

CONFIDENTIAL

3rd^d Draft

Proposed/ Suggested Strategy for Review/3rd Draft

Catoctin Route 15 Alliance

March 2018

Alliance Main Goal: Improve the safety of U.S. Route 15 as a two lane rural by-way consistent with preserving the historical, environmental, geological and cultural/agricultural character of the land along which the road traverses north of Leesburg, Virginia to the Potomac River. The land of importance along this historical scenic by-way encompasses those lands adjacent and lying between the Catoctin Ridge to the west and the Potomac River to the east, including a major Karst Overlay Zone as defined by the County of Loudoun as it transverses U.S. Route 15 (hereinafter referred to as the Route 15 Corridor).

Alliance Make-up: Citizens living along or within the Corridor who agree that the main objective listed above cannot be realized if and when any portion of the current Route 15 highway between the North Leesburg Market Street Interchange and the Maryland State Line becomes a 4-Lane paved highway under any proposed configuration by the County of Loudoun and/or the State of Virginia Department of ~~Highways~~. *Transportation.*

Immediate Objective: Create a group of dedicated citizens that will work within the Alliance on a confidential basis to develop and propose, through appropriate technical, legal and administrative resources, a two-pronged approach that addresses both the immediate pressure to 4-lane certain portions of Rt. 15 within the Corridor and the longer-term need to address regional interstate traffic pressure on the current two-lane highway.

Immediate Strategy: Defend, if necessary through legal action, the need to redesign safety improvements to Rt. 15 passing through the Corridor based on the Route 50 Traffic Calming Model (hereinafter referred to as the Rt. 50 Model) verses the need to 4-lane any portion of the current Rt. 15 highway within the Corridor. The Rt. 50 Model would be utilized to address each encumbrance to sustained traffic flow during rush hours along the Corridor including major current bottlenecks at the Whites Ferry Interchange, Montresor and Limestone Road Interchanges, Lucketts Crossroad Light and the Lovettsville Interchange at the Point of Rocks Bridge. The final product would be to keep the Corridor as a two-lane Scenic By-Way consistent with the Journey through Hallowed Ground By-Way.

Longer-Term Strategy: Explore all potential means to limit/divert interstate traffic off the Corridor over the next 5-30 year timeframe and to work through appropriate state and federal channels to develop a plan that will accomplish this objective.

Operational Considerations: The Alliance will remain an informal working group, but will hire appropriate legal counsel and administrative assistance as necessary. Consideration will be given to require all members to sign a nondisclosure clause which prohibits discussion outside of meetings, including the use of emails to transfer any information pertaining to strategy and objectives of the Alliance, including membership names and other private information pertaining to any business conducted by the Alliance. The alliance will attempt to work through other groups, organizations and with other individuals who might support positions and strategy consistent with those of the Alliance. All necessary legal procedures will be utilized to acquire necessary funding to carry out the goals and objectives of the Alliance, but priority consideration will be given to having outside expertise administer any monies collected. The Alliance will consider the need for bonding of individual members against lawsuits and other encumbrances.

Other Considerations?

*All trace***John Adams**

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Sent: Thursday, May 03, 2018 7:45 PM
Subject: Re: Announcement of Route 15 Stakeholders Meeting May 7

Hi all, limited time here, but in a nutshell - agree with Martha's comments below. she did a great job summarizing all the issues in less than her allotted time. I also agree that most questions/comments from the heritage commission were supportive. But I cringed when Stacey from Higgins' office got up. She took up ~1/2 of the question time allotted with her "comments" and frankly seemed defensive to me. I felt that she tried to paint a picture of inclusiveness of the process (almost rebutting some of what Martha has said) when I do not feel it has been. Although, I do feel that Higgins has tried to make that impression & been a bit more conciliatory. Based on her response though, I get a better sense of where he/the County is coming from (i.e., they WANT this widening to Montresor). I had to bite my tongue a few times b/c it was not my place to speak. But thank you Martha, for a job well done! I just feel we're fighting an uphill battle & that I should take a bunch of pictures now to compare with what it looks like in 15 years. Then I'll send my "thank you" note to the County! GRRRR! Sorry, but I am so angry that we (Rockland) have preserved for so long only to get screwed for doing so.

Harriet Dickerson
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*Morgan Butler
 Sout Poerty Law Center
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On May 2, 2018, at 6:52 AM, Martha Polkey <mp@budiansky.com> wrote:

Good morning, all. Last night I spoke before the Loudoun County Heritage Commission (<https://www.loudoun.gov/heritagecommission>) on the need for their support and guidance to protect the county's National Scenic Byway and its heritage and scenic resources.

Harriet Dickerson, a Rockland co-owner, was there and I introduced her.

I'm attaching the talk and the presentation.

There were supportive reponses and thoughtful questions from the group.

Higgins's aide Stacy Carey was there. To my point that 2/3rds of the property owners

weren't represented in the stakeholders group, she responded that there had been many "one-off" meetings with individual property owners (they did not have a formal vote, and like the rest of the stakeholders group, were not educated about the byway, its resources, and how it fits into the economic vitality of rural Loudoun).

I and mentioned that there had been public outreach, and Stacy talked that up (the mailing sent by Higgins about the second public input sessions, months after VDOT had sent its plan to 4-lane to the Transportation Planning Board for funding (with the claim that citizens overwhelmingly supported what they had not been informed of).

She discouraged the Commission from getting involved until after the BOS had voted to accept the 4-laning plan. (She told them to wait until the design phase.) Not helpful.

She said the road design is not up to VDOT, but I'd like to know who is going to engineer the plans. The CPAM language states the road will be constructed in accordance with heritage policies in the Comp Plan, but they have ignored the Comp Plan language stating that the Route 50 traffic calming design be a model for other county highway projects. The CPAM says VDOT will set the design speed "and DTCL." (VDOT invariably sets a design speed above the speed limit, which means more clearing and destruction and more speeding—the segment below Whites Ferry has a 60 mph design speed, as would have the "safety improvements" at Limestone School Rd., Montresor, and Spinks Ferry if the Deputy Secretary of Transportation Scott Kasprowicz had not stepped in.)

In response to questions, I also pointed out that upon asking for detail on the stated \$8 million roundabout cost, I'd been told that they had not in fact any numbers on paper for the actual cost, so that number was kind of pulled out of thin air, as far as I can tell. I also noted that the county had declined to consider any other than construction costs in the consideration of roundabouts (safety, emissions, fuel efficiency), and were not following VDOT state policy regarding roundabouts as the first choice when intersections are being reconstructed.

I also noted the increased cut-through traffic that the four-laning will facilitate, through Taylors town and Waterford.

Martha Polkey
Black Sheep Farm
14605 Chapel Lane
Leesburg, VA 20176
blacksheepfarmva.com

<Talk before Heritage Commission.docx>
<HC presentation 5-1-18.pdf>

On Apr 28, 2018, at 4:01 AM, Martha Polkey <mp@budiansky.com> wrote:

Good morning.

Susan Glass from the county sent out this message yesterday at 6:41 p.m.

DRAFT

Member Non-Disclosure Agreement

Catoctin Route 15 Alliance

For the purpose of protecting confidential information relating to the membership, purpose, operation and strategy of the Catoctin Route 15 Alliance, all members are encouraged to sign the following Non-Disclosure Statement:

I, Math Palk (signature) do hereby sign this Non-Disclosure Statement on 9 Apr. 2018 (date of signature) with the understanding that I will, henceforth, protect, from potential public disclosure, all information relating to any business or conduct of the Catoctin Route 15 Alliance, including all confidential information relating to the Main Goal, Alliance Make-up (Membership), Immediate Objective, Immediate Strategy, Long-Term Strategy and Operational Conduct of the Alliance. I, further agree, by signing this Non-Disclosure Statement that I will not discuss, communicate and/or convey, in any form or format, any information relating to the Alliance to any individual, group or other entity not represented within the membership of the Alliance without clearance of legal counsel.

DRAFT

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For the purpose of protecting confidential information relating to the membership, purpose, operation and strategy of the Catoctin Route 15 Alliance, all members are encouraged to sign the following Non-Disclosure Statement:

Aside from disclosing to PEC staff

I Gem Bingol (signature) do hereby sign this Non-Disclosure Statement

on 4-27-18 (date of signature) with the understanding that I will, henceforth,

protect, from potential public disclosure, all information relating to any business or conduct of the

Catoctin Route 15 Alliance, including all confidential information relating to the Main Goal, Alliance

Make-up (Membership), Immediate Objective, Immediate Strategy, Long-Term Strategy and Operational

Conduct of the Alliance. I, further agree, by signing this Non-Disclosure Statement

that I will not discuss, communicate and/or convey, in any form or format, any information relating to

the Alliance to any individual, group or other entity not represented within the membership of the

Alliance without clearance of legal counsel.

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Member Non-Disclosure Agreement

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I Blair Lewis (signature) do hereby sign this Non-Disclosure Statement on 04/09/2018 (date of signature) with the understanding that I will, henceforth, protect, from potential public disclosure, all Information relating to any business or conduct of the Catoctin Route 15 Alliance, including all confidential information relating to the Main Goal, Alliance Make-up (Membership), Immediate Objective, Immediate Strategy, Long-Term Strategy and Operational Conduct of the Alliance. I, further agree, by signing this Non-Disclosure Statement that I will not discuss, communicate and/or convey, in any form or format, any information relating to the Alliance to any individual, group or other entity not represented within the membership of the Alliance without clearance of legal counsel.

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Member Non-Disclosure Agreement

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I, Amy Renschow (signature) do hereby sign this Non-Disclosure Statement on April 27, 2018 (date of signature) with the understanding that I will, henceforth, protect, from potential public disclosure, all information relating to any business or conduct of the Catoctin Route 15 Alliance, including all confidential information relating to the Main Goal, Alliance Make-up (Membership), Immediate Objective, Immediate Strategy, Long-Term Strategy and Operational Conduct of the Alliance. I, further agree, by signing this Non-Disclosure Statement that I will not discuss, communicate and/or convey, in any form or format, any information relating to the Alliance to any individual, group or other entity not represented within the membership of the Alliance without clearance of legal counsel.

The NVTa application is for widening. They're advocating for a solution that doesn't involve widening (so .. they're basically arguing against the NVTa proposal) .. yet, Martha takes offense to characterizing her as 'opposition'. Ayl

Apparently their answer (contradictory to all analysis done) is to simply put a circle at Whites Ferry, and avoid any widening....

PEC post: http://salsa4.salsalabs.com/o/50930/blastContent.jsp?email_blast_KEY=1376680

Also, following is the text of Martha's recent facebook post on their Cactoctin Coalition page, forwarded to me by a neighbor:

Good morning, all. Here's some information on Route 15. The Northern Virginia Transportation Authority heard from the public last week on Loudoun's bid for funding of a number of projects, including Route 15 (the cost of which has already ballooned from the initial estimate of \$30 million to \$81 million). These projects are carefully ranked, and NVTa will decide on funding next month. I spoke at the Fairfax hearing in support of funding for Route 15, along with some other local residents (many of whom argued for the greater safety and reduced congestion that a roundabout (supported by 78% of residents in last summer's survey) would bring. I heard many citizens in many other jurisdictions pleading for funding for other critical transportation needs, including 21 residents and supporters from Hillsboro, which needs just \$12 million for a traffic calming project through its historic town.

Here is something I just learned that disturbs me. Fred McCusker, the Route 15 stakeholder from Selma Estates, told residents of that community that all of the other speakers from this area and regional organizations spoke against the Route 15 project. This is simply not the truth. Regional bodies spoke in favor of good planning and design strategies that provide the biggest bang for the buck, and strategies that support the Metropolitan Council of Government's deeply analyzed and carefully ranked priorities for what will best improve transportation in the region (look up COG's Visualize 2040 plan).

Local citizens spoke strongly of the need for improvements for Route 15, and that the biggest bang for our transportation buck can be gained by constructing a roundabout at Whites Ferry Road, which will reduce the need to four-lane further north (vehicles take 20 seconds less to go through a roundabout than a signal). This one fix would erase the current queues that the signal causes and save tens of \$ millions, and would vastly improve the safety for drivers and pedestrians (using the planned shared use path along the route). But Mr. McCusker opposes a roundabout, and has told Supervisors and county planners that all residents of Selma do too. Selma residents I've spoken to are puzzled by his claim. He also says a four-lane road is safer, but a preponderance of authorities and studies show cars drive faster on them--and greater speed means more injuries. This road is our main street; we need drivers to proceed along it in an orderly and safe manner.

Much will be saved if Route 15 intersections are fixed first, and the shoulders improved so that emergency vehicles can clear accidents quickly and reroute traffic. Designing the road to discourage the reckless behavior we see each day is also critical.

Some problems with four-laning north of Whites Ferry Road are that it is in a floodplain, and is rife with limestone karst features (sinkholes, a cave entrance next to the road) that when disturbed, will invite more groundwater contamination and new sinkholes (which Raspberry Falls, Selma, and Leesburg Crossing residents have experienced). Four-laning also means drivers will go faster, and WAZE will direct more traffic to Route 15 and that will mean more, not less, cut through traffic on Montresor, Stumptown, and New Valley Church roads.

We all want a safer and less congested Route 15--and we all want safe access onto and off of the road. With transportation funds so scarce, it's important that we work together, be informed, and move forward to achieve the best balance for all residents and commuters on our National Scenic Byway.