

FRIENDS OF ROUTE 15 MEETING

June 25, 1986.

Approximately thirty Friends of Route 15 met at the Oatlands Carriage House at 5 p.m. on 6/25/86.

The minutes of the previous meeting were approved unanimously and a pad was sent around to record the names and addresses of those present, which included several new attendees from the Lucketts Ruritan Club.

The Chairman reported that FOR-15 had approximately \$241 in the bank.

The Chairman reported that he had had numerous discussions with a variety of knowledgeable and influential persons and that there seemed to be three areas of concern threatening Route 15: the Piedmont Corridor, the Washington western bypass, and the Washington outer beltway.

Mr. Brown read the letter he had received from Senator Elliot Schewel regarding the Piedmont Corridor, indicating his interest in attempting to cooperate with FOR-15 to see that the Corridor did not extend up Route 15 from Route 29 at Haymarket.

Regarding the outer beltway, Mr. Brown noted that it would very likely be part of the "Springfield Bypass" and, as such, would be closer to Washington to accommodate the present traffic currently in that area. Therefore, it was unlikely that it would affect Route 15 because if it were forty miles outside Washington, it would not constitute a practical beltway.

Mr. Brown told members present that a number of them had had dinner with Senator Charles Waddell at Rockland on Sunday, June 15. The Senator provided him with a copy of a study by the U.S. Department of Transportation, Federal Highway Administration, dated May 1986, prepared for the Appropriations Committee of the U.S. House of Representatives and titled "Virginia Western Bypass Study: Analysis of Future Highway Traffic". Mr. Brown reported that analyses of ten proposals plus a null alternative for a western bypass were included in the study, none of which recommended Route 15. The purpose of the bypass would be to relieve congestion on I-495 and a western bypass as far out as Leesburg would not effectively do the job. Senator Waddell told the group that Maryland was adamantly opposed to a western bypass until they could get Route 301 improved. He also stated that alternatives 2,3,5,6,8 and 9, which would involve the improvement of Route 28, were less likely than a new road going up just west of Dulles Airport (alternatives 1,4,7 and 10). Apparently this is the route that Til Hazel prefers.

The meeting then turned to a general discussion of what should be done. Mr. Brown reported that Senator Waddell had said that FOR-15 was doing just the right thing in getting organized and expressing its wishes to the various legislators. Six principal suggestions for activities came out of the meeting:

(1) that the group keep its ear to the ground and report any developments or potential ones to Mr. Brown for his files and possible

action,

(2) that the group submit ideas for guerrilla warfare against those interested in improving Route 15.

(3) that the group be prepared to push for an alternative.

(4) that the group establish a liaison with the supervisors of Montgomery County, Maryland.

(5) that the group seek a lawyer/lobbyist to act as guerrilla warfare boss, and,

(6) that the group explore the means of making Route 15 and property within 500 feet on either side of it an Historic District.

Ben Lawrence, who lives close to Point of Rocks, indicated that his group knows the supervisors in Montgomery, County, Maryland, and will assist FOR-15 in meeting with them. It was his impression that Montgomery County would not be opposed to a major road going through to link up I-70 and I-270 with either Route 28 or a new route just west of Dulles. There was also some indication that Maryland might welcome improvements through and around Gaithersburg.

Mr. Brown suggested that we had done nearly everything possible for the moment, that action was unlikely to be taken until people had had a chance to digest the U.S.D.O.T. study and that he would propose the group meet again in September. In the meantime, he asked that members stay alert and report to him any developments. He will undertake to explore ways with Powell Harrison and Brenda Knop to start the ball rolling on declaring Route 15 an Historic District. It was noted that a Scenic Byway Committee chaired by Marvin Watts has initiated implementation of the recommendation in the Loudoun County Rural Land Management Plan that Route 15 and nine other County roads be designated Scenic Byways. Peggy Maio and Marvin Watts toured the roads with Daryl Jones of the Virginia Department of Parks and Recreation and Phil Baker of Virginia Department of Highways and Transportation.

The meeting adjourned at 6:45.



Henry B. R. Brown
Chairman