in fiscal year 2021.

Citizen Request: Baldwin Street (673) / Grays Mill Road (674)

Ms. Scheetz informed the Committee that a request was received to replace missing signs, add a three-way stop, reduce the speed limit on a section of Grays Mill Road (Route 674) to 25 mph and add speed bumps along Grays Mill Road (Route 674) and Baldwin Street (Route 673). VDOT reviewed the request and conducted a study of the area. A copy of VDOT's findings and recommendations were presented.

Mr. Eltringham complimented VDOT on the thoroughness of the study, reminded staff that the County has previously studied Grays Mill Road (Route 674), and that the road is being rutted by traffic. He disagreed with the findings that the road is traveled by only residential traffic.

Mr. Medvitz commented that Grays Mill Road (Route 674) is more vital as a corridor throughway when you have an accident at Route 605 and Route 29 or a work stoppage any place on Route 29 that backs traffic up north of the hill of Telephone Road on Route 29. He said that those who commute regularly know of those out of way back roads.

Citizen Request: Midland Road

A request was received to consider lowering the speed limit on Midland Road (Route 610) at the Warrenton Fauquier Airport entrance. VDOT reviewed the request and found that while they do not currently recommend lowering the speed limit based on the existing site, this request should be reviewed again following future airport expansion.

7. *Member Comments*

Mr. Tedeschi asked if the Blackwell Road Study will be sent out to Committee members.

ACTION: Ms. Scheetz agreed to send the Blackwell Road Study to Committee members.

8. **Adjournment**

There being no further business, the meeting was adjourned at 9:09 p.m. The next meeting will be held on **Wednesday, July 29, 2015.**