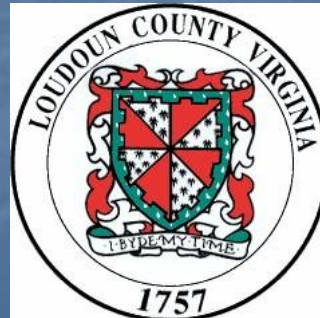


Transportation Update for Loudoun County

Presentation to DATA

June 23, 2010



Background

- Countywide Transportation Plan (CTP) review required every 5 years by State Code
- Previous CTP adopted by County in 2001
- CTP Update initiated in October 2005
- Funding approved in January 2006
- Contract awarded to consultant in June 2006
- Initial findings presented to PC/BOS in May 2007
- Review put on hold due to BOS transition; re-initiated in January 2009

Review and Public Input

- Initial briefings to Planning Commission thru Spring 2009
- Public and Stakeholder Input Sessions held in April/May 2009
- Planning Commission worksessions held thru Fall 2009
- Planning Commission Public Hearing October 15, 2009
- Planning Commission draft certified on April 7, 2010 and forwarded to the Board of Supervisors for action
- Board of Supervisors Public Hearing April 12, 2010
- Transportation and Land Use Committee Meetings held thru June 2010 and forwarded to Board for action; CTP Update adopted by Board of Supervisors on June 15, 2010

Adopted Changes: CTP Update Structure

- Chapter 1 – Transportation Goals and Strategies
- Chapter 2 – County Road Network
- Chapter 3 – Transit and Other Mobility Options
- Chapter 4 – Bicycle & Pedestrian Facilities
- Chapter 5 – Air Travel
- Chapter 6 – Regional, State and Local Coordination
- Chapter 7 – Protection of the Environment
- Chapter 8 – Funding
- Chapter 9 – Implementation
- Appendices
- Map(s)

Adopted Changes: Road Network

- **Route 7 East of Leesburg:** Increase planned number of lanes to eight (8) between Leesburg and Route 28; Support study of establishing High Occupancy Vehicle (HOV) lanes between Leesburg and Route 28; Support an alignment study of a proposed route for Riverside Parkway between Janelia Farm Boulevard and Loudoun County Parkway.
- **Route 7 West of Leesburg:** Increase planned number of lanes to eight (8) between Leesburg and Route 9; Increase planned number of lanes to six (6) between existing Business Route 7 interchange east of Round Hill and location of future western Round Hill interchange.

Adopted Changes: Road Network

- Route 9: Provide traffic calming in Hillsboro and east from Hillsboro to Route 662 (Clarkes Gap Road) including reduced speed limits and roundabouts.
- Route 15 South of Leesburg: Increase planned number of lanes to four (4) from Leesburg to Route 704 (Harmony Church Road).
- Route 28: Increase planned number of lanes to ten (10) between Route 606 and the Fairfax County line; Support study of establishing HOV lanes between Route 7 and the Fairfax County line.

Adopted Changes: Road Network

- Route 267 (Dulles Greenway): Increase planned number of lanes to eight (8) between Leesburg and the Dulles Airport Access Road.
- Loudoun County Parkway: Increase planned number of lanes to eight (8) between Route 50 and Route 606 (Old Ox Road); Support study of establishing HOV lanes between Route 50 and Route 606.
- Ashburn Village Boulevard: Reduce planned number of lanes from six (6) to four (4) in a 120-foot ROW between the Greenway and Route 7.
- Claiborne Parkway: Reduce planned number of lanes from six (6) to four (4) in a 120-foot ROW between Loudoun County Parkway and Route 7.

Adopted Changes: Road Network

- Gloucester Parkway: Reduce planned number of lanes from six (6) to four (4) in a 120-foot ROW between Belmont Ridge Road and Loudoun County Parkway.
- Route 606 (Old Ox Road): Increase planned number of lanes to six (6) between Shaw Road (Route 636) and Rock Hill Road (Route 605); Maintain planned number of lanes at six (6) within 200-foot ROW between Loudoun County Parkway and Route 28; Support study of establishing HOV lanes between Loudoun County Parkway and Route 28.
- Route 625 (Church Road): Increase planned number of lanes to six (6) between Route 28 and Atlantic Boulevard; Reduce planned number of lanes to two (2) between Cascades Parkway and Sterling Boulevard.

Adopted Changes: Road Network

- **Planned Route 860/Route 648 Relocated:** Delete this planned route from the Revised CTP Network between Route 50 and Sycolin Road.
- **Route 659 Relocated (North Star Boulevard):** Reduce planned number of lanes to two (2) between the Prince William County line and Braddock Road.
- **Gum Spring Road/West Spine Road:** Reduce planned number of lanes from six (6) to four (4) between Braddock Road and Route 50.
- **Tall Cedars Parkway:** Reduce planned number of lanes from six (6) to four (4) between North Star Boulevard and Route 50, and from four (4) to two (2) between North Star Boulevard and the Lenah Loop Road.

Adopted Changes: Road Network

- **Glascok Boulevard:** Reduce planned number of lanes from four (4) to two (2) between North Star Boulevard and the Lenah Loop Road
- **Route 773 (Edwards Ferry Road):** Reduce planned number of lanes from four (4) to two (2) between Rivercreek Parkway and Battlefield Parkway.
- **Russell Branch Parkway:** Add new planned alignment (four lanes) between Belmont Ridge Road (Route 659) and Cochran Mill Road (Route 653).
- **Route 673/Route 681 (Milltown Road):** Add existing route to the Revised CTP Network as a two (2) lane facility between Lovettsville and Waterford.

Adopted Changes: Road Network

- Lenah Loop Road (formerly known as “Lenah Connector”): Loop the southern segment to intersect with North Star Boulevard (Route 659 Relocated).
- Planned Route 50 North Collector Road: Delete this planned route from the Revised CTP Network between South Riding Boulevard and Dulles Airport boundary, and west of the Lenah Loop Road.
- Route 705 (Braddock Road): Add existing route to the Revised CTP Network as a two (2) lane facility between the Lenah Loop Road and Route 15 and reduce planned number of lanes from four (4) to two (2) between North Star Boulevard (Route 659 Relocated) and the Lenah Loop Road.

Adopted Changes: Road Network

- Moran Road Extended: Revise planned alignment (four (4) lanes) between Shaw Road (Route 636) and Davis Drive to follow existing east-west alignment of Cedar Green Road (Route 775).
- Glenn Drive: Add existing route to the Revised CTP network as a four (4) lane facility between Sterling Boulevard (Route 846) and its existing northern terminus; add new planned alignment (four (4) lanes) between existing northern terminus and revised planned alignment of Moran Road Extended.
- Shaw Road: Revise planned east-west alignment to follow existing east-west segment of Shaw Road (former Tippet Hill Way) and continuing west to existing north-south alignment of Shaw Road and reduce planned number of lanes of planned east-west alignment from four (4) to two (2); Delete this planned route from the Revised CTP Network north of the revised planned east-west alignment.

Adopted Changes: Transit Plan

- Developed with stakeholders and residents, the plan provides strategic analysis and recommendations for public transit service enhancements over the next 20 years.
- The plan focuses on three distinct phases, associated with Metrorail extension along the Dulles corridor:
 - Phase I – Pre-Metrorail expansion
 - Phase II – Metrorail to Wiehle Avenue (east Reston)
 - Phase III – Metrorail to Dulles and Moorefield Station in Loudoun
- The plan establishes goals and objectives for how transit will adapt to new Metrorail service and the changing needs in the County.

Adopted Changes: Transit Plan

- The plan takes into account the local conditions in various communities and proposes service alternatives (new routes, hours, facilities, etc.) that enhance transit.
- While connections to the new Metrorail line in the Dulles corridor is central to the plan, it also addresses all transit services throughout the county, including commuter, fixed route, and demand-responsive transit services.
- The plan also addresses ridesharing and travel demand, and the coordination of land use plans with transit service.
- The plan looks at how to implement and fund the service proposals, as well as recommended actions and policy to help achieve the long-term vision of transit.

Chapter 4/Appendix 6:

Bicycle & Pedestrian Facilities

- Separates bicycle and pedestrian facilities component into a stand-alone chapter
- Ties together the CTP with the 2003 Loudoun County Bicycle and Pedestrian Mobility Master Plan (LCBPMMMP)
- Guidelines for provision of bicycle/pedestrian facilities on CTP roads are as follows:
 - Six and Eight Lane Roads – Two 10-foot wide shared use paths, one on each side of the roadway; for limited access facilities, bicycle/pedestrian facilities are provided along parallel roadways
 - Four Lane Roads – One 10-foot shared use path and one 6-foot sidewalk, one on each side of the roadway; inclusion of bike lanes where feasible
 - Two Lane Roads – Two 6-foot sidewalks, one on each side of the roadway; inclusion of bike lanes where feasible

Questions?

