Public Engagement Round 2
Transportation Snapshot

June 2017 Public Meetings
CTP Snapshot

- Survey (350+ in-person participants)
- Build-a-street
- Visual Preference (context)
- Bike & Pedestrian Destinations

Harmony MS
Broad Run HS
Mercer MS
Harper Park MS
Cascades Senior Center

Collected information is being used to help inform the street typology, bike plan, and traffic elements of the CTP
Different preferences for different places.

- Rural
- Suburban
- Activity/Town Centers

1. Review the transportation elements shown on the board.
2. Think about which three transportation elements you favor the most for the context area shown in the top left corner.
3. Place your three dots on your favorite transportation elements.
4. Discuss with your facilitator why you chose those elements.
SUBURBAN RESIDENTIAL
Most Frequently “Built”

- Route 7
- Route 9
- Route 15
- Loudoun County Parkway
- Silver Line station area streets

Build-a-Street
Bike/Pedestrian Destinations

Western Hotspots
- Vineyards/Breweries
- Parks and regional trails
- Towns/Villages
- Gilbert’s Corner Regional Park

Eastern Hotspots
- Town of Leesburg
- Ida Lee Park Recreation Center
- Parks & Recreation Centers
- Key shopping areas
Transportation Survey

- Prioritized funding for congestion relief
- Accommodation of diverse travel modes considered important
- Bike/ped opportunities need to improve continuity of network and need to be separated from vehicle traffic
- Preservation of rural/historic character was important to the rural corridors
- Supported roadside lighting to address safety concerns
Rural
- Maintain current character
- Improve roadways but not at a level that attracts thru-trips
- Bicycle and pedestrian facilities were somewhat favored

Suburban
- Congestion relief is a priority
- Consistent and connected pedestrian facilities
- Separated bike facilities
- Quality aesthetics
- Emphasis on safety

Activity/Town Centers
- Generous sidewalks
- Quality streetscapes
- Lasting intersection designs
- Emphasis on walkability and transit supportive designs

Initial Context-based Transportation Takeaways
System Performance

Travel Model Updates
Analysis

- Existing 2016 (base)
- 2030 Future Baseline (existing roadways + COP projects)
Street Typology Progress
Street Function

Region  County  Block

Region  County  Block

CTP Roads

Public and private local streets
## Street Function

### 1. Block-Level Street (Local Street)
- **Functional Classification:** Local Street
- **Local Examples:** Abbey Circle, Meridian Hill Drive, Cedar Pond Place, Popes Creek Square
- **Primary Characteristics:**
  - Low speeds
  - Traffic calming
  - Access-oriented
  - Connects to higher level streets

### 2. Neighborhood Connector (Minor Collector)
- **Functional Classification:** Minor Collector
- **Local Examples:** Riding Center Drive, Wynridge Drive, Glove View Drive, Portsmouth Boulevard
- **Primary Characteristics:**
  - Lower speeds
  - Contextual traffic calming
  - Access-oriented
  - Circulation function
  - Supports multiple modes

### 3. Community Connector (Major Collector)
- **Functional Classification:** Major Collector
- **Local Examples:** Tall Cedars Blvd, Algonkian Parkway, Riverside Parkway, Ashburn Village Boulevard
- **Primary Characteristics:**
  - High speeds
  - Moderately-controlled access
  - Mobility-oriented
  - Intra-regional

### 4. Community Thoroughfare (Minor Arterial)
- **Functional Classification:** Minor Arterial
- **Local Examples:** Loudoun County Parkway, Route 659, Route 608, Waxpool Road
- **Primary Characteristics:**
  - High speeds
  - Moderately-controlled access
  - Mobility-oriented
  - Intra-regional

### 5. Regional Thoroughfare (Principal Arterial)
- **Functional Classification:** Primary Arterial
- **Local Examples:** Route 28, Route 7, US Route 50, Dulles Greenway
- **Primary Characteristics:**
  - Highest speeds
  - Limited/highly-controlled access
  - Mobility-oriented
  - Inter-regional

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**Community Connector (Major Collector)** – Connecting community centers (downtowns, plazas, community activity centers, commerce centers) and neighborhoods. These facilities are designed to accommodate multiple modes and balance local land access with moving people and goods.

**Neighborhood Connector (Minor Collector)** – Connecting neighborhoods to one another; neighborhoods to community centers (downtowns, plazas, community activity centers, commerce centers).

**Community Thoroughfare (Minor Arterial)** – Connecting major centers, destinations, and communities within the county. These roads are the major north/south and east/west connections within the County.

**Regional Thoroughfare (Principal Arterial)** – Connecting County to other places within and outside of the region. These roads are meant to facilitate longer trips as quickly as possible.

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our county • our future
Street Typology
Next Steps

• Assign new street types to the existing street network (map)
• Develop a design matrix that considers street type AND community context
Bike & Pedestrian Planning Progress
Beginning with Good Data

• Mapped existing facilities
  • Shared use paths, sidewalks, and trails
  • Future: incorporate bike lanes

• Documented existing plans (including the trails and greenways master plan)

• Identified attractions and generators (including public input)
• Observations
• Engagement results point to an appetite for:
  ▪ Completing gaps
  ▪ Enhancing access to and within Silver Line Area and job centers
  ▪ Prioritizing connections to Regional trails and parks
  ▪ Context influences design
Draft Bike/Pedestrian Plan

Next Steps:

• Complete the Gap analysis
• Coordinate regionally
• Complete a draft priority plan (map)
• Approach to facility types (influence by context)
Transportation Policy Progress
CTP Policy Framework

• We have ~200 transportation related policies.

• CTP Working Group has indicated that many of the policies are still relevant and should be strengthened while others either need to be modernized, reclassified, or reconsidered.

• Existing and proposed future policies need a logical organization structure.

Policy
noun, often attributive pol·i·cy \\ˈpä-lə-sē\
A definite course or method of action selected from among alternatives and in light of given conditions to guide and determine present and future decisions
Connected: bring people & places together

- Connected
  - Community
  - Regional
  - World

- Diverse (or Multimodal)
  - Pedestrian
  - Bike
  - Transit
  - Vehicular

- Integrated
  - Context Sensitive
  - Complete Streets
  - Community Initiatives

- Safe
  - Design
  - Policy
  - Education and Enforcement

- Efficient
  - Technology
  - TDM
  - System Diversification

Framework is inspired by the vision statement
Discussion/Questions

Next Steps
When you’ll hear from us again