

**Transportation Input Session
Mountain View Elementary School
September 6, 2007**

Planning Commissioners Present: Nancy Hsu, John Elgin, and Gladys Lewis

George Phillips gave a brief presentation on the ground rules for the meeting; alternatives for providing comments and reviewed the process on the draft Countywide Transportation Plan to date.

Lorna Parkins, consultant on the draft CTP, gave a presentation on the alternatives analysis done to date for the Western Loudoun area. This provided in a very detailed fashion how the consultant reached the conclusions they did in the draft plan. She offered a number of strategies for dealing with the traffic volumes other than a new corridor.

Mike Horsinger, lives at Allder School Road, asked why Route 719 isn't considered as an alternative for a north south road.

Nora Graves, Honey Locust Lane, is interested in the capacity of the proposed Hillsboro by-pass and what would be the choke points? What would be its relationship to Route 7? What would be the noise impacts to those who live in the valley?

Mr. Phillips said if a By-Pass were included as a concept it would require a corridor study and issues such as noise would have to be considered. There is a proposed interchange at Route 7 and Route 690. The By-pass is proposed as four lanes.

Don Gore, a resident on Tranquility Road, does not support a connection to Business Route 7. This would run counter to objectives.

Mark , a resident on Short Hill Road, said he is confused with the traffic numbers through Hillsboro and on the Bypass.

Ken Barnhart, Short Hill Road, asked the federal government can put a gun to Loudoun's head and tell it they have to improve Route 9. There is a six mile stretch of Rt. 340 that needs to be four-laned but nothing is happening as yet. He referenced the VDOT bypass study done in 1993 and didn't feel it was under consideration.

Ms. Parkins said this has not been done in the past. With respect to widening of Route 340 it isn't under construction now because there is no funding but it is planned to be completed by 2030. Ms. Parkins said a corridor study would consider alignment.

Larry King asked why build a bypass for West Virginia drivers, what has been done in studying congestion pricing, what the speed reductions were used in the model, what

traffic calming was included in the model and don't developers own most of the end points of the proposed bypass.

Ms. Parkins said the two lane portions of Route 9 were tested at 25 mph. The traffic calming was considered in the model.

Roger Vance, Mayor of Hillsboro, thanked the County for the presentation. He said the timeframe for commenting on the plan is unacceptable. He said there are folks who have gotten together to try and develop a common ground list. He said he is speaking for himself and three town council members acting as individuals participated.

Ben Lindhart of Near Lane in Hillsboro worked on the Common Ground effort. They are going to try to get as many folks to sign on to the document as possible and then turn it over to the County. One recommendation is to take all of Route 9 corridor out of the plan, omit it for now, study it over 18 months with significant citizen involvement and reconsider it.

George Phillips offered to post it on the CTP website.

John Grigsby, a resident on Route 9, said in the 1970's Fairfax County took proposed roads off the map with the notion if you don't build it they won't come and that didn't work. He asked for the bypass to be reinstated on the Plan.

Steve Mogart, Vice Mayor of the Town of Hillsboro, said the Town has supported a bypass around the Town for many years. The Town cannot handle more traffic than there is now. If the proposed bypass is taken off the Plan, the Town will collapse. People can't get out of their driveways and safety is a huge issue to residents and their children.

John Dean, a resident of Hillsboro and a Director of the Citizens for a Safe Route 9 said they surveyed the Town residents last month and got an 81% response. Seventy-two percent supported the proposed bypass – No one said to not return the bypass to the Plan.

Jim Andracia, a resident of Hillsboro, said you have a Sophie's Choice. You take one guy's house or another. He said the roads in Loudoun are where they are for a reason. To change the pattern is like trying to make water go uphill. He said a bypass is a longer route. He does not like the assumptions of affordable housing at one end, jobs at another and cheap gas. With those assumptions you can't build enough roads and you have to promote things like rail, light rail and telecommuting. His farm is in the direct path of the proposed bypass. He asked that the line be taken off the map.

Nan Shrum, lives on Route 9 in Hillsboro, moved from New York City and she thinks traffic on Route 9 is as bad as she experienced in the City. Hillsboro is a choke point and a bypass/connector is needed. Widening Route 9 in Hillsboro would take her home.

John , Cider Mill Road, said the growth rate in the presentation doesn't add up. The real issue here is congestion and they need a bypass not a connector road that will get

traffic off the street in Hillsboro. He made statements regarding with or without the bypass that Route 9 through Hillsboro fails. He also said the plan doesn't fix Paeonian Springs and Route 7 and Route 9.

Ms. Parkins reiterated the correction she announced during her presentation.

Judith LaFleur, a resident on Cider Mill Road, asked questions about what the nature of the roads are in the model with respect to the bypass, Route 15 widening, a Lucketts Bypass and a new bridge crossing for the bypass to proceed. She said we are encouraging more commuters out of the County. She said the bypass needs to be put inside the Town. She said a specific alignment should not be on the Plan. There are other options that should be considered to include tolls, mass transit, crosswalks, lights, no through trucks and improve existing routes.

Ms. Parkins indicated her understanding is incorrect and she clarified the improvements proposed.

Sam Brown, Main Street, Purcellville said the Purcellville Southern Collector road will not allow for a fast way out of town with the way it has developed with houses, schools, etc. He suggested improving existing roads in Purcellville.

Michael Oxman, lives in the center of Hillsboro, and he has to deal with issues resulting from the significant traffic on Route 9. The proposed bypass is more of a diversion rather than a bypass. He feels Route 9 will ultimately fill up again. He said there needs to be a true bypass around Hillsboro to divert traffic from the Town – Route 9 to Route 9. He doesn't know how you solve the interstate traffic issue.

Jennifer Beck a resident who lives west of Hillsboro asked that consideration be given to preserving what makes western Loudoun special. She questioned the issue of air quality being raised. She asked how residents who live west of Hillsboro will get on a four lane road. She thinks putting a line on a map is irresponsible. She said that she feels you shift failing roads from Route 9 to other roads with a bypass. She asked how commercial development would be managed.

Angus _____, of Round Hill said he doesn't think the proposed bypass is the solution. He said it will promote more development in Loudoun County and West Virginia. He doesn't like paying higher taxes than West Virginians to support their commute. He said this is a developer dream and a property owners nightmare.

Amy Ware, a resident on Route 9, addressed safety issues she experiences living on Route 9. She supports the proposed bypass. She mentioned a tanker crash on Route 9 that occurred. A bypass around Rt. 9 is about safety. She said it doesn't matter where traffic comes from when it gets to Loudoun it is our problem. The congestion is promoting aggressive driving. The need for a bypass has never been greater.

Sean Patterson, lives on Creamer Lane, and he moved to Loudoun County 28 days ago and chose the area to raise his family here. He commended the County for forward planning. He said at 5:30 a.m. it takes him 10 minutes to get onto Route 9. He said Loudouners are accommodating West Virginians who pay lower taxes.

Joe Gertig, Chairman of the Hillsboro, Planning Commission said his job is to protect 18th and 19th century architecture in the Town. He asked that the Planning Commission vote to restore the proposed bypass. He prepared a CD that he submitted on the historic nature of the homes in the Town of Hillsboro.

Christian Thacher, a resident outside of Hillsboro asked for discouragement of traffic on Route 9. She asked if you had to have a line on the map. She wants a study but not based on one line on a map.

Mark Ware, a member of the Hillsboro Town Council, asked the Planning Commission to restore the proposed bypass. The Town Council has supported a bypass for many years.

June Gertig, President of Citizens for a Safe Route 9, asked that the proposed bypass be restored on the plan. She commends the citizens who have sought compromise. She said other options have no support in Hillsboro and would take portions of the historic town.

Tom Priscilla, a resident of the Town of Purcellville, said the dilemma in the west is different than the east as the west has elected officials. He encouraged that the Towns be involved.

_____ suggested using law enforcement as a solution to the safety issues.

Robert Ryan, a resident on Creamer Lane, appreciates the concerns of the residents of Hillsboro but doesn't understand why other routes have to be considered to solve the Town's problems. He suggested dealing with the Town problems without a new road.

Tom Keating, a resident on Cider Mill Road, said the proposed route is a connector not a bypass as a bypass would go around the Town. He said initially the road was proposed as a toll road and why wasn't that considered in the traffic flow analysis? He said a toll connector road wouldn't divert that much traffic. He asked why the road hasn't been taken off the map and asked that the line be taken off the website.

Ms. Hsu explained that the Planning Commission's action is only a recommendation and the removal has been noted on the map.

Mr. Keating asked that several alignments be included on the map.

Devon Basham said there needs to be several options offered.

Christen Gadalsky a resident south of Hillsboro, said more options need to be studied. She is upset that the bypass connector is being represented as the solution. She moved to western Loudoun for its rural character and the connector wasn't evaluated against that. She asked for many options with the impacts.

John Locone, lives on Woodgrove Road, said he is opposed to the proposed bypass. The Route 9 problem is bigger than Hillsboro. He likes the Route 340 traffic diversion idea. He mentioned his understanding was the consultant initially recommended against a bypass.

Ms. Parkins said in March they were testing alternatives but there were no recommendations. More information included in the options changed the situation.

Dot Sheverly, a resident on Woodgrove Road, said the draft plan has happened too quickly and we need to go back to the drawing board. She loves Hillsboro and the whole valley is historical. If the valley is destroyed with a connector road, Hillsboro won't be what it is today. Land conservation wasn't considered. She opposed the connector road.

Belle Ware, a resident of Hillsboro, doesn't want to pander to West Virginia. She said we need to improve the roads we have and divide the traffic on all the existing roads. Don't destroy Hillsboro.

Jeff Rollins lives on Shady Lane and asked for left turn lanes on Route 9. He asked that a solution be found and not have a meeting like this 15 years from now. The County needs to lead the situation because you won't get consensus.

Laurie Keating a resident on Cider Mill Road asked if she the website could be changed to allow for everyone to see everyone else's comments.

Ms. Parkins said you can see them on the documents page. It will soon be updated.

The meeting concluded at 9:15 p.m.