New Baltimore/Route 29 Community Stakeholder Team

Final Report

October 25 2016

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MEETING SYNOPSES:
- DECEMBER 7, 2015
- JANUARY 19, 2016
- FEBRUARY 16, 2016
- APRIL 19, 2016
- MAY 17, 2016
- JUNE 21, 2016
- AUGUST 10, 2016

Additional material, including all meeting summaries and presentations, is posted on the Stakeholder Team Box site: https://virginia.box.com/s/km19ofrvic2oq0mdtqabpybf0mgjm8e4

Preface

This Final Report documents the process and results of the New Baltimore/Rt. 29 Community Stakeholder Team from its inception on December 7, 2015 through the last meeting on August 10, 2016. The broad representation and thoughtful deliberation of this Stakeholder Team, in cooperation with the expertise provided by Fauquier County and VDOT staff, transportation consultants from Michael Baker, International, and consultant to Fauquier County Bill Wuensch, has resulted in a series of options to address the transportation issues of the New Baltimore/Rt. 29 corridor. These options were carefully reviewed for their benefits to the corridor. The Stakeholder Team reached consensus on a series of principles that should guide transportation planning for the New Baltimore corridor as planning continues and as those options are shaped for final decisions.

Discussion and preferences for options are provided in this Report. Recommendations for transportation alternatives are for conceptual designs only, despite efforts by the consultants to provide as much detail as is possible at this stage of planning. As is always the case, full engineering and other studies will likely need to be completed before finalizing any of the options.

Executive Summary

The Route 29 corridor in the New Baltimore area in Fauquier County, Virginia has four of the top 100 highest crash locations in the Culpeper District. As part of a pilot project, the Virginia Transportation Research Council (VTRC) approached the Virginia Department of Transportation (VDOT) seeking possible locations where using a facilitator could be of value. VDOT staff from the Culpeper District suggested that the New Baltimore area might be appropriate. VDOT then approached Fauquier County, who agreed that using a facilitated process to engage residents in building consensus for solutions for the corridor. VTRC contracted the Institute for Environmental Negotiation, University of Virginia (IEN), to facilitate this effort.

After discussion with VDOT, VTRC and IEN, Fauquier County staff invited a representative group of community leaders and residents to participate in the New Baltimore/Route 29 Stakeholder Team process. Meetings of the Stakeholder Team began in December 2015. Over the course of 9 months that included seven Stakeholder Team meetings, members identified goals and concerns, learned about the engineering options for the corridor and intersections concerned, and discussed their preferred solutions.

Although no final consensus was reached during this time period on specific options to be undertaken, that result was less an outcome of remaining disagreement than of a need to compare these options throughout the corridor on an integrated basis. Stakeholder Team members did reach consensus over ten (10) principles that should guide selection of those transportation options. Members believe that the knowledge gained through this process has brought them closer to agreement over specific improvements and look forward to followup with this comparison of options on an integrated basis as an immediate next step.

Consensus Statements

During their final meeting on August 10, Stakeholder Team members endorsed by consensus the following statements about their concerns for the corridor and alternatives for addressing those concerns.

1) Transportation planning is improved when Fauquier County staff, VDOT staff, and residents (including business owners, neighborhood associations, commuters, and organizations that advocate for good transportation planning) meet and deliberate in good faith to share needs, concerns, ideas, and options for solutions. This can improve trust, build or strengthen working relationships, increase understanding, and improve decisions.

2) The primary concerns and goals the Stakeholder Team identified for the New Baltimore/Rt. 29 corridor (New Baltimore corridor) include the following:
    - Safety
    - Fostering a sense of place
        - Allow for the creation of a 'gateway' to Fauquier County
        - Preserve and honor historic and rural heritage
        - Provide opportunities for community signage
        - Encourage and support landscaping
    - Accessibility to businesses, including Mill Run, Vint Hill, and New Baltimore
    - Accessibility to homes and neighborhoods
    - Accommodating regional through traffic

3) Because of the unique characteristics of this New Baltimore corridor – its historic and rural heritage, its significance as an entrance to northern Fauquier County, the co-location of businesses and neighborhoods, the unacceptably high rate of accidents at certain intersections, and its status as a Corridor of Statewide Significance – transportation planning should make a strong effort to address all of these concerns and goals.

4) Long-term transportation planning should be integrated carefully throughout the entire New Baltimore corridor rather than piecemeal, one intersection at a time. That includes taking into consideration both desired and undesired impacts on connecting and parallel routes as well as on neighborhoods and businesses throughout the corridor.

5) Immediate and long-term alternatives need to be planned for and implemented on an integrated basis.

6) Actions to delay or prevent the need for additional lanes throughout the New Baltimore corridor, including other forms of access management to maintain and improve its continuing functionality, should be a high priority.

7) There need to be ways of creating breaks in traffic on Rt. 29 to provide safe access from adjacent businesses and residential neighborhoods.

8) Restricted crossing U-turns (RCUTs) at strategic locations in the New Baltimore corridor can be part of the strategy to improve functionality without adding additional lanes.

9) Any solutions for the New Baltimore corridor should be brought to the public for review and comment prior to implementation.

10) Changes in transportation needs that may result from general increases *or* decreases in vehicular traffic, or by additional large-scale development, may necessitate other solutions than those considered by the New Baltimore/Rt. 29 Community Stakeholder Team.

Survey Findings Summary

Understanding that any individual transportation option needs to be considered in the broader context of an integrated analysis, Stakeholder Team members thoughtfully responded to a series of surveys: one addressing the Vint Hill intersection, another (Segment 2) looking at the area from Riley Road to Broad Church Run, and Segment 3 to address the area from Broad Church Run to Telephone Road. Response for the first two surveys was quite good, with about a 50% reduction in responses for Segment 3. The results indicated the following:

Vint Hill intersection:

- There is substantial, although not unanimous, support for implementing speed reduction strategies (Alternative 1) during the immediate and short-term future.
- There is also substantial, although not unanimous, support for correcting the vertical hills (Alternative 5) as a longer-term approach. The longer planning horizon is connected to availability of funding.
- Of the remaining intermediate-timeframe approaches, Alternative 2 (continuous green-T) receives limited support and Alternative 4 (Michigan lefts) received both support and opposition.

Segment 2 – Riley Road to Broad Church Run:

- Crossover consolidation: There is support, although not unanimity, for Option #1 to consolidate to two crossovers, and response is mixed for consolidating down to one crossover.
- Riley Road intersection: This alternative (unsignalized RCUT) received mixed responses.
- Route 600 intersection:
  - Alternatives 1 and 2 (geometric changes) generally received support, with Alternative 1 scoring slightly better than Alternative 2.
  - Alternatives 3, 4 and 5 received mixed responses with several respondents indicating that they could not support this option.

Segment 3 – Broad Church Run to Telephone Road:

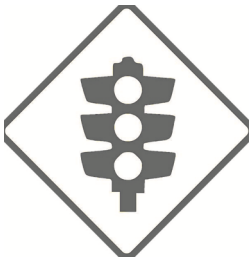
- Alternative 2 (a new connection and 4-way intersection) received support, with no respondents indicating that they could not support the option.
- The remaining alternatives all included multiple responses indicating that the option could not be supported.

Stakeholder Team Members' Preferences as Expressed in Written Surveys

Reflecting their importance to Stakeholder Team members, and to specific safety and congestion issues, discussions focused on the following areas – even as there was agreement that any changes to this corridor need to be considered in its entirety.

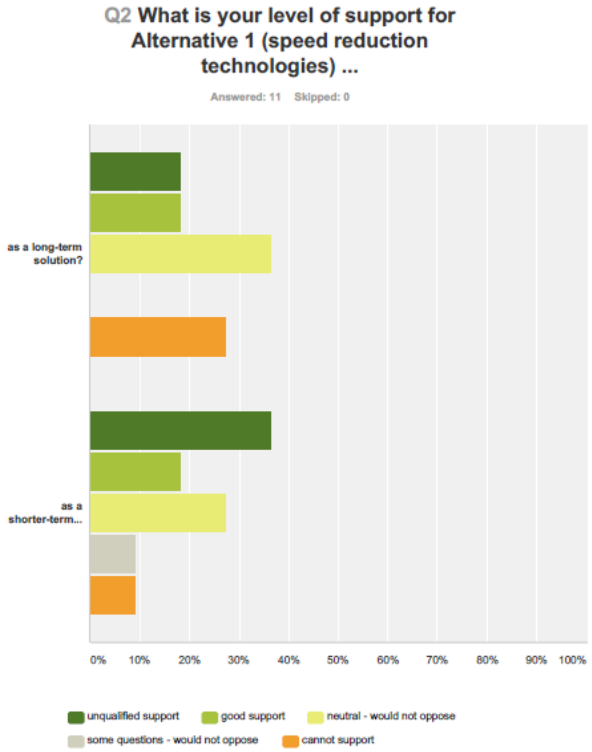
Rt. 29/215, Vint Hill

<u>Alternative 1: Speed Reduction Techniques</u>



Comments:

- These methods are typically ineffective over the long term.
- I do not see this as a real, transformative change, merely a band-aid offering.
- This seems to be a very underwhelming approach. Additionally, I think the concept of acceleration lanes in this application would have serious safety issues given the volume of southbound traffic and short runway.



- Alternative 1 is generally seen as improving safety somewhat
- It maintains the status quo for other priorities
- 55% of respondents offered unqualified or good support for implementing this option in the near future

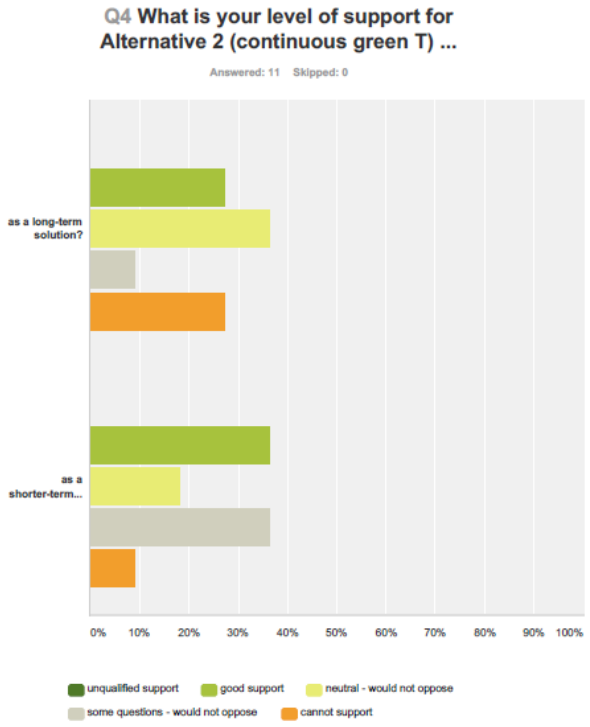
Rte. 29/215, Vint Hill

Alternative 2: Continuous Green T

Comments:

- Does not address the issue with northbound accidents.
- The analysis of the northbound traffic effect was way oversimplified in my opinion, as the traffic levels are incredibly variable there, with significant traffic on weekends which wasn't part of the review, and impacts from minor accidents...the review didn't provide me any indication that it would actually improve things on average.

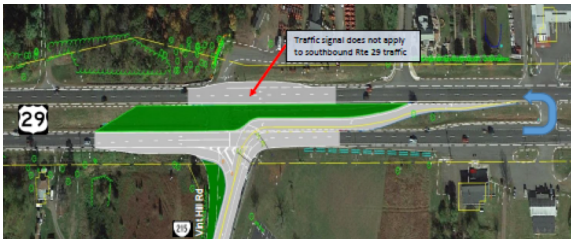
  Additionally, while I'm sure there is marginal benefit for southbound throughput, any continuous green option southbound causes access and safety issues for people downstream, as traffic (which needs to be merged into without any acceleration lanes and in many places significantly inadequate sightlines) will be moving faster and have less breaks (which the current light provides). That's going to be more dangerous to pull into and cause people to make less safe decisions because of the pattern would mean they can't count on a periodic safe break.
- Ensure acceleration lane is sufficient to allow cars (and more importantly, trucks) to merge into traffic on 29S.
- Add speed reduction.



- Alternative 2 is seen as improving safety somewhat and improving through-traffic somewhat
- It maintains the status quo for other priorities
- This option received mixed support; however, only one person said they could not support it as an alternative for the nearer-term future

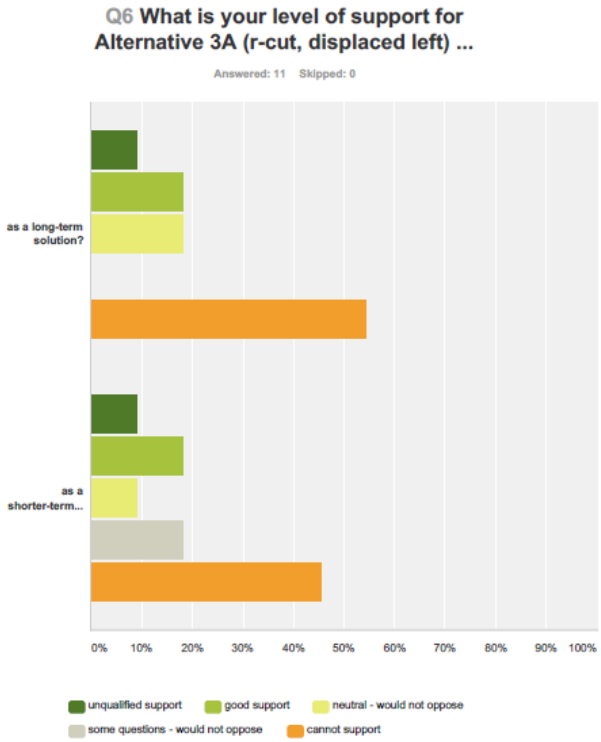
Rte. 29/215, Vint Hill

Alternative 3a: r-cut, displaced WB left turn



Comments:

- Can't support because of the redirection of traffic flow to secondary roads and the concern for cars/trucks having to cross all lanes to get to get to u-turn lane and – if lane is not long enough – stopping on through lanes.



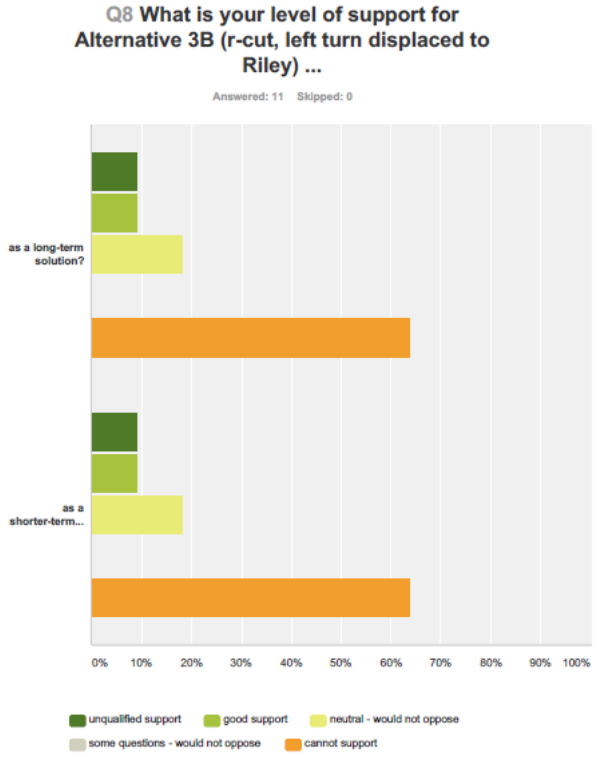
- Alternative 3a received divided responses on safety
- It received negative marks for access
- It is seen as improving through-traffic somewhat
- It maintains the status quo for other priorities
- Approximately half of the respondents said they could not support this option.

Rte. 29/215, Vint Hill

Alternative 3b: r-cut, left turn displaced to Riley

Comments:

- Even though this says "displaced to Riley" it could also say "Riley and Route 600 intersection with Route 29."
- The redirected traffic flow, in my opinion, simply shifts the problem and does not address the route 29 issues.
- Show what improvements will be made to Broad Run Church and Vint Hill Road intersection to account for this traffic. Currently, this is not an intersection meant to accept a lot of traffic.
- Provide more information as to improvements needed and only if highly context sensitive.
- Can't support since this encourages redirection of traffic flow onto smaller secondary roads.



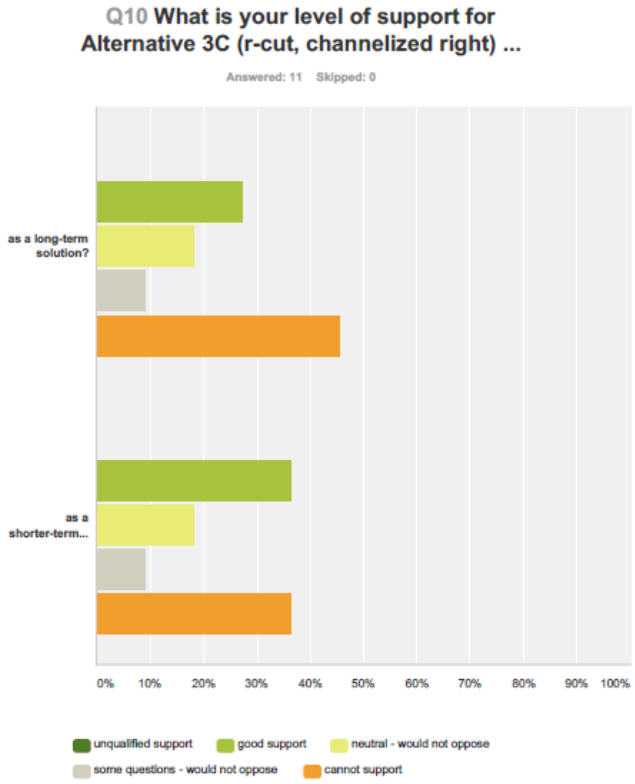
- Alternative 3b is generally viewed as decreasing safety somewhat or significantly
- It received negative marks for access
- It is seen as improving through traffic somewhat
- 60% of respondents said they could not support this option

Rte. 29/215, Vint Hill

Alternative 3c: r-cut, channelized right

Comments:

- Now we have to go even further to make a u-turn to go south on 29.



- Alternative 3c is generally viewed as improving safety somewhat or significantly
- It maintains or slightly decreases access
- Most see this option as supporting through traffic somewhat
- It maintains the status quo for other priorities
- Approximately 40% of respondents could not support this option and another 40% offer support

Rte. 29/215, Vint Hill

Alternative 4: r-cut, Michigan lefts

Comments:

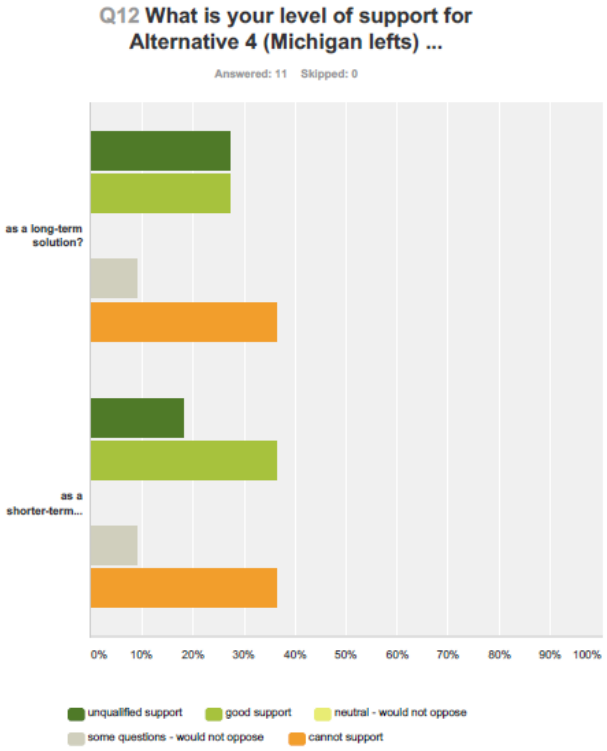
- VDOT is very likely to be using alternative intersection designs – such as r-cut designs – on Route 29 in many locations. This should be no different.
- While the citizenry would need to become habituated to the change, I consider this solution quite viable.
- Cutting off direct access for southbound traffic to Vint Hill Road is a non-option. There are businesses there and the county is courting additional businesses and a VA facility. Cutting off this direct access for southbound traffic would effectively kill Vint Hill as a growth center.
- This is the only option that shows clear safety improvements from an engineering perspective. While it extends some driving distance for local residents, it provides safe u-turns and traffic breaks for entry/exit. However the access issue to Vint Hill is a very serious one and would absolutely need to be resolved for me to support it [rather than saying that I have questions and would not oppose it]. I would strongly support this if it was done in conjunction with either an adjustment to the path of Vint Hill/location if 29 intersection (so it enters at a different location, if done through new amicable right of way), or more directly, in conjunction with Alternative 5 (again with one of the two locations remaining at 29/Vint Hill intersection).
- High potential for character defining features as entry into New Baltimore.
- Put the two u-turns closer together, so it is really a traffic circle.
- Add speed reduction from county line through New Baltimore.

(See survey results on following page.)

Rte. 29/215, Vint Hill

Alternative 4: r-cut, Michigan lefts (cont'd.)

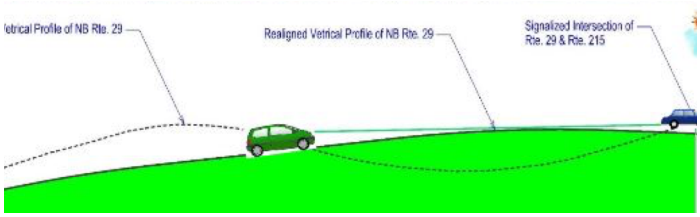
Level of Support and Recap



- Alternative 4 is viewed by most respondents as improving safety significantly or somewhat
- Most respondents see this option as degrading access significantly or somewhat
- Most respondents view this option as supporting through traffic significantly or somewhat
- This option received mixed responses with 55% offering unqualified or strong support and 36% saying they could not support this option.

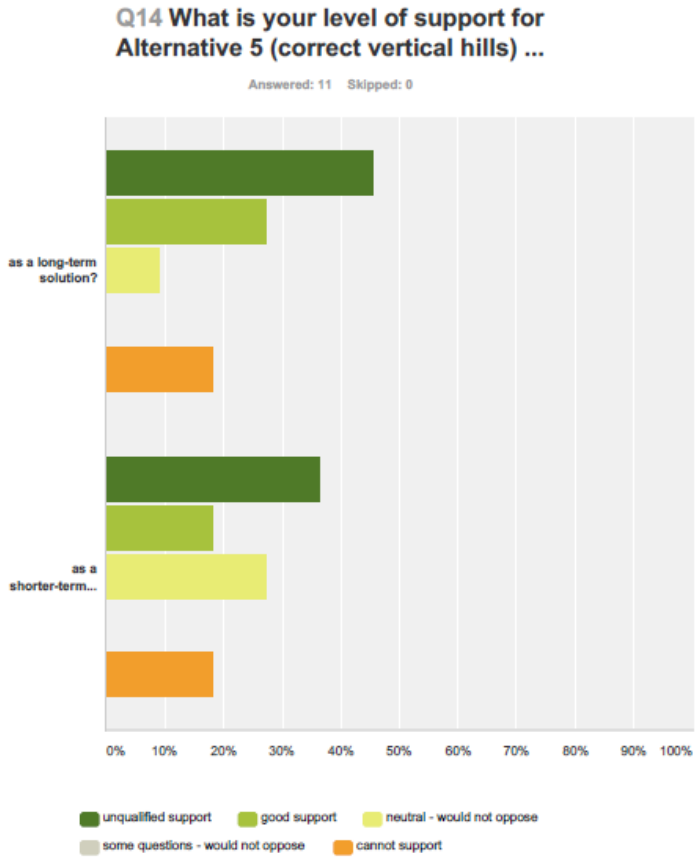
Rte. 29/215, Vint Hill

Alternative 5: Correct Vertical Curves



Comments:

- It cannot be guaranteed when this improvement can be constructed since it's dependent upon HB2 authorization.
- I do not consider this option a good use of available funds as other solutions are less expensive and better address the route 29 issues.
- I think this alternative with alternative 4 (moving the locations so one remains at the Rt. 29/Vint Hill intersection) dramatically improves safety, address existing growing traffic volume issues, and still provides safe entry/exit for nearby residents. I understand the cost is significant but I think it's worthwhile for VDOT and the county to further explore and solidify the estimate rather than throwing out numbers with a $5-$10 million margin of error, which isn't useful.



- Alternative 5 is viewed by all respondents as improving safety significantly or somewhat
- This option is generally seen as maintaining or improving access and through-traffic
- It is seen as maintaining or degrading the historical features, the cultural landscape and the community's sense of place
- This option received unqualified or strong support as a long-term solution from about 73% of respondents. Roughly 10% were neutral in their support and just under 20% could not support this option.

Rte. 29, Segment 2: Riley Road to Broad Run Church – Crossover Consolidation

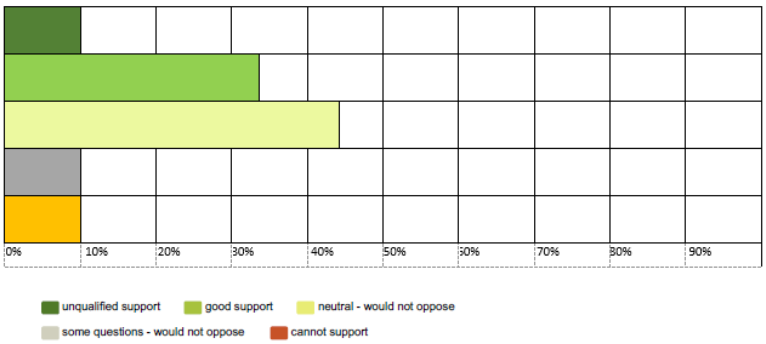
Option 1: Consolidate to Two Crossovers, existing locations

Comments:

- Decrease speed limit and add traffic light to Riley Road and 29 intersection.
- Reduce the speed in this area to 35 mph with speed camera enforcement.
- There are two residences that would also be impacted. Intersection of Commerce Drive and 29 needs to be improved and regraded.
- I would support this more if it were clear/guaranteed that the remaining crossovers were altered to include painting stripes to assist drivers with their vehicle placement while waiting in the crossover and if corrections to the entrances of the businesses were put in place (like paint or directional triangles) to aid keeping traffic on the correct side of the road when entering and exiting the crossovers.
- Improvements to support U-turns from SB 29 to allow safer access to businesses. Assurance that cross-over at Shell station will change when future Cross Creek Drive is developed.

Q2. What is your level of support for Option 1 (two crossovers, existing locations) ...

Answered: 9 Skipped: 1

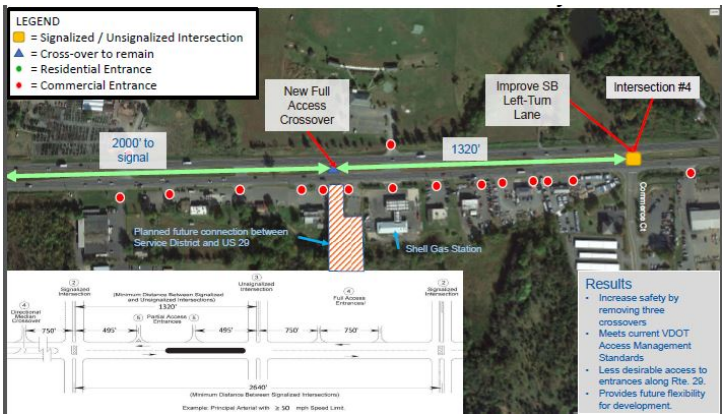


unqualified support	good support	neutral – would not oppose	some questions - would not oppose	cannot support	Total
1	3	4	1	1	10

- Option 1 is generally seen as improving safety significantly or somewhat
- It received mixed reviews regarding access
- It is seen as improving movement of through traffic somewhat
- It maintains the status quo for other priorities
- 40% of respondents report good or strong support for this option, another 50% are neutral or would not oppose, and 1 of 10 opposes this

Rte. 29, Segment 2: Riley Road to Broad Run Church – Crossover Consolidation

Option 2: Consolidate to One Crossover, new location

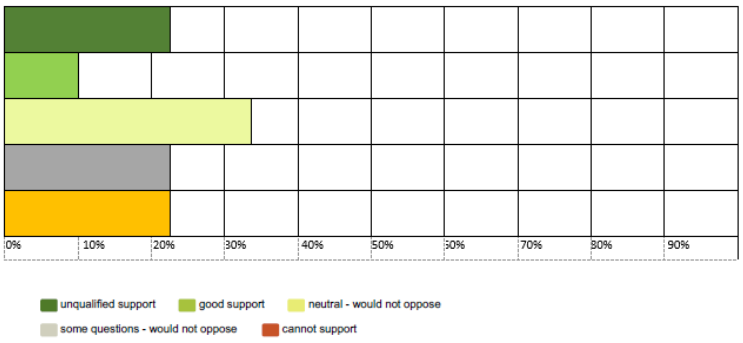


Comments:

- Add a second traffic light near the bulk of the New Baltimore business community on Rt. 29.
- I'd need to see more information. It looks like the impact would be more negative to businesses than positive.
- I have several concerns about access to businesses if only one crossover remains. There would need to be a significant additional enhancement to a) ensure the new road is built at the currently planned access point, and b.) have some side streets behind the businesses to ensure consumer access.
- Improvements to support U-turns from SB 29 to allow safer access to businesses.
- This looks like an option that would support the Michigan Right Turn model.
- Reduce the speed - make this new intersection a wide traffic circle.

Q4. What is your level of support for Option 2 (consolidate to one crossover, new location) ...

Answered: 9 Skipped: 1

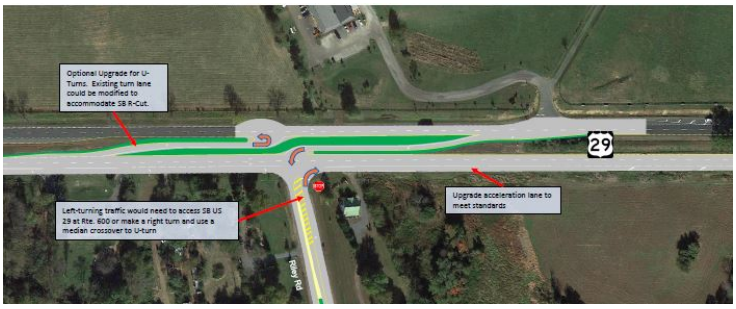


unqualified support	good support	neutral – would not oppose	some questions - would not oppose	cannot support	Total
2	1	3	2	2	10

- Option 2 is seen as improving safety somewhat or significantly
- It reduces access somewhat or significantly
- It is generally viewed as improving movement of through traffic somewhat or significantly
- It maintains the status quo for other priorities
- This option received mixed responses

Rte. 29, Segment 2: Riley Road to Broad Run Church – Riley Road Intersection

Riley Road, Option 1: Unsignalized r-cut

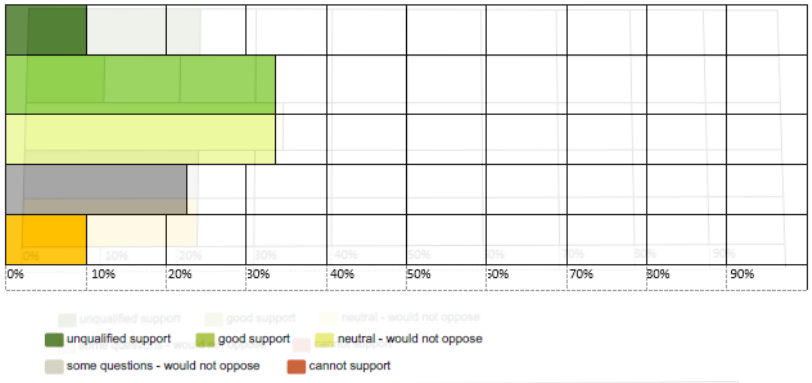


Comments:

- Reduce speed in this area. Make this intersection a wide traffic circle

Q6. What is your level of support for Riley Road intersection Option 1 (unsignalized r-cut) ...

Answered: 9 Skipped: 1

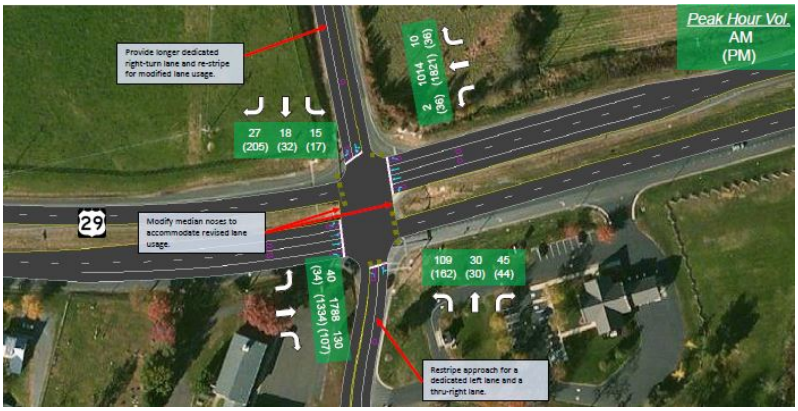


unqualified support	good support	neutral – would not oppose	some questions - would not oppose	cannot support	Total
1	3	3	2	1	10

- This option is seen as improving safety somewhat or significantly
- It is generally viewed as improving through traffic somewhat or significantly
- It maintains the status quo for other priorities
- This option received mixed response, with only one unqualified support and one opposed

Rte. 29, Segment 2: Riley Road to Broad Run Church – Rte. 600 Intersection

Route 600 Intersection, Alternative 1: minor geometric changes and signal phase change

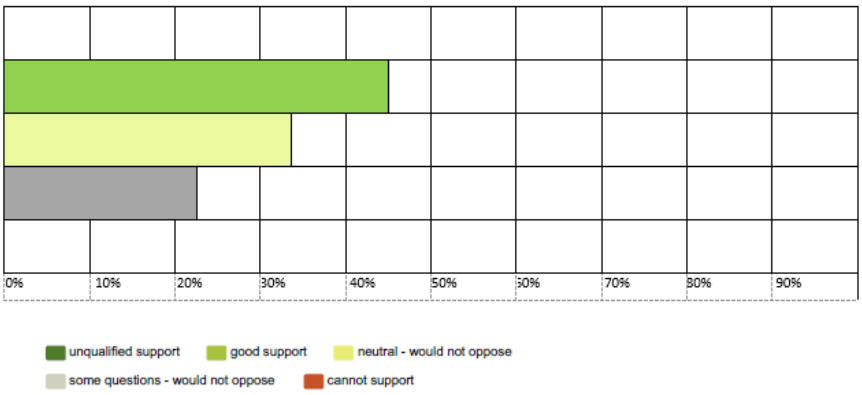


Comments:

- This could work on a short-term basis, but does not deal with any real long term issues, nor the committee goals.
- I don't oppose this solution, but I don't think it really will address the issues at the intersection. I would need to see more improvement in flow and safety to get behind this.
- Reduce speed - convert to traffic circle

Q8. What is your level of support for Route 600 intersection Alternative 1 (minor geometric and signal phase changes) ...

Answered: 9 Skipped: 1

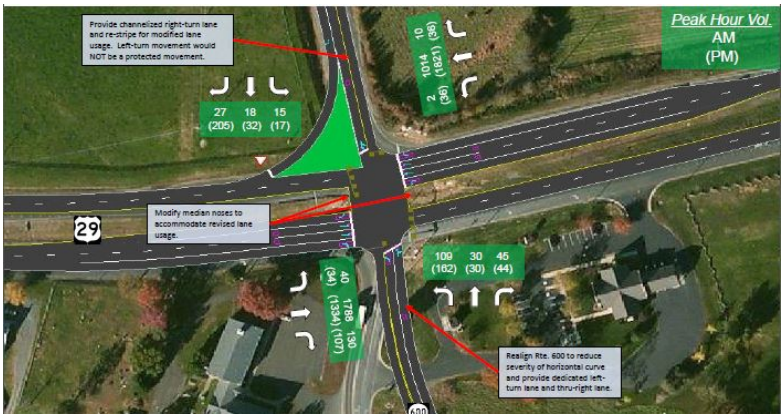


unqualified support	good support	neutral – would not oppose	some questions - would not oppose	cannot support	Total
	4	3	2		9

- Alternative 1 is generally viewed as slightly improving safety
- It is seen as slightly improves access to Rt. 29
- It is seen as having slight negative effects on through traffic
- On average, respondents are slightly supportive of this alternative

Rte. 29, Segment 2: Riley Road to Broad Run Church –Rte. 600 Intersection

Route 600 Intersection, Alternative 2: significant geometric changes

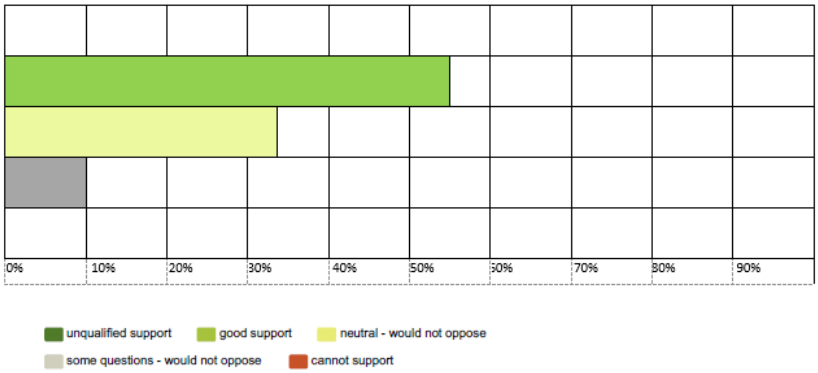


Comments:

- I need to better understand how "realign Route 600" curve would look.
- Reduce speed - convert to traffic circle.

Q10. What is your level of support for Route 600 intersection Alternative 2 (significant geometric changes) ...

Answered: 9 Skipped: 1



unqualified support	good support	neutral – would not oppose	some questions - would not oppose	cannot support	Total
	5	3	1		9

- Alternative 2 is generally viewed as improving safety somewhat or significantly
- It maintains or improves access
- Most see this option as supporting through-traffic somewhat
- It maintains the status quo for other priorities
- Overall, respondents are slightly supportive of this alternative

Rte. 29, Segment 2: Riley Road to Broad Run Church – Route 600 Intersection

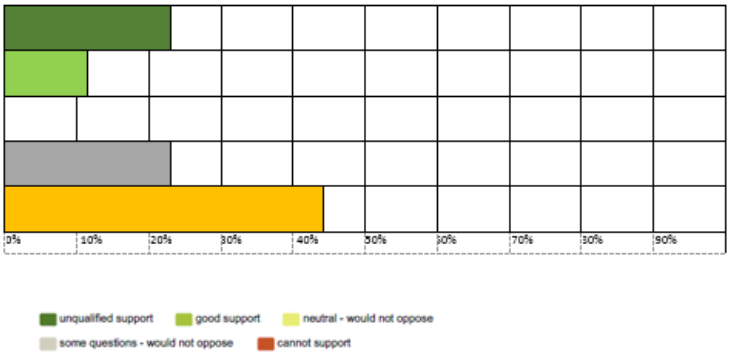
Route 600 Intersection, Alternative 3: r-cut with Michigan lefts

Comments:

- Note, support for this option is contingent on maintaining the ability for traffic to make left turns onto Rt. 29 at Riley Rd directly. I also suggest that the entrance areas of the Mayhugh's Store (at the southern-most u-turn for traffic attempting to turn back northbound) be corrected so that there was a designated IN and OUT, rather than 3 openings. Once the u-turn is utilized more, the confusion and accidents related to those entrances may be increased if it is not addressed.
- Depends on what happens at Riley and/or Cross Creek. Any left-turn restriction from 600 onto Rt. 29 South/West would be challenging unless a better alternative was offered elsewhere. I don't see a benefit of this over #14 below, provided Cross Creek is connected.

Q12. What is your level of support for Route 600 intersection Alternative 3 (r-cut with Michigan lefts)...

Answered: 9 Skipped: 1



unqualified support	good support	neutral – would not oppose	some questions - would not oppose	cannot support	Total
2	1	0	2	4	9

- Respondents equally see Alternative 3 as significantly improving, somewhat reducing, or significantly reducing safety
- Generally, this option is viewed as slightly reducing access
- Perspectives are split on impacts to through-traffic conditions
- It is seen as maintaining the status quo for other priorities
- This option received mixed response with 45% of respondents saying they cannot support this option, and other 33% giving voicing unqualified or strong support for this option; the remainder would not oppose the option

Rte. 29, Segment 2: Riley Road to Broad Run Church – Route 600 Intersection

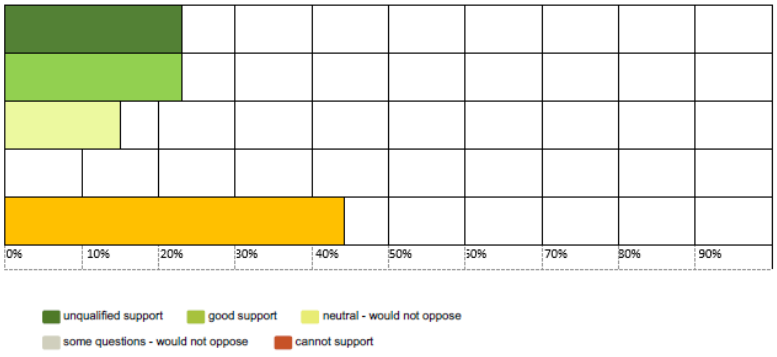
Route 600 Intersection, Alternative 4: Michigan lefts, no crossover to 600

Comments:

- If this was done in conjunction with a realignment of Beverley's Mill Road and Broad Run Church Road to the proposed Cross Creek connection through the NB triangle, this alternative would be mu number one choice.
- If 600 is no longer a key intersection, the intersection with Cross Creek needs to be incorporated.
- As with option 3, support for this option is contingent on maintaining the ability for traffic to make left turns onto Rt. 29 at Riley Rd directly. I also suggest that the entrance areas of the Mayhugh's Store (at the southern-most u-turn for traffic attempting to turn back northbound) be corrected so that there was a designated IN and OUT, rather than 3 openings. Once the u-turn is utilized more, the confusion and accidents related to those entrances may be increased if it is not addressed.
- Reduce Speed - create traffic circle.

Q14. What is your level of support for Route 600 intersection Alternative 4 (Michigan lefts, no crossover to 600) ...

Answered: 9 Skipped: 1



unqualified support	good support	neutral – would not oppose	some questions - would not oppose	cannot support	Total
2	2	1	0	4	9

- Alternative 4 received mixed reviews on safety
- This option is generally seen as reducing access somewhat or significantly
- Respondents were evenly split as to the implications for through-traffic
- It is seen as maintaining the status quo for other priorities
- This option received mixed support with 45% of respondents saying they cannot support this option, and other 45% voicing unqualified or strong support for this option; the remainder are neutral about the option

Rte. 29, Segment 3: Broad Run Church to Telephone Road [*n.b.: the Segment 3 survey only received 5 responses so is much less representative than the other two surveys.*]

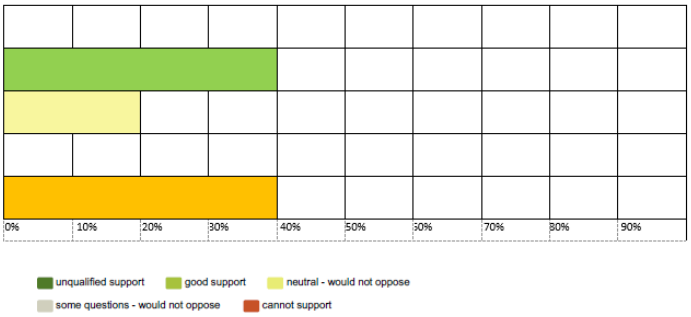
Alternative 1: New Connection and RCUT intersection

Comments:

- Reduce speed in the area
- Traffic would be pushed into Snow Hill to go out front entrance. The crossover at the front entrance to Snow Hill is not large and could create additional safety problems. Commuters into DC have a long enough commute without adding additional time for u-turns quite a ways from where they started. Time is extremely important to commuters.
- Left turn access to 29 North for Snow Hill residents is imperative and left turn access to 29 South for Mill Run Business Park is essential. This new road construction is probably going to be a public / private partnership and I strongly object to cost/benefit table above.
- There is a true need for a traffic light here. Note, this light does NOT have to be timed to turn red very often - in fact, the timing could really be based on the actuated/detection method based on cars waiting to get onto Rt. 29 (as discussed). Even then, a delay could be installed so that during peak times, it might only allow cross traffic every 4-5 mins. The bottom line is, there needs to be something to create a break in traffic flow to allow drivers coming from side roads to safely enter Rt. 29. As traffic flow increases, the ability to safely join that traffic has become a problem.

Q2. What is your level of support for Alternative 1 (new connection, RCUT intersection) ...

Answered: 5



unqualified support	good support	neutral – would not oppose	some questions - would not oppose	cannot support	Total
0	2	1	0	2	5

- Alternative 1 was rated as only slightly improving safety conditions
- Overall, this option is generally seen as reducing access
- Respondents were evenly split as to the implications for through-traffic
- This is seen as primarily maintaining or reducing a sense of place
- This option received mixed response. Two respondents indicated good support for this alternative. Another member would not oppose this option; two others could not support this approach.

Rte. 29, Segment 3: Broad Run Church to Telephone Road [*n.b.: the Segment 3 survey only received 5 responses so is much less representative than the other two surveys.*]

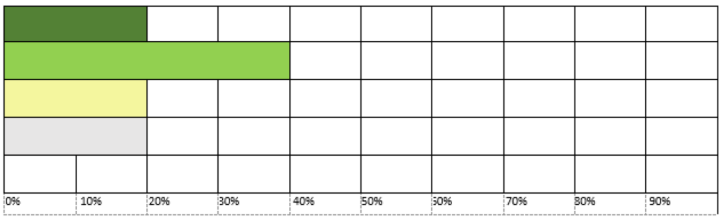
Alternative 2: New Connection and 4-way Intersection

Comments:

- Reduce speed in the area.
- This option would allow commercial trucks from Pepsi and other industrial business better access to N & S 29. Currently, the trucks pull across and block northbound lanes waiting to get into the southbound lanes. There are other businesses and residences on both sides of 29 that would have safer access.
- This could be improved by not closing the access points at Country Chevrolet Storage lot and Telephone road.
- There is a true need for a traffic light here. Note, this light does NOT have to be timed to turn red very often - in fact, the timing could really be based on the actuated/detection method based on cars waiting to get onto Rt. 29 (as discussed). Even then, a delay could be installed so that during peak times, it might only allow cross traffic every 4-5 mins. The bottom line is, there needs to be something to create a break in traffic flow to allow drivers coming from side roads to safely enter Rt. 29. As traffic flow increases, the ability to safely join that traffic has become a problem.

Q4. What is your level of support for Alternative 2 (new connection and 4-way intersection) ...

Answered: 5



unqualified support	good support	neutral – would not oppose	some questions - would not oppose	cannot support	Total
1	2	1	1	0	5

- Alternative 2 was generally rated as improving safety
- Overall, this option is seen as improving access somewhat or significantly
- Respondents mostly see this approach as improving through-traffic conditions
- It is seen as maintaining the status quo or improving a sense of place
- Three respondents offered good or unqualified support for this approach, another indicated they were neutral, and another stated that they would not oppose this approach

Rte. 29, Segment 3: Broad Run Church to Telephone Road [*n.b.: the Segment 3 survey only received 5 responses so is much less representative than the other two surveys.*]

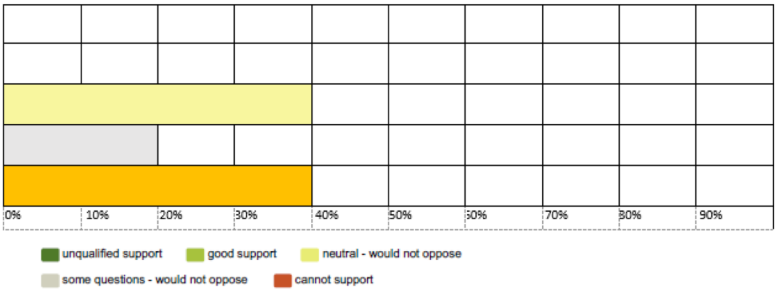
Alternative 3: Realign Old Alexandria Turnpike and RCUT Intersection

Comments:

- Reduce speed in the area
- Several items need to be taken care of: moving the convenience site (currently has a 5 year lease); two business would be negatively impacted. There is one business that has semis delivering product. Where would they turn around? Again, cars would take the short cut through Snow Hill to exit out the front. Also adding time to commutes.
- This design requires some drivers to use u-turns to get to their destination. As we have discussed, during peak traffic hours, there is a heavy and fast (60mph) flow of traffic that makes re-joining the Rt. 29 traffic from a u-turn somewhat more dangerous. Also, the identified u-turns would need both deceleration and acceleration lanes added to help offset the safety issues. Keep in mind - putting that road between those 2 businesses will effectively shut them down - that will not help with community support.

Q6. What is your level of support for Alternative 3 (realign Old Alexandria Tpk. and RCUT intersection) ...

Answered: 5



unqualified support	good support	neutral – would not oppose	some questions - would not oppose	cannot support	Total
0	0	2	1	2	5

- Alternative 3 received split ratings on safety: three respondents thought safety would improve somewhat; two others thought safety conditions would degrade
- This option is seen either as maintaining or as decreasing access
- Respondents are split on whether this approach will maintain or decrease through-traffic conditions
- It is seen as maintaining the status quo or degrading a sense of place
- This option had little support. 2 respondents were neutral about this alternative. Another member would not oppose it; two others could not support this approach.

Rte. 29, Segment 3: Broad Run Church to Telephone Road [*n.b.: the Segment 3 survey only received 5 responses so is much less representative than the other two surveys.*]

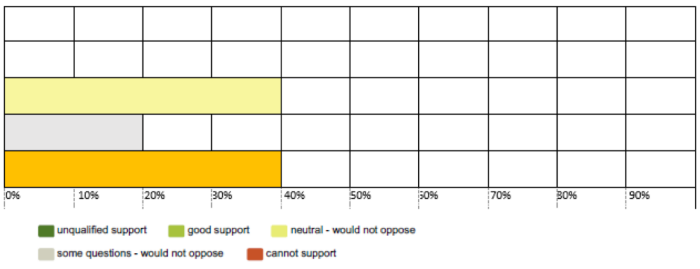
Alternative 4: Realign Old Alexandria Turnpike and 4-way Intersection

Comments:

- Reduce speed in the area.
- Same concerns as option 3, regarding impacts to businesses. Not sure what anyone is gaining other than the light. It still allows businesses to exit out directly on to 29 rather than channeling all to one road and then to a light (Chevy dealer).
- I prefer keeping the Old Alexandria alignment. This one basically destroys two businesses, so it may be difficult to get community support.

Q8. What is your level of support for Alternative 4 (realign Old Alexandria Tpk. and 4-way intersection) ...

Answered: 5



unqualified support	good support	neutral – would not oppose	some questions - would not oppose	cannot support	Total
0	0	2	1	2	5

- Alternative 4 received mixed response on safety:
- This option also received split support on access.
- Overall, respondents thought through-traffic conditions were somewhat degraded.
- This approach was viewed as generally decreasing a sense of place
- This option had little support. 2 respondents were neutral about this alternative. Another member stated that they would not oppose it; two others could not support this approach.

Rte. 29, Segment 3: Broad Run Church to Telephone Road [*n.b.: the Segment 3 survey only received 5 responses so is much less representative than the other two surveys.*]

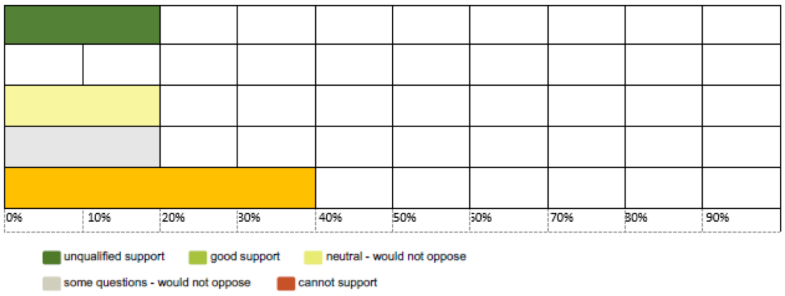
Alternative 5: Split RCUT Intersections at Old Alexandria Tpk. and Telephone Road

Comments:

- Reduce speed in the area.
- In this option, the extra traffic signals may be overkill. I think it would be hard to convince the community this was a better option, considering the other more attractive options shown. In looking at the problem to solution - keep in mind that the issue is primarily 2 things - drivers on Old Alexandria need to turn northbound onto Rt. 29 and tractor trailers for the business park need both north and southbound Rt. 29 access.

Q10. What is your level of support for Alternative 5 (split RCUTS at Old Alexandria Tpk. and Telephone Road) ...

Answered: 5



unqualified support	good support	neutral – would not oppose	some questions - would not oppose	cannot support	Total
0	0	2	1	2	5

- Alternative 5 received mixed reviews on safety
- This option is generally seen as decreasing access somewhat
- On average, respondents view this as somewhat decreasing through-traffic conditions
- It is seen as either maintaining or significantly decreasing a sense of place
- This option received mixed responses; one respondent strongly supported this option, one was neutral, another would not oppose, and two indicted that they could not support the option

New Baltimore/Rt. 29 Community Stakeholder Team Members

The following Stakeholder Team members actively participated through the end of the process:
Julie Bolthouse – Fauquier Land Use Officer, Piedmont Environment Council
Ike Broaddus – Business Owner
Shuan Butcher – National Scenic Byway Director, Journey Through Hallowed Ground
Bill Chakalos – Business Owner
Randy Ferrell – Fauquier Bank
Adrienne Garreau – Fauquier County Planning Commission, Scott District
Carie Hammond – Jameson Farm HOA
Mike Maloney – Vint Hill HOA
Christa Moyle – Snow Hill HOA
Kevin Powers – Pomp's Farm HOA
Chip Register – Fauquier Bank
Tony Tedeschi – Fauquier Transportation Committee
Holder Trumbo – Fauquier County Board of Supervisors, Scott District

Participants from Fauquier County included:
Kimberley Fogle – Director of Community Development, Fauquier County
Holly Meade – Chief of Planning, Fauquier County Community Development
Marie Pham – Transportation Planner, Fauquier County Community Development
Bill Wuensch – EPR, Inc., Consultant to Fauquier County Community Development

Representatives from VDOT, VTRC, and contractors from Michael Baker, Inc. included:
Marshall Barron – Transportation and Land Use Director, VDOT
Anthony Donald – Civil Associate/Technical Specialist, Michael Baker, Inc.
Ann Miller – Sr. Research Scientist/Historian, Virginia Transportation Research Council (VTRC)
Mark Nesbit – Warrenton Residency Administrator, VDOT
Amy O'Leary – Associate Director, VTRC
Daniel Painter – District Planning Manager, VDOT
Paul Prideaux – Senior Manager, Michael Baker, Int'l.
Nathan Umberger – Regional Traffic Engineer, VDOT

Some members who participated in at least one meeting had to discontinue due to moving or other responsibilities. These members who had to withdraw included the following:
Bill Sellers – Journey Through Hallowed Ground

The facilitation team was made up of the following members:
Frank Dukes, Ph.D. – IEN Distinguished Institute Fellow, University of Virginia
Judie Talbot – IEN Senior Associate
Cara Patullo, Lea Brumfield – IEN Graduate Interns
Theresa Krüggeler – IEN Visiting Scholar

New Baltimore/Rt. 29 Community Stakeholder Team Process Goals

Shared at the December 15 initial meeting of the Stakeholder Team

1. To develop criteria for transportation improvements in the New Baltimore area through a process of mutual education among VDOT, Fauquier County, and residents.
2. To improve safety and efficient operations as much as is possible with improved design.
3. To address community concerns in the planning process.
4. To have a plan with specific improvements that Fauquier County and VDOT support with confidence that it can be enacted and sustained.
5. To serve as a model for addressing similar issues in the state.
6. To enact the pilot project in ways that enable research to be conducted.

To these were added the following concerns and goals of Stakeholder Team members:

A. Improve safety

B. Provide access to through traffic

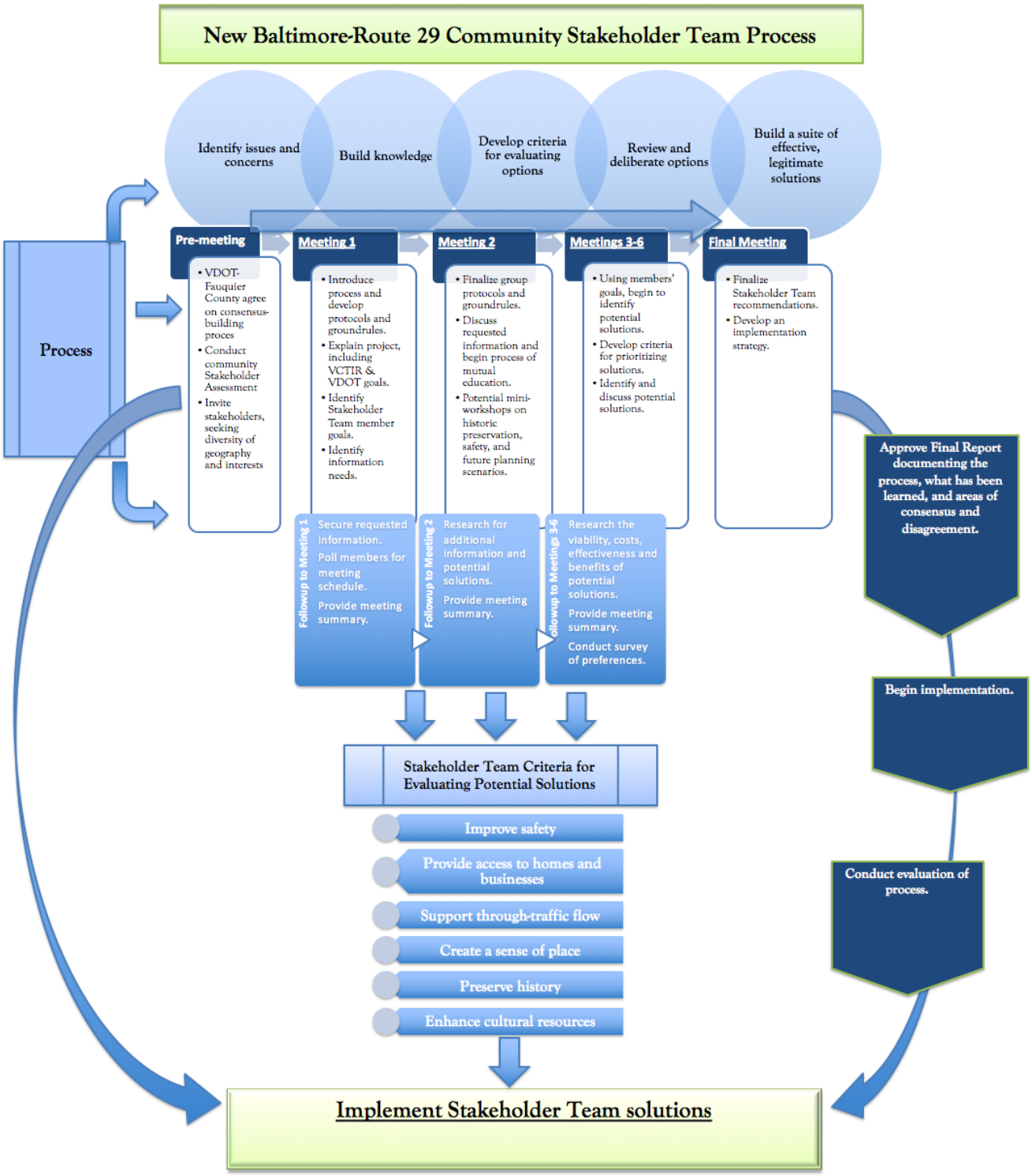
C. Increase accessibility to homes and businesses

D. Create a sense of place

E. Preserve history

F. Enhance cultural resources

New Baltimore/Rt. 29 Community Stakeholder Team Process



New Baltimore/Rt. 29 Community Stakeholder Team Guidelines

Following were specific requests made at the January 19 meeting by Stakeholder Team members for process guidelines:

1. Electronic etiquette – please take calls outside of the room.
2. Listen to each other – respect everyone's differing views.
3. Oversharing may be helpful to communicate your perspective.
4. Actively consider what someone else says, even if you don't agree.
5. Prioritize material that everyone should read to be prepared for the meeting. This should be done as far in advance as possible so everyone can be prepared.
6. Make it clear what everyone should read before the meetings.

New Baltimore/Rt. 29 Community Stakeholder Team Process

The Route 29 Corridor that passes through New Baltimore, in eastern Fauquier County, Virginia, is a four-lane divided highway with competing demands from local, regional, and statewide traffic. Designated as a Corridor of Statewide Significance by VDOT, the portion of Route 29 from Route 605 to the Prince William County border serves over 45,000 average daily trips, with 4% of the traffic from trucks. The southernmost portion of the corridor is facing continuing pressure from local traffic as well as an increase in regional through traffic, which has contributed to an increasing number of collisions and congestion. From 2011 – 2015, VDOT found an average of 89 annual reported crashes along the 3.5 mile stretch of Route 29 running through New Baltimore.

Previous VDOT efforts to address these safety and congestion issues have resulted in various transportation alternatives; however, local concerns made finding acceptable solutions a challenge. In addition to the shared interests by all parties in relieving congestion and improving safety, local parties also have additional priorities of preserving agricultural land use, promoting and protecting viewsheds, and maintaining the area's historic integrity as it borders the Buckland Historic District.

In May of 2015 the Virginia Transportation Research Council (VTRC) issued a report urging the increase use of facilitated, collaborative processes for difficult transportation planning projects. VTRC recognized that in addition to potentially gaining wider public project support, a collaborative transportation planning process could also create a closer link between transportation planning and land use decisions. In response to that report and its recommendations, staff from VDOT's Culpeper District approached VTRC and Fauquier County about using the New Baltimore corridor as a pilot facilitated collaboration project.

VTRC then contacted the University of Virginia's Institute for Environmental Negotiation (IEN) to assess whether and how a collaborative process might best be designed and conducted for the Rt. 29 New Baltimore corridor. After talking with VTRC, VDOT, and Fauquier County, IEN agreed to provide independent and impartial facilitation to help community stakeholders, VDOT, and Fauquier County planning officials develop well-informed choices about addressing their key issues. This project and a similar one in the Lynchburg area are pilots, intended not only to meet the goals of the respective localities, community members, and VDOT, but to inform VDOT and VTRC about the facilitated collaborative process. IEN's role was to help organize and facilitate meetings, develop agendas collaboratively with the County and VDOT, discuss issues with members of the Stakeholder Team, prepare meeting summaries, and prepare this Final Report, detailing consensus as well as any areas of remaining disagreement. The IEN facilitators did not take sides or promote any particular outcome.

The assessment of the Route 29 process involved preliminary meetings with Fauquier County and VDOT to create a list of potential stakeholders and concerns, followed by interviews to identify concerns, needs, and interest in participation. Dr. Dukes and Ms. Talbot conducted four formal interviews with key stakeholders, and spoke to others to identify ideas regarding the process, key concerns, and interests for the process to address.

Fauquier County extended invitations to a representative group of individuals living and working in the New Baltimore corridor to be part of the New Baltimore/Rt. 29 Community Stakeholder Team (Stakeholder Team), and the County, VDOT and IEN scheduled the first meeting for December 7, 2015.

The process included seven meetings, during which the Stakeholder Team identified their goals and information needs, learned about the concerns and many alternative solutions for the corridor, and identified their preferred options. A brief synopsis of each meeting is provided below with full summaries available at https://virginia.box.com/s/km19ofrvic2oq0mdtqabpybf0mgjm8e4.

Meeting One (December 7, 2015) – The first meeting was held in the Warren Green Building in Warrenton, VA. All fourteen members of the Stakeholder Team were able to attend the first meeting. Additionally present were three representatives from Fauquier County, three representatives from VDOT, and three members of VDOT's VTRC.

Following introductions, Frank Dukes described the purposes and goals of the collaborative planning process. These goals include the following:

- To develop criteria for transportation improvements in the New Baltimore area through a process of mutual education among VDOT, Fauquier County, and residents.
- To improve safety and efficient operations as much as is possible with improved design.
- To address community concerns in the planning process.
- To have a plan with specific improvements that Fauquier County and VDOT support with confidence that it can be enacted and sustained.
- To serve as a model for addressing similar issues in the state.
- To enact the pilot project in ways that enable research to be conducted.

Stakeholder Team members shared their concerns, interests and goals for the corridor. The priorities fall along these general goal areas (not listed in any order of priority):

- **Improve safety**
- **Ensure mobility for both through and local traffic**
- **Ensure access to businesses**
- **Generate a sense of place**
- **Preserve and enhance heritage and the rural landscape**

Following this discussion, the Stakeholder Team identified the types of information they would need to make informed decisions, including VDOT plans, traffic data, Fauquier County land use plans significant cultural and historic features in and adjacent to the corridor, surrounding county land use plans, and information about previous projects from other jurisdictions with similar concerns and goals. VDOT's Dan Painter summarized changes to transportation planning and funding processes resulting from House Bill (HB) 2, and Amy O'Leary described VTRC's interest in evaluating the potential of facilitated processes for difficult transportation planning issues. Members of the Stakeholder Team agreed to a schedule of monthly meetings, and the meeting

closed with a review of what the Members appreciated and what they would like to see changed in future meetings.

Meeting Two (January 19, 2016) – The next five meetings, were held at the Battlefield Baptist Church in Warrenton, VA. Thirteen Stakeholder Team members were able to attend the second meeting, with one alternate filling in for the absent member. Three Fauquier County representatives attended, along with five representatives from VDOT and VTRC.

Following introductions, facilitator Frank Dukes reviewed the goals, purpose, and process of the New Baltimore/Rt. 29 Stakeholder Team. The Team Members established guidelines for working together as a group, and the project process was outlined as follows:

1. Identify member concerns and goals
2. Create options that address those concerns and goals
3. Evaluate those options and finalize recommendations

Marie Pham of Fauquier County reviewed land-use planning for the New Baltimore area and answered questions. Ann Miller of VTRC then gave a brief cultural and historical overview of the area that was followed by Shuan Butcher's presentation about the Journey Through Hallowed Ground National Heritage Area and its opportunity for tourism, regional planning, and funding. Finally, Dan Painter presented an introduction to transportation data and plans from VDOT. At the close of the meeting, the Stakeholder Team reviewed the positive elements of the meeting and the aspects they wanted to improve in future meetings.

Meeting Three (February 23, 2016) – The third meeting was attended by ten members of the Stakeholder Team, three representatives from Fauquier County, five members of VDOT and VTRC, and a representative from Michael Baker, Inc., a transportation and engineering consulting firm.

Prior to the meeting, the facilitation team had placed a flip chart listing goals and concerns at the back of the room. Groups and individuals were given three sticky dots as they arrived, and instructed to place their dots next to their top three priorities on the chart. Also on display were maps and posters of the area.

Frank Dukes opened the meeting with a welcome, and reviewed the goals, purposes, and meeting agenda for the Stakeholder Team, with an emphasis on the goals of learning and understanding transportation planning options and VDOT decision-making. Next, Julie Bolthouse gave a presentation about the Rt. 29/New Baltimore viewshed on behalf of the Piedmont Environmental Council (PEC). Her presentation highlighted the contrast between the more rural New Baltimore and the more developed Gainesville, and outlined a few options for retaining New Baltimore's current sense of place. Nathan Umberger of VDOT presented information about transportation planning basics and alternative intersection designs, including the following designs:

- Displaced Left Turn/Continuous Flow Left
- Median U-Turn

- Restricted Crossing U-Turn
- Quadrant Roadway Intersection
- Continuous Green T
- Jug Handle

Mr. Umberger's presentation was followed by questions and discussion regarding the safety, costs, and visual impacts of each alternative intersection design. Finally, Bill Wuensch presented on traffic data and intersection design. Dan Painter was unable to present on transportation planning concepts and design standards due to illness, and made his presentation material available to the Stakeholder Team online.

Meeting Four (April 19, 2016) – Meeting Four was attended by ten members of the Stakeholder Team, three representatives from Fauquier County, five representatives from VDOT/VTRC, and two VDOT Culpeper District consultants from Michael Baker, Inc.

To open the meeting, the two consultants from Michael Baker, Inc. presented seven possible alternatives developed with VDOT to address the issues at the Vint Hill intersection on Route 29. These options include:

1. Speed Reduction Techniques;
2. Continuous Green T with channelized WB right;

3A. WB Dual Rights, Left turns to SB 29 displaced;
3B. WB Dual Rights, Left turns to SB 29 relocated;
3C. WB Single Right Channelized, Left turn to SB 29 relocated or displaced;

4. Michigan Lefts; and
5. Correct Vertical Curves.

The pros and cons of each option were discussed, including safety impacts, potential costs, implementation time, congestion impacts, and potential impacts on local businesses. An alternative comparison matrix with key advantages and disadvantages was presented to compare the options, rating each alternative using a green/yellow/red coding system. (See Appendix). Members of the Stakeholder Team offered their responses and questions, and expressed appreciation for the options. In closing, VDOT emphasized the potential time and cost for the correcting vertical curves option, and asked stakeholders to consider all of the alternatives and decide which options merited further examination at the upcoming May 17th meeting.

Meeting Five (May 17, 2016) – Seven members of the Stakeholder Team, plus one alternate, attended the fifth meeting, along with three representatives from Fauquier County, four representatives from VDOT and VTRC, and two VDOT consultants from Michael Baker, Inc.

After Frank Dukes opened the meeting, he initiated a test for consensus on the levels of stakeholder support for the seven possible alternatives for addressing the issues at the Vint Hill/Rt. 215 intersection on Rt. 29, described in the last meeting by the representatives from Michael

Baker Inc. Paul Prideaux and Anthony Donald, of Michael Baker, Inc. reviewed the proposed solutions addressing the dangers of the "red" zones located at the bottom of the hills at the Vint Hill intersection. In response to discussions at the previous meeting, modifications were made to 3C (through signal timing logic) to reduce queues and improve sight distance. Following this review, the initial straw poll revealed strongest support for numbers 1 and 5 (immediate speed reduction techniques and correcting the vertical curves, respectively), and least support for any option that removes a signal from the intersection. Paul Prideaux of Michael Baker, Inc. then presented data about existing conditions for this section of Route 29 south to Rt. 600, including crash data, along with alternatives. There was insufficient time for more than a cursory discussion of the alternatives.

At the close of the meeting, it was agreed that the next meeting should be longer, with a lunch break.

Meeting Six (June 21, 2016) – Ten members of the Stakeholder Team, plus one additional community member who had previously served as an alternate, attended the sixth meeting. Additionally in attendance were three representatives from Fauquier County, six representatives from VDOT and VTRC, two consultants from Michael Baker, Inc., and a representative from the Sheriff's department.

In opening, Frank Dukes reviewed the initial list of priorities established by the stakeholders, including:

- Safety
- Sense of place
- Business and residential access
- Environment
- Through travel

Captain Lowell Nevill of the Fauquier County Sheriff's Department responded to questions about patrolling the problem areas of the corridor, including speed limit enforcement as well as monitoring and deterring speeding. Following this, the group continued discussion on the alternatives for the Vint Hill intersection, with a presentation by Nathan Umberger, of VDOT, on speed-reduction techniques possible under Alternative 1 (speed reduction). Mr. Umberger then presented the cost-benefit ratios used by VDOT to calculate the perceived safety improvement value of possible alternatives. During a lunch provided by Fauquier County, County consultant Bill Wuensch presented potential landscaping options for creating a greater sense of place in New Baltimore. Following lunch, the group completed their discussion of the Vint Hill intersection, and discussed potential alternatives for the segment of the corridor from Vint Hill to Rt. 600, including the Riley Road and Route 600 intersections. The proposed alternative for Riley Road, which received no dissent, as to implement a signalized r-cut and increase the acceleration lane length. The alternatives for the intersection of Route 600 were as follows:

1. Minor geometric and signal phase changes

2. Major geometric changes
3. R-cut with flexible placement options, 2-phase u-turn signals
4. Michigan Lefts

The meeting closed with the agreement for one final meeting to conclude discussions of the proposed alternatives for the final segment of the corridor, and to plan the next steps in the process.

Meeting Seven (August 10, 2016) – The final meeting was held at Broad Run Baptist Church. Paul Prideaux and Anthony Donald of Michael Baker, Inc., joined by Bill Wuensch, presented the available options for Segment 3 of the Corridor, between Rt. 600 and Telephone Road, including the expected traffic flows, intersection queues, and pros and cons of each option. Frank Dukes, of IEN, solicited feedback on the draft Final Report. Additionally, Dr. Dukes conducted a straw poll on the draft of the Consensus Statement on the options presented, and Judie Talbot, also of IEN, reviewed the results from the previously conducted surveys on the intersection options, and reviewed the group's goals for the collaborative process.

The meeting concluded with the group describing in turn their general thoughts and takeaways from the entire seven-meeting collaborative process. Dr. Dukes noted that IEN would be sending a final survey for the presented intersection options, a revision of the Consensus Statement that incorporated this meeting's approved changes, and after the survey is completed, the draft Final Report. Members will then have at least one week to review before it is finalized.