

MINUTES
MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD
SUBCOMMITTEE ON ROUTE 29

Virginia Department of Transportation
Warrenton Residency Office
457 Shirley Avenue
Warrenton, Virginia 20186

April 28, 2010 – 10:00a.m.

The meeting of the Route 29 Subcommittee of Commonwealth Transportation Board (CTB) was held in the conference room of the Warrenton Residency Office at 457 Shirley Avenue in Warrenton, Virginia on April 28, 2010, at 10:00a.m.

Attendees: CTB Members: Douglas Koelemay, Peter B. Schwartz, and Sharon Pandak, VDOT staff: Marsha Fiol, Robert Hofrichter, Paul Grasewicz, Randy Hodgson, Charles Proctor and Charlie Rasnick, Amy Inman, (DRPT), and Joe Springer - Parsons Transportation Group (PTG)

1. Welcome and

2. Public Comment

Chairman Koelemay welcomed everyone and asked if anyone from the public would like to speak to the Committee. No one from the public asked to speak to the Committee.

3. Approval - Minutes of the April 7, 2010 Meeting

Chairman Koelemay asked for any corrections to the minutes of the April 7, 2010 meeting. The minutes were approved as presented.

4. Process for Studying Corridor of Statewide Significance

Chairman Koelemay asked for comments on the draft of the Process for Studying Corridors of Statewide Significance and Mr. Schwartz asked to change the word many in the first paragraph to “*some*”, the others agreed. The Committee suggested one other edit on page 4 under the last bullet the following was inserted: *The study team should use area maps with overlays as well as other displays that may be needed for the participants to clearly understand the issues and impacts.*

A draft resolution was presented to the Committee and after review; the Committee approved the resolution for presentation the CTB.

5. Route 29 Plan Report (Webpage Update)

Charlie Rasnick informed the Committee that the one page summary on the webpage update as approved by the Committee on April 7th meeting had been sent to our Public Affairs staff for editing and to use in updating the webpage. The Committee asked for a timeframe for the update and he indicated that it should be done over the next three

weeks. The Committee wants the webpage updated ASAP so the public will know the current status.

6. Proposed Next Steps

Charles Rasnick and Joe Springer reported on the progress on the following Directives of the CTB's December 17, 2009 Resolution.

a. Prioritized Intersections Based on Safety and Congestion Concerns -

Joe Springer presented the revised Table showing three tiers of intersections on the Route 29 Corridor. The first tier (orange) is to be considered for improvements including grade separations. The Committee wanted the list to be described as a statistical analysis and prioritization of the intersections. They also recommended changes to the title of the intersection list to show it as Prioritized Intersections Based on Safety and Congestion Concerns. Within the header explanation, include the phrase "transit and other multimodal solutions, etc." Another edit is in the third column the word Current was omitted, it should be replaced. The Chairman stated that the Committee will not be recommending this as the list for grade separations but will simply be reporting the Prioritized Intersections Based on Safety and Congestion Concerns to the CTB.

b. Plan to minimize the number of traffic control signals –

Charlie Rasnick presented a proposed policy outline that could help reduce the number of new entrances and the number of new traffic control signals. He indicated that the policy outline has been sent to the Attorney General's office for review and for their advice on the legal basis for the policy. There was considerable discussion on this issue and the Committee determined that while the draft policy is written for Route 29 it should be modified to cover all Corridors of Statewide Significance that are identified in the Statewide Plan. The policy should give the Commissioner the ability to say no to traffic signals, but give the localities other alternatives for traffic control.

The Committee expressed their concerns about making the policy work for the localities as well as VDOT. Once the policy is in effect, the Localities will need a clear set of expectations of how future nodal development will be served. The Localities need to hear the message from the CTB that "we don't do traffic signals" on these Corridors, but will work with the localities to find alternative ways to serve land uses. To accomplish this, the Localities, VDOT and DRPT need to work cooperatively to develop alternatives through the Corridor Management Plans. (The Corridor Management Plans need to be multimodal and include the Regional Transit Development Plans.)

The Committee asked about whether there are Federal constraints on the Corridors of Statewide Significance (CoSS). Charlie Rasnick informed the Committee that the Federal Highway Administration (FHWA) has full control of access to the Interstate System but not Primary facilities. The CTB has stewardship of the Primary Routes that are part of the CoSS and can set policy for the Commissioner to follow in managing the Primary System.

The Committee further emphasized the need to show the localities that there are alternative ways to serve land development. They need be able to visualize how the alternatives work and what they look like on the ground. VDOT will need to pictures or collages of concepts of how the policy can be implemented. Ms Pandak cited Sedona, Arizona as having built an example of how a roadway including sidewalks can blend into the surrounding land contours and preserve existing features. VDOT needs to be on the “cutting edge” by conceptualizing how this policy can work for the benefit of the localities and the State. She indicated that the process used in Arizona could be a model for the Route 29 Corridor. (A review of the work of the Arizona DOT on Route 179, shows they spent a significant amount time in gaining consensus for a design and incorporated Context Sensitive Solutions in the project.)

Based on the Committee input and suggested edits to the policy outline, as well as the Attorney General’s advice, staff will update the policy outline for the Committee’s review at the next meeting.

c. Improve Mobility/Accessibility – Gainesville/Buckland/Haymarket

Peter Schwartz and Sharon Pandak have met to review the Buckland/Gainesville area on the ground to see where development has occurred, where there may be locations for possible alternative alignments and discussing some of the concerns of Prince William and Fauquier Counties. They each have agreed to talk informally with the supervisors in their respective counties to see if it is possible to hold an informal meeting to initiate discussions between the two localities regarding the future of transportation along the Route 29 Corridor (in Prince William and Fauquier Counties).

The Committee discussed various scenarios for the cross-jurisdictional talks, but the Committee was concerned that showing any of the previous alternatives or concepts on a map could jeopardize the discussion. Ms Pandak suggested that as part of the initial meeting a map with overlays showing of all of the sites, and features that will be impacted or that need to be addressed for any a new alignment that might be chosen. Joe Springer will bring aerial photography with the overlays to the Committee’s next meeting. On a separate map, all of the alternatives will be displayed for the Committee to be able to see all of the concepts that have been considered to date.

Regarding the discussions between the representatives from Prince William and Fauquier Counties, it was suggested that the expectations be held low and outcome of the first meeting may simply be a determination of any areas of agreement. If the meeting is held, VDOT will provide a professional facilitator to help guide the discussion.

Mr. Schwartz will talk with others on the Fauquier County Board and Ms Pandak who has already contacted one of the Prince William County Board members will contact others regarding the possibility of a preliminary meeting.

d. Improve Mobility/Accessibility – Charlottesville

Charlie Rasnick offered a draft “white paper” outline for the Committee to consider. The Committee suggested a listing (compendium) of the previous studies rather than summaries. Charlie Rasnick is to share the Charlottesville outline with Mr. Davies and determine how to proceed. The Chairman indicated that the role of this Subcommittee should be to give direction for follow through (by others) by July 1, 2010.

7. To-Do/Assignments

Chairman Koelemay stated that the Committee’s work is tedious but we are moving in the right direction. He said we need to conclude the work and report the status of each item by July 1, 2010, (The items are the Directives from the CTB Resolution of December 17, 2009).

- Charlie Rasnick and Joe Springer to provide a draft Power Point for the presentation of the Process for Studying Corridors of Statewide Significance and send it to him for review.
- The Committee will provide comments on the proposed policy for limiting the number of new traffic control signals. Refinements to include the Committee’s changes.
- Joe Springer will revise the Prioritized List of Intersections for Grade Separation.
- For the next Committee meeting, a map or series of maps for the Buckland/Gainesville/Haymarket area will be compiled showing conservation easements, historic sites, wetlands and other environmentally sensitive sites, and all the previously proposed alternatives and the connections to I-66.
- Status outline for Items 6c and 6d will be drafted for the next Committee meeting.
- Charlie Rasnick will contact Mr. Davies to discuss the white paper outline for the Charlottesville.

8. Next Meeting

The next meeting of the CTB Subcommittee is scheduled for May 26, 2010, in VDOT’s Manassas Residency Office, 10228 Residency Road , Manassas, VA 20110.

The meeting adjourned at 12:35 p.m.