

2009 Draft CTP Public Hearing Issues Matrix

	B	C	E	F	G	H	I
1	CTP Input/Comments						
2	Reference Number	Chapter	Category	Medium	Issue	Staff Comment/Recommendation	Planning Commission Position
4	VDOT-1	2		Referral	VDOT notes that SSAR will apply to the rural area	Comment noted	
5	VDOT-2	2		Referral	VDOT questions the relationship of the statement on p2-25, item 7 that suggests that turn lanes will be constructed when fully warranted or required for safety to VDOT standards.	Comment noted	
6	VDOT-3	2		Referral	VDOT suggests defining VDOT Access Mgmt Standards on p2-2 as "VDOT Access Management Regulations: Principal Arterials and VDOT Access Management Regulations: Minor Arterials, Collectors and Local Streets."	Staff supports recommendation	
7	VDOT-4	2		Referral	VDOT suggests reference to VDOT TIA regulations to item 3, p2-30	Staff supports recommendation	
8	VDOT-5	2		Referral	VDOT suggests on p2-31 changing "Road Manual" to "Road Design Manual" and "Subdivision Street Standards" to "Subdivision Street Acceptance Requirements (SSAR) or Subdivision Street Requirements (SSR) as applicable"	Staff supports recommendation	
9	VDOT-6	2		Referral	VDOT suggests adding reference to connectivity requirements of VDOT SSAR to item 4, p2-31	Staff supports recommendation	
10	VDOT-7	2		Referral	VDOT suggests adding reference to VDOT's traffic calming policies including Traffic Calming Guide and Appendix B-1 of VDOT Road Design Manual under traffic calming, p2-33	Staff supports recommendation	
11	VDOT-8	2		Referral	VDOT suggests that trip assignment in PC network appears "illogical"	Staff is working with VDOT to address concerns; consultant does not concur with VDOT assessment	
12	VDOT-9	2		Referral	VDOT suggests some elements of the network appear to be coded incorrectly	Consultant has verified that correct links were included in latest model runs; some links were incorrectly identified as missing	
13	VDOT-10	2		Referral	VDOT makes observations as to the travel demand model output (see table in VDOT referral)	Staff is working with VDOT to address concerns; consultant does not concur with VDOT assessment	
14	VDOT-11	3		Referral	VDOT suggests Loudoun County should coordinate planned transit with update to CLRP	Once adopted and funded, staff would coordinate with the CLRP	
15	VDOT-12	3		Referral	VDOT suggests transit service to Tysons Corner be mentioned or clarified in Table 3-2	The Tysons TMP service does not replace any of the proposed conceptual transit routes	
16	VDOT-13	3		Referral	VDOT suggests that Table 3-4 should be clarified to indicate whether all land development applications must achieve 10 percent mode split	Staff recommends clarifying policy 5 of the Transit Land Use Policies to indicate the geographic areas where the 10% mode split occurs (in transit corridors)	

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17	VDOT-14	3		Referral	VDOT suggests that other TDM strategies are not listed in Table 3-4 and could also qualify for reductions and that the relationship of TDM strategies listed in Table 3-4 with other actions on p3-22 and 3-23 is not clear	Staff has clarified TDM strategies and notes that the suggested strategies are not applicable to Loudoun County, or are already included	
18	VDOT-15	3		Referral	VDOT suggests including anticipated spaces at Metrorail stations in Table 3-5	Staff believes that this information should be included in the discussion of Metrorail	
19	VDOT-16	3		Referral	VDOT suggests that estimated parking spaces in Table 3-5 may be underestimated due to HOV-3 by 2030	Staff is unclear as to where this requirement comes from; further information is required	
20	VDOT-17	3		Referral	VDOT states that Dulles North lot shown twice in Table 3-5	Staff has verified that it is not shown twice	
21	VDOT-18	3		Referral	VDOT states that existing lots from County website are not included in Table 3-5	Staff believes that small community lots that do not support transit are not appropriate; they could be included in a separate table under TDM if desired	
22	VDOT-19	3		Referral	VDOT suggests adding map showing lot locations in section	Staff notes that these facilities are shown on the phasing maps	
23	VDOT-20	4		Referral	VDOT recommends removing "multi-purpose" from p4-2, 1st para, ln 3	Staff supports recommendation	
24	VDOT-21	4		Referral	VDOT recommends rewording p4-2, 1st para, ln 8 to say "Furthermore, the needs of...that bike lanes and wide curb lanes to the less experienced adult or child rider who finds off-road shared use paths more conducive to comfortable travel."	Staff supports recommendation	
25	VDOT-22	4		Referral	VDOT recommends rewording p4-2, 1st para, ln 13 to say "...by riding on the sidewalk or shared use path, because motor vehicles..."	Staff supports recommendation	
26	VDOT-23	4		Referral	Benefits of Pedestrian and Bicycle Facilities: 1st bullet VDOT recommends deleting reference to multi-purpose pathways, since the terminology does not exist; 3rd bullet suggest rephrasing to "Increased non-motorized ridership helps...the metropolitan region in meeting improving its air quality"; suggest adding new item: Enhancement to residents' quality of life	Staff supports recommendation	
27	VDOT-24	4		Referral	VDOT recommends adding more specificity identifying each roadway with specific bike/ped accommodations	Staff believes that the CTP adequately addresses this issue	

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28	VDOT-25	4		Referral	VDOT recommends p4-3, policy 1 defining side paths	Staff recommends deleting term as it refers to shared use paths	
29	VDOT-26	4		Referral	VDOT recommends p4-3, policy 3 defining "reasonable."	This language was removed in the October draft	
30	VDOT-27	4		Referral	VDOT states that improving bike/ped facilities with maintenance funds may not be possible due to restrictions on using for construction (p4-3, policy 5)	Comment noted	
31	VDOT-28	4		Referral	VDOT recommends replacing established with provided p4-3, policy 8	Staff supports recommendation	
32	VDOT-29	4		Referral	VDOT recommends adding "...accepted design standards and guidelines by VDOT and organizations such as..." to p4-3, policy 9	Staff supports recommendation, but recommend changing organizations to organizations/legislation	
33	VDOT-30	4		Referral	VDOT recommends deleting multi-purpose from p4-3, policy 10	Staff supports recommendation	
34	VDOT-31	4		Referral	VDOT recommends deleting multi-purpose from p4-3, policy 15	Staff supports recommendation	
35	VDOT-32	4		Referral	VDOT recommends adding reference to future update of LCBMMP to p4-4, policy 11 "...for inclusion in the update of the LCBMMP"	Need further clarification	
36	VDOT-33	4		Referral	VDOT recommends adding new policy regarding future plan for a designated Bike/Ped Coordinator	Staff notes that the PC elected to drop such language due to the pending hiring of a staff member with a job component that includes bike/ped coordination	
37	VDOT-34	A2		Referral	VDOT suggests that widening Leesburg Bypass to 6 lanes between Route 7 and US 15 split to the north is not warranted (as discussed in A2)	Staff is open to discussion on this item	
38	VDOT-35	A2		Referral	VDOT recommends adding explanation of LOS criteria to A2	Staff supports recommendation	
39	VDOT-36	A2		Referral	VDOT notes that crossover spacing is now subject to VDOT access management regulations as discussed in A2	Comment noted	
40	VDOT-37	A6		Referral	VDOT recommends to add reference to VDOT design guidelines and standards in A6	Staff supports recommendation	
41	VDOT-38	G		Referral	VDOT recommends deleting reference to design speed as 5-10 mph more than posted speed limit in glossary definition	Staff supports recommendation	
42	PD-1	2		Referral	Planning staff recommends removing reference to turn lanes when warranted in rural roads section	Staff does not support this recommendation. Turn lanes are required by VDOT when warranted and are constructed for safety purposes.	

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43	PD-2	2		Referral	Planning staff recommends Design and Construction Standards 1st para, 2nd sentence state that "Roads should fit and complement the communities they serve, while providing adequate Levels of Service within the Suburban and Transition Policy Areas."	Staff supports recommendation	
44	PD-3	2		Referral	Planning staff recommends adding language regarding coordination on Edwards Ferry Road to the Town JLMA discussion (2 paragraphs as noted in PD referral)	Staff recommends that this information be incorporated into the Towns chapter of the Revised General Plan, as specific roads are listed but not discussed in this section	
45	PD-4	2		Referral	Planning staff recommends adding new Town JLMA policy 1 (as noted in PD referral)	Staff recommends that this information be incorporated into the Towns chapter of the Revised General Plan, as specific roads are listed but not discussed in this section	
46	PD-5	2		Referral	Planning staff recommends adding new Town JLMA policy 2 (as noted in PD referral)	Staff recommends that this information be incorporated into the Towns chapter of the Revised General Plan, as specific roads are listed but not discussed in this section	
47	PD-6	2		Referral	Planning staff recommends adding new Town JLMA policy 3 (as noted in PD referral)	Staff recommends that this information be incorporated into the Towns chapter of the Revised General Plan, as specific roads are listed but not discussed in this section	
48	PD-7	2		Referral	Planning staff recommends adding new Town JLMA policy 4 (as noted in PD referral)	Staff recommends that this information be incorporated into the Towns chapter of the Revised General Plan, as specific roads are listed but not discussed in this section	
49	PD-8	2		Referral	Planning staff recommends description of Edwards Ferry Road in A1 be changed from U2 to R2	Staff supports recommendation	
50	PD-9	A1		Referral	Planning staff recommends description of Rivercreek Parkway in A1 include traffic calming at northern terminus due to low design speed for Edwards Ferry Road	Staff will incorporate language reflecting planning's referral comment	
51	PD-10	4		Referral	Planning staff states that Bike/Ped policy 7 is inconsistent with Bike/Ped Plan in terms of where bike/ped facilities are to be considered; recommends deletion	Staff supports recommendation	
52	PD-11	4		Referral	Planning staff recommends bike/ped policy 9 reference bike/ped design toolkit	Staff supports recommendation	
53	PD-12	4		Referral	Planning staff recommends that bike/ped policy 13 reference Greenways and Trails Policies in Ch 5 of the General Plan; also reference to A5 is incorrect	Staff supports recommendation	

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54	PD-13	4		Referral	Planning staff recommends updating bike/ped policy 17 be updated to say "The County will form a Citizen Bicycle and Pedestrian Advisory Committee, which shall include those functions provided in the LCBMMP."	Staff supports recommendation	
55	PD-14	4		Referral	Planning staff recommends including a policy expressing County's desire to create a map of existing and proffered bike/ped facilities	Staff notes that these initiatives are already underway as has been discussed with the PC previously.	
56	PD-15	A6		Referral	Planning staff recommends including reference to design toolkit in addition to AASHTO standards in A6; also recommend table be updated for 4-lane roads to include bike lanes	Staff will add reference to design toolkit, however staff does not support mandatory incorporation of bike lanes on all 4-lane roads. There are many factors which go into determining whether bike lanes are appropriate on a particular road, as noted at previous PC meetings; these are described in AASHTO standards	
57	PD-16	5		Referral	Planning staff recommends inclusion of descriptive paragraphs for area airports in Ch 5 as detailed in PD referral	Staff supports recommendation	
58	PD-17	5		Referral	Planning staff recommends adding new airport access policy 1 (as noted in PD referral)	Staff supports recommendation; policy could potentially be integrated into draft policy 4	
59	PD-18	5		Referral	Planning staff recommends adding new airport access policy 2 (as noted in PD referral)	This proposed policy does not seem to relate to the CTP; further explanation is required	
60	PD-19	2		Referral	Planning staff recommends deleting "existing" from transition area policy 1	Staff supports recommendation	
61	PD-20	2		Referral	Planning staff recommends adding "direct driveway access points and increased building setbacks" to transition area policy 2	Staff does not support direct driveway access points as this is inconsistent with standards for collector and arterial highways	
62	PD-21	3		Referral	Planning staff suggests amending section on Guiding Principles of Transit to remove all references to Transit Node Plans and include that the scoping of the traffic study for land development applications surrounding transit nodes should include language as suggested in the PD referral	Staff is open to discussion on this item	
63	PD-22	3		Referral	Planning staff suggests deleting second bullet of Guiding Principles of Transit/Transit Nodes section since it is covered in General Plan, and changing 3rd bullet to "Transit-oriented parking."	Staff is open to discussion on this item	

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64	PD-23	3		Referral	Planning staff recommends Route 28 be included in Transit Land Use Policy 3 since it is a transit corridor	Staff supports recommendation	
65	PD-24	3		Referral	Planning staff recommends combining TDM policies 1, 5 and 7 and changing policy 1 from "Staff" to "The County" and removing "funding" from policy 7.	Staff is open to discussion on this item	
66	PD-25	3		Referral	Planning staff recommends changing TDM policy 6 to say "The County will amend the Zoning Ordinance to include a trip-reduction ordinance for transit in designated transit corridors (Route 7, Route 50, Route 28 and the Dulles Greenway)".	Staff supports recommendation	
67	PD-26	3		Referral	Planning staff recommends that TDM policy 8 be updated to provide that funding of TDM strategies from the County's trust fund will be applied to projects serving the transportation system within the geographic policy area that made the contribution.	Staff is open to discussion on this item	
68	PD-27	-		Referral	Planning staff recommends adding references to the LCBMMP in various locations as noted in the PD referral.	Staff supports recommendation	
69	PD-28	6/8		Referral	Planning staff recommends that VDOT text in Ch 6 and funding policies 13 and 14-iv in Ch 8 be updated to reference 2009 CTP and the Bike/Ped Plan	Staff supports recommendation	
70	PD-29	3		Referral	Planning staff recommends removing reference to A6 from CH 3, Additional TDM Modes and Related Policies and Strategies discussion of Biking and Walking	Staff supports recommendation	
71	PD-30	9		Referral	Planning staff recommends revising Ch 9 to read "Use the 2009 CTP and the LCBMMP in the review of all development applications and ensure that these facilities are included in all scoping, planning, design, and construction plans."	Staff supports recommendation	
72	PD-31	7		Referral	Planning staff recommends revisions to Water Quality intro section in Ch7 as noted in PD referral	Staff supports recommendation	
73	PD-32	7		Referral	Planning staff recommends revisions to Water Quality policy 1 as noted in PD referral	Staff supports recommendation	
74	PD-33	7		Referral	Planning staff recommends revisions to Water Quality policy 2 as noted in PD referral	Staff supports recommendation	

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75	PD-34	7		Referral	Planning staff recommends revisions to Water Quality policy 3 as noted in PD referral	Staff supports recommendation	
76	PD-35	7		Referral	Planning staff recommends revisions to Water Quality policy 4 as noted in PD referral	Staff supports recommendation	
77	PD-36	7		Referral	Planning staff recommends revisions to Water Quality policy 5 as noted in PD referral	Staff supports recommendation	
78	PD-37	7		Referral	Planning staff recommends deletion of water quality policy 4 as regulation does not need to be included in policies	Staff supports recommendation	
79	PD-38	A3		Referral	Planning staff recommends removal of off-road trails from A3 as they are listed in the General Plan	Staff supports recommendation	
80	PVL-1	2		Referral	P2-22: Purcellville suggests adding reference for Route 287 to be 4 lanes within Town limits; reference should be added for Route 7/690 interchange and included in figure 2-1e	Staff supports inclusion where appropriate; staff notes that we don't typically discuss roads within Towns in the text of the CTP	
81	PVL-2	2		Referral	P2-24: Purcellville suggests adding reference for Route 287 to be 4 lanes within Town limits; reference for 7/690 interchange	Staff supports inclusion where appropriate; staff notes that we don't typically discuss roads within Towns in the text of the CTP	
82	PVL-3	2		Referral	P2-29: Purcellville suggests adding reference for Route 287 to be 4 lanes within Town limits; reference for 7/690 interchange	Staff supports inclusion where appropriate; staff notes that we don't typically discuss roads within Towns in the text of the CTP	
83	PVL-4	3		Referral	P3-12: Purcellville recommends expansion of Purcellville Connector service to accommodate demand	Staff notes that current and projected ridership does not justify expansion of the service	
84	PVL-5	3		Referral	P3-26: Purcellville suggests adding reference for Town-recommended size of park and ride lots to serve local needs (75-100 spaces)	Staff notes that current plans do not call for any park and ride lots in the western Loudoun towns	
85	PVL-6	3		Referral	P3-30: Purcellville requests acknowledgement that County bus storage lot in P-ville must be relocated	Comment noted	
86	PVL-7	4		Referral	P4-4, policy 17: Purcellville requests proposed Citizen Bike/Ped Cmte include P-ville rep	Comment noted	
87	PVL-8	4		Referral	P4-4, policy 20: Purcellville requests Town be included as coordinating agency for Safe Routes to School	Comment noted	
88	PVL-9	A1		Referral	PA1-27, item 30: Purcellville requests addition of reference to roundabout at Route 7/287	Staff supports inclusion where appropriate; staff notes that we don't typically discuss roads within Towns in the text of the CTP	

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89	PVL-10	A1		Referral	PA1-68, item 109: Purcellville requests addition of reference to roundabout at Route 690/A St	Staff supports inclusion where appropriate; staff notes that we don't typically discuss roads within Towns in the text of the CTP	
90	PVL-11	A1		Referral	PA1-115, item 200: Purcellville requests revision to existing/ultimate condition: total length of SCR from Route 690 to Route 7 is 1.6 miles, remaining segment to be built is 1,800 ft	Staff supports recommendation	
91	FFX-1	2		Referral	Fairfax County suggests that reference be added as to where transition from 4 to 6 lanes on Tri-County Pkwy would occur in Loudoun	Staff notes that this will be determined at design stage	
92	FFX-2	2		Referral	Fairfax County recommends coordination with County and stakeholders regarding proposed concept for HOV on Route 50	Comment noted	
93	FFX-3	2		Referral	Fairfax County recommends coordination with County on Fairfax' proposed interchange improvement for Route 7/Dranesville Road	Comment noted	
94	FFX-4	2		Referral	Fairfax County recommends coordination with County on location of future improved Rock Hill Road	Comment noted; see note G of CTP map; also this issue will be addressed as part of the ongoing interjurisdictional efforts with Herndon and Fairfax County	
95	FFX-5	2		Referral	Fairfax County recommends coordination as to the location of the overpass across the Dulles Toll Road in the vicinity of Rock Hill Road	Comment noted; this issue will be addressed as part of the ongoing interjurisdictional efforts with Herndon and Fairfax County	
96	HER-1	2		Referral	Herndon recommends transition of 606 from future 6 lanes to four occur at or west of Davis Drive	Comment noted; this issue will be addressed as part of the ongoing interjurisdictional efforts with Herndon and Fairfax County	
97	HER-2	2		Referral	Herndon supports extensions of Shaw Road and Davis Drive to Innovation	Comment noted; this issue will be addressed as part of the ongoing interjurisdictional efforts with Herndon and Fairfax County	
98	HER-3	3		Referral	Herndon advocates good trail and sidewalk connections as well as bike/ped-friendly streets in Dulles World vicinity	Comment noted	
99	HER-4	2		Referral	Herndon advocates an access management study of Route 606 from Shaw Road to the western Town boundary	Comment noted	
100	HER-5	2		Referral	Herndon supports vehicular connection across Dulles Toll Road from Dulles World area to Fairfax County	Comment noted; this issue will be addressed as part of the ongoing interjurisdictional efforts with Herndon and Fairfax County	
101	HER-6	2		Referral	Herndon requests realignment of Rock Hill Road to intersect Route 606 west of the current intersection at Oak Grove Road or future Davis Drive	Comment noted; this issue will be addressed as part of the ongoing interjurisdictional efforts with Herndon and Fairfax County	

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102	HER-7	2/MAP		Referral	Herndon requests rewording of note G on the CTP map to say "A new connection from Route 606 south to the Route 28/CIT Metrorail station, reconsideration of planned improvements for Rock Hill Road south of Route 606, and reconsideration of planned improvements fo Route 606 between Route 28 and Town limits should be explored and determined by a later study in coordination with Fairfax County	Staff is open to discussion on this item	
103	HER-8	2		Referral	Herndon supports the following street configuration in the CIT/Quarry area: extend Davis Drive to Innovation Avenue, provide a ramp from the Dulles Toll Road directly to the CIT/Quarry area, plan only for the level of development that can be supported by existing and planned streets with LOS D or better, provide street connections wherever possible, view Route 606 as an urban street with a slow traffic pattern and frequent signals, and increase access to the CIT/Quarry area beyond three access points at Innovation, Rock Hill and Shaw	Comment noted; this issue will be addressed as part of the ongoing interjurisdictional efforts with Herndon and Fairfax County	
104	HER-9	2		Referral	Herndon supports connection of Wiehle Avenue to Lincoln Drive	Comment noted; further discussion is necessary	
105	PWC-1	3		Referral	Prince William County indicates that future transit alternatives on Routes 28 and 234 need coordination	Staff notes that the plan calls for coordination of service among Loudoun, Herndon and Prince William Counties	
106	LBG-1	A3		Referral	Leesburg recommends that the County prioritize projects as follows: 1st - climbing lane on Route 7, then construction of Sycolin interchange, then after those improvements are implemented, determine whether widening of the Leesburg bypass is necessary	Comment noted	
107	LBG-2	2		Referral	Leesburg recommends a grade-separated interchange at North King Street and Route 15 bypass	Staff is open to discussion on this item	
108	LBG-3	2		Referral	Leesburg recommends retaining 4 lanes on Leesburg bypass north of Route 7 to Battlefield Pkwy	Staff is open to discussion on this item	

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109	LBG-4	2		Referral	Leesburg recommends retaining 4 lanes on Leesburg bypass north of Battlefield north to Business Route 15	Staff is open to discussion on this item	
110	LBG-5	2		Referral	Leesburg recommends extending Crosstrail Blvd from Evergreen Mill Road to US 15 across from Harmony Church Road	Staff notes that this concept was removed from previous plans due to compromised ROW, evolving policies and lack of support	
111	LBG-6	2/3		Referral	Leesburg recommends adding rail to Route 267 as shown in Leesburg Town Plan	Staff recommends adding a comment to the Metrorail section of Ch 3 stating that the Town Plan proposes an extension of Metro to Leesburg	
112	LBG-7	A1		Referral	Leesburg recommends an ultimate configuration of Fort Evans Road as divided from Route 773 to Battlefield	Staff is open to discussion on this item	
113	LBG-8	A1		Referral	Leesburg recommends that description of ultimate configuration of Russell Branch and Battlefield interchange be change to "to be determined"	Staff is open to discussion on this item, but notes that the description is consistent with the Town plan	
114	LBG-9	3		Referral	Leesburg recommends that County consider bus commuter service along Route 15 north from Leesburg to Point of Rocks, MD	Staff notes that this is in the plan (to the VA-MD border)	
115	LBG-10	2		Referral	Leesburg recommends investigating feasibility of bus/truck lane along Route 15 corridor from Leesburg north to Point of Rocks, MD	Comment noted	
116	LBG-11	4		Referral	Leesburg recommends adding note to CTP: "For location of bicycle/pedestrian facilities with Leesburg Town limits, refer to the Leesburg Town Plan, as amended."	Staff supports recommendation	
117	PH-1	2		Verbal	LVE III resident opposed to expansion of Route 606 to 8 lanes in vicinity of development	Staff notes that the map includes a note that states that local access and interchange locations are to be determined by future study and also that the MWAA application requests funding for a 4-lane facility, not 8 lanes as has been suggested; also the Dulles Loop study anticipates a possible ROW of 182' with a lower design speed versus the 285' quoted for I-66	
118	PH-2	2		Verbal	Citizen in support of wise planning to reduce traffic, pollution and encourage bike/ped mobility; opposed to new infrastructure in transition/rural areas; prioritize/fund Safe Routes to School	Comment noted	

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119	PH-3	2		Verbal	NVTA representative encouraged preservation of ROW and community connectivity and supports: limited access on Route 28 and 7, Tri-County Pkwy, reclassification of Routes 606 and 659 as primary roads, Dulles Loop, new connection from Route 606 to 28, Middleburg bypass and Western Transportation Corridor; also preserve alternate corridors to Routes 15 and 9 and facilitate access to Dulles Airport	Comment noted	
120	PH-4	2		Verbal	Bike Loudoun supports bike/ped mobility and complete streets, but must make changes in driving habits to improve traffic	Comment noted	
121	PH-5	2		Verbal	Chamber of Commerce supports highly functioning network for economic competitiveness through regionally connected grid and prioritization of projects based on performance-based criteria; recommends use of advanced technology, connections to airport and business centers, upgrading of Route 7, the Dulles Loop, Route 50 and collector roads, Tri-County Pkwy, 8 lanes on Route 28, upgrades to Route 659/Relocated, Metrorail, the Western Transportation Corridor, a Route 15 bypass and new bridge, a Route 9 bypass, and ROW for additional Potomac River crossing	Comment noted	
122	PH-6	2		Verbal	Herndon representative made comments consistent with referral	See Herndon comments	
123	PH-7	2		Verbal	Citizen for Community Schools representative advocated elimination/reduction in size of Transition Area roads including Lenah Loop, Northstar Blvd and Tall Cedars Pkwy	Staff notes that further reduction to the network in this area would almost certainly be harmful to its ability to function, placing significant strain on existing facilities; it would also permanently eliminate the ability to preserve ROW, thus allowing for less orderly planning of the road network	
124	PH-8	2		Verbal	Citizen advocated spending resources on projects that serve communities and not north-south roads as planned in the Transition Area	Comment noted	

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125	PH-9	2		Verbal	Citizen advocated elimination/ reduction in size of Transition Area roads including Lenah Loop, Northstar Blvd and Tall Cedars Pkwy	Staff notes that further reduction to the network in this area would almost certainly be harmful to its ability to function, placing significant strain on existing facilities; it would also permanently eliminate the ability to preserve ROW, thus allowing for less orderly planning of the road network	
126	PH-10	2		Verbal	Vantage Point HOA representative advocated traffic circle at intersection of Waxpool and Ashburn Village Blvd, completion of parallel roads with bike/ped accommodations and improvements to east-west routes, not north-south routes; also advocated against widening of roads, for traffic calming, transit and overall safety	Staff notes that improvements to alleviate issues in the Waxpool corridor are anticipated and would provide relief to this intersection; parallel roads are considered in the plan as well as bike/ped accommodations; comments regarding north-south routes and road widening are noted	
127	PH-11	3/4		Verbal	Loudoun County Disability Services Board member recommended reliable on-demand service, and accessibility to Metro Access; also recommended proffers be used for bike/ped accessibility and implementation of new standards in the FSM	Staff notes that participation in Metro Access will be considered at the time that metro service comes to Loudoun; staff notes that proffers are used for bike/ped accessibility	
128	PH-12	2		Verbal	Citizen advocated elimination/ reduction in size of Transition Area roads including Lenah Loop, Northstar Blvd and Tall Cedars Pkwy	Staff notes that further reduction to the network in this area would almost certainly be harmful to its ability to function, placing significant strain on existing facilities; it would also permanently eliminate the ability to preserve ROW, thus allowing for less orderly planning of the road network	
129	PH-13	2/3		Verbal	Citizen advocated complete streets, linking of suburban communities and more transit; also expressed support for bus service instead of Route 15 bypass as Route 15 is a rural heritage area	Staff notes that bus service on Route 15 is in the plan (to the VA-MD border)	
130	PH-14	2		Verbal	Citizen advocated elimination/ reduction in size of Transition Area roads including Lenah Loop, Northstar Blvd and Tall Cedars Pkwy	Staff notes that further reduction to the network in this area would almost certainly be harmful to its ability to function, placing significant strain on existing facilities; it would also permanently eliminate the ability to preserve ROW, thus allowing for less orderly planning of the road network	

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131	PH-15	2		Verbal	Committee for Dulles advocated need for north-south roads and preservation of ROW; also advocated system of feeder buses and bike/ped access to Metro stations; Route 28 should be multi-modal, the 606/Greenway interchange needs additional focus/attention, the 606 corridor should be limited access, the Loop project has buy-in from senior elected officials and staff; the Tri-County Pkwy, improvements to Route 7 bypass to limit accidents, Purcellville access, improvements to 7/28 interchange due to evening back-ups, and extension of Atlantic/Davis to the Route 28/CIT station	Comment noted; see CTP for details	
132	PH-16	2		Verbal	Citizen advocated elimination/ reduction in size of Transition Area roads including Lenah Loop, Northstar Blvd and Tall Cedars Pkwy	Staff notes that further reduction to the network in this area would almost certainly be harmful to its ability to function, placing significant strain on existing facilities; it would also permanently eliminate the ability to preserve ROW, thus allowing for less orderly planning of the road network	
133	PH-17	2		Verbal	LVE III resident opposed to expansion of Route 606 to 8 lanes in vicinity of development	Staff notes that the map includes a note that states that local access and interchange locations are to be determined by future study and also that the MWAA application requests funding for a 4-lane facility, not 8 lanes as has been suggested; also the Dulles Loop study anticipates a possible ROW of 182' with a lower design speed versus the 285' quoted for I-66	
134	PH-18	3/4		Verbal	Bike Loudoun supports updating LCBMMP and additional transit including light rail loop around County	Comment noted	
135	PH-19	2/3		Verbal	PEC supports setting of priorities through 2 criteria: 1) enhance, protect, serve existing communities and 2) retrofit existing infrastructure with creative/safety improvements; examples include: vehicular access to Claude Moore Park, Signage on EB Route 7 to divert trucks, traffic calming on Tall Cedars along with Bike/Ped facilities, increased use of Transit through education and marketing and Complete streets	Comment noted	
136	PH-20	3		Verbal	Citizen supports improved public transit, especially to Dulles Airport	Staff notes that public transit to Dulles is included in the plan	

2009 Draft CTP Public Hearing Issues Matrix

	B	C	E	F	G	H	I
2	Reference Number	Chapter	Category	Medium	Issue	Staff Comment/Recommendation	Planning Commission Position
137	PH-21	2		Verbal	Prince William County citizen supports removal of Tri-County Pkwy and inclusion of Route 28 bypass alignment	Staff notes that further reduction to the network in this area would almost certainly be harmful to its ability to function, placing significant strain on existing facilities; it would also permanently eliminate the ability to preserve ROW, thus allowing for less orderly planning of the road network; staff further notes that the WTC was removed from the plan in 2001	
138	PH-22	2		Verbal	Prince William County citizen supports removal of Tri-County Pkwy	Staff notes that further reduction to the network in this area would almost certainly be harmful to its ability to function, placing significant strain on existing facilities; it would also permanently eliminate the ability to preserve ROW, thus allowing for less orderly planning of the road network; staff further notes that the WTC was removed from the plan in 2001	
139	PH-23	2		Verbal	Prince William County citizen expressed opposition to "WTC"	Staff notes that further reduction to the network in this area would almost certainly be harmful to its ability to function, placing significant strain on existing facilities; it would also permanently eliminate the ability to preserve ROW, thus allowing for less orderly planning of the road network; staff further notes that the WTC was removed from the plan in 2001	
140	PH-24	2/8		Verbal	Green Energy Partners representative advocated improvements to Crosstrail Blvd over Cochran Mill; also requested inclusion of provision for private utilities to be used for transportation bonds	Comment noted	
141	PH-25	2		Verbal	LVE III resident opposed to expansion of Route 606 to 8 lanes in vicinity of development	Staff notes that the map includes a note that states that local access and interchange locations are to be determined by future study and also that the MWAA application requests funding for a 4-lane facility, not 8 lanes as has been suggested; also the Dulles Loop study anticipates a possible ROW of 182' with a lower design speed versus the 285' quoted for I-66	
142	PH-26	2		Verbal	Citizen stated that widening of Route 15 north of Leesburg would lead to more traffic; also stated that the Route 15 bypass was shown on NVTA map	Comment noted	
143	PH-27	2		Verbal	Citizen expressed dissatisfaction with traffic calming on Route 9 in Hillsboro due to congestion concerns	Comment noted	
144	PH-28	2		Verbal	Citizen expressed need for additional east-west routes	Comment noted	

2009 Draft CTP Public Hearing Issues Matrix

	B	C	E	F	G	H	I
2	Reference Number	Chapter	Category	Medium	Issue	Staff Comment/Recommendation	Planning Commission Position
145	PH-29	2		Verbal	Citizen advocated elimination/ reduction in size of Transition Area roads including Lenah Loop, Northstar Blvd and Tall Cedars Pkwy; citizen also expressed concern over "6 lane beltway" around Brambleton	Staff notes that further reduction to the network in this area would almost certainly be harmful to its ability to function, placing significant strain on existing facilities; it would also permanently eliminate the ability to preserve ROW, thus allowing for less orderly planning of the road network; staff further notes that the WTC was removed from the plan in 2001	
146	PH-30	2		Verbal	Leesburg representative made comments consistent with referral	See Leesburg comments	
147	PH-31	2		Verbal	LVE III resident opposed to expansion of Route 606 to 8 lanes in vicinity of development	Staff notes that the map includes a note that states that local access and interchange locations are to be determined by future study and also that the MWAAs application requests funding for a 4-lane facility, not 8 lanes as has been suggested; also the Dulles Loop study anticipates a possible ROW of 182' with a lower design speed versus the 285' quoted for I-66	
148	PH-32	2		Verbal	LVE III resident opposed to expansion of Route 606 to 8 lanes in vicinity of development	Staff notes that the map includes a note that states that local access and interchange locations are to be determined by future study and also that the MWAAs application requests funding for a 4-lane facility, not 8 lanes as has been suggested; also the Dulles Loop study anticipates a possible ROW of 182' with a lower design speed versus the 285' quoted for I-66	
149	PH-33	2/3		Verbal	Citizen requested planning for additional crossing of Potomac, additional coordination with adjacent jurisdictions, VDOT and FHWA; recommended establishment of priorities and the use of W&OD ROW for elevated rail	Comment noted	
150	PH-34	2		Verbal	Email from citizen read aloud expressing concern over widening to 6 lanes of Belmont Ridge Road due to proximity to existing communities, school; noise, water, air pollution and safety concerns discussed; citizen had petition with 105 signatures opposing 6 lanes	Comment noted	
151	PH-35	2		Verbal	LVE III resident opposed to expansion of Route 606 to 8 lanes in vicinity of development	Staff notes that the map includes a note that states that local access and interchange locations are to be determined by future study and also that the MWAAs application requests funding for a 4-lane facility, not 8 lanes as has been suggested; also the Dulles Loop study anticipates a possible ROW of 182' with a lower design speed versus the 285' quoted for I-66	