

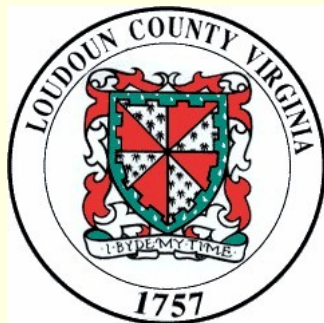
Loudoun County Office of Transportation Services

CPAM 2005-0009 Revised Countywide
Transportation Plan Update

Presentation

Loudoun County Board of Supervisors
Work Session

(Planning Commission Invited)



June 16, 2008

Background

- Local Plan Update Required every 5 years as per VA State Code
- In October, 2005 the Loudoun BOS initiated an amendment to review and update the Countywide Transportation Plan (CTP) and approved funding for this effort in January 2006
- In June 2006, the Loudoun BOS awarded the contract to update the CTP to the firm of Michael Baker, Jr., Inc.

Background

- Michael Baker (the Consultant) was charged to perform four key tasks:
 - Update the County's transportation model using BOS approved Round 7.0 data with 2030 traffic estimates on CTP roads including 14 major corridors.
 - Utilize 2030 traffic demand estimates to determine traffic congestion.
 - Make recommendations on major road corridors including buildable improvements, transit and traffic demand strategies to address congestion.
 - Prepare draft amendments to the CTP text and maps.

Background

- Complete the project within the previous BOS endorsed time frame including Draft Plan by May of 2007, Planning Commission (PC) review over the summer, 2007 a PC vote in September, and a Board public hearing in October followed by work sessions.
- There was not enough time for the previous PC to complete its review and then pass it onto the Board for its review prior to the end of its term in December, 2007.

Model Context

- MWCOCG Model developed over many years, large body of research and testing.
- Loudoun Model based on MWCOCG model (Version 1), with finer detail and independent validation to Loudoun County data.
 - Smaller land use units
 - More roadway system detail

What Happens Inside the Model

- Household profiles and economic data determine character, magnitude, and location of travel related activity.
- Magnitude/character of activities and distance between activities translates into trips between one location and another.
- Availability of travel modes (single occupant car, bus, rail etc.) and relative cost determines mode trips.
- Road way system characteristics (speed, cost, delay) determine route selection from one location to another.

What Comes Out of the Model

- Total number of trips
- Travel patterns
- Number of trips by mode (car, bus etc.)
- Traffic volumes on each roadway segment
- Congested and un-congested travel times
- Excess Demand / Excess Capacity on Roadways
- Total travel statistics on the highway system
 - Vehicle miles traveled (VMT)
 - Hours of travel, congested and un-congested

How Do We Use the Model

- We have series of reality checks to validate output.
- Conducted alternatives analysis and compared results.
- Tested alternative policy options.

Plan Development/Public Input

- Stakeholder meetings held with Loudoun elected officials to discuss and document transportation needs and issues.
- Meetings with the Transportation Land Use Committee (T/LUC) and PC to:
 - Provide status updates, model review and a summary of travel patterns.
 - Identify conditions, constraints and opportunities on the major corridors in Loudoun County
 - Identify alternatives to consider with input from the T/LUC.

Plan Development/Public Input

- Stakeholder meetings with various citizens and stakeholder groups since Fall, 2006 including the Dulles South Transportation Alliance, TRIP II, Hillsboro area citizens and Lucketts area organizations.
- Launched a public website, www.loudouncntp.com in November 2006 to provide information on the CTP update and to obtain input.

Plan Development/Analysis

- The traffic consultant utilized the traffic model to test various alternatives and make recommendations to address congestion for the year 2030.
- The traffic consultant and County staff updated and corrected the CTP text and maps to provide an updated 2007 CTP Draft for review by the PC and Board.

May 2007 Draft CTP

- Provided Map and Text with Appendices Updating the 2001 CTP.
- New Chapter “Corridor Adequacy Analysis” (Chapter 2). This is where the analyses come together in one place which led to recommendations to address Corridor adequacy and demand.

2007 Draft CTP: Road Improvement Priorities

- Appendix 2 of the 2007 CTP Draft text lists priority projects in high, medium and low categories.
- High priority projects as recommended in the draft CTP include:
 - Widening and completing interchanges on Route 7, Route 28, Route 7/15 Leesburg Bypass and Route 50.
 - Widening Route 606 and the Loudoun County Parkway.
 - Safety improvements on Route 15 in the Lucketts area and conducting an alignment study for the Hillsboro Bypass.

2007 Draft CTP: Key Recommended Changes

- Additional widening to the Route 7, Route 9, Route 15, Route 28 and Route 267 (Dulles Greenway) corridors.
- Secondary road widening on Route 606, Loudoun County Parkway, Route 860 Extended, Route 600.
- New Road alignments including the Hillsboro Bypass between Route 9 and Route 7, Route 15 around Lucketts, Riverside Parkway and Route 860.

2007 Draft CTP: Multimodal Recommendations

- Transit recommendations are general and refer to a detailed transit plan that is under way.
- Chapter 4 highlights travel demand management
- Traffic reduction strategies related to land use and traffic management included throughout the draft.
- Chapter 5 and Appendix 5 address the Bicycle and Pedestrian Master Plan as part of the CTP.
- Expanded bus service and HOV lanes.

2007 Draft CTP: Tolls

- Analyzed tolls at a broad, conceptual level using MWCOG regional model.
- Point of analysis was to determine if major toll diversion impacts could affect CTP recommendations.
- This was not found to be the case.
- No toll recommendations are included in the plan, but the Public Private Transportation Act makes new toll facilities possible if initiated by the private sector, VDOT or the County.

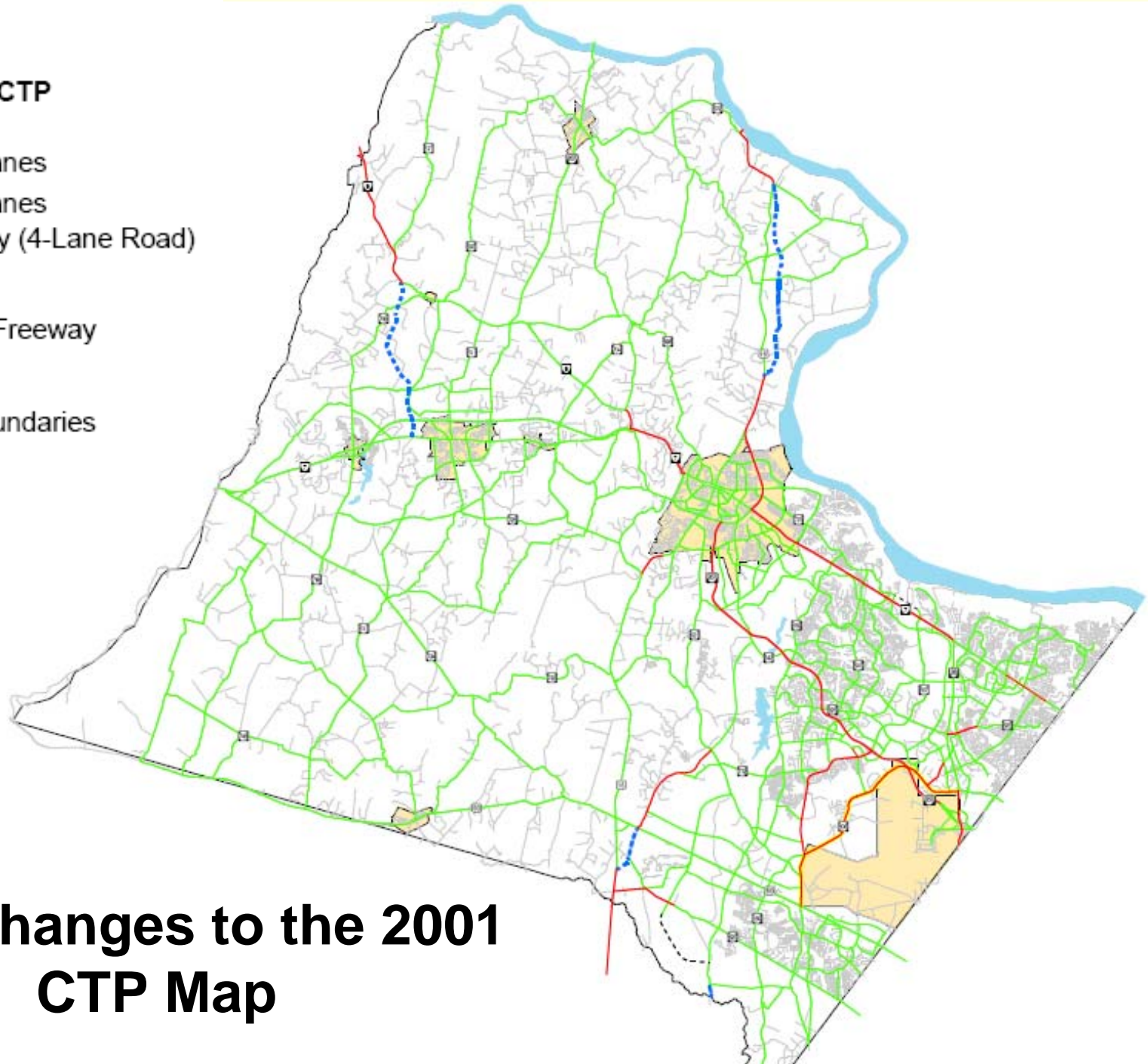
2007 Draft CTP: Miscellaneous Corrections

- Edwards Ferry Road, between Leesburg and River Creek Parkway should be 2 lanes, not four lanes as shown on the Draft CTP map.
- Reflect the approved alignment of existing Route 659 through the Bull Run Stone Quarry.
- In Appendix 1, page A1-50 remove the reference to Route 704 Extended. Crosstrail Boulevard to extend from the Dulles Greenway west to Route 621, not to Route 15.
- Various alignment corrections due to built/approved development.

Legend

Final CTP vs. 2001 CTP

- 2 additional lanes
- 0 additional lanes
- New Roadway (4-Lane Road)
- - - Realignment
- Upgraded to Freeway
- Other Roads
- Municipal Boundaries



Major Changes to the 2001 CTP Map

Issues Raised

- Concerns with the proposed Hillsboro Bypass include negative impacts to adjacent properties, farm land, historic sites, encouragement of more sprawl and traffic from West Virginia and doesn't solve traffic problems without additional widenings further to the east. The BOS took action on June 3 to remove the proposed Hillsboro Bypass from the Draft CTP.
- Concerns that the Route 15 Lucketts Bypass will negatively impact agricultural/commercial properties to the east on Route 15 including the Temple Hill Regional Farm Park and encourage more traffic on this portion of Route 15. The BOS will be considering an item to remove the Lucketts Bypass from the Draft CTP on June 17, 2008.

Issues Raised

- Concerns with Riverside Parkway being realigned closer to Route 7 will encroach on certain homes in the Potomac Farms subdivision and impact housing values.
- Concern about the New Road widening (Route 600) and Route 860 Connector that would attract thru traffic and affect adjacent residents.

Issues Raised

- The Town of Leesburg raised concerns that the 2007 CTP Draft does not address the anticipated heavy traffic volumes on Dry Mill Road immediately west of Leesburg. They would like to see alternative routes identified and context sensitive recommendations for increasing capacity that respects the residential character of this road.
- The developer of Loudoun Station is recommending that the proposed Transit Connector over the Dulles Greenway between the Loudoun Station and Moorefield Station developments be reduced from 4 lanes to 2 lanes based on anticipated traffic volumes.

PC Additional Public Outreach

- Following the June 18, 2007 Public Hearing, the PC recommended removing the proposed Route 15 and Hillsboro Bypasses for further study or inclusion in the Draft CTP. In addition, the PC established subcommittees for eastern, central and western Loudoun County and directed OTS staff to set up community outreach meetings through out the County. A total of 7 meetings were scheduled and held in August/September of 2007 with one in eastern Loudoun, two in central Loudoun and 4 in western Loudoun.

Citizen Input/PC Recommendations

- For Eastern Loudoun:
 - Maintaining Church Road as a four lane road between Route 28 and Cascades Boulevard
 - Provision a signal at Church Road/Lincoln Avenue
 - Removal of the Moran Road overpass over 28.
 - Removal of the Shaw Road connection to Cedar Green Road.
 - Examine modification to the Route 28/Sterling Boulevard interchange to eliminate backups at signals on Sterling Boulevard.

Citizen Input/PC Recommendations

- For Central Loudoun:
 - Realignment of the segment of Riverside Parkway between Claiborne Parkway and Loudoun County Parkway through Potomac Farms (thru water lots 134 and 90) such that it is more parallel to Route 7.
 - Removal of the Lexington Drive Bridge over Route 7
 - Add New Road as a 2 lane paved facility between Route 15 and Braddock Road.
 - Removal of the Route 860 Relocated/Extended Corridor.
 - Removal of Russell Branch Parkway west of Route 659.

Citizen Input/PC Recommendations

- For Western Loudoun:
 - Retain Route 15 as a two lane road with VDOT safety improvements and local road connections.
 - Delete proposed four lane Hillsboro Bypass between Routes 9 and 7.
 - Retain Cider Mill, Woodgrove Road, Alder School and Route 690 as two lane roads with safety improvements, implement traffic calming through Hillsboro and corridor study for realignment of Route 9 around the north side of Hillsboro.
 - Add four lane capacity to Route 9 between Route 7 and Clarke's Gap Road (Route 662).

Citizen Input/PC Recommendations

- Western Loudoun Continued:
 - Coordinate with Maryland and West Virginia for commuter bus and van service from park & ride lots on both sides of the border.
 - Explore the feasibility of adding two or more two-lane river crossings east of Route 15 between White's Ferry Road and the Fairfax County line.
 - Explore tolling impacts and strategies with state and federal agencies.

Planning Commission Action

- In addition to the recommendations made by each subcommittee, the PC reviewed and took positions on a variety of issues raised by citizens, landowners, civic organizations and government agencies. These are highlighted in a matrix in the January 24, 2008 packet to the Board and PC.
- The PC also provided recommended text changes to chapters 1-3 of the Draft CTP text with carry over changes to Chapters 8 and 9 as well as the Draft CTP map. Due to the compressed time frame, the PC was not able to review Chapters 4-9 and the various appendices.

Board of Supervisors Actions

- On June 3, 2008, the Board voted unanimously to remove the Hillsboro Bypass from further consideration.
- On June 17, 2008 the Board will consider an item which directs staff to remove the Route 15 Lucketts Bypass from further consideration.

Outstanding Issues

- The Dulles Loop Road was not addressed by the PC.
- Review of the former PC recommendations.
- Amendments to CTP Map reflect CTP road alignments as built/approved.
- Sycolin Road Realignment recommended in the Leesburg Executive Airport Master Plan.
- Route 606/Loudoun County Parkway as a limited access facility.

Next Steps-Options

- Forward to PC for review without parameters.
- Forward to PC for review with parameters which would identify specific issues to be addressed.