



Summary of Stakeholder Summit, December 7, 2006

Attendees: 24

Representation: Attendees represented homeowner associations, developers, transportation associations, business associations, and four surrounding jurisdictions (Jefferson Co, WV; Fredrick Co, MD; Prince William and Fairfax Counties, VA).

Meeting Overview: The meeting began with a short presentation excerpted from the November 27 TLUC presentation on the Countywide Transportation Plan update, focusing on the schedule/process of the plan update and existing conditions information. The attendees then broke into four groups for small group discussion of transportation issues and needs, and then reconvened to report the results of the small group meetings. A summary of the small group reports is provided below. Detailed stakeholder input will be posted on the website.

Group One: Eastern Loudoun (1)

- Contiguous linkages are needed, with no missing road links, origin to destination. The existing road network suffers from piecemeal design and development of the Virginia proffer system which creates gaps or inconvenient alignments in the network. For example, 606 between 50 and 28 suffers from many missing links and congested segments. Waxpool Rd from Sycolin road west, to 28 east is also an important east-west parallel route that will receive increased pressure from new developments and spillover traffic from increased toll fees on the greenway. The intersection of 625 (Waxpool) and 607 (Panorama Pkwy) is already a troubled spot.
- Multiple commuting options are needed for jobs east of Loudoun, requiring regional cooperation. Loudoun's issues are regional issues and close coordination is needed with surrounding jurisdictions to address the commuting options and road network linkages. The CTP needs to closely evaluate the wider transportation context and plan regionally to solve its problems. The Route 50 corridor extending into Fairfax County was identified as a major congestion problem area and an example where regional cooperation is needed. Spillover traffic from congested large roads onto smaller roads, such as 620 (Braddock Rd), was identified an example of these commuting problems.
- Concentrate and focus on where the problems are now in a triage effort. The biggest transportation problems are being felt in eastern Loudoun and these need attention sooner. Time and limited resources do not need to be spent on long range studies or analysis on areas where there currently are not problems. The groups acknowledged the CTP was a long range plan it is an opportunity to highlight priorities and bring them to the forefront in order to 'triage' problem areas, especially in the east.

- Reinststate the western transportation corridor including the Potomac crossing. This is the proposed Tri-County Parkway initiative that would build on a realignment and improvement of 659, north all the way to crossing the Potomac. The plans for this are still on the books in neighboring counties.
- Quantify and commit financial resources in order to implement the plan.
- Sufficient infrastructure is needed to support Loudoun's current and future concentrations of employment, housing and shopping.

Group 2 – Eastern Loudoun (2)

- Encourage partnerships and coordination across jurisdictions and at all levels of government
- Look at “real world” future growth
- Resolve piecemeal road development – widening in pieces one development at a time creating an hourglass effect
- Find ways to better use homes, offices and roads in ways they are not currently being used to spread out the load over time and space
- Develop balance of land uses while preserving recreation, open space and historic resources
- Look at unconstrained movement of people to determine where demand really is and apply to planning effort

Group 3 – Western Loudoun

- Construct round-abouts on Route 15 (two votes)
- Remove right turns on Route 15 (or re-design so that people can not pass on the right when route is congested)
- Speed Reduction in Lucketts – 25 mph
- Bypass to West of Lucketts
- Retain plan wording for rural roads as defined in current plan – rural roads should remain rural
- Provide more park and ride lots and transit connections to provide access for Jefferson County commuters
- Identify / Obtain more funding for Loudoun
- Construct the Dulles Loop (around airport – Route 28, Route 50, Greenway, and Route 606)
- Separate Through-traffic from local traffic on Route 50 near Dulles – remove traffic lights and provide separate local access routes parallel
- Study use of more tolls and HOV facilities in Loudoun

Group 4 – Countywide

- Include Public Safety staff/officials (i.e. police, fire) in Transportation Design Process to avoid problems later on
- Coordinate Land Use and Transportation Planning – make sure transportation facilities can handle what is planned in and beyond borders
 - Coordinate transportation facilities from regional perspective and account for trip to and thru County
 - Keep in mind that COG forecasts for rural/exurban area population/growth have historically been low and needs may be higher than expected outside urban core
- Use Transportation Demand Programs (TDM) as part of planning for road improvements and make sure that the design and policy documents and zoning actions implement TDM measures
- Focus on "doable" improvements
- Finish thru connections within the County and beyond its borders to other localities
- Concentrate improvements on Primary Roads (the ones carrying the most traffic – arterials like 15, 50, 7, 28, etc.)