

**MINUTES OF
FAUQUIER COUNTY TRANSPORTATION COMMITTEE
March 26, 2008**

7:00 P.M.

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

Members Present: Matthew Smith, Chairman, R. Holder Trumbo, Adrienne Garreau, Sam Poles, Peter S. Eltringham, and William Nace

Members Absent: Laurence Mason, Vice-Chairman, Jeffrey Walker, and J. David Cubbage

Guests Present: Peter Schwartz

Staff Present: Susan Eddy and Stacey Pell

1. Approval of February 27, 2008 Committee Meeting Minutes

ACTION:

On motion made by Mr. Trumbo and seconded by Ms. Garreau, it was moved to approve the February 27, 2008 Committee meeting minutes. The motion carried unanimously.

2. Receive an Update on the Request for an Acceleration Lane Going Northbound on US 29/17 at the Intersection of Beach Road (Route 616) (Cedar Run District) – Michael King

Mrs. Eddy read an excerpt from an email sent by Dave Cubbage of VDOT stating that additional signs were scheduled. She also referenced a study performed by VDOT with diagrams attached, a copy of which is attached to and made part of the official minutes.

Mr. Smith stated he supports the results of the VDOT study.

Mr. Eltringham questioned where VDOT retrieves their accident data, if it were from their database alone or included from the local authorities.

Mr. Smith verified that VDOT data includes data from local and state authorities.

Mr. Trumbo inquired if citizens were contacted when their item is up on the following month's agenda.

Mrs. Eddy confirmed that citizens are contacted prior to the Transportation Committee meetings.

ACTION:

Mrs. Eddy will contact Mr. King notifying him that VDOT did a study that shows the intersection does not warrant an acceleration lane but signs will be placed in the vicinity.

3. Consider a Request for 'No Parking' Signs Along Willow Drive South (Lee District) – Gary Seavers

Mr. Smith read, 'Willow Drive from Winston Place to Willow Place is currently not in the Secondary System for maintenance. VDOT does not take exception to the installation of "No Parking" signs. The work will need funding and installation from sources other than VDOT.' from an email sent by Dave Cabbage of VDOT.

ACTION:

Mrs. Eddy will contact Mr. Seavers notifying him that he needs to contact the HOA in this area as this road is not a VDOT road.

4. *Transportation Planning in the Comprehensive Plan*

Mr. Smith stated that at the February Transportation Meeting, Mr. Trumbo requested that the Committee take on a broader view of transportation issues. Mr. Smith noted that Fauquier County includes stretches of Interstate-66 as well as Route 29, Route 28, Route 17, Route 215, as well as Route 605.

Ms. Garreau inquired if the Comprehensive Plan includes other transportation such as railroads and airports. She noted that Norfolk Southern is planning on widening the railroad in part of the county. The underlying logic is that this railroad will take thousands of trucks off the roads.

Mr. Schwartz stated there are four places they are adding or extending an existing siding. The idea is for the new sidings to be about 2 miles each to get trains going in both directions on each line. One is East of Belvoir, an existing site, they want to extend. Another is west of Delaplane which goes through a County conservation easement. The third one is out past Linden and the final one is in Front Royal. The one near Front Royal runs across a VOF easement. The railroad has applied to VOF for a 1704 hearing, that provides a process by which land that has been designated as open-space may be converted or diverted from open-space land use if the requirements of §10.1-1704 are met. Replacement easement land needs to be provided. VOF will probably grant the replacement easement near the inland port.

Ms. Garreau inquired if the one near Delaplane goes through the historic part.

Mr. Schwartz replied that the one now is to the west of Delaplane.

Mr. Trumbo added that it is in the Goose Creek area which has just been declared a scenic river and three new trestles will need to be built over the creek.

Mrs. Eddy stated the railroad gave a presentation at RRRC a few months ago.

Mr. Schwartz stated the lines and sidings are precedent issues and the impact will probably not be that significant. The impact that may be significant will be a line that will run from Culpeper to the inland port. That line runs straight up through the western part of Fauquier County between Leeds Manor Road 688 and the Rappahannock River.

Mr. Trumbo stated this will be under the purview of the committee but there is not complete enough information for the Committee to address it yet.

Mr. Eltringham questioned if the Comprehensive Plan is a legal document.

Mr. Trumbo replied that it is a legally required document but not a legally binding document.

Mrs. Eddy stated the Comprehensive Plan needs to be taken into consideration.

Mr. Trumbo stated he is a member of Town/County Liaison Committee which is currently working on coordinating the Comprehensive Plans for the Town of Warrenton and Fauquier County. He continued that what agreement the Liaison Committee comes up with, he will bring before the Transportation Committee before it goes to BOS.

Mr. Smith inquired if Timber Fence Parkway would be on the agenda soon.

Mr. Trumbo stated that it should be not too far off. It is in the Marshall district and he would like input from Mr. Schwartz. Mr. Trumbo also stated he would like the Transportation

Committee to review what has been done and to review current transportation plans in the Comprehensive Plan and to make recommendations.

Mr. Schwartz inquired if there are currently any plans to redo Chapter 10 in the Comprehensive Plan.

Mrs. Eddy acknowledged the state code stated the Comprehensive Plan needs to be at least looked at once every 5 years and Fauquier County is constantly updating their plan.

Mr. Smith inquired as to the status of the Buckland Bypass.

Mr. Trumbo stated the Buckland Bypass is now dormant pending a Route 29 corridor study.

Mr. Schwartz will give a status update to the Buckland Bypass at a future Transportation Committee meeting.

Ms. Garreau noted that in the course to define the role of the Transportation Committee may need to revisit Chapter 10.

Mr. Eltringham stated if the Transportation Committee does not coordinate with other counties then plans won't synchronize.

Mr. Trumbo stated the Transportation Committee needs to take smaller steps first. He also stated that Jeff Walker of RRRC can assist the Transportation Committee in getting a handle on the bigger picture. Mr. Trumbo suggested Jeffery Walker should speak to the Transportation Committee on PD-9 issues. Also the Committee should review the Comprehensive Plan for Marshall Service District to make comments/recommendations on the transportation aspect.

Mr. Schwartz stated Charlie Grimes of the Prince William Transportation Committee could be invited as a speaker to provide insight as to what Prince William folks are thinking. Prince William County Planning Commissioner Kim Hosen would be a good speaker too.

Ms. Garreau inquired as to who decides which Chapter of the Comprehensive Plan is reviewed and when it is reviewed.

Mr. Trumbo replied that it is under the direction of the Board of Supervisors.

Mr. Eltringham stated that Chapter 10 will always change as the County changes and grows.

Mr. Trumbo advised to not let the plan get too specific i.e. speed limits, intersections, detailed stuff as opposed to principles and goals.

Mr. Eltringham agreed stating that details belong elsewhere not Chapter 10.

Mr. Smith stated that what has helped Fauquier County in the past at the Commonwealth Transportation Board Public Hearing is that Fauquier asks for the same thing and that shows consistency.

Mr. Nace inquired as to how successful directing growth to service districts has been.

Mr. Trumbo stated it has been very successful as one does not see much larger than 6 units in a subdivision due to community water requirements and that outside of service districts the majority of divisions have done by administrative divisions or family transfers maintaining the 85/15 rule.

Mr. Nace suggested limiting transportation planning to service districts roads as much as possible and not looking too much at rural roads.

Mr. Trumbo stated that if certain plans are in the Transportation Plan, as developers come to the county they can be shown what is in the plan for a specific area the developer wants to develop and they help fund certain road improvements through proffers.

Mr. Nace stated that it is important to have lines already drawn, developers follow through on that.

Mr. Trumbo stated the idea is to move people around the edges of service districts not through it. The inside roads are for those who live there not cut-throughs for commuters.

Mr. Eltringham stated that right now this committee cannot see the Prince William County side of transportation maps.

Mrs. Eddy stated that Route 29/215 needs to come before the Transportation Committee for review and recommendations.

Mr. Eltringham stated that significant range factors affects how traffic is handled around service districts. Factors include the battlefield, Prince William County, and more.

Mr. Trumbo suggested that Route 215 be a separate issue for this committee.

Mr. Smith suggested that Route 215 be on the agenda months from now.

Mr. Trumbo stated legwork, background info was needed prior to it being placed on an agenda and he needs to talk to Vint Hill EDA to get an understanding of what they expect and want.

Mrs. Eddy proposed context sensitive road planning.

Mr. Nace stated he may be able to arrange Steve Walter from Parsons Transportation Corp.

Mr. Trumbo acknowledged that the Comprehensive Plan states Route 29 will be a rural freeway if we achieve our goals correctly.

Mr. Trumbo stated it is in the plan for interconnectivity from Warrenton to the Route 605 area. A secondary transportation network will allow people to move from New Baltimore area without getting on Route 29. This has been through proffers and developers are trying to acquire road improvements start to realize linkage. This new road will come out on Academy Hill Road.

Mrs. Eddy stated the Marshall Plan is under review now at a citizens committee. They are working on it now but have not met on transportation yet.

Mr. Smith inquired as to the major focus of the Marshall transportation plan.

Mr. Trumbo stated it is grids & inter-connected streets.

Mrs. Eddy stated the goal for service districts is not to speed people through on wide roads quickly but to make safe walkable communities.

Mrs. Eddy stated the areas of Catlett/Calverton/Midland have transportation plans with Route 28 as the unifying factor. The current Comprehensive Plan has words about converting it to four lanes.

Mr. Trumbo stated the areas of Remington/Opal/Bealeton are one entity as far as the Comprehensive Plan is concerned as is Catlett/Calverton/Midland.

Mrs. Eddy stated there is a citizens group now looking at Catlett/Calverton/Midland as well context sensitive road design there.

Mr. Trumbo stated land use plans need to be in order before transportation infrastructure drives growth up.

Mr. Schwartz stated a huge issue for this committee is that there are huge forces of traffic coming around us. There are two trains of thought. One being that if one doesn't figure a clear way to move people through, the town gets riddled. Another is the more capacity built then more will come. Also, if people must slow down, they go somewhere else.

Mr. Trumbo stated Route 28 goes through these villages of Catlett/Calverton/Midland and with no bypasses; there will be a tight density on the existing road.

Mr. Schwartz stated he learned from a traffic engineer to achieve more traffic capacity per lane mile is to lower speeds because at slower speeds cars travel closer together and at higher speeds cars are more spread out. Slowing people down gets higher capacity

Mr. Trumbo stated that a smooth, steady flow helps achieve that but stop signs and lights do not achieve that.

Mr. Schwartz stated this can be achieved with roundabouts.

Mr. Trumbo stated this committee needs to focus more on large scale overview not smaller issues i.e. traffic signs, etc.

Mr. Nace inquired if a study had been done regarding lowering the speed limit on Route 28 and how it affected Route 29.

Mrs. Eddy gave a PowerPoint presentation, a hard copy of which is attached to and made part of the official minutes.

5. *Citizens' Time*

No citizens spoke at this time.

6. *Other Items*

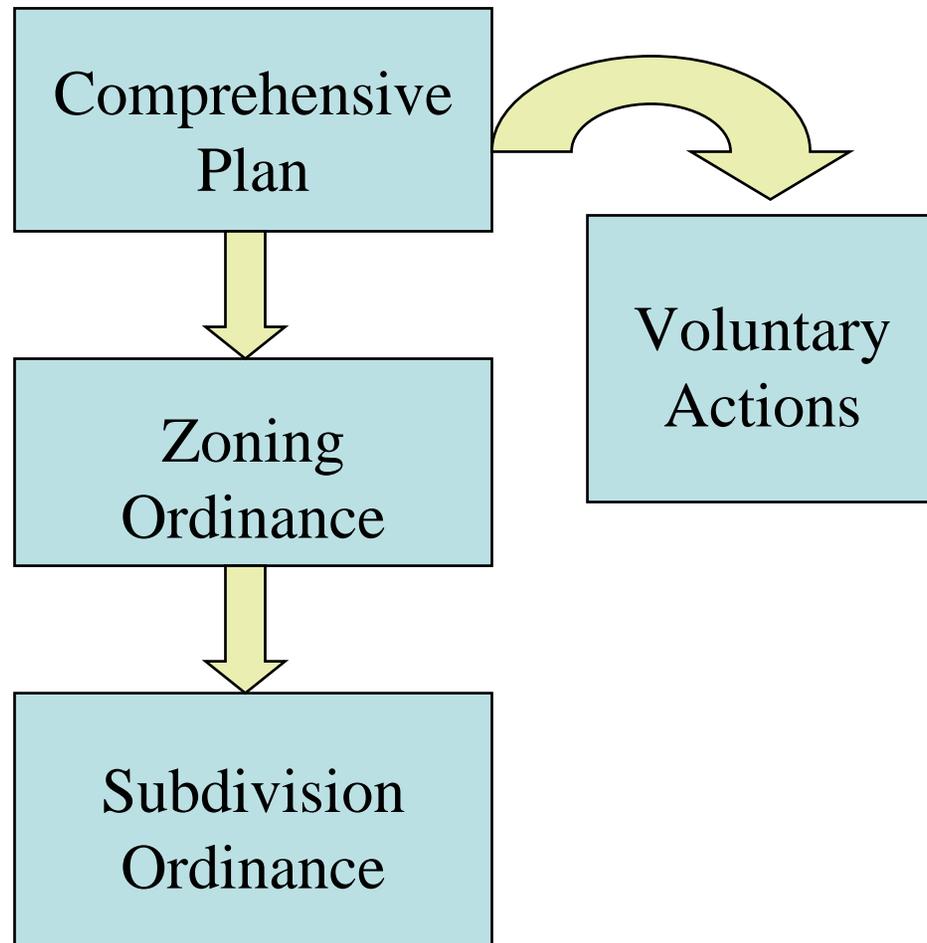
No other items at this time.

There being no further business, the meeting was adjourned at 8:45 p.m.
The next meeting will be held April 30, 2008.



**Fauquier County
Comprehensive Plan -
Transportation
An Overview for the
Transportation Committee
March 26, 2008**

Growth Management Process



Service District Categories

Service Districts:

1. Bealeton
2. Marshall
3. New Baltimore
4. Opal
5. Remington
6. Warrenton

Village Service Districts

1. Calverton
2. Catlett
3. Midland

Chapter 10-Transportation

Purpose:

- ✓ **Ensure the transportation system and infrastructure needs are accommodated and coordinated with the service districts, villages and rural areas countywide.**

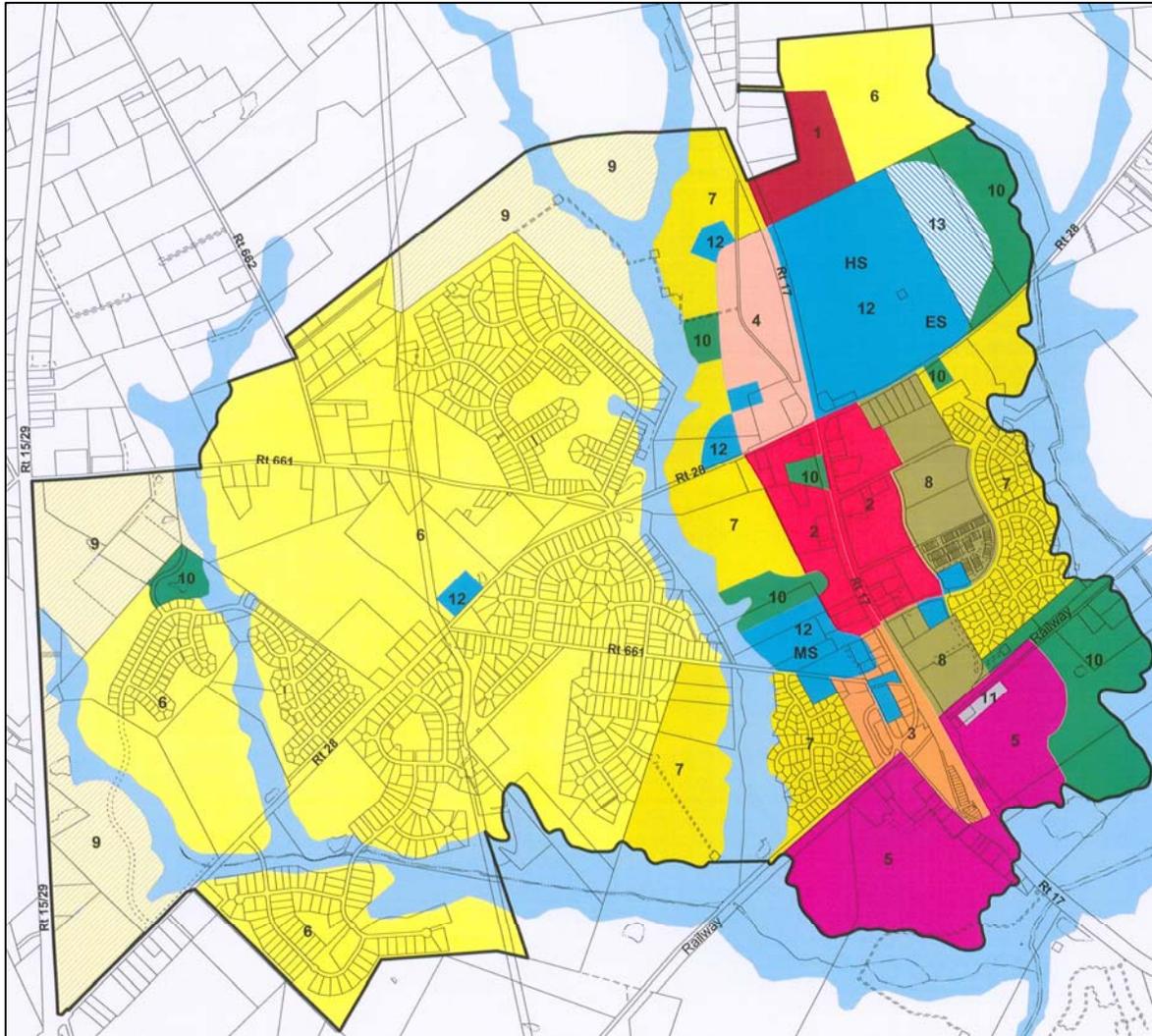
Chapter 10-Transportation Topics

- **General Policy Guidelines for Transportation Systems**
- **Implementation of Service District Transportation Elements**

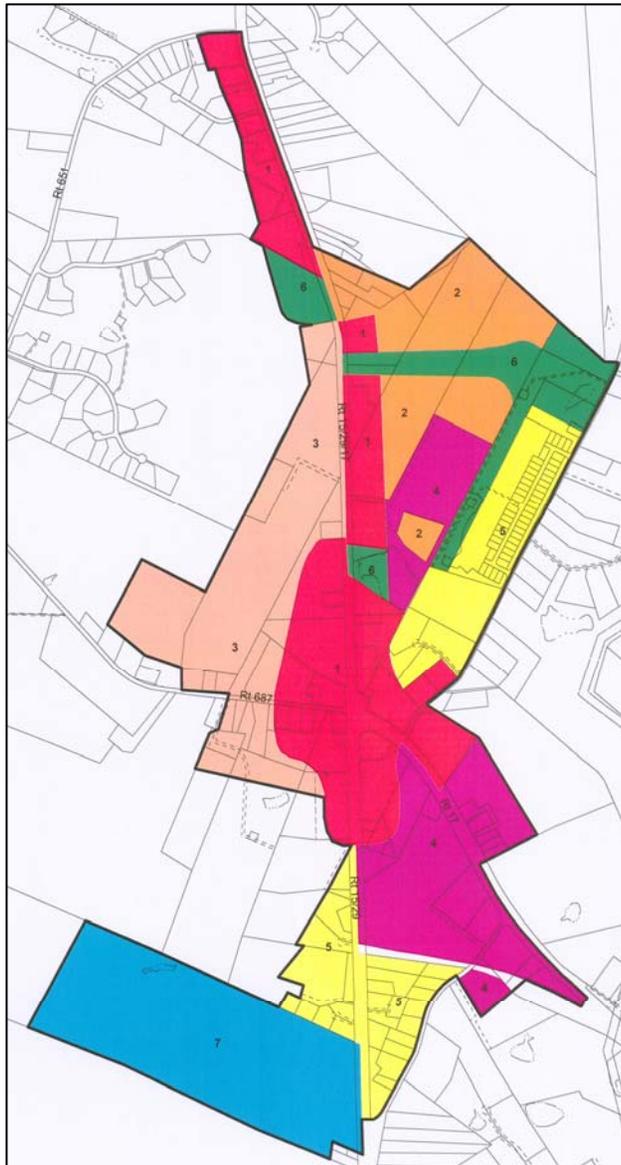
Example Topics:

- ✓ Airport Expansion & Access
- ✓ Bike Paths
- ✓ Bus & Rail Service (VRE)
- ✓ Roadways (Secondary & Primary)

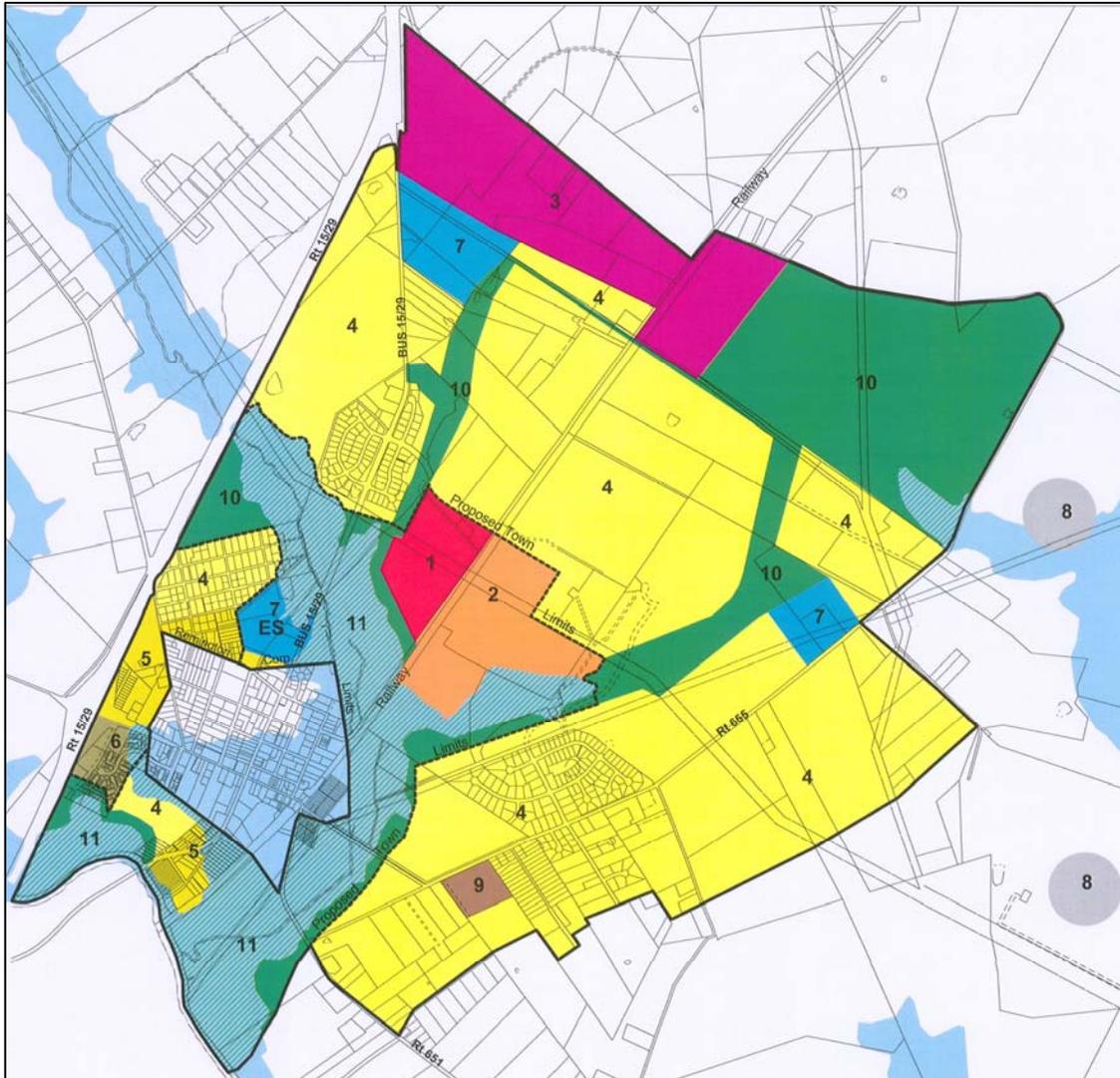
Bealeton Service District



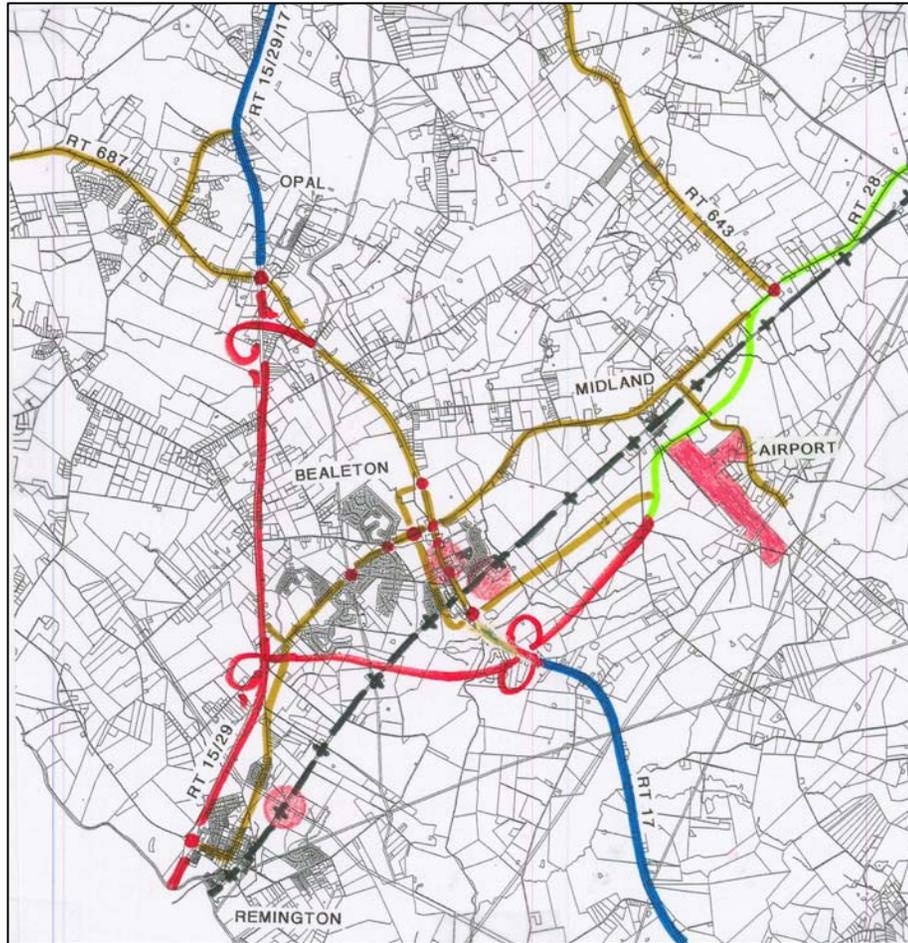
Opal Service District



Remington Service District



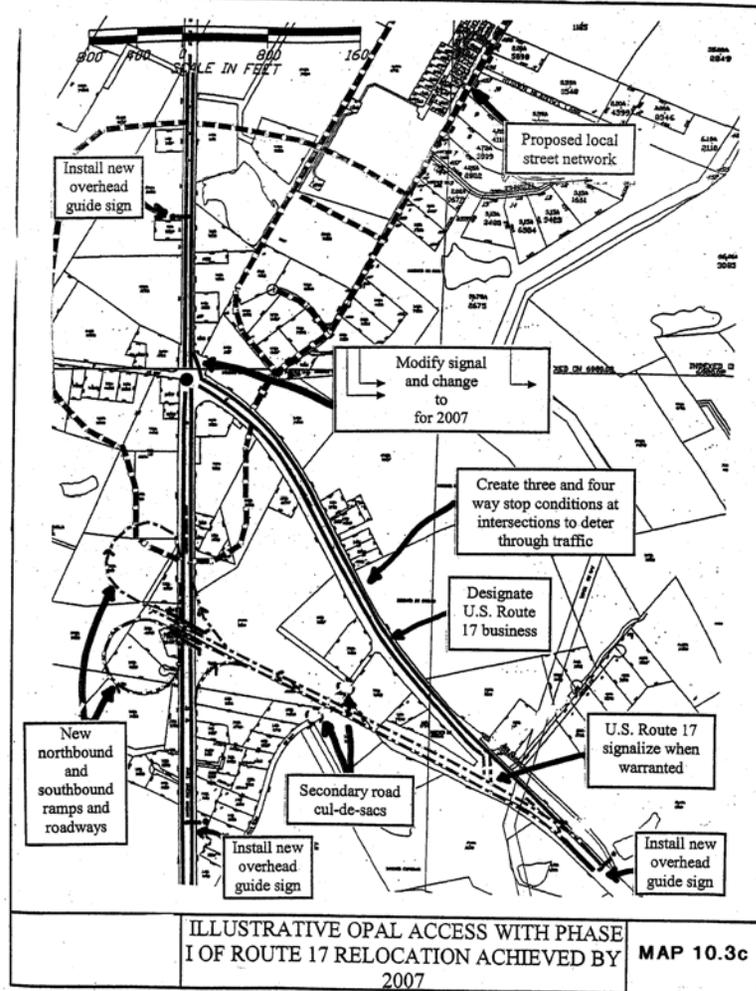
Southern Fauquier Transportation Plan Stage 4



LEGEND					
	Freeway	Major Arterial	Minor Arterial	Major Collector	Railroad
Constructed					

Route 15/29 Flyover in Opal Service District

MAP 10.3c: U.S. 15/29 FLYOVER AND ACCESS



New Baltimore Transportation Plan



New Baltimore Service District

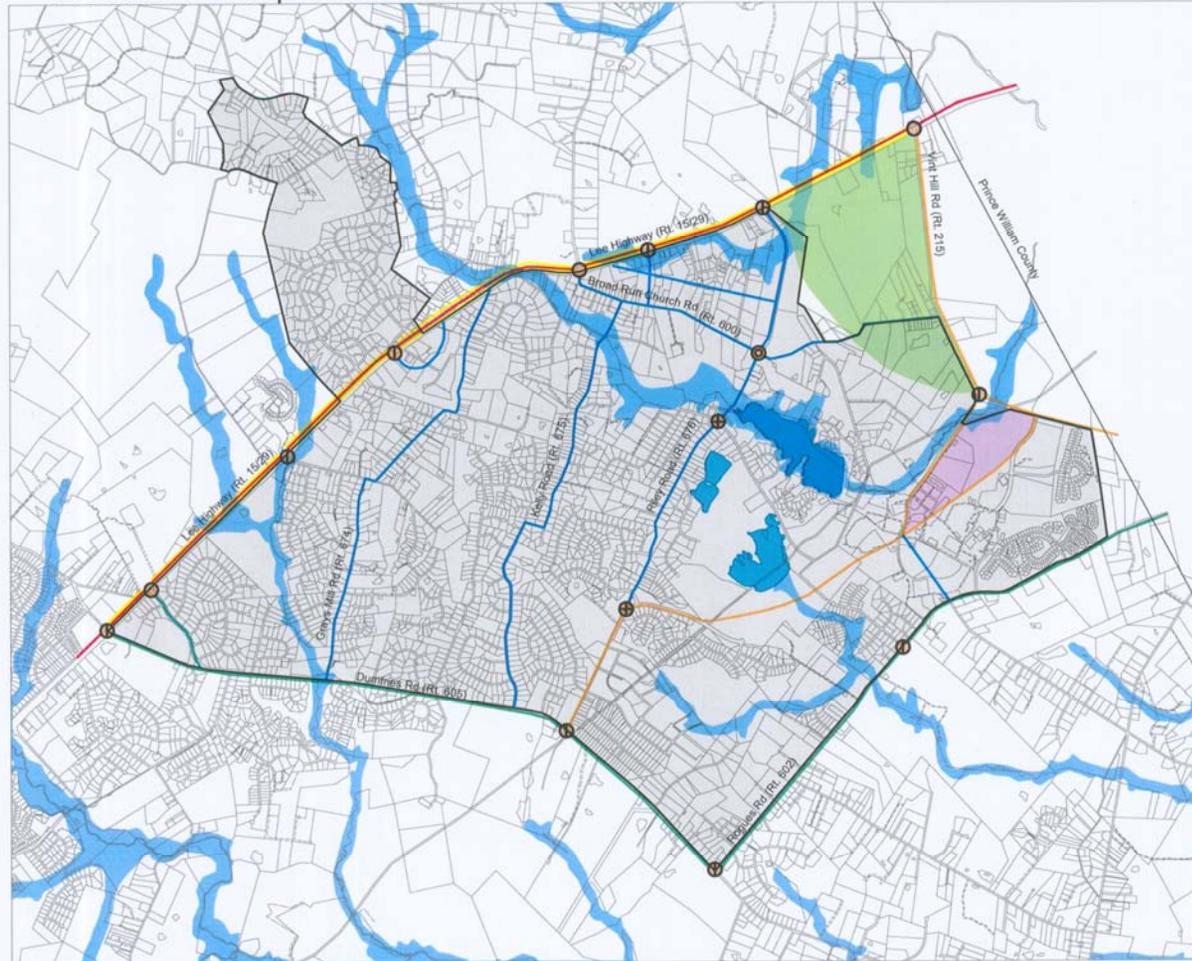
- Rural Freeway
(Limited Access: 4-6 lanes)
- Rural Principle Arterial
(4-lane divided)
- Urban Collector
(2-4 lanes)
- Urban Local
(2 lanes)
- Access Management Study Area
- Alignment/Interchange Flexibility Area
- Alignment Flexibility Area
- FEMA Floodplain/Lakes
- New Baltimore Service District Area
- Roundabout or Stop
- 4-way Stop
- Interchange Study Area
- Signal



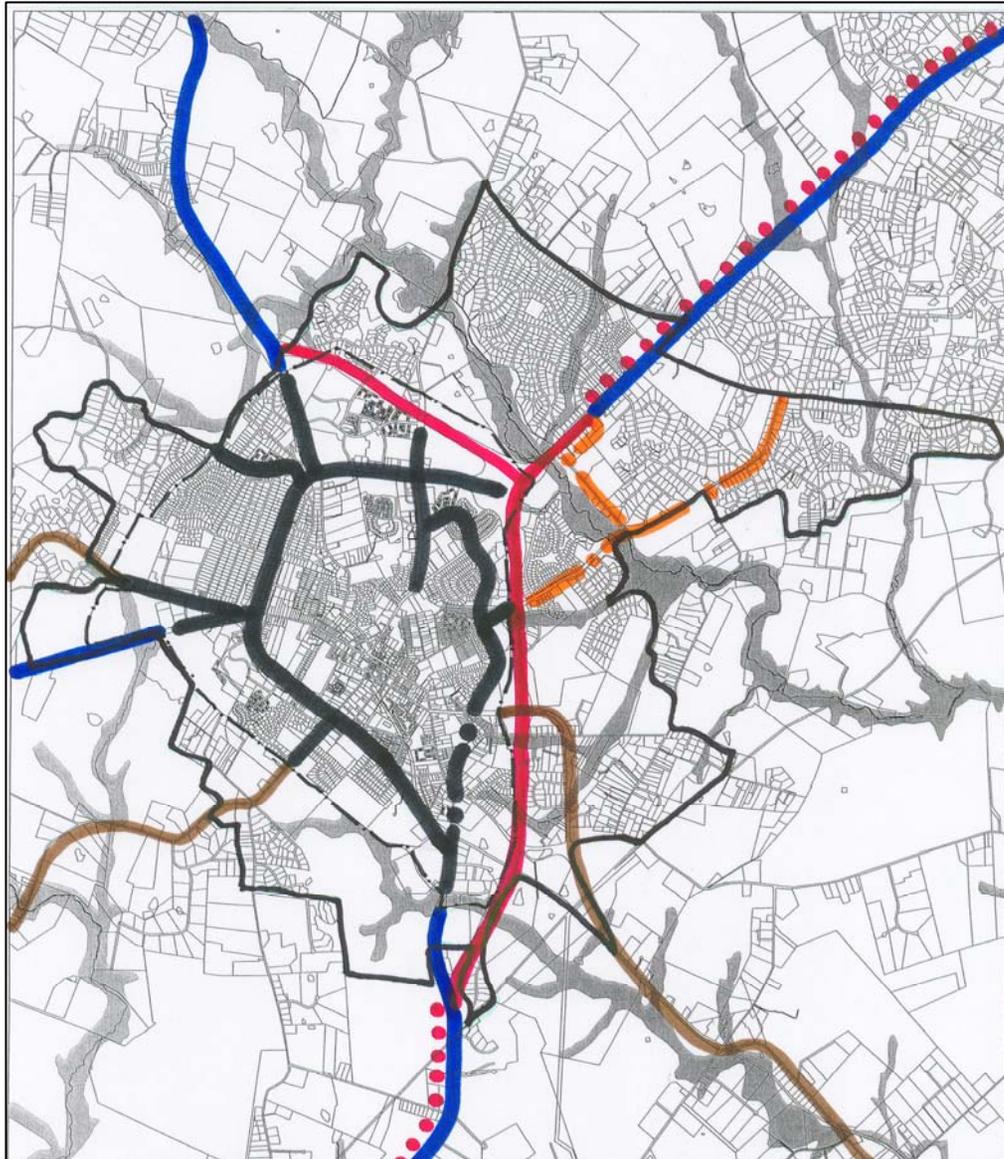
Map Produced by:
Fauquier County GIS Dept.

Adopted Date: 4/12/07
Scale : 1 Inch = 3000 Feet.

FIGURE 3: Transportation Plan for Buildout



Warrenton Service District Regional Transportation Plan



Warrenton Service District

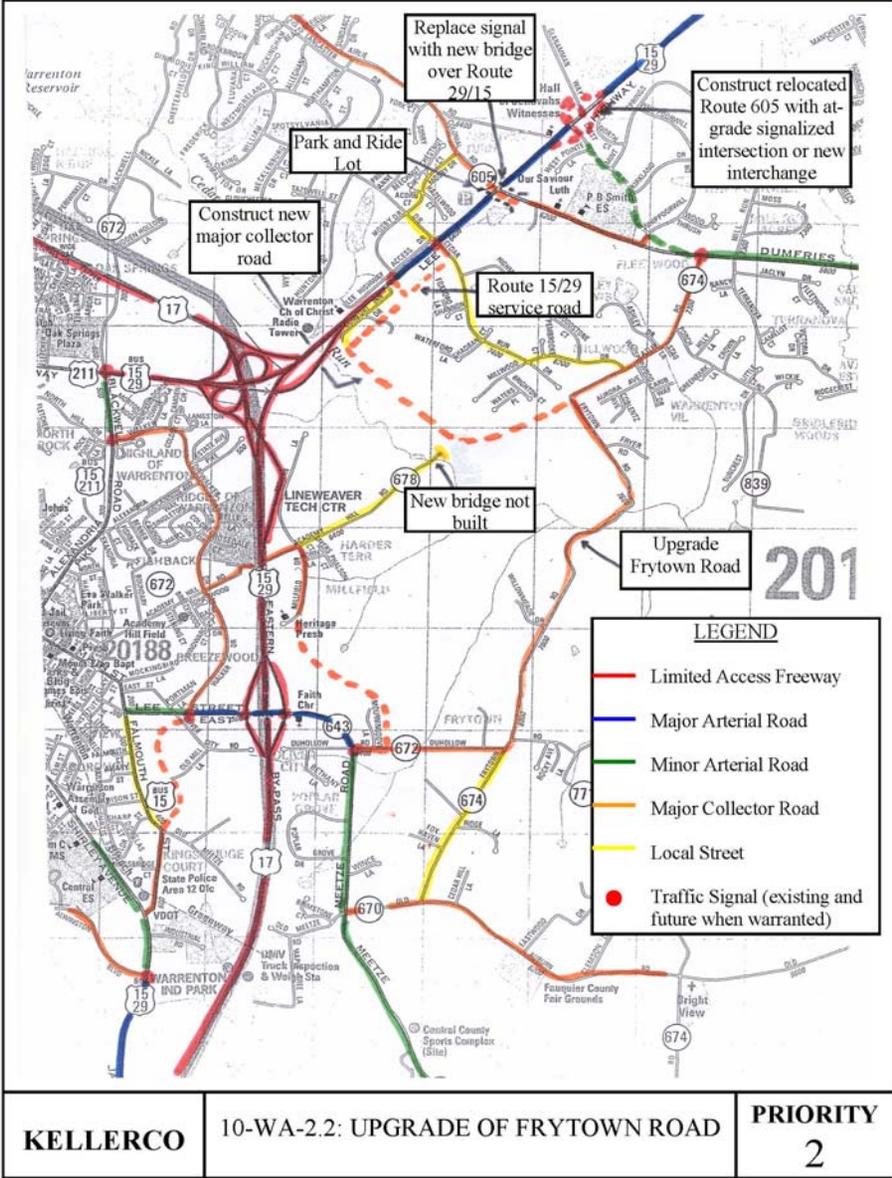
Figure 10 – WA – 1

Regional Transportation

Legend

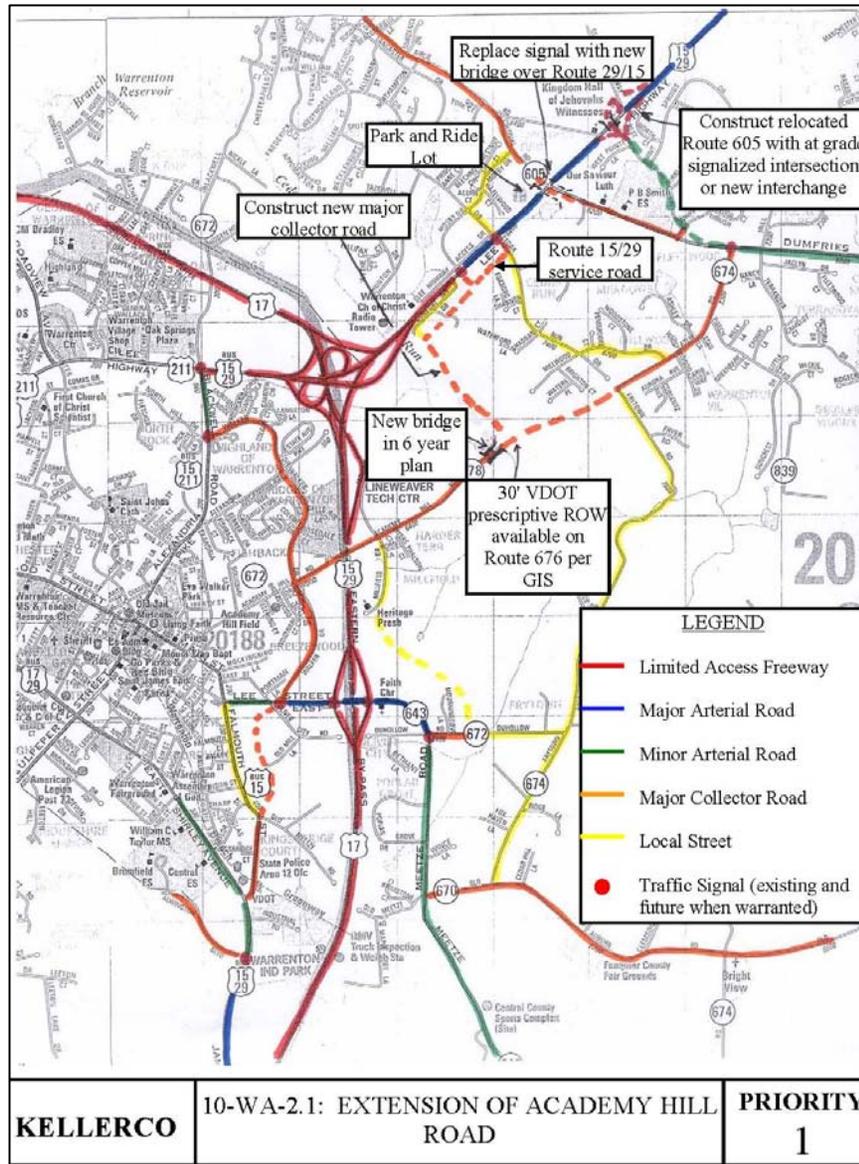
-  Freeway
-  Future Freeway
-  Major Arterial
-  Major Collector
-  Future Minor Collector
-  Major Town of Warrenton Road
-  Service District Boundary
-  Town of Warrenton Boundary

Frytown Road Upgrade

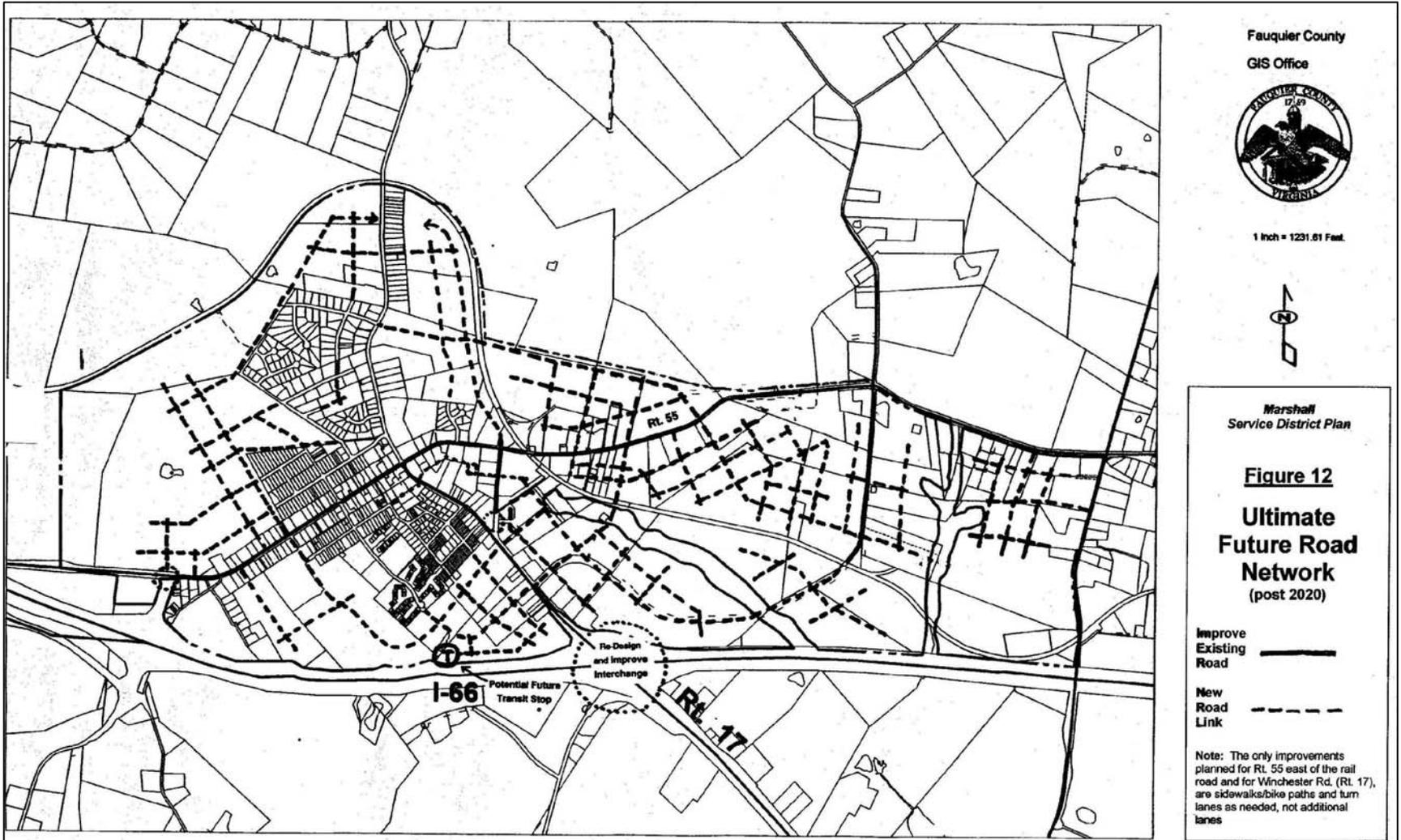


KELLERCO	10-WA-2.2: UPGRADE OF FRYTOWN ROAD	PRIORITY 2
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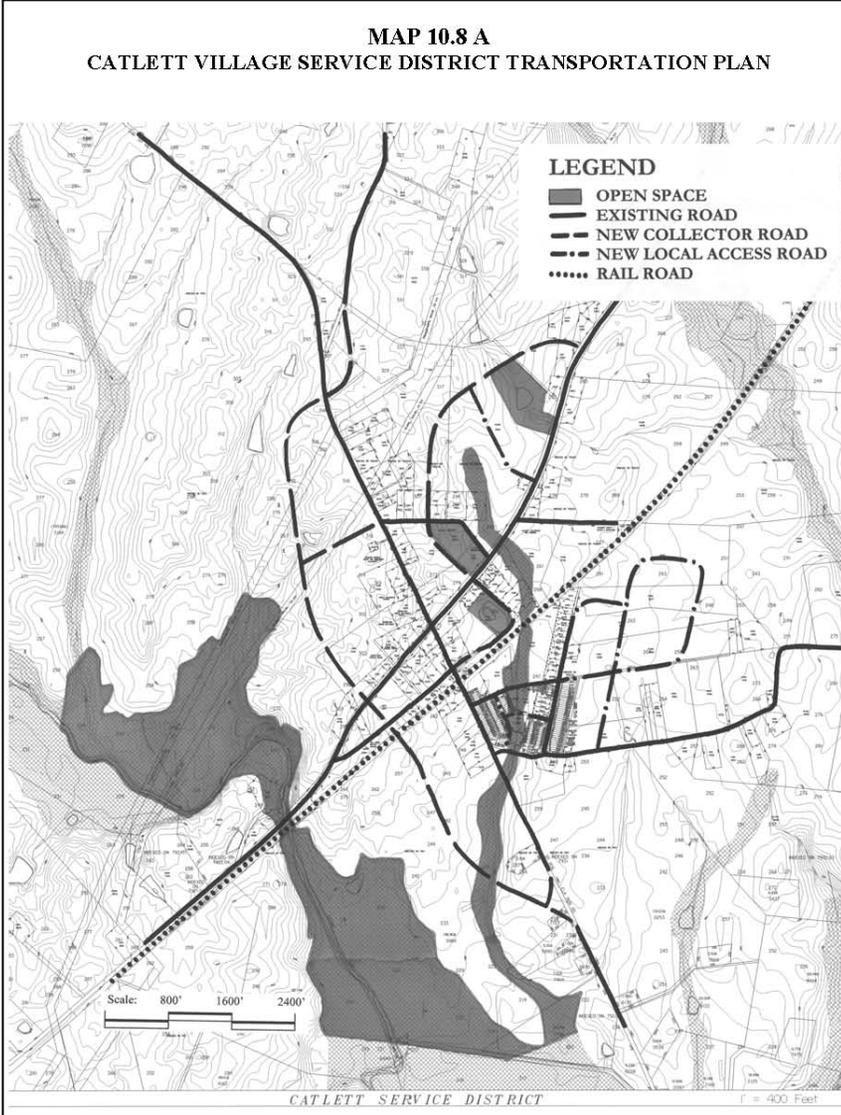
Extension of Academy Hill Road



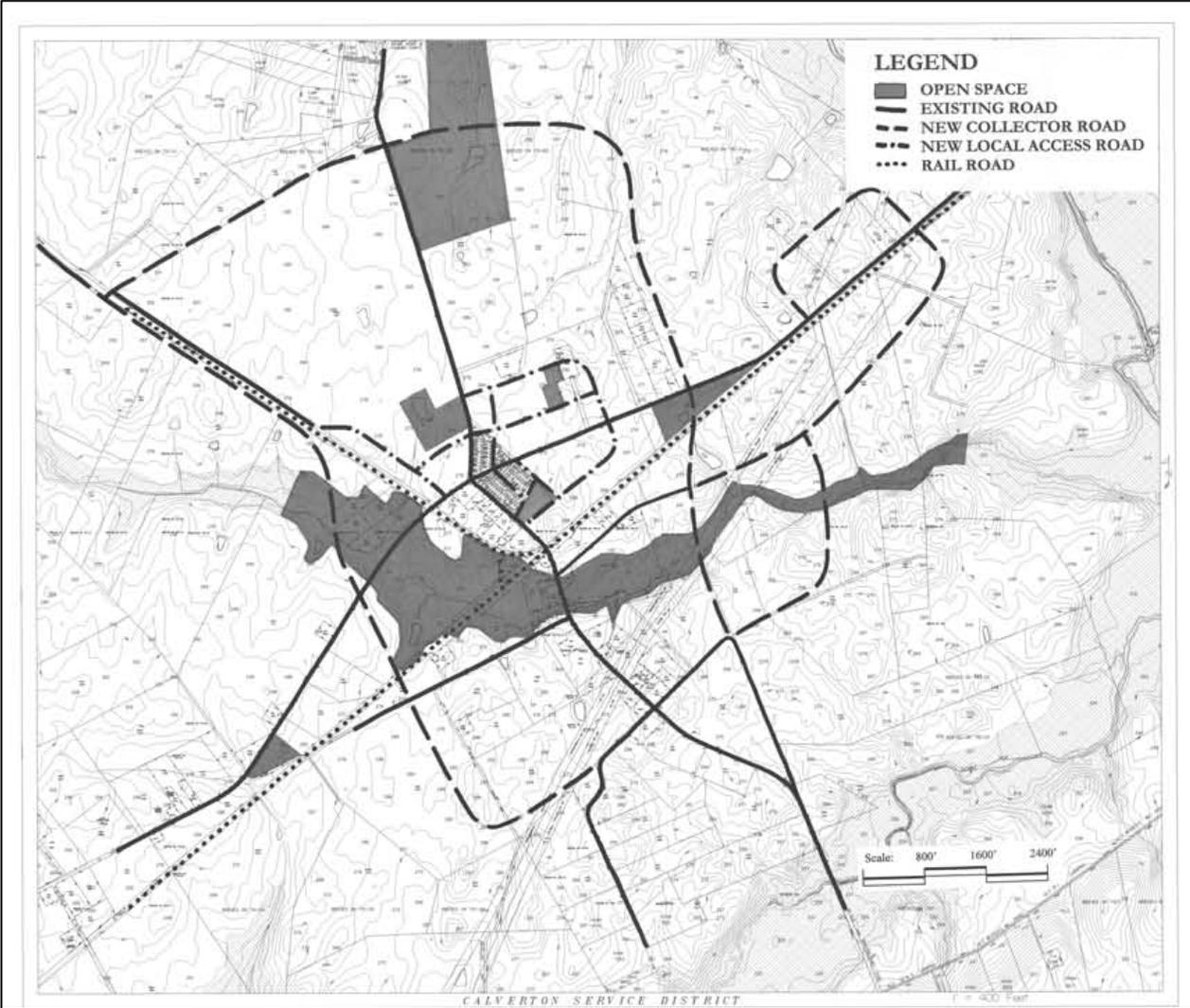
Transportation Plan Marshall Service District



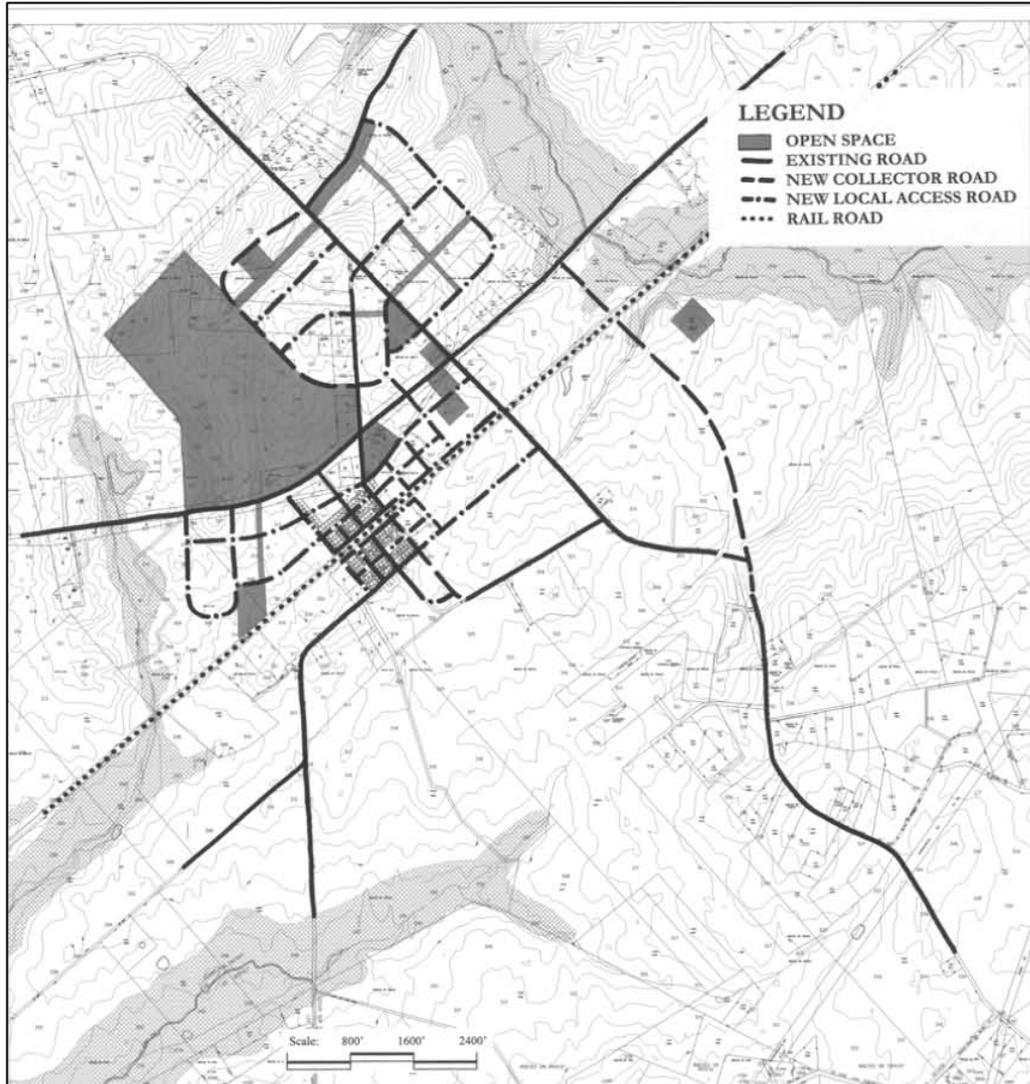
Transportation Plan Catlett Service District



Transportation Plan Calverton Service District

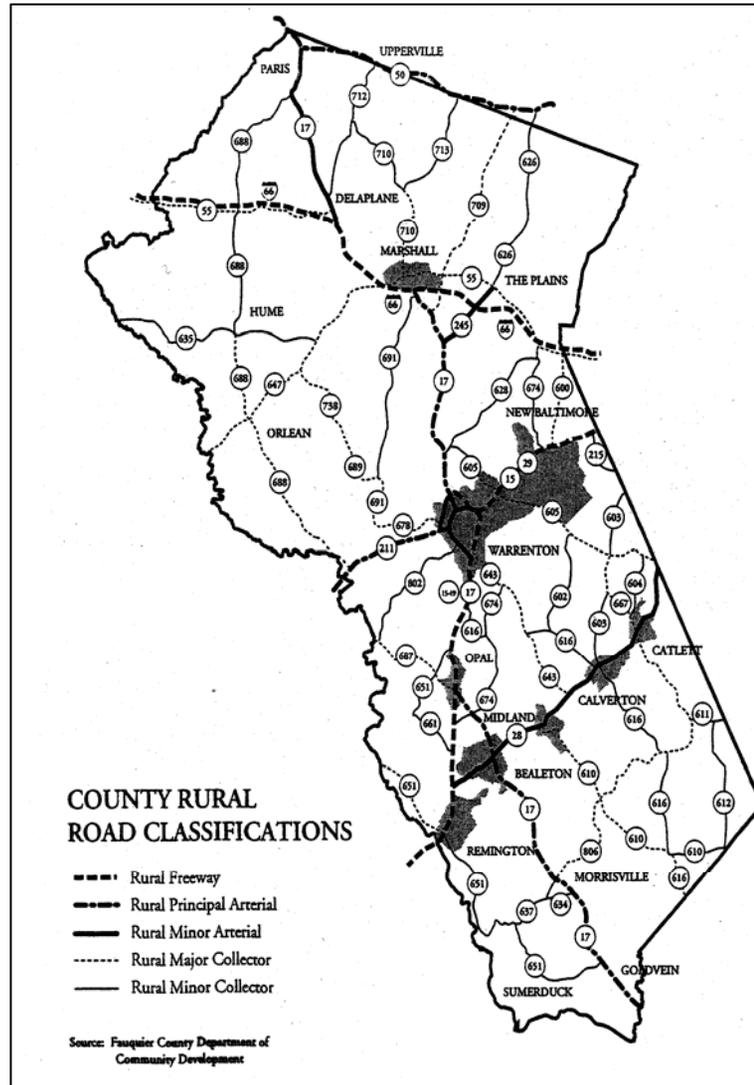


Transportation Plan Midland Service District

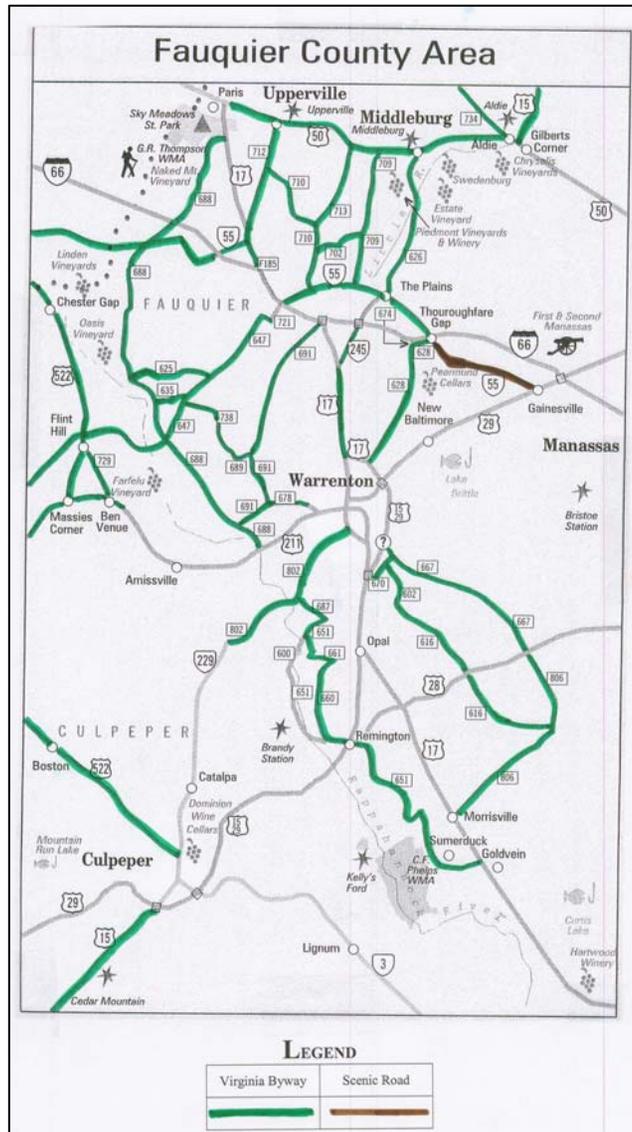


Fauquier County

County Rural Road Classification



Virginia Byways and Scenic Roads in Fauquier County Area



Traffic Impact Modeling

Test Cases:

- Bealeton, Opal & Remington
- New Baltimore
- Marshall

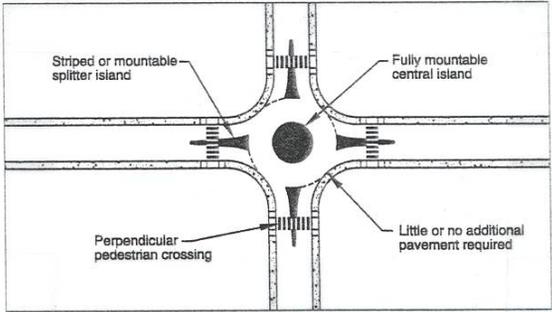
- ✓ Traffic Impact Analysis Modeling & Land Use Planning Linkage
- ✓ Cost Impact Analysis

Traffic Calming Techniques



Traffic Calming

Mini-Roundabout



Urban Compact Roundabout

