

**MINUTES OF  
FAUQUIER COUNTY TRANSPORTATION COMMITTEE  
October 29, 2008**

**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, Sam Poles, Peter S. Eltringham, Adrienne Garreau and J. David Cabbage

**Members Absent:** Jeffrey Walker and R. Holder Trumbo

**Guests Present:** John Hutchinson, Consultant with Buckland Preservation Society, Natalie Litwinowicz

**Staff Present:** Susan Eddy, Meredith Meixner, Kimberley Fogle and Kim Abe

**1. *Approval of September 24, 2008 Committee Meeting Minutes***

**ACTION:**

**On motion made by Ms. Garreau and seconded by Mr. Nace, it was moved to approve the September 24, 2008 Committee meeting minutes. The motion carried unanimously.**

**2. *Consider a request for three-way stop signs at each cul-de-sac along Cedar Run, Millwood Drive, and Atlee Road (Route 674) (Center District) – Natalie Litwinowicz***

Ms. Litwinowicz stated that residents have complained and are requesting that stop signs be added to the cul-de-sacs on Millwood Drive due to regular excessive speeding through this 25 mph, residential, 1 acre lot neighborhood. She further stated that there are many families with children that walk and ride bikes for exercise throughout the neighborhood. Ms. Litwinowicz gave examples of how she and other walkers have been run off the road while walking. From Cedar run to Millwood Drive, a driver fish tailed due to excessive speeding which caused 2 walkers to dive into bushes to avoid being hit. Another resident had a driver come to his door, bloody and asking to use the phone because he lost control hitting a tree and the mailbox. She continued that VDOT has not suggested adding stop signs, only that the speeding needs to be controlled. The sheriff has parked cars there (Millwood) and speed register machines can't be placed in the correct location to accurately register the speed.

Mr. Fancher, a federal police officer, complained about the speed being 15 mph or more over the limit. He stated that Cedar Run/Millwood Drive is used as a cut through and doesn't let his kids ride bikes on the road. He requests that stop signs be placed in key areas.

Mr. Whisenant lives on Millwood Drive between Cedar Run and Atlee Road, and feels that 70 % of traffic on the street is exceeding the speed limit. His wife has been run off the road while walking and he won't let his 6 year old daughter walk to a friend's house due to the driver's speeding at 45 – 50 mph. The sheriff has posted signs to help lower the speed limit and monitored with radar, but the problem continues. He feels that stop signs placed at some of the cul-de-sacs would eliminate the problem.

Mr. Nace asked if VDOT has a record of dealing with the problem. Ms. Garreau also asked if anyone has approached VDOT about the issue. Mr. Cabbage replied that none of the residents present have approached VDOT. A resident then presented a letter from VDOT from 8 yrs ago, that stated they had looked at the posted speed limit signs and determined there weren't enough and should be placed a certain distance apart from each other. He also had a follow up discussion where the representative from VDOT stated a stop sign would not eliminate the problem and the Sheriff should be contacted.

Mr. Cabbage stated that he has not had a subdivision request with this quantity of all-way stop signs until now. He further stated that there are two mechanisms that would generate the need for an all-way stop. The first is MUTCD guidelines, which might not qualify (Mr. Cabbage will provide the MUTCD criteria list to the committee) and the second is to initiate traffic calming efforts throughout the neighborhood. The criteria for traffic calming; 1<sup>st</sup> step is to determine if it's eligible to participate in the program, 2<sup>nd</sup> is to document the speed problem from law enforcement and 3<sup>rd</sup> is to provide a petition from 75% of residents in the community or petitioned area. He also addressed the eligibility criteria, that technically it doesn't have primary access to commercial/industrial sites or 12 dwellings per 1000ft of roadway.

Mr. Nace stated that there definitely are problems with through traffic on these roads and that the speeding is probably worst past his house on Cedar Run Drive near Shannon Court due to the steep hills, but he doesn't think that all of these 3 and 4 way stops are a good solution. He described the segment of Millwood in question as relatively straight with houses set back far from the road except at the two ends where the curves are sharp and trees and bushes obstruct sight distance. At both of these ends though, drivers must make a sharp 90 degree turn to enter the segment or stop at an existing stop sign, thus making excessive speeds difficult. But the character of the center section could support a speed limit of 35 mph. He referenced a letter to the Transportation Committee regarding excessive speeds at the corner of Pembroke Court that indicated to him that the incident was likely caused by a resident or a visitor.

Mr. Cabbage agreed to look at VDOT's inventory of crash info, current traffic counts and do a traffic study. He cautioned the residents that the Route 605 improvements will begin in two weeks and any traffic counts taken at that time could be false due to increased traffic through Millwood Drive and Cedar Run. Mr. Cabbage stated that construction will take 18 months and will close Atlee Road briefly while adding turn lanes to Route 605.

Mr. Smith asked if they could do a study prior to beginning the 605 improvements and Mr. Cabbage said no.

Mr. Cabbage will start with reviewing historical data, get law enforcement involved and will put a trailer out, but feels this will not be a permanent fix.

A neighbor stated the speed of traffic is the issue and the construction will have nothing to do with the speed.

Ms. Garreau asked if the HOA could install speed bumps and Mr. Cabbage replied no, they would be an element of the traffic calming program and mentioned that they slow down emergency response vehicles and affects snow removal.

Ms. Garreau asked if VDOT could proceed with confirming eligibility for the traffic calming program while the construction is taking place and Mr. Cabbage replied that he would put together an analysis of criteria for both the MUTCD and traffic calming to see whether these streets fit.

Mr. Eltringham asked if the residents should begin with putting together the petition and Mr. Cabbage replied that VDOT will have to review the language of the petition before it is circulated.

Ms. Garreau asked if there was a sample petition and Mr. Cabbage replied that the residents would have to work with County staff.

Ms. Eddy stated that if VDOT has information together for the January meeting and they meet the criteria, she will work with the applicant on the petition language.

Mr. Eltringham also added that he doesn't think we should send the citizen to the sheriff, a representative should attend the Transportation Committee meetings.

**ACTION:**

**VDOT will review historical data; look at VDOT's inventory of crash info, current traffic counts, do a traffic study of volume and will put together an analysis of criteria for both the MUTCD and traffic calming to see whether these streets fit.**

3. *Consider a request for Route 692 (Kines Road), from Route 670 (Old Auburn Road) to the end of State Maintenance, to be designated a Rural Rustic Road (Cedar Run District) – Virginia Department of Transportation (VDOT)*

Mr. Cabbage stated that the Rural Rustic program is one component of the Six Year Plan for unpaved roads. He continued that the Six Year Plan includes Route 692, which meets rural rustic criteria for geometrics, terrain, trips per day. The county needs to ratify the resolution before moving it forward. Mr. Smith asked if VDOT recommends it and Mr. Cabbage agreed it should be approved to move forward. Mr. Smith then asked if the money is coming from a

different category and if it would be moved to the top of the list. Mr. Cabbage explained that the money is part of the Six Year Plan, and with the resolution you are basically saying the road is ok as is, just needs to be paved and program money to it. He further stated that it should be complete within 18 months and would remain number 13 on the list.

Mr. Cabbage confirmed that the Rural Rustic program is designed to work within existing right of ways.

Ms. Garreau inquired if there has been input from residents. Ms. Eddy replied that it is part of the process to go to the Board of Supervisors and have a public hearing. Mr. Smith added that residents had previously contacted the Transportation Committee, and that's how it came to be on the Six Year Plan.

**ACTION:**

**On motion made by Mr. Smith and seconded by Mr. Mason, it was moved to accept the Resolution for Route 692 to be designated a Rural Rustic Road and move forward to the Board of Supervisors for approval. The motion carried unanimously.**

**4. *Route 215 Presentation by John Hutchinson, Consultant to the Buckland Preservation Society***

Mr. Smith prefaced the discussion to note that Route 215 still remains the County's No. 1 Primary Road Priority, as has been the case for over five years. He noted there is much controversy about this because of the areas historic resources. Mr. Cabbage stated that VDOT was looking for direction from the County about Route 215 and the alternative alignments that have been studied. Mr. Cabbage stated that VDOT's overall priorities, in light of serious budget constraints, were matters of 1.) Safety, 2.) Repairing structures (bridges, abutments, overhead signs, culverts, etc.), and 3.) Operation Improvements. Mr. Cabbage said there is no VDOT timeframe established for decisions about Rt. 215. They are looking at a host of measures. There has been a period of time that crashes at Rt. 215 and 29 have diminished. VDOT is looking at entrance changes to the commercial operation across from the Rt. 215 entrance at Rt. 29. Mr. Cabbage further stated that the original plans for a grade separated interchange are costly. VDOT may consider relocating a signalized intersection at Rt. 215 and Rt. 29.

Mr. Hutchinson presented a series of images beginning with a bird's eye view of the Buckland area that is from the perspective of approximately the Rt. 15 and Rt. 29 interchange. Mr. Hutchinson explained that most drivers are unaware that behind the veneer of small scale commercial buildings, signs, and other modern development, there is a very intact and significant Civil War battlefield landscape spanning Prince William and Fauquier Counties. The Buckland Mills Battlefield includes two other significant sets of resources, Buckland Farm, and Buckland Village and they collectively form a set of structures and landscapes that are highly significant in our national heritage. The core area of the battlefield, where there was bloodshed and battle activity, comprises over 2,500 acres spanning the counties. The battlefield study area is larger, approximately 5,000 acres and the study area shown in [Map 2](#) of Mr. Hutchinson's presentation, shows the dispersement of

cavalry in both attack and retreat all through the New Baltimore, Buckland , Gainesville, and Haymarket areas.

Buckland Mill numbers among 12 Civil War Battlefields partially or entirely located in Fauquier County that number among the top 384 most important battlefields in a war that involved over 10,660 military engagements. Virginia has the majority of the nation's most significant battlefields since the Eastern Theater was largely about attacks on Richmond and Washington D.C.

Mr. Hutchinson explained that the National Park Service has funded a Battlefield Management Plan for Buckland Mill. This process involves collaboration between all property owners and citizens to study the realm of preservation options and priorities for any given battlefield. These planning processes have been used in the Shenandoah Valley with remarkable success. The planning process allows all the property owners to understand the battlefield resources and issues. At this time, Buckland still retains enough integrity that any visitor or local resident can understand what exactly happened on this landscape. When a landscape loses integrity it is no longer possible for someone to understand what happened. Incremental development and grading greatly reduces integrity.

Mr. Hutchinson provided a concise history then he allowed Mr. Pete Eltringham to further elaborate on the details as follows:

*In previous days, Confederate Major General JEB Stuart had just gotten through making characteristic run around Union forces located in Prince William and Fairfax Counties, enraging Federal leadership while scouting positions and shielding Confederate forces as they proceeded to winter quarters after the final stages of the Bristoe Campaign, with recent engagements at Auburn, Bristoe Station, and Rappahannock Station. Documents indicate it had been raining for three days. In addition to muddy roads and fields, Broad Run River was reportedly running deep and fast. Lieutenant General Meade sent his cavalry commander, Major General Judson Kilpatrick, one of the Union's most headstrong commanders, off to locate and attack Major General Stuart's cavalry (and the rebel army if found) to press an engagement before General Lee settled into winter quarters. This was a cavalry battle and the cavalry served as reconnaissance for both armies. Brigadier General Custer and Colonel Davies were Kilpatrick's Brigade Commanders. The Confederates, despite the weather, employed scouts and flankers successfully. The Union did not. Custer started the battle across Buckland Bridge around 8:00 a.m., pressing Confederate forces out of Buckland in retreat towards New Baltimore. Custer wanted to stop and feed his troops, who had not eaten in two days. After harsh words Kilpatrick, with Davies, went forward down the Warrenton Turnpike (now Route 29) in pursuit of the retreating Confederates. With the assistance and concurrence of Major General Fitzhugh Lee and his cavalry brigade coming up from Auburn, Stuart purposely retreated toward Warrenton, setting a trap for Union forces. As a result Kilpatrick went headlong into the trap and, in the afternoon, when Fitz Lee was in position in the vicinity of Buckland Farm; Fitz Lee fired his cannon to signal his attack on the Union flank and rear at Buckland bridge. Stuart then mounted his charge and starting running the Federals back toward Buckland in what would become known to Confederates as "The Buckland Races." Some of Davies' men escaped via Foster's Fork and Busthead Roads proceeding to Haymarket. Meanwhile, back at Buckland, Custer mounted an orderly retreat but was pushed across the bridge, closing the trap. The*

*Confederates quickly set up a defensive position along the ridges in the vicinity of today's Battlefield Baptist Church and Pilgrim's Rest Road East (Route 625) to catch the remaining Federals fleeing in panic to escape on the turnpike. The plan worked to perfection. Many were killed and others, including Judson Kilpatrick, were said to escape at a ford on Broad Run River about a mile north of Buckland Village and proceed in tatters back to Gainesville. This was the last victorious cavalry engagement of its size for the Confederate Army in the war. Kilpatrick and Custer would play down the importance of "The Buckland Races," but Kilpatrick, nicknamed "Kill Cavalry" by his men for his capricious actions at Gettysburg, was soundly beaten. As for Custer, his administrative wagon, including his personal papers, were captured in the battle and his letters to his sweetheart made for publicly entertaining reading in the Richmond newspapers a few weeks later.*

Mr. Hutchinson further explained that the defensive ridges are in the vicinity of Battlefield Baptist Church. Kilpatrick and his men couldn't get out of the trap and thousands of men dispersed through the woods and any route possible to escape the trap.

Mr. Hutchinson and Mr. Eltringham explained the mapped area of the core and study may not necessarily include every bit of documented activity but certainly does include primary documented battlefield activity. There were 5,000 cavalry men on both sides and there were men all over this arena. The core area is the most important land within the entire battlefield. All battlefields have not been as extensively documented as this one, so the core and study area lines can and do change as new information is found that may further complete the story.

Mr. Hutchinson explained that the National Park Service and military historians use an analysis called a KOCO analysis to document and map significant battlefield features and subsequently measure their integrity. This term is an acronym for Key Terrain, Obstacles, Cover and Concealment, Observation and Avenues of Approach.

The two ridges in the battle are identified as key KOCO features in the Buckland Mills Battlefield. Mr. Hutchinson explained that much of the fate of the future of the battlefield rests with what the County decides to do about Rt. 215. Mr. Hutchinson explained that Rt. 215 still has what is called under Park Service evaluation standards, "the feeling and association" with its historical past. In fact, the Vint Hill EDA website features a picture of Rt. 215 to market the unique features of that business park.

Committee members generally discussed the integrity of Rt. 215, believing it to likely be still located on an earlier alignment. One member noted that the trees lining the road are at least 100 years old and there is little likelihood that the alignment changed in the prior fifty years back to Civil War times.

Mr. David Blake from the Buckland Preservation Society stated that some archaeology work has been completed by VDOT and it does prove the locations of artillery positions. He noted that a widening would wipe out these battlefield features. Mr. Blake explained that Federal and State preservation funds are targeted to battlefields with high integrity. Mr. Blake explained that although the NPS service maps show some holes in the areas with less

integrity at the Rt. 215 and Rt. 29 intersection, there are also funds to reclaim these areas back into the battlefield if a property owner is willing to sell.

The committee members generally agreed to avoid conclusions about what position to take about Route 29 at this meeting.

Committee members and guests discussed a range of related transportation improvement issues in the vicinity of Rt. 215. Mr. Brian Cohn, a Brookside project representative talked about how the area appeared over 20 years ago. He talked about being on a citizen's committee and that they looked at a road alignment that took another two lane road into Vint Hill. That road is Shepherdstown Road and it is the de facto entrance to Vint Hill. Most of the alignment of that road is paved. Widening Rt. 215 seems like a drastic measure with historical impacts when there appears to be other alternative roads that meet similar transportation goals. He noted that it ties into Riley Road behind the school.

Mr. Chuck Medvitz talked about being on a citizen's committee to look at transportation in the 1980's. There were no historical battlefields identified at that time. Vint Hill was still a military base. There was an underlying assumption that Rt. 29 would be a rural freeway to Rt. 66. That committee drew big red lines to design the Route 215 expansion and intersection. A lot has been learned since that time, particularly about the national significance of the battlefield, as well as the emotional importance of the open space gateway at Fauquier County's line. Prince William has plans to widen Rt. 28 and Rt. 215 and has opened Sudley Manor Road. In his view, the decision to widen Rt. 215 was obsolete under current condition. All the underlying assumptions have changed.

Mr. Nace, committee member, stated that he still did not see any benefit for Fauquier County to widen Rt. 215. There seems to be benefits for Prince William County.

The group discussed the funding issues related to Route 215. Mr. David Cabbage stated it is in the Six-Year Plan. Allocations are money in the bank. There is approximately 2 million dollars allocated for preliminary studies. Beyond that phase (rights-of-way, etc.) there are only estimates. They have spent about half of that. They are studying the current alignment and proposed alternatives. There is also a proposed Alternative A (went to public hearing in 2004) and the Alternative "no-build."

Mr. David Blake explained that VDOT has adopted "Context Sensitive Solutions" and he was hopeful that would be employed in the future. He was hopeful they could have a workshop to vet out options for a system of streets with minimal impact on any one area. Mr. Cabbage discussed how much he learned during this project and he has brought this back to the County for direction in light of all the historical information that has been revealed. Mr. Cabbage said that the unspent but allocated funding to Rt. 215 would be reallocated to other primary roads, likely the Opal Interchange. The funds cannot be spent on Shepherdstown, Rt. 602, or Rt. 605 since they are secondary roads.

The presentation concluded with Mr. Hutchinson stating that the KOCOA study has been recognized by the NPS as one of the best examples of a KOCOA study to date.

Ms. Eddy said that the next meeting would be a return to the model presented at the previous meeting. Mr. Smith inquired as to whether a work session might be in order.

**ACTION:**

**The item was postponed until the next meeting.**

**5. *Citizens requests to forward to VDOT***

- ***Consider a request for a reduction in speed on Route 673 (Baldwin Street) (Scott District) – Teresa Hopkins***

Ms. Eddy said that at the last meeting the committee decided to pass through to VDOT various requests submitted by citizens. Mr. Cabbage said these study funds compete with other funds, such as road paving. He would rather the committee filters the various community requests and prioritizes them. Mr. Cabbage said you can go to VDOT's website and obtain traffic counts and that VDOT can make certain provisions to ensure that historical data is made available to this committee.

Mr. Medvitz discussed Rt. 673. VDOT did post new signs there. Given the financial situation today, is it more cost effective if the citizens funded the signs? Mr. Cabbage explained that VDOT needed to retain authority over any regulatory speed signs. There are legal issues. With advisory signs there is more flexibility. Equine signs, children at play signs, and others that fit criteria than VDOT would gladly welcome citizen contributions.

Mr. Cabbage stated that the economic downturn is going to severely curtail VDOT funding. He doesn't see any changes in the situation in site. The commissioner has developed a blueprint about how to manage this. They are going to completely restructure VDOT. They need to have specific safety issues to address. They are going to completely reorganize staff. They have frozen 1,900 VDOT positions. He wants to look at safety issues at Rt. 28 and Rt. 17, and other areas. In short, it is going to be the bare minimum, safety. Emergency response is going to grow but other departments shrink.

The conversation again turned to the equipment that can be used in communities to record speed. Mr. Cabbage said the signs on Rt. 17 costs about \$2,000. The group continued to discuss ways to help address community transportation concerns (speeding, stop signs, etc.) in light of VDOT's forecasted funding shortfalls.

Ms. Eddy asked the committee what approach they would like for her to take in regards to citizens requests. Mr. Eltringham moved that the committee first take a look at what happened in the recent past before they take action. The motion was unanimously approved. Mr. Cabbage said he keeps historical data back to the 1960s. Mr. Smith said the committee can likely filter through a lot of requests.

Mr. Cabbage stated that developers have learned that if they get speeds lowered in advance of their project their site distance requirements change.

**ACTION:**

**On motion made by Mr. Eltringham and seconded by Mr. Mason, it was moved to review past data on Baldwin Street and reconvene next meeting. The motion carried unanimously.**

**6. *Citizens' Time***

No citizens spoke at this time.

**7. *Other Items***

No one spoke at this time.

There being no further business, the meeting was adjourned at 9:35 p.m.  
The next meeting will be held on **Wednesday, December 3, 2008.**