

April 8, 2024

Clarke County Board of Supervisors
Special Meeting
Main Meeting Room

6:30 pm

At a special meeting of the Board of Supervisors of Clarke County, Virginia, held in the Berryville Clarke County Government Center, 101 Chalmers Court, 2nd Floor, Berryville, Virginia conducted on Monday, April 8, 2024, at 6:30 pm.

Board Members Present

Matthew E. Bass - Berryville District
Terri T. Catlett - Millwood / Pine Grove District
Doug Lawrence - Russell District
Bev B. McKay - White Post District
David S. Weiss - Buckmarsh / Blue Ridge District

County Staff Present: Chris Boies, Catherine Marsten, Cathy Kuehner, Brandon Stidham, Brenda Bennett

Constitutional / State Offices / Other Agencies Present: Sheriff Travis Sumption, School Board Chair Monica Singh-Smith, Superintendent Rick Catlett, Michael Wilson, Clay Brumback, Katie Kerr-Hobert, Casey Kennedy

Press Present: Mickey Powell, the Winchester Star

Others Present: John Staelin, Lee Coffelt, Carol Coffelt, Randy Buckley, Edward Windisch, Dean DeGeorge

1) *Call to Order*

Chairman Weiss called the meeting to order at 6:33 pm.

2) *Adoption of Agenda*

Supervisor McKay moved to adopt the agenda as presented. The motion carried by the following vote:

- Matthew E. Bass - Aye
- Terri T. Catlett - Aye
- Doug M. Lawrence - Aye
- Beverly B. McKay - Aye
- David S. Weiss - Aye

County Administrator Chris Boies presented the following:




- The county’s fiscal year 2025 runs from July 1, 2024 to June 30, 2025.

Mission

- To enhance the well-being and quality of life for all members of our community by providing exceptional public services in a financially responsible, equitable, and transparent manner.

Vision

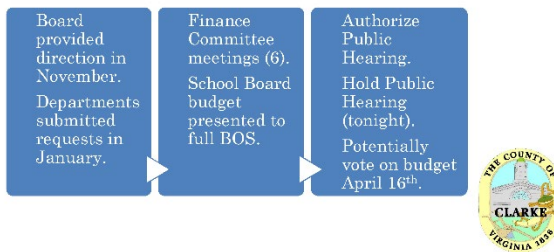
- Clarke County is a unique community that values and follows its Comprehensive Plan in order to:
 - **Preserve** and protect the agricultural, natural, and open-space character of its rural areas.
 - **To enhance** designated growth areas to support and serve current and future residents and businesses.
 - **To encourage** and maintain a diverse and viable local economy.
 - **To serve** as responsible stewards of our unique natural, cultural, and historic resources, and
 - **To provide** for the economical delivery of necessary public services.



- Adopting a budget is one of the most important actions that the Board takes every year.
- The budget is a reflection of the Board’s priorities and represents the community’s values.
- The budget should also align with the county’s mission, which is to provide exceptional public services.
- Providing exceptional public service starts with having exceptional public servants, which is why one of the Board’s priorities is to take care of employees.

- If citizens need emergency services, they want to speak with exceptional dispatchers and want exceptional EMTs and Sheriff’s deputies to show up.
- Parents want exceptional teachers to provide help to students. A strong education system reflects our overall health and well-being and is a benefit even for those who do not have children.
- The county aims to provide this exceptional public service in a financially responsible and transparent way; there are not a lot of layers of bureaucracy in this budget and staff aims to provide the public as much information as possible about it.

Budget Process



- The budget process is long and many people contribute to it.
- Thanks to the department heads for submitting their budget requests on time.
- Thanks to the school finance committee for inviting the county finance committee for joint meetings.
- Thanks to the finance office for the work that they did; the county and schools share this office to improve efficiency.
- Thanks to Chairman Weiss, Vice Chair Catlett, and John Staelin for being a part of the budget finance committee.
- Thanks to Superintendent Rick Catlett for cooperative relationship and open dialogue throughout the process.

BOS FY 25 Priorities (from Nov.)

- Support efforts to retain and recruit a qualified workforce. Support our employees.
- Equalize the real estate tax rate when the reassessment work is complete at the end of calendar year 2024.



- Reassessment work is under way and the reassessed values will be effective January 1, 2025.
- The proposed budget anticipates a revenue neutral tax rate

Budget Summary

- Return personal property tax rate to \$4.496, the rate that was in effect from 2012-2022. Vehicle assessments were lowered across the board by 15% in 2022 and rate dropped 3% in 2023 due to inflated used vehicle prices. Return to previous rate generates \$500k.
- Composite Index change impacted school funding, -\$606k
- \$540k as last payment for broadband project
- \$1.6 million in new local funding for schools.
- 3% raise for full-time county employees, county covering 2% increase in health insurance.
- New investigator position for Sheriff's Office which will allow road deputies to focus more on traffic enforcement.
- \$2.5 million from designated savings for Double Tollgate sewer project, will create future revenues once sewer is available.



- Vehicle values are depreciating more drastically now.
- Without the change in the composite index, the Board would not need to consider returning the personal property tax rate to the previous level.
- The sewer project at Double Tollgate is a strategic investment, the area is one of the few designated and zoned for commercial growth. Projects are being discussed for the old Camp 7 property and Rappahannock Electric Cooperative will relocate their regional headquarters to that intersection in the next few years. That will be one of the top-grossing properties in the county for tax revenues.



- Schools \$0.58
- Public Safety \$0.14
- Health & Human Services \$0.06
- General Government \$0.06
- Broadband, DT Sewer, SA \$0.06
- Public Works \$0.05
- Parcs, Rec, Cultural \$0.05
- Judicial Administration \$0.02
- Community Development \$0.02

School Composite Index

- Updated every two years using ability-to-pay formula.
- Takes into account:
 - True value of real property
 - Adjusted gross income
 - Taxable retail sales

Those values are then calculated on a per capita basis using local population versus the statewide population, and the school student population number (ADM) versus the statewide student population number.



- One of the county’s ongoing concerns is that including adjusted gross income in this formula is a flaw.
- The county does not tax income and does not have the ability to do so.

Area Schools’ Composite Indexes

| Division | 2020-22 Index | 2022-24 Index | 2024-26 Index |
|------------|---------------|---------------|---------------|
| Clarke | 0.5729 | 0.5728 | 0.6032 |
| Frederick | 0.4120 | 0.4141 | 0.4151 |
| Loudoun | 0.5466 | 0.5450 | 0.5518 |
| Winchester | 0.4319 | 0.4172 | 0.4151 |

We would have received \$3.8 million more in state funding for education with Frederick or Winchester’s composite index and \$1 million more with Loudoun’s.

Our real estate rate could be reduced 15 cents if we had Frederick or Winchester’s composite index.



- Generally, a composite index of 0.60 means that the state is providing \$0.40 of every dollar spent on education, leaving local taxpayers to provide the remaining \$0.60.
- Clarke receives less state funding per student than Loudoun County, which is the richest county in the nation.

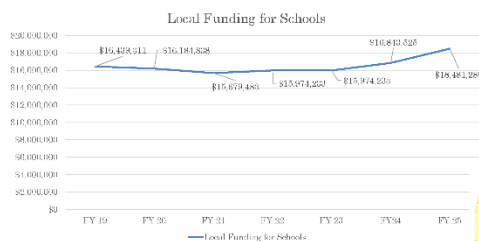
School funding

| | FY 24 Adopted | FY 25 Requested | FY 25 Proposal |
|---------------------------------|---------------------|---------------------|-----------------------------------|
| Expenditures | | | |
| School Operating | \$27,385,063 | \$28,678,326 | \$28,678,326 |
| Food Service | \$1,565,391 | \$1,091,616 | \$1,091,616 |
| Debt Service | \$2,289,543 | \$2,284,871 | \$2,284,871 |
| School Capital | \$779,256 | \$779,500 | \$638,000 |
| Total | \$32,219,253 | \$32,834,313 | \$32,692,813 |
| State, Fed., Fee Revenue | | | |
| School Operating | \$12,845,282 | \$12,105,893 | \$12,705,893 (GA approved budget) |
| Food Service | \$1,565,391 | \$1,091,616 | \$1,091,616 |
| Debt Service | \$185,799 | \$176,019 | \$176,019 |
| School Capital | \$779,256 | \$238,000 | \$238,000 |
| Total | \$15,375,728 | \$13,611,528 | \$14,211,528 |
| Local Funding | | | |
| Total | \$16,843,525 | \$19,222,785 | \$18,481,285 |

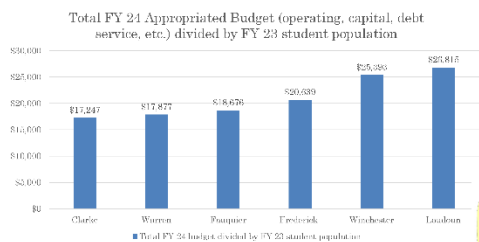
- This is based on the General Assembly’s budget; the Governor has since added 233 amendments.
- School operating is fully funded.

- School capital budget is short by \$141,000, with the understanding that the Board of Supervisors will allow the FY24 School Operating carryforward to be applied to School Capital to make it up.
- \$141,000 represents half of one percent of the School Operating budget.
- The relationship between the Board of Supervisors and the School Board is one that is based on trust.
- The Board of Supervisors trusts the School Board to fill the positions requested in their budget and not use those funds for other purposes.
- The School Board trusts the Board of Supervisors to allow operating carryforward to capital projects to make up the difference.

Budgeted Local Funding for Schools



Per student budget comparison



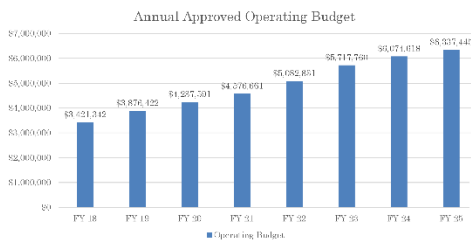
- This calculation is not perfect, as capital funds can vary greatly year to year.
- In Clarke, the Finance office is paid for 100% by the county government, even though two-thirds of that could be allocated to the schools.
- Clarke also has a lower debt service than neighboring localities.
- Teacher pay is comparable to Frederick County and Winchester, supporting the argument that Clarke’s school division is understaffed.

Personnel

- 5% raise for County employees
- 2% increase in employee health insurance covered by County.
- Added hours for Animal Shelter part-time budget and pay adjustment (still experiencing post-COVID surge in numbers).
- New full-time Sheriff's Office investigator position, frees up road deputies to focus on traffic enforcement (major concern raised by citizens).
- Funds to cover some overlap when Information Technology Director retires in 2025.



Public Safety (Fire & Sheriff's Office) Operating Budget



- Public safety is the fastest-growing segment of the overall county budget.
- A number of positions have been added for fire & rescue and for the Sheriff's office.

Capital

- Broadband \$540,000-from designated fund balance. Total project cost for Clarke is approximately \$23.5 million with \$9.6 million provided by All Points, \$8.6 million from the Commonwealth, and \$5.4 million from the County.
- Clerk's Office Deed Book Restoration-\$29k-100% grant funded
- Double Tollgate Sewer-\$2.5 million-from designated fund balance
- Fire-EMS Vehicle Repeaters-\$105k-from FY 24 carryforward
- Fire-EMS Radio Replacement-\$300k-from designated fund balance
- Judicial-\$100k-Circuit Court renovations from fund balance
- Parks & Rec-\$75k-new parking lot VFW shelter/tee ball field from designated fund balance



Capital (cont.)

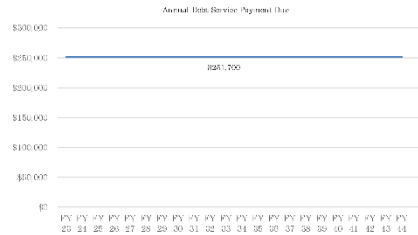
- Sanitary Authority-\$250k-capital projects outlined in new master plan from fund balance.
- Sheriff's Office-\$72k-Replace in-car and body worn cameras split over five year payment schedule using fund balance.
- Sheriff's Office-\$40k-Radio Replacement, only gets used if radios fail/break, using carryforward funds from FY 24.
- Sheriff's Office-\$122k-Vehicle Replacement, regular replacement schedule using fund balance.



- The county has a pay-as-you-go philosophy for capital projects and tries to set aside savings for as many years as needed in order to pay cash for projects.
- The Sanitary Authority has a backlog of necessary capital projects.

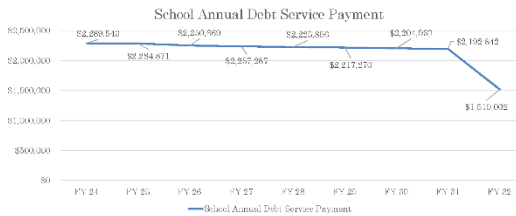
County Debt Service

• Outstanding principal on government center as of 6-30-22 was \$3,625,070, currently only debt on general government side



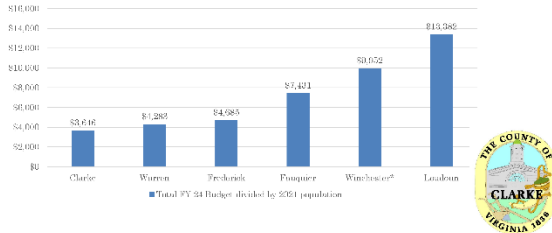
School Debt Service

• Outstanding balance due as of 6-30-23 was \$15,940,000



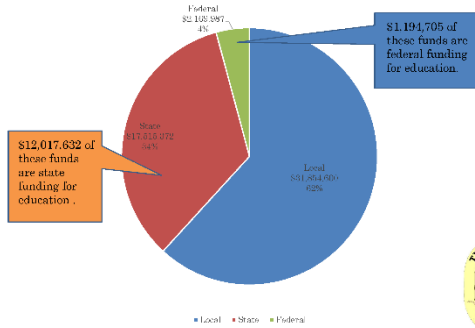
Per capita budget comparison

Total FY 24 Appropriated Budget (operating, capital, schools, debt service, etc.) divided by 2021 estimated population



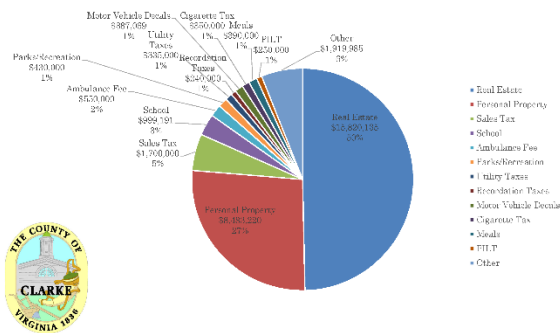
- We say that we are lean and this number shows that.
- Frederick County’s budget is a little skewed because it includes the total budget for the regional landfill as well as the regional jail, both of which other localities contribute to.
- Winchester City’s water and sewer budget is not included.
- Typically, larger organizations are more efficient so their per capita cost can be lower, though this is not the case with Loudoun.

Breakdown of revenue estimates



- Most of the state and federal funds are earmarked directly for the school system and social services.

Breakdown of local revenues



- Diversifying local revenues has been a goal of the Board for many years, in order to reduce reliance on real estate and personal property taxes.

Proposed Tax Rates

Current Year

- Real Estate \$0.60
- Personal Property \$4.271
- Machine & Tools \$1.25
- Personal Property for Volunteer Firefighters/EMT's \$2.136

Proposed

- Real Estate \$0.60
- Personal Property \$4.496
- Machine & Tools \$1.25
- Personal Property for Volunteer Firefighters/EMT's \$2.248



History of Tax Rates

- Board has reduced the real estate rate three times in the past 8 years (2017-one penny, 2021-half a penny, 2023-one penny).
- The real estate rate also dropped 9.5 pennies in 2020 due to the reassessment.
- Personal Property rate remained unchanged from 2012-2022 at \$4.496.
- In 2022, the Board reduced vehicle assessments by 15% across the board.
- In 2023, the Board reduced the personal property rate from \$4.496 to \$4.271. This year it is proposed to return to \$4.496.
- Machine and tools rate of \$1.25 hasn't changed in over 20 years.



- No other localities in the region have been able to reduce their real estate tax rate as much as Clarke.

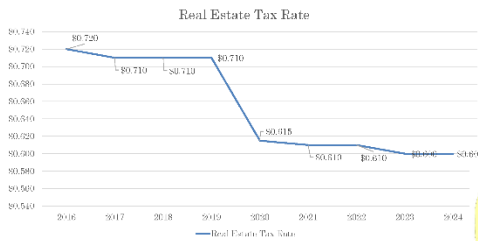
Impact of the personal property tax increase, really not an increase for most.

- Overall a more than 10% decline in vehicle values from 2023 to 2024
- Even with the tax increase, more than 90% of vehicle owners will have a lower bill in 2024 than 2023.
- The average change in vehicle tax bills for the year from 2023 to 2024 is down \$41.

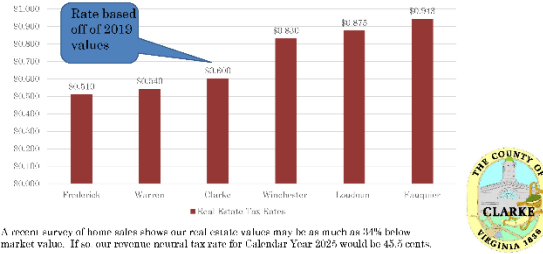


- Staff uses a national database to get updated values for every vehicle in the county.

History of RE tax rate

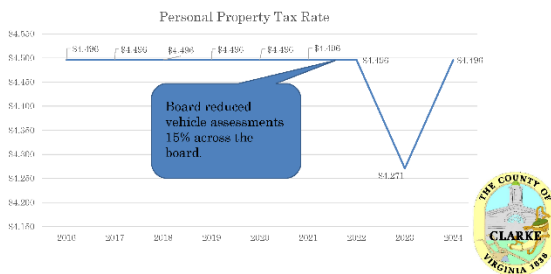


Proposed Real Estate Tax Rates

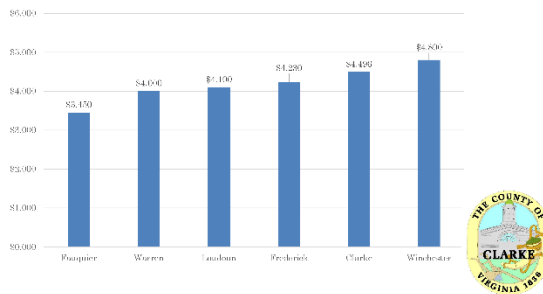


- Clarke reassesses much less frequently than other localities.
- Loudoun reassesses every year. They propose to leave their rate flat but it actually equals about a three-and-a-half-penny increase, because their assessment values are increasing.
- Other localities use values that are more recent. After reassessment, Clarke is likely to have the lowest real estate rates in the valley.

History of PP tax Rate



Personal Property Tax Rates



- If the proposed rate is adopted, Clarke will have the second-highest rate in the area.
- Lowering the personal property tax rate to \$4.00 would require the real estate tax rate to be increased by four pennies.

Master Fee Schedule

- Master schedule developed/updated for BOS to approve annually.
- Per policy, fee amount is “to be based upon the total costs incurred by the County in providing the specific service”.
- Only changes proposed this year are to building inspections, which haven't been reviewed since 2014. Proposed changes were made to more accurately reflect the amount of time/costs to complete various plan reviews and inspections.

Public hearings

2 Public Hearings

Hearing 1 (PH 2024-05) is on the proposed Fiscal Year 2025 budget.

Hearing 2 (PH 2024-06) is on the real estate, personal property, and machine and tools tax rates, and fee schedule, for Calendar Year 2024.



A citizen inquired about the machinery and tools tax.

- Mr. Boies answered that machinery and tools tax is levied on the value of equipment owned by certain types of businesses, such as manufacturing.

3) *Public Hearing: FY2025 Budget (PH2024-05)*

At 7:02 pm, Chairman Weiss opened the Public Hearing.

John Staelin of Clay Hill Road in Millwood

I have watched the budget process from the beginning to the end and saw very good presentations with a lot of comparisons that made me feel comfortable with how the money is being spent. I saw Superintendent Catlett give a wonderfully clear and concise presentation about the school budget. I got to see a lot of the outside agencies make presentations, most did not ask for any more money. There is a great staff; lots of good people in the county who are all trying to do the best for the citizens and who are all mindful of the budget constraints. I was very impressed with all of that. The schools are the biggest cost and if it were not for the composite index change, we would not be talking about any sort of increases

in taxes. We can all complain about it but there is really nothing we can do. There are things that we could try over time, but there is no silver bullet. It is clear that everybody did a great job. It is worth the tax increase to have a balanced budget. When I was on the Board, we wanted to avoid huge, sudden increases in taxes after long periods of no increases at all. You are much better off using pay-as-you-go and having money to use for fund balances, you just do not want to get too far behind. I remember that, somewhere around 1980, they had to increase taxes about 50% and the county went crazy. You are doing good work here, my compliments to all staff, the school system, and the outside agencies.

Chairman Weiss thanked Mr. Staelin for his assistance on the Budget Finance Committee.

At 7:05 pm, Chairman Weiss closed the Public Hearing.

4) *Public Hearing: CY2024 Tax Rates & User Fees (PH2024-06)*

At 7:05 pm, Chairman Weiss opened the Public Hearing.

No persons appeared to address the Board.

At 7:06 pm, Chairman Weiss closed the Public Hearing.


Chris Boies noted that the Board cannot take action at this public hearing, so both the budget and the tax rates will be items on the agenda for the next regular meeting on April 16.

Chairman Weiss

- Thanked staff of County Administration and Finance for their hard work and the School Board for their cooperative efforts throughout the process.
- Added that, although the Board is considering a tax increase, they do not take that lightly and they understand the issues facing Clarke County families today. The Board's goal is to provide excellent service to citizens and needs good staff in order to do that.

5) *Public Hearing: 2024 Transportation Plan (PH2024-07)*

Brandon Stidham, Director of Planning, presented the following:



**Clarke County Board of Supervisors
April 8, 2024 Meeting**

Public Hearing

- 2024 Clarke County Transportation Plan

2024 Transportation Plan

- The Clarke County Transportation Plan is an implementing component of the 2022 Clarke County Comprehensive Plan.
- Purpose is to identify and prioritize short and long-term transportation network needs as they relate to the management of growth by the County and its incorporated towns.
- Complies with the Chapter 729 regulations of Code of Virginia §15.2-2223 and contains:
 - An inventory of the County's existing transportation network
 - Planning assumptions that influence the transportation network
 - An existing and future needs assessment
 - Recommendations to address those needs
- This revision:
 - Strengthens and updates the Plan's objectives and strategies using guidance from the 2022 Comprehensive Plan
 - Updates and expands the list of proposed transportation improvement projects
 - Includes amendments for clarity and consistency purposes

Background

- Current Plan was adopted on March 18, 2014.
- Planning Commission adopted a resolution to initiate review of the Plan on January 4, 2019.
- Commission's Policy & Transportation Committee and staff developed the revised draft Plan in 2023 using guidance from the revised Comprehensive Plan that was adopted in September 2022.
- Code of Virginia requires all county transportation plans to be reviewed by the Virginia Department of Transportation for conformance with code requirements - VDOT staff approved the revised draft Plan on December 14, 2023.

Plan Framework

- **Chapter I – Introduction**
 - Summary Statement of Transportation Philosophy
 - Scope of Current Revision
 - Statistics and Growth Assumptions
 - Existing Transportation Network
- **Chapter II – Plan Objectives and Strategies**
- **Chapter III – Proposed Transportation Improvement Projects and Studies**
- **Appendices**
 - Transportation Facilities and Improvement Projects Map
 - Functional Classification Table – Public Road System
 - Private Roads List
 - Unpaved Public Roads List

Summary Statement of Transportation Philosophy

- *The Commonwealth of Virginia, through the Virginia Department of Transportation (VDOT), is responsible for ensuring that Clarke County has a safe and efficient public road network through professional guidance and provision of funding opportunities.*
- *The capacity of existing public roads outside of the Towns and designated business intersections, including the County's primary highways, should not be expanded – even to accommodate growth generated by adjoining jurisdictions. The County's land use philosophy ensures that no unplanned growth will be generated in the county to require road capacity expansion in the rural areas.*
- *The County will invest in road improvements to support existing towns and business intersection areas which are consistent with the Comprehensive Plan and applicable component plans. Road improvements in rural areas shall be limited to safety and functional improvements.*
- *The County expects developers of public and private projects to mitigate all impacts that their projects may have on the County's transportation network.*
- *Private roads shall be designed to ensure safe connectivity to the public road network and to minimize environmental impacts. Private roads are the sole responsibility of the landowners and easement holders that use them – public funds shall not be used to maintain private roads or to upgrade them to public roads.*

Plan Objectives and Strategies

- **Objective 1 -- Plan for a safe, cost-efficient, and cost-effective County-wide transportation network.**
 - Evaluate the Transportation Plan every five years.
 - Evaluate improvement projects annually to determine how each may be affected by new impacts or funding opportunities.
 - Consider supporting new projects which may arise due to new or changed impacts or new funding opportunities. Projects should be recommended by VDOT and have strong likelihood of obtaining funding.
 - Request VDOT to conduct safety studies along primary highways, secondary roads, and intersections with safety concerns and recommend improvements, cost estimates, and likelihood of funding.
 - Ensure developers mitigate transportation impacts resulting from their projects including voluntary provision of improvements.

Plan Objectives and Strategies (cont.)

- **Objective 2 – Continue to focus the County's limited transportation funds and resources on projects that improve traffic safety and functionality within the Towns and business intersections, add compatible bicycle or pedestrian features, provide new or enhance existing commuting opportunities, or replace existing gravel public roads or road segments with new hard surfaces.**
 - Prioritize projects serving designated growth areas that have committed funding or would be strong candidates for funding programs.
 - Apply six-year secondary road construction funds to projects that improve safety, stormwater impacts, or that hard surface gravel public roads. **Solicit/evaluate public comment on the hard surfacing of gravel public roads.**
 - Support bicycle/pedestrian accommodations. Bicycle/pedestrian improvements along secondary roads shall not require significant road widening especially along scenic byways.
 - Private roads and access easements are the property owners' responsibility and public funds shall not be used to improve them.

Plan Objectives and Strategies (cont.)

- **Objective 3 – Improvements to the transportation network shall be consistent with the County's land use philosophy and the recommendations of the Comprehensive Plan.**
 - Oppose efforts to expand capacity of the County's road network outside of the incorporated towns and business growth areas. Avoid projects that may adversely impact conservation easements or scenic byways.
 - Support projects within Berryville and Boyce that are consistent with these towns' comprehensive plans and compatible with the County's land use and transportation philosophy.
 - Proposed new public roads and significant improvements to existing public roads in growth areas shall be consistent with guidance from the Comprehensive Plan, Berryville Area Plan, and the Waterloo and Double Tollgate Area Plans.

Proposed Transportation Improvement Projects and Studies

- **Current projects in 2013 Transportation Plan (unprioritized):**
 - Waterloo intersection (US 50/17 and US 340)
 - Intersection of Va. Route 7 and Shepherds Mill Road (Rt. 612)
 - Double Tollgate intersection (US 340/277 and US 522)
 - West Main Street in Berryville (Hermitage Blvd to Va. Route 7)
 - Town of Boyce drainage improvements along US 340
 - East Main Street in Berryville (railroad crossing to Va. Route 7)
 - New park-and-ride lot on Va. Route 7 west of Berryville
- **Most of these projects were scoped many years ago and need to be reevaluated.**
- **Plan recommends VDOT study each project to determine:**
 - Whether there is still a need for the project
 - Whether the project scope should be modified
 - Whether the project cost estimate is accurate
 - Likelihood of the project receiving Federal or State funding, especially Smart Scale funding

**Proposed Transportation Improvement Projects and Studies
(cont.)**

- **Policy & Transportation Committee recommended Staff update and prioritize the project list:**
 - Double Tollgate intersection (US 340/277 and US 522)
 - Va. Route 7 and Shepherds Mill Road (Rt. 612) intersection
 - NEW - Va. Route 7 and Blue Ridge Mountain Road (Rt. 601) intersection
 - NEW - Va. Route 7 Appalachian Trail pedestrian bridge
 - East Main Street in Berryville (railroad crossing to Va. Route 7)
 - West Main Street in Berryville (Hermitage Blvd. to Va. Route 7)
 - Waterloo intersection (US 50/17 and US 340)
 - Town of Boyce drainage improvements along US 340
 - New park-and-ride lot on Va. Route 7 west of Berryville
- **Unprioritized project:**
 - Town of Berryville southeastern collector road (US 340 to Jack Enders Blvd.)

**Proposed Transportation Improvement Projects and Studies
(cont.)**

- VDOT reviewed initial Plan draft and noted that prioritized projects must be supported by quantifiable measures.
- VDOT recommended use of crash data from their Top Potential Safety Improvement Segments and Intersections database for each project that is prioritized.
- Unprioritized projects do not need to be supported by crash data.
- Staff revised the projects list and converted most of the projects to corridor and/or intersection studies.

Prioritized Projects

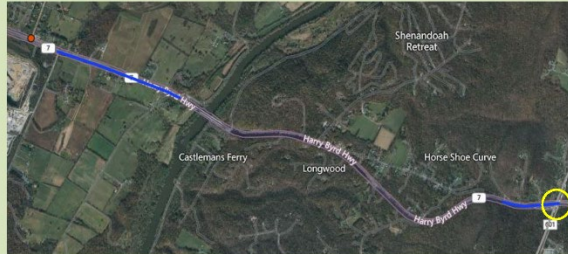
-- Supported by crash data

#1 - Intersection of Va. Route 7 (Harry Byrd Highway) and Rt. 612 (Shepherds Mill Road)



VDOT 39th (18 total crashes, 5 injury/fatality)

#2 – Corridor Safety Improvements – Va. Route 7 between Shepherds Mill Road and Route 601 (Blue Ridge Mountain Road/Raven Rocks Road)



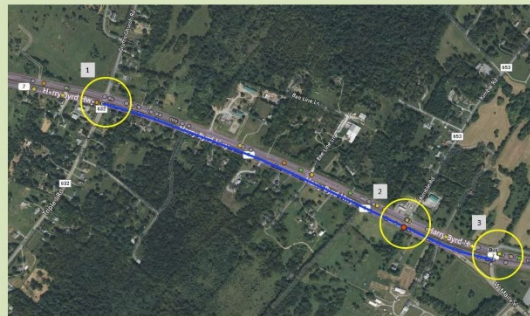
Quarry Road (Rt. 612) to Castleman Road (Rt. 603)
VDOT 51st (30 total crashes, 11 injury/fatality)

Pine Grove Road (Rt. 679) to Blue Ridge Mountain Rd (Rt. 601)
VDOT 145th (14 total crashes, 3 injury/fatality)

Supervisor Lawrence

- Asked about the interval for crash data.
 - Mr. Stidham answered that crash data is from a four-year period.

#3 – Corridor and Intersection Study – Route 7 between Triple J Road/Crums Church Road (Rt. 632) and West Main Street



Va. Route 7 corridor between Route 632 and Va. Business 7
VDOT 16th (46 total crashes, 11 injury/fatality)

- (1) Triple J Road/Crums Church Road (Rt. 632) intersection
- (2) Kimble Road (Rt. 653) intersection – VDOT 85th (12 total crashes, 6 injury/fatality)
- (3) West Main Street (Va. Business 7) intersection

#4 – Intersection Study – US 340 and US 50/17 (Waterloo)



Waterloo intersection – US 340 and US 50/17
VDOT 19th (32 total crashes, 6 injury/fatality)

#5 – Route 7 Appalachian Trail Pedestrian Bridge



Intersection of Va. Route 7, Pine Grove Rd (Rt. 679), and Appalachian Trail (green)

#6 – Intersection Study – US 340/Va. 277 and US 522 (Double Tollgate)



Double Tollgate intersection – US 340, US 522, and Va. Route 277
* Not currently ranked; previously included in Va. Route 277 corridor of concern

Other Projects and Studies

- **Unprioritized list of projects:**
 - Not supported by crash data
 - Scope is outdated
 - Need is newly-identified and requires further study
- **Divided into Existing (2013) Projects and New Projects**

Existing Projects 2013 Transportation Plan

East Main Street between Route 7 and Norfolk Southern railroad crossing (Berryville)



East Main Street corridor from Norfolk Southern railroad to Battletown Drive



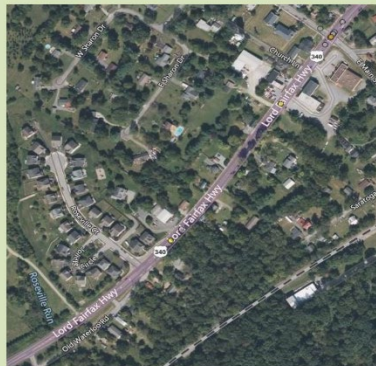
East Main Street corridor from Battletown Drive to Va. Route 7

West Main Street from Route 7 to Hermitage Blvd. (Berryville)



West Main street corridor from Henry Byrd Highway to Hermitage Boulevard

US 340 drainage improvements (Boyce)



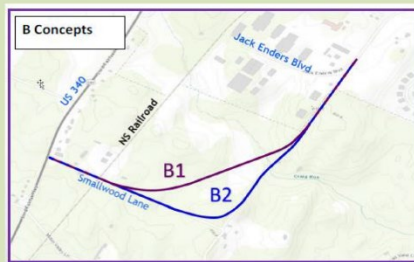
US 340 corridor through the Town of Boyce

Future Park-and-Ride lot west of Berryville



Park-and-Ride Lot west of Berryville
(Waterloo-US 5017 Park-and-Ride lot shown)

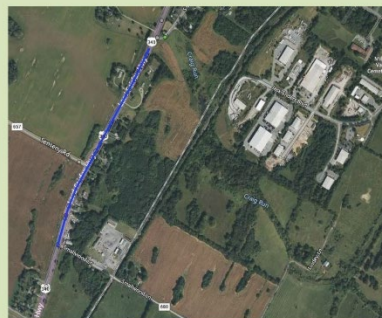
Berryville Southeastern Collector Road



Proposed Southeastern Collector Road routes – Town of Berryville
PrimeAK study presentation (July 14, 2020)

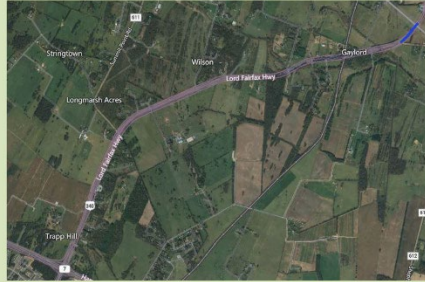
Newly-identified Projects

Corridor Study – US 340 between Smallwood Lane (Rt. 680) and Berryville town limits



Corridor Study – Lord Fairfax Highway (US 340) between Smallwood Lane (Route 680) and Town of Berryville limits; VDOT 21" (15 total crashes, 4 injuries/fatalities)

Corridor Study – US 340 between Route 7 and West Virginia state line



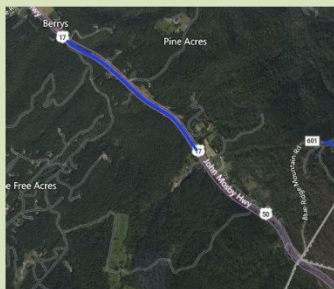
Corridor Study – Lord Fairfax Highway (US 340) between Harry Byrd Highway (Va. Route 7) and West Virginia state line; **VDOT 37th (28 total crashes, 7 injury/fatality)**

Corridor Study – Blue Ridge Mountain Road (Rt. 601) between Route 7 and Route 50/17



Corridor Study – Blue Ridge Mountain Road (Route 601); **VDOT 69th (20 total crashes, 9 injury/fatality)**

Corridor Study – Route 50/17 between Shenandoah River and Fauquier county line



Corridor Study – John Mosby Highway (US 50/17) between the Shenandoah River Bridge and Fauquier County line
• Segment from Mt. Carmel Road (Route 606) to 0.1 mile east of Stone Ridge Lane; **VDOT 111th (17 total crashes, 5 injury/fatality)**
• Segment from Wildcat Hollow Road (Route 602) to Mt. Carmel Road (Route 606); **VDOT 141st (12 total crashes, 3 injury/fatality)**

Planning Commission Recommendation

- **Following a duly advertised public hearing on February 2, Commission voted unanimously to recommend adoption of the 2024 Transportation Plan.**
- **There were no public comments offered at the Commission's public hearing.**

Staff Recommendation

- **Staff has no outstanding concerns with the adoption of the 2024 Transportation Plan.**
- **Recommend conducting the public hearing and taking action on the Plan's adoption.**

At 7:28 pm, Chairman Weiss opened the Public Hearing.

Edward Windisch of Dunlap Drive in Berryville

- Asked if the proposed plan was written and prepared by in-house staff or contracted out.
 - Chairman Weiss answered that staff, primarily Mr. Stidham, prepared the plan.

Lee Coffelt of West Crescent Street in Boyce

- Inquired if the Double Tollgate project includes the entrance to Lake Frederick, where the Boyce Fire Company frequently responds to accidents.
 - Mr. Stidham responded that it does not. Any such project would have to be coordinated with Warren and Frederick counties.

Michael Wilson of Ross Lane in Bluemont

- Questioned if the county is financially liable for any of the major projects in the Transportation Plan.
 - Brandon Stidham replied that VDOT is responsible for maintaining the roads, so the county would look to VDOT to scope out a project and come up with funding for it.
- Further noted that a large volume of traffic at the Route 601/Route 7 intersection is generated by the brewery that is located in Loudoun County and asked if Loudoun County was involved in these plans.
 - Mr. Stidham advised that Loudoun County is looking at submitting another funding application for a project at that location.

Dean DeGeorge of Lewis Williams Lane in Berryville

- Asked if the county is working with West Virginia DOT on the Route 340 construction project.
 - o Chairman Weiss responded that the county is not involved with that project. While the construction will extend 1200 feet into Clarke County, VDOT and WVDOT are responsible for coordinating it all.

At 7:35 pm, Chairman Weiss closed the public hearing.

Vice Chair Catlett observed that it is nice to have citizens present to discuss the Transportation Plan, because it affects everyone.

Supervisor Bass complimented staff for the thorough presentation of the plan.

Chairman Weiss shared the Board’s appreciation for VDOT’s involvement and approval of the plan, as it will make it easier to collaborate and make the plan a reality.

Supervisor Lawrence moved to adopt 2024 Clarke County Transportation Plan as presented. The motion carried by the following vote:

| | | |
|------------------|---|-----|
| Matthew E. Bass | - | Aye |
| Terri T. Catlett | - | Aye |
| Doug M. Lawrence | - | Aye |
| Beverly B. McKay | - | Aye |
| David S. Weiss | - | Aye |

6) Adjournment

At 7:36 pm, Chair Weiss adjourned the meeting.

Next Regular Meeting Date

The next regular meeting of the Board of Supervisors is set for Tuesday, April 16, 2024 at 1:00 p.m. in the Berryville Clarke County Government Center, Main Meeting Room, 101 Chalmers Court, Berryville, Virginia.

ATTEST: April 8, 2024

David S. Weiss, Chair

Chris Boies, County Administrator

Recorded and Transcribed by Catherine D. Marsten