

Village Briefing

Progress and Process for the 2003 - 2022 Waterford Infrastructure and Sustainability Plan



Waterford 2033

300 Years of Preservation & Conservation Through Innovation

Opening and Closing the Meeting

Waterford Citizens Association
President, Christy Hertel

Waterford Foundation Board
President, Susan Manch



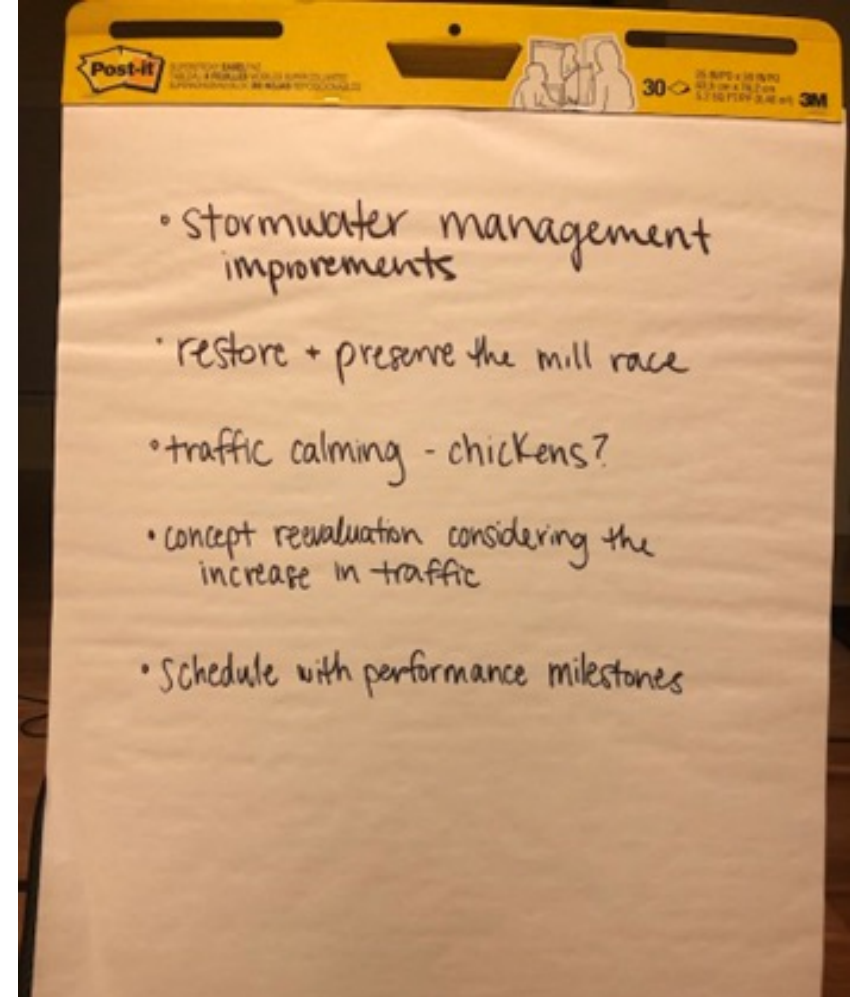


Update on the Work of the Waterford 2033 Committee under the direction of the Joint Leadership Council of the WFI Board and WCA

WATERFORD 2033 CHAIR, CATE MAGENNIS WYATT

John Martin, P.E. and lead engineer from Kimley-Horn provides citizens with an update of Waterford's Infrastructure and Sustainability Plan





Villagers Engage and Share Questions and Ideas



The Kimley-Horn and Loudoun County DTCl team members

From left to right: Devon Arnold, Mark Phillips, Nancy Boyd, Bob Brown, Kate Noel



Former WCA President and Current WCA President welcomed Rachel Reibach, Regional Director for US Senator Tim Kaine of Virginia

Waterford 2033
Vice Chair, Mike
Stup speaks with
Corinna Sigsbury
(DTCI), Bob Brown
(DTCI) John Martin
(Kimley-Horn)
Peggy and Dave
Bednarik (Village
Residents)





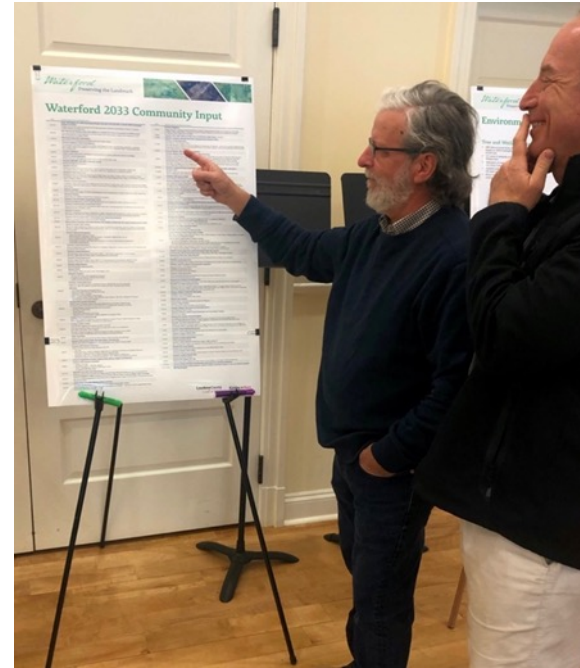
Nancy Boyd, P.E., Deputy Director of the Loudoun County Department of Transportation and Capital Infrastructure speaks to Context Sensitive Design

Villagers Learn More About the Project

MARK PHILLIPS, KIMLEY-HORN AND NICK RATCLIFFE



ROY CHAUDET AND RAY DAFFNER





Villagers Hear About and Examine the 2033 Plan



Waterford Citizens' Questions and Comments
Collected for Historical Reference and Records

Traffic Questions and Comments

- Do you know where the limits of ownership under the roads are, AND where the limits of VDOT role in relation to the design maps?
- Will brick pavers along the road really calm traffic when those who are cutting through are focused on passing through the village as quickly as possible?
- Do any proposed treatments reduce traffic counts?
- Waterford is historically significant in part due to its development pattern using a street grid plan. Would changing the street corner radii be of such high value to offset the impact of modifying the grid?
- Is there a prioritization of projects to be tackled? Traffic calming before other initiatives, for example.
- For traffic calming, are there ways we can enforce existing laws (i.e., weight restrictions on heavy trucks)
- Could we use technology to cheat the system. For example, WAZE app which many rely on for fastest route, could discourage traffic through Waterford.
- Has there ever been consideration of a toll for thorough traffic (non-local cars)? EZ Pass and plate readers are much improved over the past five years. It could be only in effect during rush hour, exempt local residents, etc. Toll has a big effect on driving decisions, especially when routes are of comparable length. Traffic volume is the most escalating issue and requires the most radical out of the box solution.

Traffic Questions and Comments

- Wondering why there are no speed bumps in the plan.
- We should ask VDOT to restrict committee commuter cut-through traffic during rush-hour—this is a way to get Waterford off the traffic apps which is very important.
- What is the timeline of construction?
- Is there a timeline of Key mill stones?
- What happens to traffic coming through Waterford once Route 15 is being revamped?
- Average transit speed monitoring could enforce compliance. Are they permitted in Loudon County?
- Are there any caveats for speed cameras?
- These concepts are all good and work together. In past studies a variety of solutions were proposed along various streets within the village and the entrances. When it was time to present it to the Board of Supervisors little or nothing from the study ends up being recommended. What is the process to keep the updated 2003 proposals together as a whole? Doing this piecemeal won't solve the issue.
- Too many streetlights only increase speed.
- How are cars kept from driving over grass?
- Toll for non-local traffic could be a very cheap option.

Restoration Questions and Comments

- Regarding Mill Race restoration:
 - What construction will be done to restore the millrace?
 - How will the construction retain the historic integrity of the race? Wouldn't construction just turn the historic race into a new stormwater swale?
 - What areas upstream are causing Catoctin creek to channel?
 - Can anything be done upstream to mitigate stormwater channeling?
 - Please describe the construction needed to restore the creek.
 - Will construction include bulldozing the streambank?
 - If so, to what extend on each side?
 - Will riprap be placed on each side?
- Will Tannery Run be restored? If so, how are historic tanning vats preserved

Wires and Roads Questions and Comments

- For several years Dominion Energy has had authorization from the state utility commission to put all electric and other “wires” underground for homes/buildings in its service territory. Has Dominion been contacted about doing this for the homes/buildings of Waterford? Has anyone talked to the state commission about authorizing/encouraging putting all village wires underground?
- Will street elevations be addressed and corrected (too much sameness of appearance in road edging throughout village)?
- How will the suggested improvements help the Waterford Foundation?
- Does reconstruction work include Bond and Liggett streets, the gravel streets around JW church. Right now, the citizens who live there pay for any work done.
- Can electric and cables be in the same conduit?
- How does the rerouting under the intersection avoid the drainage under the road?