

2007 Countywide Transportation Plan

Matrix of Items Planning Commission Decisions From the December 3 and December 10, 2007 Meetings

Area	Initiated By	Item	Staff Comment	Planning Commission Position
Western Loudoun	Northwestern Loudoun Citizen Coalition	Request to appoint a task force study to address Western Loudoun transportation issues	This should be done within the context of a corridor study	Noted that citizen input should be included in the early stages of any transportation discussions
Western Loudoun	Cactoctin Creek subdivision	Request that right of way not be reserved for 4 lanes on Route 287 south of Route 9 for possible future widening.	Supports maintaining the recommendation to secure additional right of way due to significant future traffic	Agreed with the recommendation to secure additional right of way on Route 287.
Western Loudoun	Town of Purcellville	Any new CTP improvements considered for inclusion in the JLMA need approval by the Town. The Town also wants the CTP to reflect recommended road improvements within the Town as well as extending the Purcellville North Collector Road east of Route 287 and connecting the Purcellville Western and Northern collector roads	Staff understands that joint County-Town agreement would be needed for facilities in the JLMA and doesn't object to reflecting Town planned road improvements on the final CTP map with Board approval. More coordination is needed with the Town on the proposed collector road extensions and connections	Supports joint Planning Commissions meetings on these issues. See 9-4.
Western Loudoun	Loudoun County Department of Planning	Concerns with the CTP Draft text language which allows for paving unpaved roads.	OTS notes that this policy language change follows the practice of the Board of Supervisors. The current Plan language essentially prohibits paving of unpaved roads in the rural areas. Since that policy has been in place, the Board has supported paving several roads in the rural area when issues of safety or maintenance become an issue. OTS recommends that this policy have flexibility to allow for paving to address safety and maintenance issues.	Supports OTS recommendation. See 1-4 and 3-14
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Western Loudoun	Waterford Foundation, Inc.	Recommends enhancing Rural Road policies in Chapter 3 of the CTP Draft to reflect a desire to preserve historic landscapes including a policy supporting traffic calming efforts in the Waterford Historic District and additional text with additional language.	Staff supports traffic calming measures and doesn't object to the proposed conditions except for those which recommend addressing the "nature of the road users (local versus unfamiliar drivers)" which would seem difficult to measure.	Note: The revised Western Sub-Committee Report includes a recommendation that the Planning Commission support the changes of the Waterford Foundation. See 3-14 and 3-15.
Western Loudoun	Purcellville Resident	Insure that the Purcellville South Collector Road is included in the Draft CTP	Staff notes that this road is in the current and Draft CTP for Loudoun County already. No further action is required.	Confirmed that this road is on the CTP. No action taken.
Central Loudoun	Comstock Loudoun Station, L.C.	Recommends reducing the planned Transit Connector Road from 4 lanes to 2 lanes over the Dulles Greenway between the Loudoun Station and Moorefield developments based on projected 11,000 vpd.	Staff notes that a two lane road can accommodate the anticipated traffic and does not object to the reduction provided adequate pedestrian facilities are provided on this link.	Doesn't agree with the proposal to reduce the Transit Connector to two lanes at this time. Maintain the planned Transit Connector Road over the Dulles Toll Road as a four lane undivided road.
Central Loudoun	Ravi Sundaram	Due to anticipated impacts to area residential communities, downsize Route 659 (a.k.a. Route 606 Extended on the CTP) between Route 50 and Braddock Road from 6 lanes divided to 4 lanes.	Staff favors maintaining the planned six lanes as is included in the existing and Draft CTP due to the anticipated traffic volumes on this segment.	Favors maintaining the planned six lanes as is included in the existing and Draft CTP
Central Loudoun	Luck Stone Corporation	Correct the Route 659 alignment in the vicinity of Bull Run Stone Quarry to reflect an approved alignment.	Staff favors correcting the CTP map to reflect the correct alignment	Agreed with the proposed correction.

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Central Loudoun	Manish Desai, DBD Creations, Inc.	Removal of the planned Route 50/Route 606 Extended interchange due to the anticipated impacts to a retail business in the vicinity.	Staff favors maintaining the planned interchange in this general location. Various approved and pending development, in the vicinity, including Arcola Center, anticipate this interchange. This interchange is important in facilitating Route 50 to become a limited access facility. Also, staff understands that this issue will be resolved through Arcola Center proffers if the rezoning is approved by the Board of Supervisors.	Agrees with maintaining the planned interchange in this general location.
Central Loudoun	John Drury and the Town of Leesburg	Recommends adding a link of Crosstrail Boulevard between Route 621 (Evergreen Mills Road) and Route 15	This was modeled by the consultant. Staff does not favor this extension due to the traffic congestion impacts to Route 15.	Does not favor this proposed extension.
Central Loudoun	Town of Leesburg	Concerns that the Draft CTP indicates Business Route 7 in downtown Leesburg would be converted to a one way pair, objection to widening West Market Street to four lanes west of Morven Park Road and concerns about traffic congestion on Dry Mill Road.	Staff notes that the one way pair and four laning of Business Route 7 in Leesburg were tested in the Loudoun model only and are not included as recommendations in the Draft CTP. The Town of Leesburg, not Loudoun County, has jurisdiction over these road segments. Staff also notes that future traffic growth on Dry Mill Road will be reduced with widening Route 7 between Route 9 and Leesburg as recommended in the Draft CTP.	No action needed.

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Central Loudoun	Town of Leesburg	Opposes widening Route 15 to four lanes north of Town.	Staff supports a corridor study which will review various options to better facilitate and minimize the significant projected traffic in the Route 15 corridor.	Supports corridor study and maintaining Route 15 as 2 lanes. See 2-2
Central Loudoun	Arcola Fire Chief David Fink	Concern that the southbound approach of Gum Spring Road (Route 659) will be cut off with a limited access Route 50.	Staff supports plan language that allows for emergency access.	Supports developing policy language that indicates emergency access will be considered on limited access roads where parallel roads are not in place. See 1-4
Central Loudoun	Prince William County staff	Supports CTP Draft road connections as they relate to Prince William County and the need to coordinate inter County bicycle/pedestrian and transit facilities	Staff agrees. No Planning Commission action needed.	No issues.
Central Loudoun	Office of Transportation Services	Concern that existing and anticipated traffic congestion at the Route 50/Stone Springs and Route 625/Loudoun County Parkway intersections may require grade separated interchanges at these locations	Staff recommends studies of these intersections be included in the Draft CTP to determine if grade separated interchanges are needed.	Concurs with staff and supports studies to be included in the Draft CTP
Central Loudoun	Loudoun Valley Estates resident	Recommends a connector road between Westwind Drive and the future high school in the vicinity of Loudoun Valley Estates III to enable less circuitous travel.	Staff supports reviewing this possibility. This would include checking existing approved developments, topography and whether cut through traffic would be induced.	Doesn't support adding the proposed road connection.
Central Loudoun	Loudoun Valley Estates resident	Concern that an 8 lane, limited access Route 606 in the vicinity of Loudoun Valley Estates could hinder their ability to access this	Staff supports an 8 lane Route 606 in tandem with a study which determines and accommodates connecting routes, frontage roads and access	Supports staff recommendation

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Central Loudoun	Glascock Field at Stone Ridge project	Recommend construction of a single point diamond interchange at Route 50/West Spine Road, construction of a grade separated interchange at the Route 50/Stone Springs intersection and maintaining right in/right out access at Route 50 and existing Gum Spring Road.	Staff can support a single point urban diamond interchange at Route 50/West Spine Road and an interchange at Route 50/Stone Springs if justified with appropriate traffic analysis. The proposal to maintain the right in/right out movements on Route 50 at existing Gum Springs Road is problematic given that this portion of Route 50 is meant to be limited access. Further discussion is needed with the applicant.	Doesn't support specifying a specific design in the CTP and doesn't support the proposed right in/right out on Route 50. Supports a study to review the potential for an interchange at Route 50/Stone Springs. Acknowledges the approval of the Glascock rezoning
Central Loudoun	Town of Leesburg staff	Recommend showing an 8 lane facility of the Route 7/15 Bypass between Route 9 and Route 7 (East Market Street) and a grade separated interchange at Route 15 Bypass and Route 15 Business intersection north of the Town of Leesburg.	Staff agrees with the 8 lane facility and notes that since this is within the Town, staff defers to the Town. With regard to the Route 15 Bypass/Route 15 Business interchange recommendation, staff supports an interchange study to determine if an interchange is warranted.	The widths of the CTP roads should be consistent with what is reflected in the adopted Town Transportation Plans. If changes are different from the Town Plan, obtain a formal letter from the Town of Leesburg specifying their requests/recommended changes to the Draft CTP. See 9-4.
Central Loudoun	Play To Win, LLC	Requests deleting the planned extension of Russell Branch Parkway west of Route 659 from the current and Draft CTP so their property won't be affected by the planned road.	Staff doesn't support the recommended change as this link will help provide local access and minimize direct access entrances onto Route 659.	Per the 11/29/07 Central Subcommittee Report- Recommended Russell Branch Parkway terminating at Route 659
Eastern Loudoun	Cooley Goodward Kronish/clients on Route 28	Endorse the recommendation to widen Route 28 to 10 lanes between the Dulles Toll Road and Route 606	Staff agrees. No Planning Commission action is necessary.	No action necessary.

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Area	Initiated By	Item	Staff Comment	Planning Commission Position
Countywide	Loudoun County Chamber Board of Directors	Supports specific corridor improvements to Routes 7,9,15,28,50,606,659 and Battlefield Parkway. They also support a Western Transportation Corridor, a Northern Potomac River Crossing, acceleration of Dulles Rail, sustainable revenue sources for transit, local transit to major businesses and job centers in Loudoun and encouragement of travel demand strategies in the Dulles area.	Staff supports those facilities that are consistent with the current Draft Plan as discussed with the Planning Commission. No Planning Commission action is necessary.	Supports staff recommendation. No action necessary.
Countywide	Building & Development, Department of Planning and Office of Transportation Services	Various edits of the CTP Draft text in Chapters 4, and 7. This also includes a correction to the Bike and Pedestrian Appendix 5. (Edits Attached)	Staff supports these edit changes.	The Planning Commission hasn't been able to review the edits in chapters 4 and 7 and Appendix 5 and decided not to offer recommendations.
Central Loudoun	Loudoun County Office of Transportation Services	Recommends designating Route 606 to a 6 lane divided facility between Shaw Road and Rock Hill Road in order to accommodate existing and anticipated traffic volumes. This link is currently designated on the CTP as a four lane divided facility. It is also constructed as a four lane facility.	Staff supports the proposed designation for 6 lanes on Route 606 between Shaw Road and Rock Hill Road.	Agrees that the portion of Route 606 between Shaw Road and Rock Hill Road should be shown as a 6 lane facility. See page 25 (A1-25) of Appendix 1 and Chapter 2 page 9 (2-9).

