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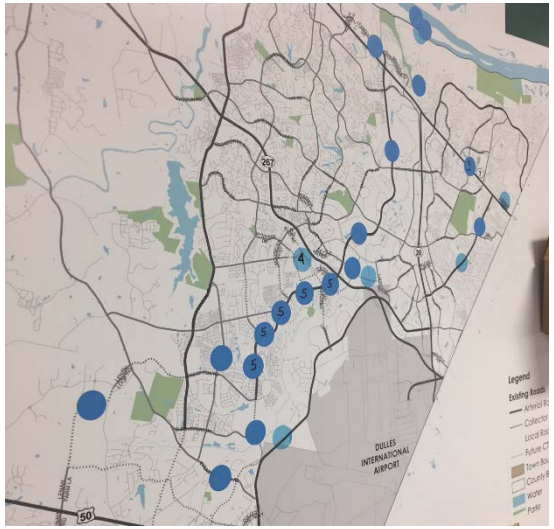

Public Engagement Round 2 Transportation Snapshot

June 2017 Public Meetings

WORKSHOPS
JUNE 2017

CTP Snapshot

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

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

Collected information is being used to help inform the street typology, bike plan, and traffic elements of the CTP

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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.

Different preferences for different places.

- Rural
- Suburban
- Activity/ Town Centers

Visual Preference

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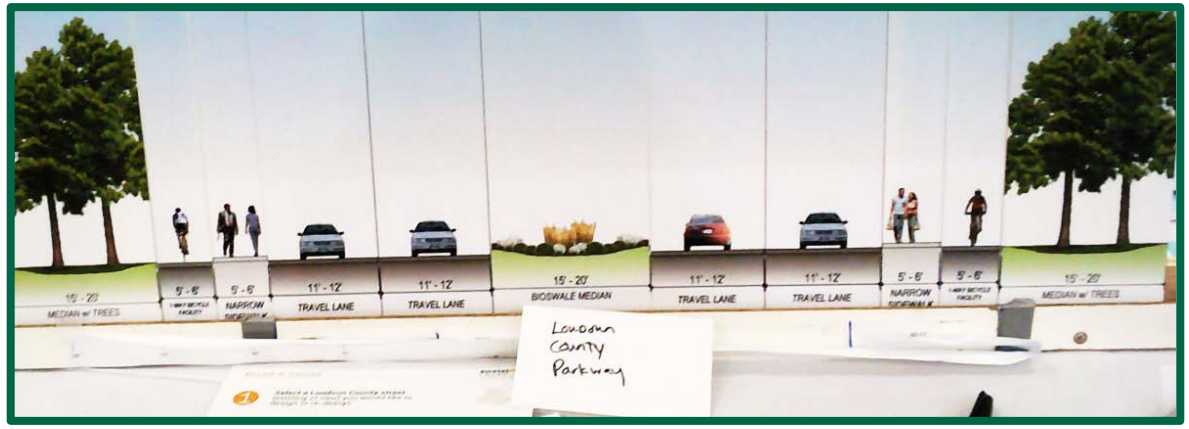
RURAL

SUBURBAN RESIDENTIAL

SUBURBAN COMMERCIAL/ ACTIVITY CENTER



Most Frequently "Built"

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

Build-a-Street

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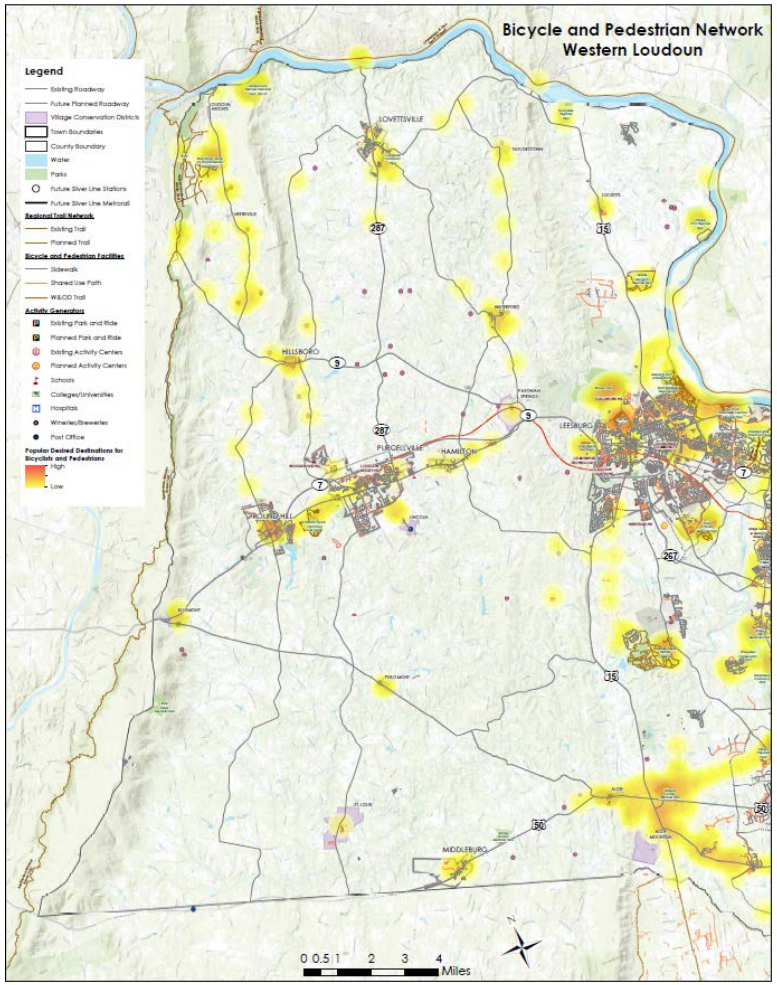

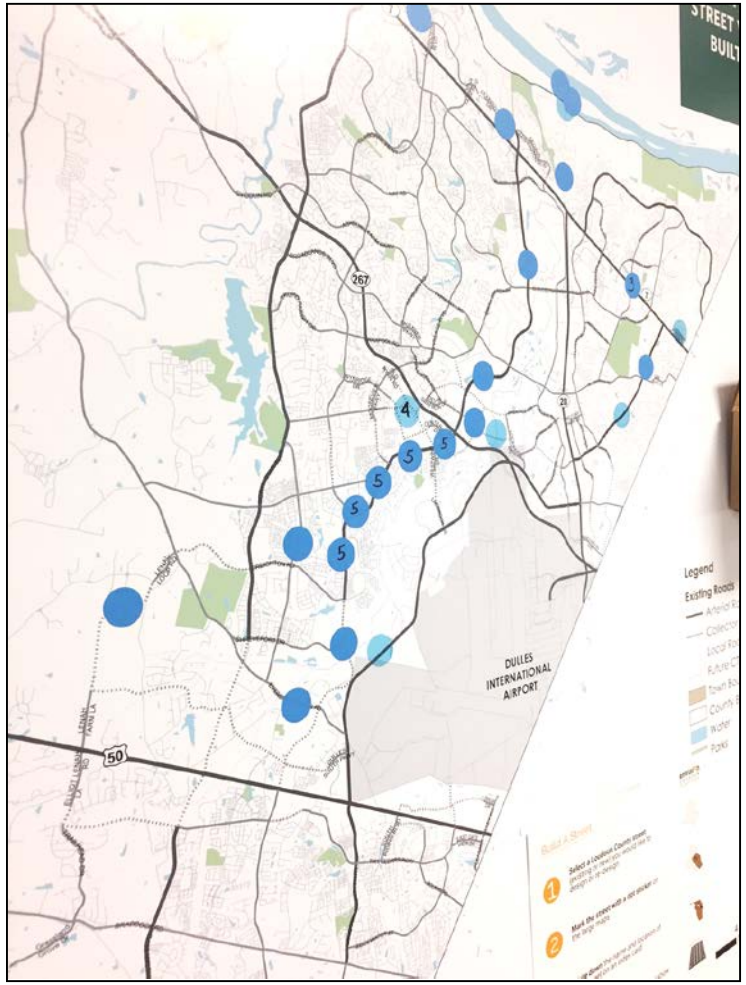

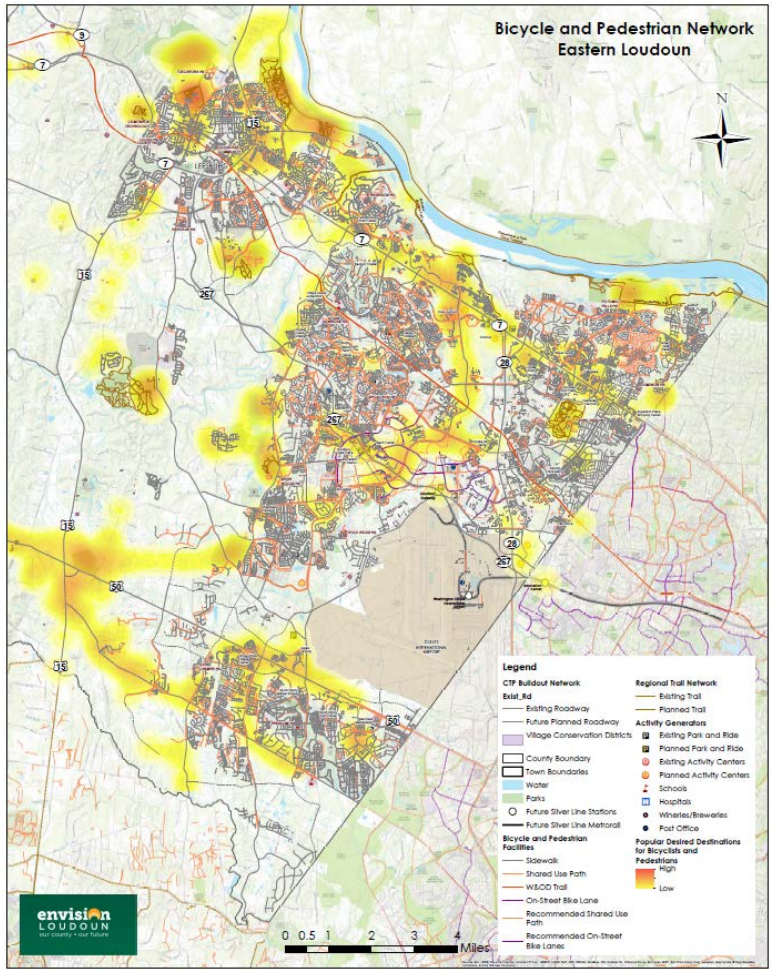

Western Hotspots

- 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

Bike/Pedestraian Destinations

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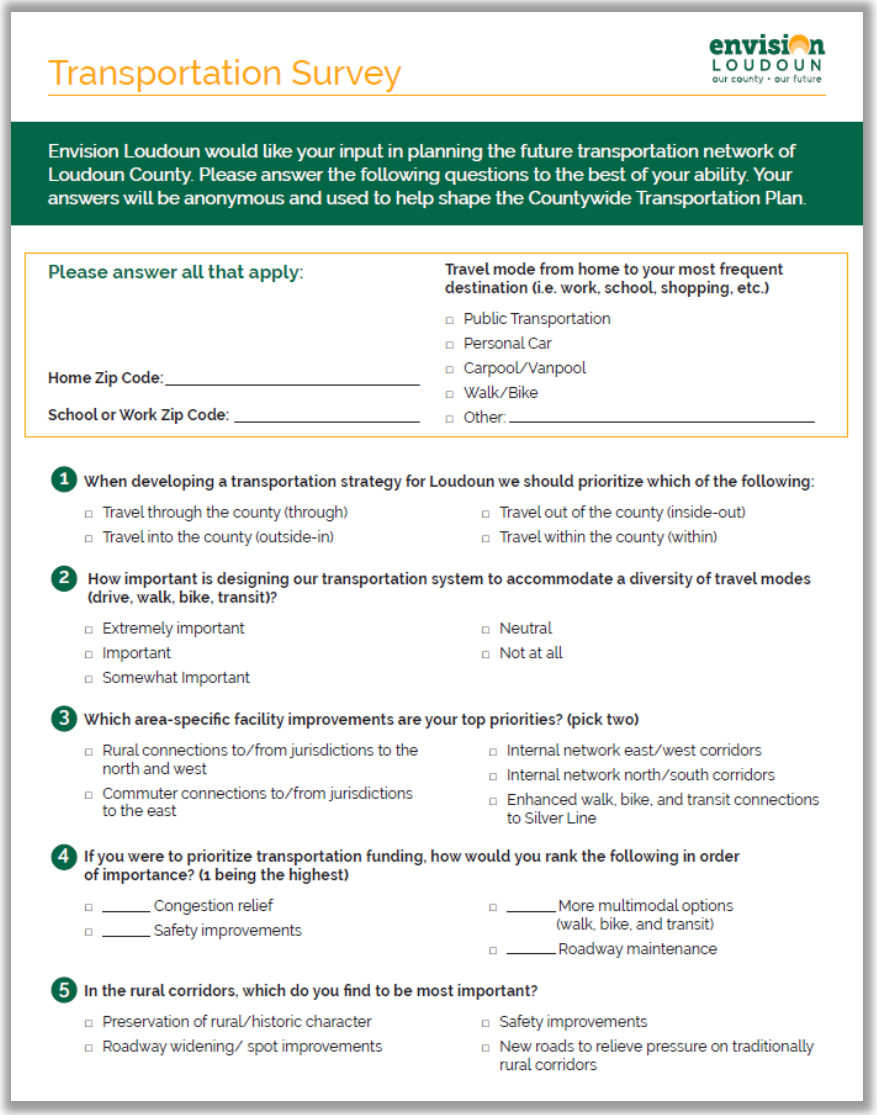
Transportation Survey

- 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



Transportation Survey

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Envision Loudoun would like your input in planning the future transportation network of Loudoun County. Please answer the following questions to the best of your ability. Your answers will be anonymous and used to help shape the Countywide Transportation Plan.

Please answer all that apply:

Home Zip Code: _____

School or Work Zip Code: _____

Travel mode from home to your most frequent destination (i.e. work, school, shopping, etc.)

- ☐ Public Transportation
- ☐ Personal Car
- ☐ Carpool/Vanpool
- ☐ Walk/Bike
- ☐ Other: _____

1 When developing a transportation strategy for Loudoun we should prioritize which of the following:

- ☐ Travel through the county (through)
- ☐ Travel into the county (outside-in)
- ☐ Travel out of the county (inside-out)
- ☐ Travel within the county (within)

2 How important is designing our transportation system to accommodate a diversity of travel modes (drive, walk, bike, transit)?

- ☐ Extremely important
- ☐ Important
- ☐ Somewhat Important
- ☐ Neutral
- ☐ Not at all

3 Which area-specific facility improvements are your top priorities? (pick two)

- ☐ Rural connections to/from jurisdictions to the north and west
- ☐ Commuter connections to/from jurisdictions to the east
- ☐ Internal network east/west corridors
- ☐ Internal network north/south corridors
- ☐ Enhanced walk, bike, and transit connections to Silver Line

4 If you were to prioritize transportation funding, how would you rank the following in order of importance? (1 being the highest)

- ☐ _____ Congestion relief
- ☐ _____ Safety improvements
- ☐ _____ More multimodal options (walk, bike, and transit)
- ☐ _____ Roadway maintenance

5 In the rural corridors, which do you find to be most important?

- ☐ Preservation of rural/historic character
- ☐ Roadway widening/ spot improvements
- ☐ Safety improvements
- ☐ New roads to relieve pressure on traditionally rural corridors

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

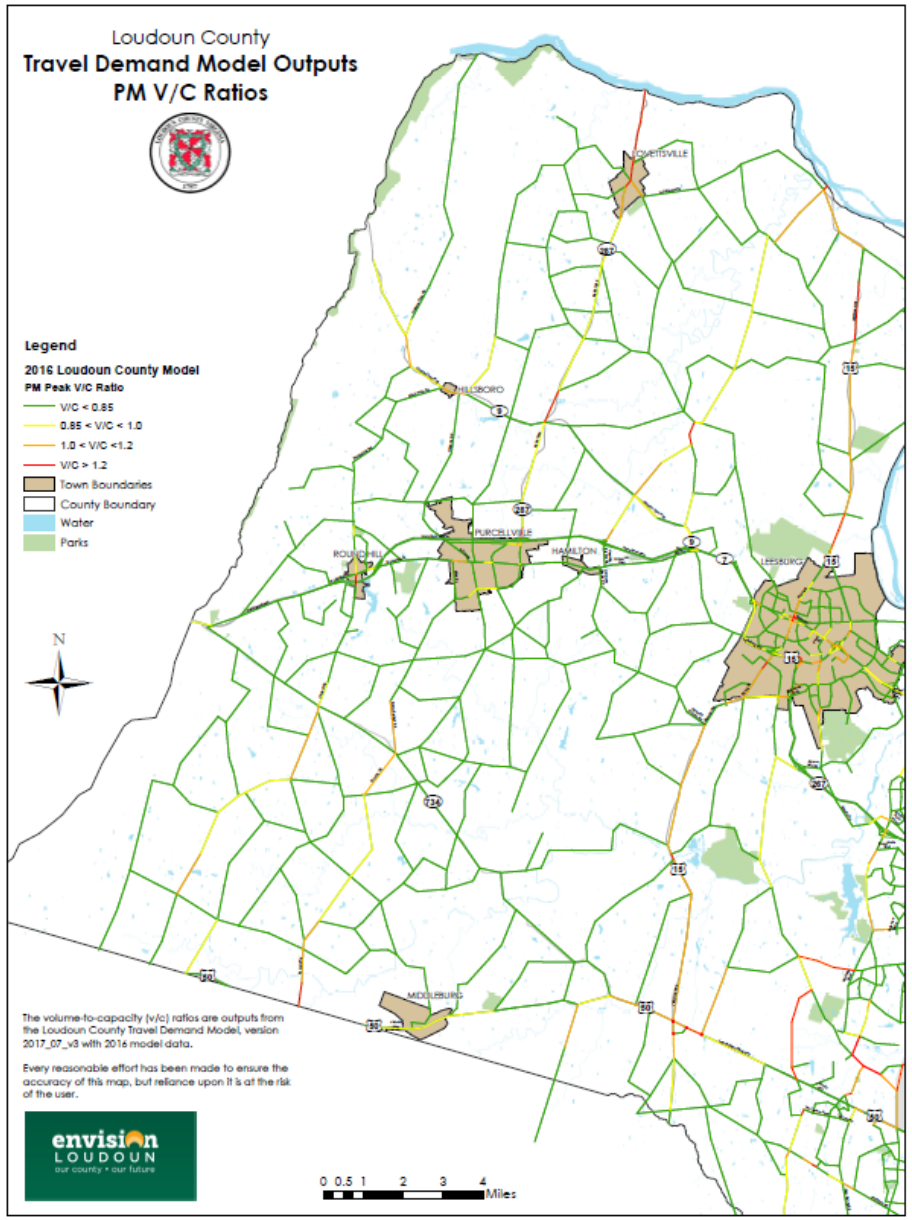
Initial Context-based Transportation Takeaways

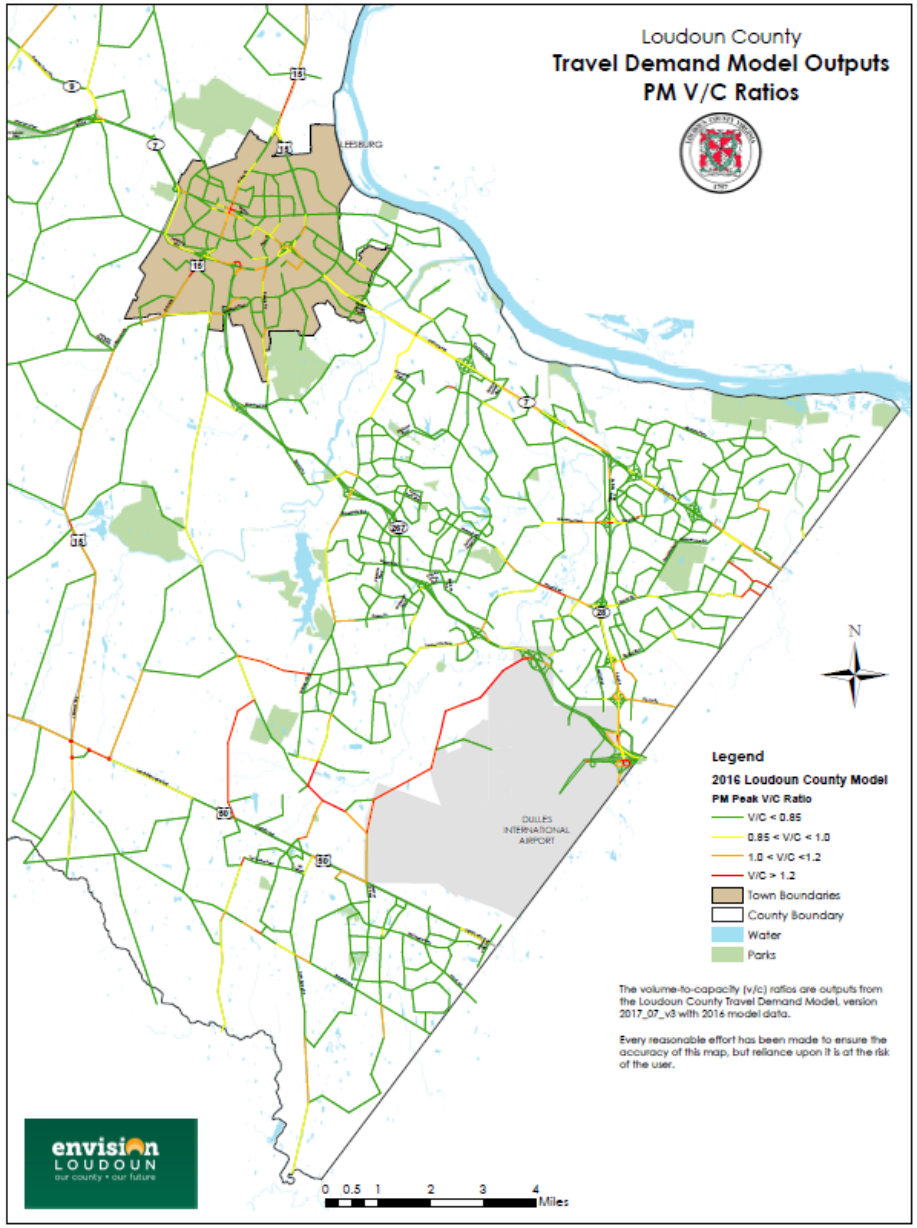
System Performance

Travel Model Updates

Analysis

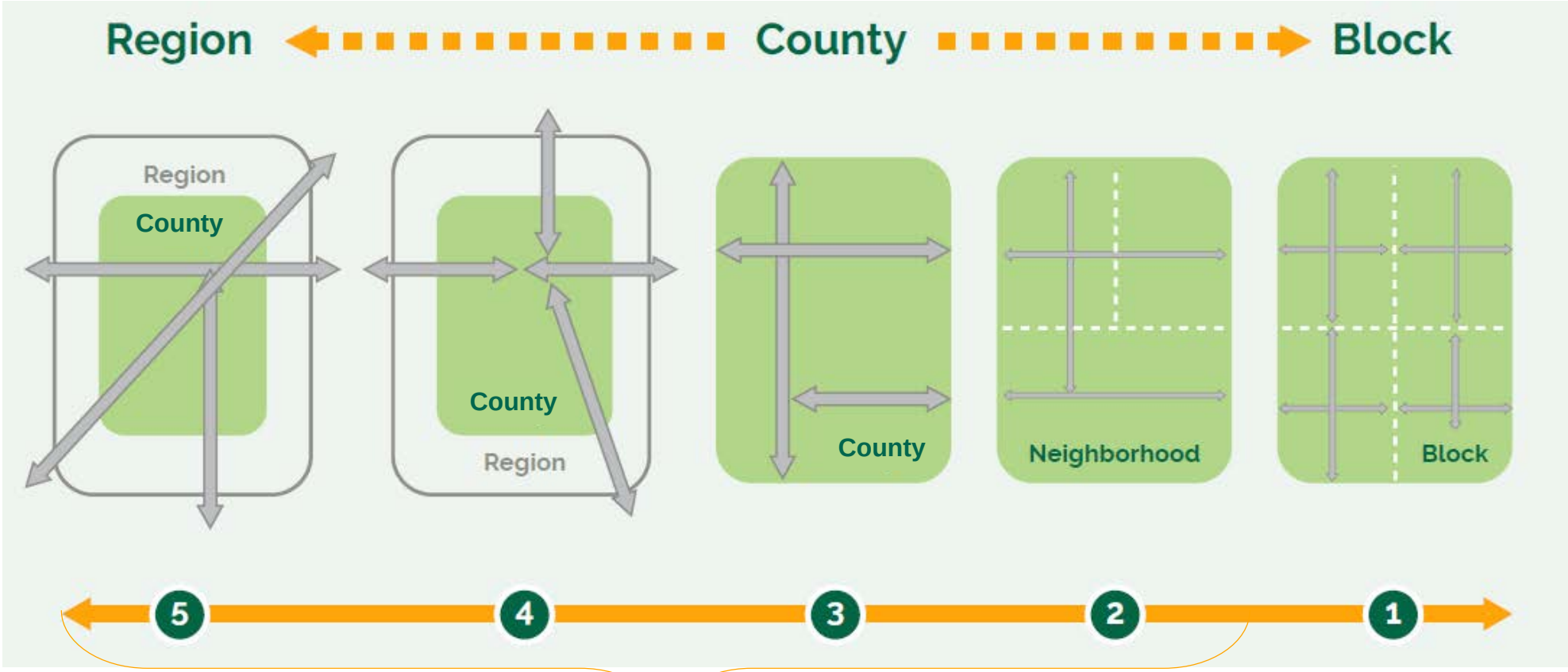
- Existing 2016 (base)
- 2030 Future Baseline (existing roadways + COP projects)





Street Typology Progress

Street Function



CTP Roads

Public and private local streets

Street Function

5 **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.

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

4 **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.

Functional Classification	Minor Arterial
Local Examples	Loudoun County Parkway, Route 659, Route 606, Waxpool Road
Primary Characteristics	• High speeds • Moderately-controlled access • Mobility-oriented • Intra-regional

3 **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

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

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

Functional Classification	Minor Collector
Local Examples	Riding Center Drive, Wynridge Drive, Glebe View Drive, Portsmouth Boulevard
Primary Characteristics	• Lower speeds • Contextual traffic calming • Access-oriented • Circulation function • Supports multiple modes

1 **Block-Level Street (Local Street)–** Connecting people to their homes and their neighbors. Their primary purpose is to provide block-level, local access and provide connectivity to higher level streets

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

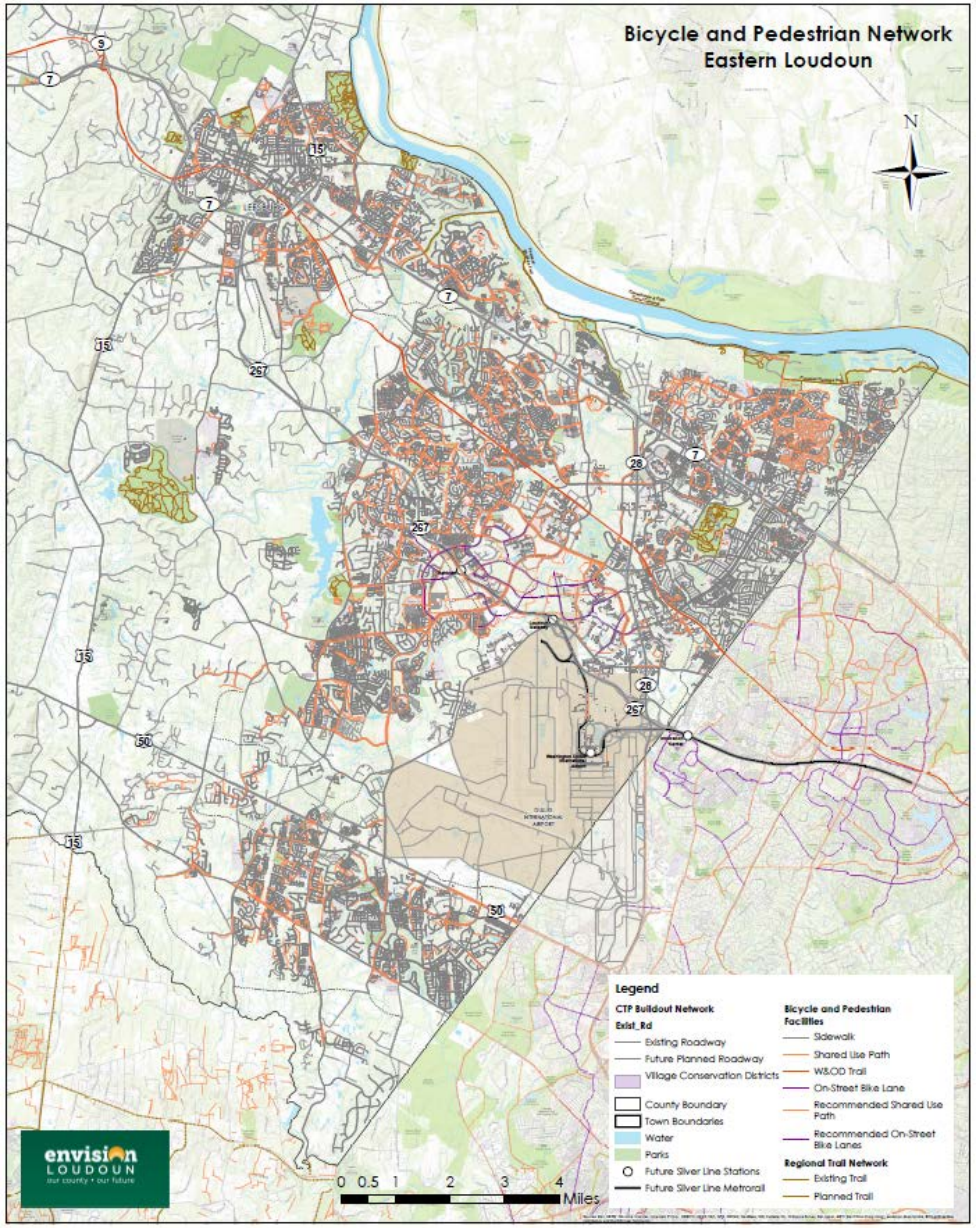
Street Typology Next Steps

- Assign new street types to the exsting 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)



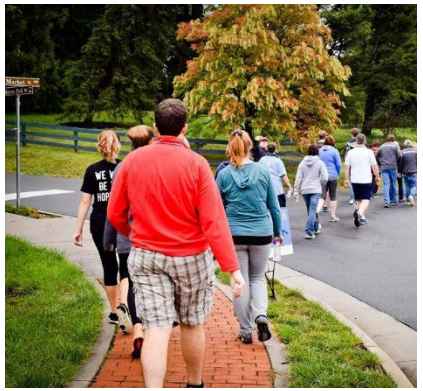
Draft Bike/ Pedestrian Plan

- 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

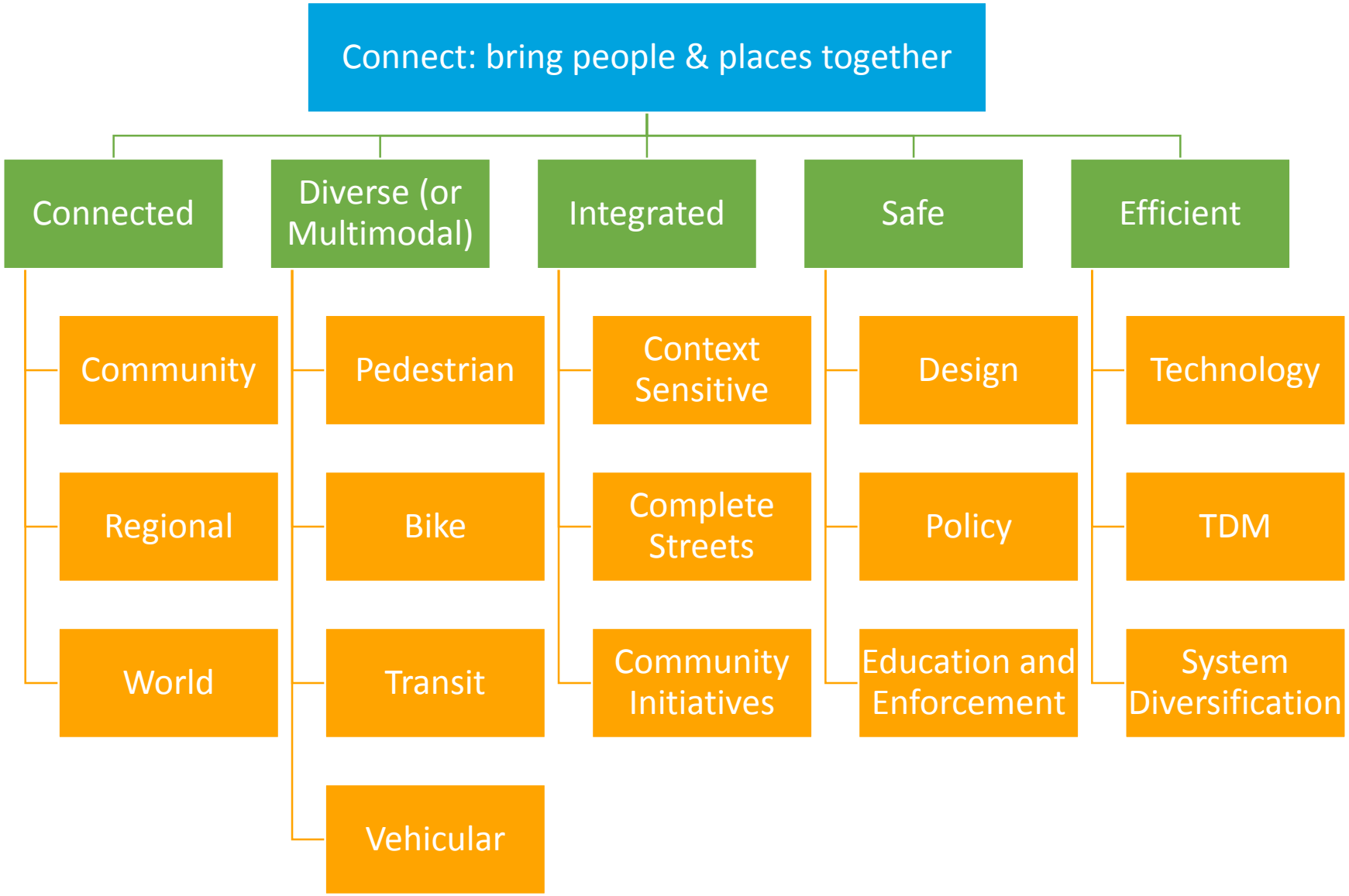
CTP Policy Framework

- 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



Framework is inspired by the vision statement

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Discussion/Questions

Next Steps

When you'll hear from us again