Presentation Overview

• Roadway Planning
• Bicycle and Pedestrian Facilities
• Transit Facilities and Services
• Airport Coordination
• Funding Mechanisms
Roadway Planning
Pre-1995 Transportation Planning

Resource Management Plan – 1984
Choices and Changes General Plan – 1991

Area Management Plans:

• Eastern Loudoun (ELAMP) – 1980
• Leesburg Area (LAMP) – 1982
• Rural Area – 1984
• Dulles North (DNAMP) (Ashburn) – 1985
• Waterford Area – 1987
• Round Hill Area – 1990
• Toll Road Plan – 1993
• Dulles South (DSAMP) – 1993

Key Themes:
- Connectivity
- Road Hierarchy
- Community Development
- Context-Sensitivity
- Adequate Infrastructure to Support Land Use Plans
1995 CTP

• The first county-wide plan for transportation facilities
• Focused primarily on roads needed to support planned land use
• Included plan for regional park and ride lots primarily in Western Loudoun
• Included a north-south spine road between Leesburg at Sycolin Road and Prince William County at US Route 15
• Included a potential alignment for the Western Transportation Corridor (Outer Beltway)
1995 CTP

Planned:

- Interchanges on US Route 50 from US Route 15 to Fairfax County
- US Route 50 North Collector entire corridor east of Watson Road

Included bypasses of:

- Aldie
- Hamilton
- Lovettsville
- Middleburg
- Purcellville

Planned several 6+ lane facilities, including:

- Ashburn Village Boulevard
- Belmont Ridge Road
- Claiborne Parkway

- Gloucester Parkway
- Gum Spring Road
- Tall Cedars Parkway
2001 CTP

- Included changes from the 1995 CTP based revisions to the DSAMP, TRP, and General Plans
- Removed planned bypasses of Aldie, Hamilton, Lovettsville, Middleburg, and Purcellville
- Incorporated plans for Metrorail service to Loudoun County
- Truncated the north-south spine road south of Leesburg at US Route 50
- Continued to include several 6+ lane facilities from the 1995 CTP
2010 CTP

- Focus on quality of life and how this is impacted by land use and transportation decisions
- Focused on preservation of rural corridors and enhancement of towns and rural villages
- Sought to develop urban transportation facilities in specific areas
- Increased integration of bicycle and pedestrian planning into roadway plans
2010 CTP

- Included the County’s first Countywide Transit Plan
- Added an additional Goose Creek crossing at Russell Branch Parkway
- Removed the north-south spine road south of Leesburg
- Changed several planned 6 lane roads in the Suburban Policy Area to planned 4 lane roads while maintaining forecasted LOS
Since 2010

County officially approved Dulles Metrorail Silver Line extension into Loudoun County – 2012

Comprehensive Plan Amendments (CPAMs) including:

• Route 28 Area – 2011
• George Washington Overpass – 2014
• Prentice Drive – 2014
• Evergreen Mills Road – 2015
• Shellhorn Road (Silver Line CPAM) – 2017
Status of Planned Network

Total Planned Lane Miles – 2,007 (October 2016)

•  *Miles Built* – 1,591
•  *Miles Remaining* – 442
•  *Estimated Cost to Complete* - $1,664,720,000
  •  *Does not include additional planned lanes on the Dulles Greenway*
  •  *Does not account for costs related to interchanges or spot improvements*

FY 2018 Budget Transportation Funding - $114,436,625
•  *This represents an increase of $22,395,631 over FY 2017 funding*
Significant Outstanding Planned Improvements

US Route 50 and VA Route 606 Limited Access
Completion of VA Route 7 Limited Access
Additional Broad Run and Goose Creek Crossings
Reconstruction and widening of Evergreen Mills Road
Extensions of Northstar Boulevard and Sterling Boulevard
Construction of Arcola Boulevard and Dulles West Boulevard
New Ideas In Roadway Planning Since 2010

- VDOT Arterial Corridor Preservation Program
- VDOT/DRPT Standards and Urban Planning Areas
- Street Paving Restriping Programs
- Intelligent Transportation Systems and New Technologies
- Supportive Policies
Roadway Planning Discussion

Questions?
Bicycle and Pedestrian Planning
2003 Bicycle and Pedestrian Mobility Master Plan

Purpose
- Establish a framework & comprehensive strategy to achieve connectivity

Goals
- Connectivity
- Encourage diverse users
- Education and promotion
- Safe and secure system
- Funding for construction and maintenance
2003 Bicycle and Pedestrian Mobility Master Plan

Existing conditions
- Identified barriers to implementation

Policies
- Design guidelines
- How land development can address bike/pedestrian needs

Connectivity to transit services

Recommended network

Encouraged coordination with Towns
2010 Countywide Transportation Plan

Board initiated CTP update, adopted in 2010

• Planning effort did not include a comprehensive update of the 2003 Bike & Ped Plan, though key components were incorporated into the 2010 CTP

Bike/Ped Policies and recommendations included in Chapter 4 of the 2010 CTP

Planning and design guidelines included in Appendix 6 of the 2010 CTP

DTCI ensuring compliance with and implementation of this plan through the land development review process
2011 Bicycle and Pedestrian Accommodations Priority List

Board adopted Bicycle and Pedestrian Accommodations Priority List

Public engagement process led to prioritization of improvements

Main themes from public feedback regarding bicycle and pedestrian accommodations

- Corridors
- Connections
- Crossings
Bicycle/Pedestrian Projects around Metrorail Stations

Ashburn Station

Build bicycle/pedestrian facilities as part of surrounding developments

- *Moorefield Station (Initially Rezoned 2002)*
- *Loudoun Station (Initially Rezoned 2003)*
- *Network of multi-use trails and sidewalks that lead to the future Metrorail station.*

Transit connector bridge over the Dulles Greenway

- *Constructed with a separated multi-use trail that will connect to the trail network on either side of the station.*
- *Connects Moorefield Boulevard to Shellhorn Road on either side of the Greenway*
- *Integral connection that will provide access to the planned parking garages for the Ashburn station.*
Bicycle/Pedestrian Projects around Metrorail Stations

Loudoun Gateway Station
Surrounding area is largely undeveloped
Roadway projects will create bicycle and pedestrian connectivity along:

• Prentice Drive
• Shellhorn Road, and
• Sterling Blvd Extended

Route 606 widening project
• Multi-use path along the west side, ending at the Dulles Greenway
• Funding for extension is anticipated through future CMAQ funds
Bicycle and Pedestrian Metrorail Access Study (2016)

Legend
- Silver Line Metrorail Station
- Silver Line Metrorail
- Loudoun County Border
- Loudoun Suburban Policy Area
- Dulles Airport
- Parks
- Water

Distance from Metro
- 1 Mile (Walking Distance)
- 3 Miles (Biking Distance)

Bicycle/Pedestrian Improvements
- Recommended Multi-Use Trail
- Recommended Intersection Improvement

Bicycle and Pedestrian Improvement Projects
1. Shelhorn Road from Path South of Devin Shelton Drive to Ryan Center Way
2. Wynteridge Drive/Claude Moore Avenue from Claiborne Parkway to Old Ryan Road
3. Ashton Village Boulevard from Shelhorn Road to Waxpool Road
4. Ashton Village Boulevard from Rod Run Drive to Farmwell Road
5. Waxpool Road from Future Lockridge Road West to Farmwell Road
6. Smith Switch Road from Waxpool Road to North of Saint German Court
7. Crossan Lane from Claiborne Parkway to Old Ryan Road
8. Lockridge Road from Future Loudoun Gateway Metro Garage Entrance to Prentice Drive
9. Prentice Drive from Lockridge Road to Pacific Boulevard
10. Pacific Boulevard from Prentice Drive to Waxpool Road
11. D-15 Ryan Road from West of Claiborne Parkway to Airmont Hunt Drive
12. Ashton Village Boulevard and Shelhorn Road (Intersection)
13. Ashton Village Boulevard and Farmwell Road (Intersection)
14. Waxpool Road and Farmwell Road/Smith Switch Road (Intersection)

* Projects 8, 13, and D-14: Improvements are currently under development in other efforts. Project 10: No improvements recommended at this time.
Envision Loudoun – Bicycle and Pedestrian Planning
A New Bicycle and Pedestrian Transportation Plan, including:

• A complete review and analysis of existing infrastructure and identification of missing segments
  • Focus on regional trail corridors such as the W&OD Regional Park

• Mobility goals and policy to guide development of these transportation networks

• A map of the ultimate conditions for bicycle and pedestrian facilities that will result in a comprehensive network for bicycle and pedestrian mobility

• Full integration with plans and facilities in neighboring jurisdictions and incorporated towns

• Analysis of appropriate road crossing guidelines

• A focus on context-sensitive walking and cycling options for both eastern and western Loudoun
“Build-a-Street”

Most frequently selected roadways:
- VA Route 7
- VA Route 9
- US Route 15
- Loudoun County Parkway
- Streets near the Silver Line Stations
Bicycle and Pedestrian Planning Discussion

Questions?
Dulles Corridor Metrorail Project (Silver Line)

Opening 2020

Three Stations in Loudoun County
- Ashburn
- Loudoun Gateway
- Dulles Airport

One in Fairfax County on Loudoun border
- Innovation Center
History of Long-Haul Bus Services

- Initiated in 1974 as the Sterling Commuter Bus Service
  - *Private-operated*
- Became public-private partnership in 1989
- County funded since 1994
- County operation since 2003
  - *County-owned bus fleet*

*Sign from first County operations, 2003*
History of Local Bus Service

Provided by Virginia Regional Transit (VRT) prior to 2014

• In February 2013, DRPT confirmed that the 2010 US Census placed a larger portion of Loudoun County within the Washington Urbanized Area

County operated since 2014

• Substantial changes to routes and frequencies
• County contracts for vehicles and operations
• VRT still operates Purcellville Connector and rural-based on-demand services
History of Local Bus Service

Characteristics

- **Neighborhood focused**
- **All-day service**
- **Primarily serves greater Leesburg vicinity and Eastern Loudoun**
- **Serves libraries, senior centers, higher education institutions, hospitals, and retail centers**
- **Limited connections to Metrorail stations.**
- **Riders are predominantly transit dependent.**
History of “Metro Connect”

Originally served Orange Line beginning in 2003 as part of commuter service

Metro connection-branded service begin in 2014 serving Silver Line and Orange Line

Characteristics

• Provides peak period transit service from park and ride lots to/from Metrorail stations.

• Riders of the Metro Connection services are predominantly choice riders.
Transit Development Plan (2016)

Foundational document for operation of
transit services

Recommendations for providing efficient
and cost-effective transit services related to

• Routes
• Hours of operation
• Service changes

Plan is updated every year through

• Public outreach and input
• Analysis and modeling of potential service routes
Park and Ride Lot Overview

23 existing and 4 planned lots with over 4,000 current spaces
19 are served by commuter and/or local transit service and provide opportunities for vanpool and carpool commutes
4 serve vanpool and carpool commutes only
Transit Planning Discussion

Questions?
Airports Coordination
Airports Coordination

Washington Dulles International Airport

- Dulles Loop
- Metrorail Silver Line
- Freight Access and Western Lands
- Roadways through MWAA Property
- Airport Compatible Transportation Facility Designs

Leesburg Executive Airport

- Airport Area Connector and Crosstrail Boulevard
- Sycolin Road Realignment for Runway Extension
Airports Coordination Discussion

Questions?
Funding and Implementation
Public Funding Opportunities
Proffers and Conditions

Proffers
• Voluntary Commitments
• Proposed with Rezoning Applications
• Subject to Development Triggers
• May be Directly or Generally Related to Development Impacts
• May Include Capital Facilities Contributions

Conditions
• Imposed by the County
• Part of Special Exception Applications
• Subject to Development Triggers
• Must be Directly Related to Development Impacts
Funding and Implementation Discussion

Questions?
Next Steps

Ongoing Transportation Efforts

• Evaluating and Analyzing Initial Draft Modal Networks
• Developing Draft Policies and Recommendations
• Initiating Potomac Crossing Study
• Updating Travel Demand Model
• Writing Draft Transportation Plan Chapter
• Reviewing Mobility and Access Standards

Next Presentation

• Draft Modal Networks
• Conceptual Typical Street Sections
• Discussion of Context-Sensitive Transportation Facility Planning for Different Land Use Designations
• Information on Bicycle and Pedestrian Network Concepts
• Identification of Transit Priority Corridors
Thank You

Additional Questions?
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