

December 12, 2017

Broadview Avenue Business Group

Meeting Notes

Attending

Business and Property Owners

Cecil Campbell
Mack Chehrch, Piedmont Motors
James Ivancic, Fauquier Times
D. Del Rosso, Fauquier Now
Alvin Henry, Frost Properties
Erica Fusco, McMahons
Dink Godfrey
Mike Borrell, Midas
Catherine Schwaldler, Jiffy Lube
Pam Simons, The UPS Store
K. Lovitt, UPS
Woody Baek, Fuel Baek LLC
Mike Ewing, Oak View Bank
Brian Montgomery, Warrenton Foreign Car
Dale Edwards, Chicki Services
Sam Parker, Oak View Bank
Mike Cerny, Foster Grille
Vern Torney, VETRA
Carl Nerskoo, Carousel
Brian Murphy, Murphy's Motorsports
Randy Minter, Moser Funeral Home
Jim Walther, Burger King

Town of Warrenton/VDOT

Powell Duggan, Mayor
Sunny Reynolds, Town Council
Robert Kravetz, Town Council
Sean Polster, Town Council
Brett Hamby, Town Council
Brannon Godfrey, City Manager
Edward Tucker, Public Works Director
Paul Bernard, Asst. Public Works Director
Brandie Schaeffer, Planning Director
Tom Wisemiller, Economic Dev. Manager
David Cubbage, VDOT
Mark Nesbitt, VDOT
Mark Ledebbar, Wallace Montgomery
Peter Gimbel, Wallace Montgomery

Discussion

Mr. Godfrey introduced VDOT staff present at the meeting:

- Dave Cubbage, VDOT project manager
- Mark Nesbit, VDOT local resident engineer
- Mark Ledebbar, Wallace Montgomery

VDOT staff attended the meeting to listen to stakeholder concerns about the design, see how they can incorporate those concerns into designs going forward, and to review the history of the project. The current design done by

Dave Cabbage: said that they brought along designers from WM, who will be on board. HNTB did planning study, which VDOT/Wallace Montgomery subsequently turned into an engineering 30 percent design. The project is in public involvement phase. The goal at today's meeting is to hear ideas/concerns, incorporate what they can; however, the design might not be able to incorporate some ideas due to safety and engineering requirements.

Mr. Godfrey: we brought to the meeting maps and diagrams. The survey doesn't show two new businesses (e.g., Taco Bell), but we should have those soon.

Mike Cerny: stated that he was asked by business owners to make a presentation. Claims that businesses mostly opposed 2012 plan, which was approved by Town Council, and that it was changed since then. Mr. Cerny concerned that the current design will mean a lot of restricted access. Claims new plan wasn't approved by Town Council and that it had no input from businesses. Mr. Cerny claims current design will create more congestion, have bad impacts on businesses, require difficult u-turns, and make deliveries and emergency access more difficult. Claims merchants do not want this design. Mr. Cerny passed out a handout of his concern, including recommendations. Mr. Cerny suggested that the project would be economic suicide for Broadview Avenue. He urgently requested Town Council to do a special session to address this project.

Dave Cabbage: mentioned concepts for revisions they're working on. As they refine the concepts, they will show them to stakeholders. VDOT is not trying to force this project on anyone. They are here to listen to stakeholder concerns. The 2012 concept was a planning exercise, which was not informed by any engineering work. HNTB was a good planning document, which VDOT/Wallace Montgomery utilized in its engineering work.

Mark Ledebur (Wallace Montgomery): in taking the planning concept to an engineered design, the number of openings was reduced from 9 to 7 openings. The engineer claims that the design only eliminated those two openings due strictly to functionality and engineering. He said that we need to explain further that going from the HNTB concept plan to an engineered roadway that functions in reality requires a design that is supported by data. Some of the concepts in the HTNB plan were not up to engineering design standards. Using all of the HTNB concepts would require waivers. The current design is what works in accordance with design standards.

David Cabbage: The 2012 plan did not benefit from a survey, had to rely on a limited traffic count, and had no current crash rates data. The 2015 design benefited from much better, more current, and more thorough data.

Mark Ledebur: To create the current design, we analyzed intersections from traffic logistics. One of the openings in the HTNB concept plan was too close to an intersection.

David Cubbage: This is highest crash rate location! We are trying to increase safety and community wants median here, so how do we mitigate this? Move the opening down the street. Even now, it is very difficult to take left turn at this location (where one of the HTNB openings was removed) between 4:30 and 6:30 anyway. We want to hear from you. Tell us what you want, we will try to make it happen, but not everything is feasible.

Vern Torney, VETRA: This project must balance the engineering concerns, safety and other VDOT goals, with potential impacts to businesses.

Jim Walther: During the HTNB study process, the businesses and property owners on Broadview Avenue gave considerable amount of input. By implication, Walther suggested that, during the design process for the current 30 percent engineering design, there was no stakeholder input. Walther wondered if the project could be phased, such that section 1 and could be completed first, while the community further weighed its options on what to do with the section 2.

David Cubbage: Said that VDOT values these focus groups meetings. He reminded the group that the Broadview Avenue project is actually TWO projects combined. When it was one unified project, it didn't score well by State of Virginia transportation funding standards. When both sections were funded, however, it became more cost effective to do both at once. Consequently, the paving for both sections will be done concurrently because it is a better use of State of Virginia public funds and saves the Town money, too. It's possible to do the two projects separately, but both are currently funded together.

Mr. Cubbage invited the group to take a closer look at the project maps and continue to provide input and feedback.

Stakeholder: asked if access for tractor trailers, emergency vehicles would be hindered by the current design?

David Cubbage: did not believe that the project will negatively impact emergency response times. And it's typical for such corridors to not accommodate tractor trailer I-turns; tractor trailer drivers typically will plan their routes into an area with access points in mind.

Mike Borrell (Midas): Broadview Avenue gets a lot of through (commuter) traffic. He expressed concern that this design would create points of contention, with the U-turns and left cutouts. He believes that the project is a solution searching for a problem – that there aren't many accidents on the corridor. How are medians going to help? Most of the issues on this corridor are concentrated at that one intersection (Broadview Avenue and Waterloo Street/Frost Avenue). Supports lowering speed limit on Broadview Avenue.

Mark Ledebare: actually, this design will reduce conflict points; we are not increasing conflict points by concentrating them. Why not two lanes flowing to 211? They looked at this, but recommended another approach. Might help, but what would it take to build it? They will take another look at it.

Stakeholder: What is capacity of this corridor? Given future projected growth . . . Has not been studied. Timber Fence Parkway?

Stakeholder: Does our traffic data show what's through traffic versus local versus destination? The data does not get that level of detail. A "commuter" traveling through the corridor could be going to Walmart (in Warrenton), or could on his/her way to Culpeper.

At this point, the group discussed ways that the Town can get a better understanding of traffic patterns on Broadview Avenue – how much of its is local trips versus longer-range commuting trips. VDOT explained that it confines its analysis to the corridor, itself- what comes in, what goes out.

Additional stakeholder questions . . . Does VDOT/Town have crash data based on time of day? Does VDOT install new traffic lights for reasons other than safety? A number of stakeholders expressed their desires to have at least one new signalized intersection – in particular at Broadview Ave and Gold Cup Drive – to improve the business climate, create a safe, attractive pedestrian crossing, and make the roadway improvements part of a more concerted corridor revitalization strategy.

David Cubbage: explained that none of the intersections previously met the warrants for a traffic light. They will take another look at Gold Cup for warrants (safety, volume, demand).

Several business owners expressed concerns about adding bike lanes on a busy corridor, with all of the curb cuts and fast moving traffic – will it be safe? Currently, not many bikes take this route, but will they be encouraged to take an unsafe route if bike lanes are designated here?

David Cubbage: explained that the project funding was tied to bike lanes. It is an accommodation that was "built" into the project plan. If the bike lanes are removed, the project would have to be rescored (potentially jeopardizing funding, delaying the project, etc.).

Other stakeholders asked about pedestrian access. Can the project include flashing beacons somewhere to create safer, more attractive crossings?

David Cubbage: The medians will help, by creating a halfway haven; however, they will look at other ways to enhance pedestrian access as the designs are revised.

Next Steps

It was decided that the next focus group meeting would be scheduled during the week of Jan 22. Staff would finalize a day and time and let the group know when the next meeting is.

The Town/VODT agreed to provide the following materials at the next meeting:

- Map(s) comparing 2012 HNTB concept plan with 2015 design
- Crash incident data
- Analysis of proposed U-Turn locations