

Chapter 8

Implementation

The *2009 Countywide Transportation Plan (CTP)* is part of an ongoing local and regional process to provide transportation services. The policies of this Plan will serve as the basis for future planning efforts, while providing the criteria, objectives, and parameters for these future efforts. The Implementation Chapter provides an outline of some of the issues that should be addressed and future tasks that should be undertaken to fully implement the *2009 Countywide Transportation Plan*.

The CTP does not provide the detailed engineering and specific planning and analysis ultimately required for its full implementation. Necessary implementation actions include corridor environmental impact and location studies, modifications to land use plans and ordinances, and interjurisdictional program development. Table 8-1 (pg. 8-2) outlines major tasks that must be achieved as the County moves toward implementation of priority planned transportation projects.

Table 8-1
Implementation Recommendations

Implementation Topic	Objectives	Implementation Task
A. MAJOR TRANSPORTATION CORRIDORS		
Route 7: Algonkian Parkway to Leesburg	<ol style="list-style-type: none"> 1. Convert to a limited access facility. 2. Expand use of public transit. 3. Consider an HOV/ Managed Lane network including the highway portion of Route 7. 	<ol style="list-style-type: none"> 1. Design and construct planned interchanges and parallel roads and an 8-lane Route 7. 2. Implement expanded transit services as called for in the Transit Plan. 3. Study the feasibility and benefits of an HOV/ Managed Lane network.
Route 7: East of Algonkian Parkway	<ol style="list-style-type: none"> 1. Complete planned road network. 2. Protect local properties along Route 7. 3. Control traffic volumes and maximize functionality on Route 7 4. Expand use of public transit. 	<ol style="list-style-type: none"> 1. Identify funding and design and construct the missing link of the northern collector road. 2. Support the continued evaluation of noise abatement along existing residential neighborhoods, including but not limited to noise barriers, to be done through innovative funding techniques (e.g., SAFETEA-LU). 3. Implement access management and other recommendations of the Route 7 Operations Improvement Project. 4. Implement expanded transit services as called for in the Transit Plan.
Route 7: Between Leesburg and Route 9	<ol style="list-style-type: none"> 1. Convert to a limited access facility, including local service roads and new interchange at White Gate Place. 	<ol style="list-style-type: none"> 1. Identify funding and design and construct an 8-lane Route 7 and the White Gate Place interchange.
Route 9	<ol style="list-style-type: none"> 1. Improve safety levels along the existing corridor. 2. Improve capacity of Clarkes Gap Road and Route 7. 	<ol style="list-style-type: none"> 1. Develop and implement a Route 9 Corridor Plan and Safety Improvement Program. Consider traffic calming similar to Route 50. 2. Identify funding and design and construct a 4-lane Route 9 between Clarkes Gap Road and Route 7.
Route 28: Route 7 to Fairfax County	<ol style="list-style-type: none"> 1. Convert to a limited access facility. 2. Provide capacity for forecast demand. 3. Expand use of public transit. 4. Consider expansion of capacity in the corridor in concert with HOV/managed lane operation. 	<ol style="list-style-type: none"> 1. Design and construct planned interchanges and parallel roads (identify funding for missing links on parallel roads). 2. Design and construct an 8-lane Route 28 from Sterling Boulevard to the Fairfax County line (identify funding for expansion to 8 lanes from Route 7 to Sterling Boulevard and to 10 lanes from Route 606 to the Fairfax County line). 3. Implement expanded transit services as called for in the Transit Plan. 4. Study the feasibility and benefits of an HOV/ Managed Lane network.

Implementation Topic	Objectives	Implementation Task
Route 15: North and South of Leesburg	<ol style="list-style-type: none"> 1. Improve safety levels along the existing corridor. 2. Protect/enhance roadside visual aspects. 3. Provide capacity for forecast demand. 	<ol style="list-style-type: none"> 1. Complete Route 15 Corridor Safety Program and other spot improvements. 2. Support the implementation of the Journey Through Hallowed Ground program. 3. Widen Route 15 to four lanes between Town limits and Harmony Church Road and south of proposed Route 860 Connector.
Dulles Greenway	<ol style="list-style-type: none"> 1. Complete planned road network including Greenway interchanges. 2. Provide capacity for forecast demand. 3. Expand use of public transit. 4. Consider expansion of capacity on the Greenway in concert with HOV/ Managed lane operation. 	<ol style="list-style-type: none"> 1. Design and construct planned interchange improvements and road connections. 2. Design and construct 8-lane Greenway. 3. Implement expanded transit services as called for in the Transit Plan. 4. Study the feasibility and benefits of an HOV/ Managed Lane network.
Route 50 East of North Star Boulevard to Fairfax County	<ol style="list-style-type: none"> 1. Convert to a limited access facility. 2. Consider HOV/Managed lane operation. 	<ol style="list-style-type: none"> 1. Identify funding and design and construct planned interchanges and parallel roads. 2. Study the feasibility and benefits of an HOV/ Managed Lane network.
Route 606/Loudoun County Parkway (Route 50 to Route 28)	<ol style="list-style-type: none"> 1. Provide a controlled or limited access highway along Dulles Airport property. 2. Consider expansion of capacity on Route 606/Loudoun County Parkway in concert with HOV/ Managed lane operation. 	<ol style="list-style-type: none"> 1. Study the feasibility of interchanges and access limitation along Route 606 and/or Loudoun County Parkway from Route 50 to Route 28. 2. Study the feasibility and benefits of an HOV/ Managed Lane network.
Periodic Update of Recommended Planning Guidelines for Major Roadways Countywide	<ol style="list-style-type: none"> 1. Keep the appendix current with respect to changes that may have occurred through CPAMs, corridor studies, development applications, or VDOT processes. 	<ol style="list-style-type: none"> 1. Prepare an annual update of the CTP Appendix.

B. REGIONAL/STATE/LOCAL COORDINATION

Leesburg Area Bypass Route 7/15	<ol style="list-style-type: none"> 1. Increase capacity of the Bypass and improve safety. 	<ol style="list-style-type: none"> 1. Work with the Town of Leesburg and VDOT to complete planning and engineering of bypass improvements to include design and construction of a 6-lane bypass from West Market Street to North King Street. Identify funding sources.
Town Coordination	<ol style="list-style-type: none"> 1. Coordinate with Towns as necessary for planned road improvements and transit access. 	<ol style="list-style-type: none"> 1. Work with the Towns and VDOT to prepare preliminary engineering studies to provide sufficient information for planned roads to estimate costs, negotiate development proffers, and for other purposes. Coordinate transit services in accordance with the Transit Plan.
Regional Coordination	<ol style="list-style-type: none"> 1. Ensure the County's interests are addressed in regional and statewide plans. 	<ol style="list-style-type: none"> 1. Coordinate between the Board's Transportation/Land Use Committee, the Planning Commission, and the staff to identify priority objectives and strategies to focus County efforts in working with regional agencies. Develop in coordination with the preparation of the County's legislative agenda.
Tri-County Parkway	<ol style="list-style-type: none"> 1. Provide capacity along this corridor for forecast demand. 	<ol style="list-style-type: none"> 1. Identify funding and design and construct the Tri-County Parkway in cooperation with neighboring jurisdictions.

C. NEIGHBORHOOD ISSUES

Neighborhood "Cut Through" Traffic	<ol style="list-style-type: none"> 1. Minimize commuter traffic on local streets by providing alternative routes around the periphery of the neighborhoods. 2. Coordinate the implementation of traffic-control measures (e.g., stop signs) to discourage "cut-through" traffic. Develop appropriate traffic-calming techniques. 3. Discourage road improvement projects that may direct commuter traffic into residential neighborhoods. 	<ol style="list-style-type: none"> 1. Complete collector roads such as Davis Drive, and Claiborne Parkway. 2. Complete a broad analysis of "cut-through" traffic problems and identify how such problems can be reduced through appropriate techniques including traffic calming.
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Implementation Topic	Objectives	Implementation Task
Traffic Calming	1. Increase safety for drivers and pedestrians.	1. Promote and evaluate traffic calming techniques in all policy areas of the County and develop an implementation program.
Traffic Noise Abatement	1. Ensure noise-sensitive uses are protected from excessive road noise.	1. Adopt an amendment to the Zoning Ordinance designed to mitigate excessive road noise.
D. TRANSIT		
To Be Determined		
E. BICYCLE AND PEDESTRIAN ACCOMMODATIONS		
Implement Bicycle and Pedestrian Mobility Master Plan	1. Ensure bicycle and pedestrian accommodations are integrated into the road network.	<ol style="list-style-type: none"> 1. Use the Bicycle and Pedestrian Mobility Master Plan in the review of all development applications. 2. Create a bicycle and pedestrian facilities map detailing the location of existing and approved facilities. 3. Ensure that these facilities are included in all scoping, planning, design, and construction plans. 4. Identify funding to implement the Bicycle and Pedestrian Mobility Master Plan.
F. OTHER		
Rural/Historic Roads	1. Preserve the rural and historic character of Routes 50 and 626.	1. Designate Routes 50 and 626 as Virginia Byways and Loudoun County Historic Roadway Districts