

**MINUTES OF  
FAUQUIER COUNTY TRANSPORTATION COMMITTEE  
June 24, 2009**

**7:00 P.M.**

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

**Members Present:** Matthew Smith, Chairman, Laurence Mason, Vice-Chairman, William D. Nace, Peter S. Eltringham, R. Holder Trumbo

**Members Absent:** J. David Cubbage, Adrienne Garreau, Sam Poles, and Jeffrey Walker

**Guests Present:** Deidre Clark, Rappahanock-Rapidan Regional Commission

**Staff Present:** Rick Carr, Susan Eddy, and Cynthia Porter-Johnson

**1. Approval of May 25, 2009 Committee Meeting Minutes**

**ACTION:**

**On motion made by Mr. Peter Eltringham and seconded by William Nace, it was moved to approve the May 25, 2009 Committee meeting minutes with corrections. The motion carried unanimously.**

**2. Route 211 - Route 17 Connector Corridor (Center and Marshall Districts)**

Chairman Matthew Smith indicated that the Board of Supervisors is looking for a recommendation from the Transportation Committee.

Chairman Smith allowed citizens at the meeting to speak on the issue of the Route 211-Route 17 Connector Corridor.

Ms. Wendy Campbell lives in the Silver Cup Subdivision. Ms. Campbell believes the Route 211-Route 17 Connector would be an arterial going through a subdivision where children live. Ms. Campbell indicated that she has never seen an arterial at grade put in a neighborhood. This would cause fatalities. She estimates 50,000 trips a day along this corridor. She agrees that we need a transportation solution. She suggested a private/public partnership and route through the back of the commercial business district (parallel to Broadview Avenue), which would require removing some existing residence. The land could be used for denser housing, including affordable housing. She also suggested a connection south to Route 17, which would require tunnels.

Mark Nesfeder lives in the Gold Cup Subdivision and addressed 3 issues:

1. Connection of the Corridor to Route 17 is a very important one. It could max out traffic or limit traffic. He prefers the connection at Route 17 to be south of the flyover.
2. Supports traffic calming options.
3. Traffic is not moving on Broadview Avenue. The first priority should be to require that the Town of Warrenton implement improvements to Broadview Avenue.

Idalie Cuevas lives in the Silver Cup Subdivision. She sees the corridor as a highway through her community. She is concerned with the many children in the area and their safety crossing the street. Ms. Cuevas indicated that she is not sure who the road would benefit. She cannot imagine how businesses would benefit. She questioned who would pay for this road.

Chairman Smith stated to the citizens that this meeting was not the end and that there would be two other opportunities for people to voice their concerns at the Planning Commission and the Board of Supervisors meetings.

Mr. Rick Carr explained the process a Comprehensive Plan Amendment goes through.

Mr. Nace indicated that there would be an environmental impact study completed before anything is done.

Mr. Eltringham noted that the project would have to be done to certain specifications in order to receive federal funds. The Transportation Committee has a responsibility to review this and make recommendations before it can go forward. The Committee hasn't decided anything yet. The Committee has been looking at this for six months.

Mr. Carr explained that in 2008 the Board of Supervisors asked staff to work with the town on joint transportation planning. In 2003, this road was removed from the Fauquier County Comprehensive Plan. He said that staff is willing to come out to the community and give more information. If this goes back to the Comprehensive Plan, it will be as a corridor, not a specific road design.

Mr. Nace added that the details of the design will not be worked out until after an environmental impact study (EIS). Residents would be part of the EIS process. If we want to be able to say that one day in the future there will be a need for the road, then the plan should provide for the road. The Committee is not saying what kind of road it will be – that will all be set later.

Mr. Eltringham stated that options were prepared by staff. The Board of Supervisors charged the Transportation Committee with taking on the tough issues. The Committee's job is to project how things will be many years from now. Broadview Avenue is not going to be acceptable. The Committee is being asked to make a recommendation.

John L'Etoile lives in the Silver Cup Subdivision. Mr. L'Etoile said that the connector would be a by-pass, so it belongs away from people. It would serve pass-by traffic. If you take away the traffic from Broadview Avenue, businesses will close.

Mr. Eltringham stated that the Transportation Committee has considered these issues raised by citizens. The Committee is trying to come up with a recommendation that addresses all of the issues.

Bret Morgan of Gold Cup questioned what alternatives had been studied. He believes this road will only help Culpeper.

Mr. Carr said that Kellerco Consultants had studied options, including Route 688. Past Boards did not want the other options.

Mr. Nace states that the Committee is trying to help Broadview Avenue from getting so chocked up that no one would be able to drive it. This connector is a relief for Broadview Avenue.

Ms. Campbell suggested widening Shirley Avenue and making a new interchange. Residents will not be able to get out of our subdivision. Putting this corridor in the Comprehensive Plan makes the road more likely, so Ms. Campbell doesn't want it in the Comprehensive Plan.

Mr. Nace stated if we're going to build an at grade intersection road between Gold Cup and Silver Cup, he will vote against it!

Mr. Carr summarized the Town of Warrenton's viewpoint. There is a study that was done by HNTB. The Town was very clear that they would like to see a road connecting the two roads. The Town would like to see a road with more interconnections allowing people to go from the parks, school, etc. They want to see connectivity for pedestrian access and for emergency vehicle to access neighborhoods. The Town is very concerned about traffic going through neighborhoods off of Bear Wallow Road. They have argued that a connector is important and they understand their obligations on Broadview Avenue, but they need to have a relief valve so that folks can get in and out in two locations. Their prime focus is how to get traffic distributed whether it be for work, school, shopping or recreation.

Mr. Wes Kennedy asked if this street will be governed by the VDOT secondary street acceptance standards.

Mr. Carr explained how it depends on the classification of the road.

Mr. Chuck Medvitz noted that the Warrenton VDOT engineer said that VDOT is seeking federal funds and roads with federal funds must meet federal standards. He thinks it would be extremely valuable before a recommendation is made to know the design characteristics of the road. The documents are very ambiguous.

Mr. Nace said these questions are normally answered at the environmental impact stage.

Mr. Medvitz added that Comprehensive Plan roads are labeled as primary roads, collector roads, etc. You owe it to the community to be clear on the type of road and its design.

Mr. Kennedy noted that VDOT funding requirements change over time.

Mr. Carr said when this was previously in the Comprehensive Plan, it was designated a rural minor arterial, which can be between 2 to 4 lanes.

A citizen asked why was it pulled out of the Comprehensive Plan?

Mr. Carr explained that it was removed at the Board of Supervisors level, but not at the Planning Commission level.

Chairman Smith stated the Board of Supervisors is looking to the Committee for a recommendation of whether or not to put this road back in the Comprehensive Plan.

Chairman Smith thinks that this issue needs to be dealt with. The HNTB Study stated that Broadview Avenue would function at a level of service F.

Mr. Eltringham said that this should be evaluated as part of the plan without saying whether or not we approve or disapprove of the road. He believes that we need to deal with Broadview Avenue. However, he is not sure that this is the way to do it.

Mr. Trumbo said that the idea was for the Transportation Committee to recommend whether or not it should or should not be connected. If there are qualifiers, they should be stated. Mr. Trumbo noted that Mr. Nace and Mr. Poles represent the affected Districts and should coordinate a draft recommendation.

Chairman Smith directed Mr. Nace, Mr. Eltringham, Ms. Garreau, and Mr. Poles to study this issue further.

The item was tabled until next month.

### **3. *Discussion of speed limits in Residential and Business Areas***

Mrs. Eddy provided background information on how VDOT determines if an area is a "Residence District". Factors include the density of the driveway, the size of the lots, and the setback of the houses. With a small lot subdivision, there is no need for a study. It is clearly a residence district. Rural areas are less clear so the County can request speed studies.

Mr. Trumbo indicated that the speed limit on Baldwin Street, between Grays Mills and Route 29, and Grays Mill Road should be 25 mph since they are internal streets within a service district.

Mr. Medvitz indicated that the speed limit on Grays Mills Road starting at Route 605 is 45 mph all the way to the corner, then it goes to 35 mph. According to Mr. Medvitz, the speed

limit for Baldwin Street is now posted at 40 mph. He suggested that the definition of residential district be read.

The Committee directed staff to send a letter to VDOT requesting that VDOT determine whether Grays Mill Road for its entire length and Baldwin Street (between Grays Mill Road and Route 29) qualify as “Residence Districts” per the Code of Virginia §46.2-874.

#### **4. *Requests to forward to VDOT***

- Consider a reduction in the speed limit to 25 mph on Route 605 (Airlie Road) (Center District) - Scott Horsburgh

The Committee requested that VDOT study the request.

- Consider a reduction in the speed limit to 35 mph on Route 643 (Meetze Road) (Cedar Run District) – Supervisor Ray Graham

This location is already being studied by VDOT.

- Route 674 (Green Road) (Cedar Run District) – Supervisor Ray Graham

This location is already being studied by VDOT.

#### **5. *Schoolhouse Road Intersection Improvement Update (Lee District)***

Mr. Trumbo indicated that the Schoolhouse Road Intersection Improvement Update should be put on the agenda for next month. Dominion is willing to move the pole if VDOT is willing to fix the road and VDOT is willing to fix the road if Dominion is willing to move the pole.

Chairman Smith indicated that \$42,000 is a lot of money to move the pole.

Vice-Chairman Mason indicated that it seems to be too much money if all you are doing is moving the pole and moving the sidewalk over.

Mr. Trumbo suggested that Dave Cabbage and Planning Commissioner John Meadows be present for next month’s meeting.

#### **6. *Citizens’ Time***

No citizens spoke at this time.

7. *Other Items*

There being no further business, the meeting was adjourned at 8:36 p.m.

The next meeting will be held on **Wednesday, July 29, 2009.**