

envision



LOUDOUN

our county • our future

Loudoun County's Transportation Planning History

Presentation for the Envision Loudoun Stakeholders Committee

Department of Transportation and Capital
Infrastructure

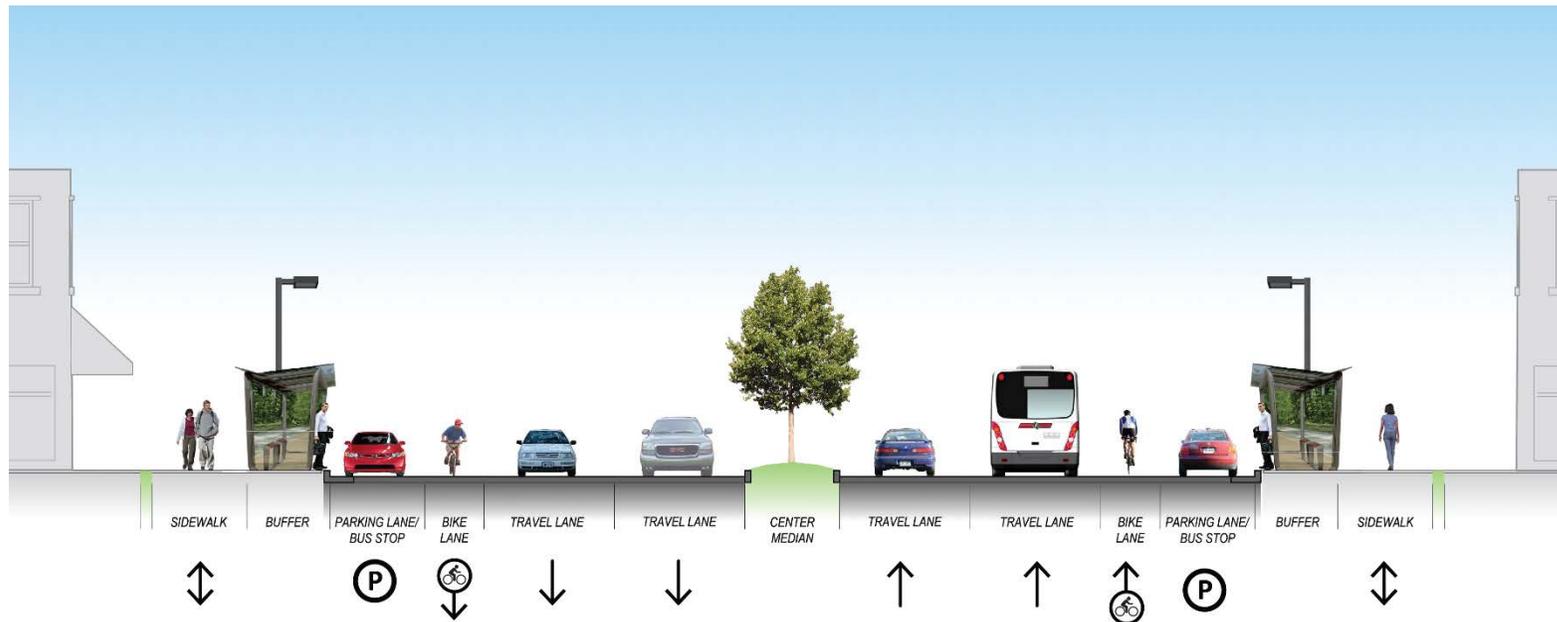
(DTCI)

December 4, 2017

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:

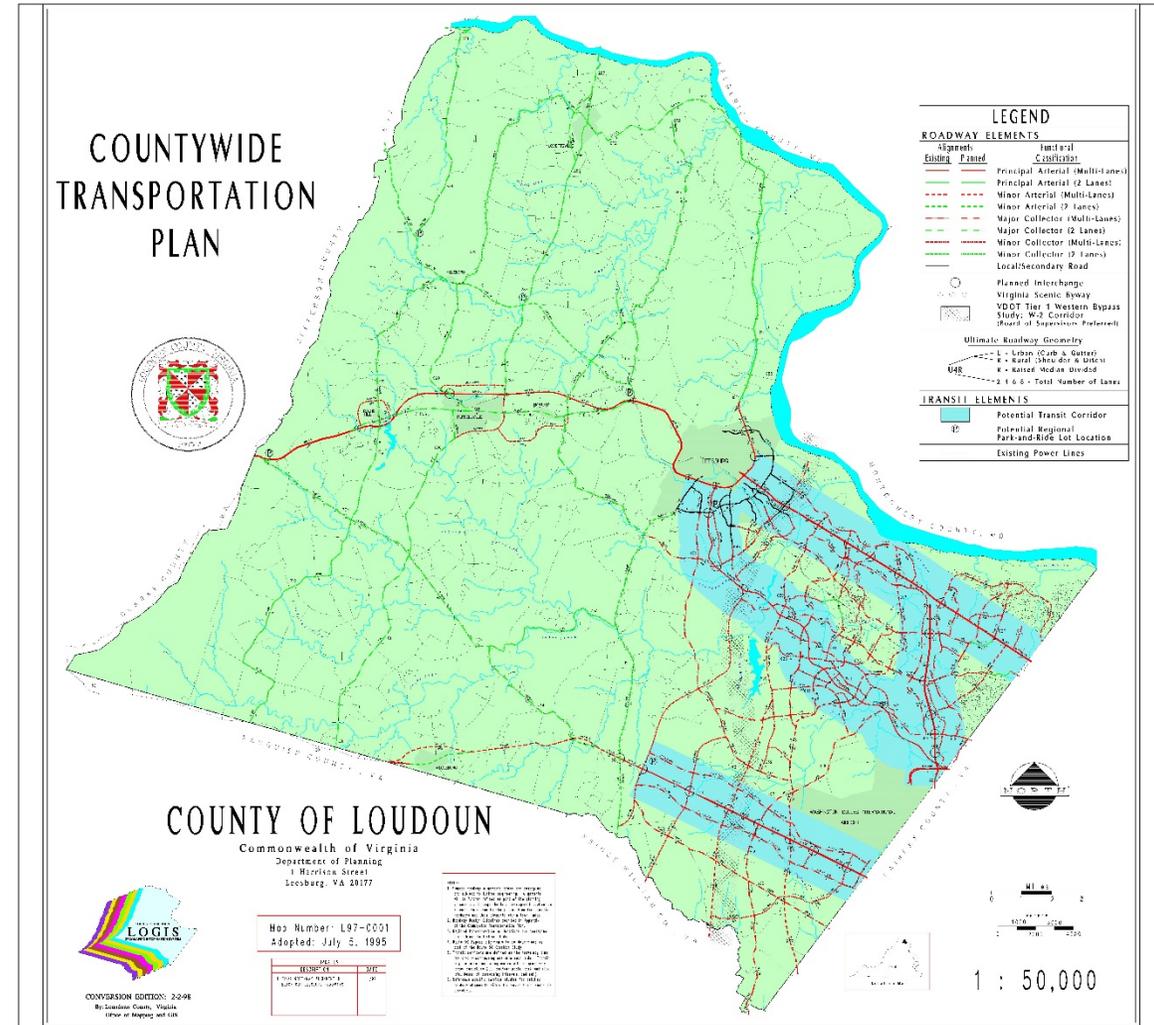
- *Eastern Loudoun (ELAMP) – 1980*
- *Leesburg Area (LAMP) – 1982*
- *Rural Area – 1984*
- *Dulles North (DNAMP) (Ashburn) – 1985*
- *Waterford Area – 1987*
- *Round Hill Area – 1990*
- *Toll Road Plan – 1993*
- *Dulles South (DSAMP) – 1993*

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:

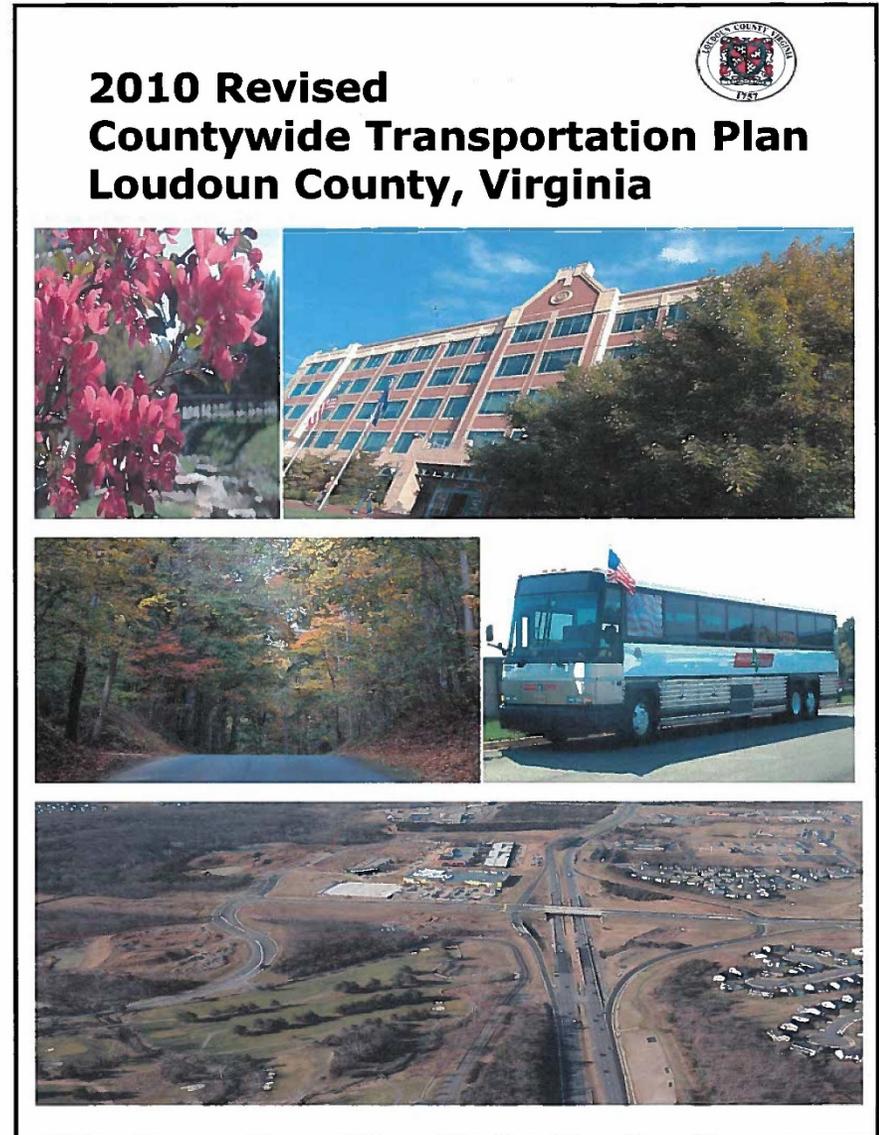
- *Aldie*
- *Hamilton*
- *Lovettsville*
- *Middleburg*
- *Purcellville*

Planned several 6+ lane facilities, including:

- *Ashburn Village Boulevard*
- *Belmont Ridge Road*
- *Claiborne Parkway*
- *Gloucester Parkway*
- *Gum Spring Road*
- *Tall Cedars Parkway*

2010 CTP

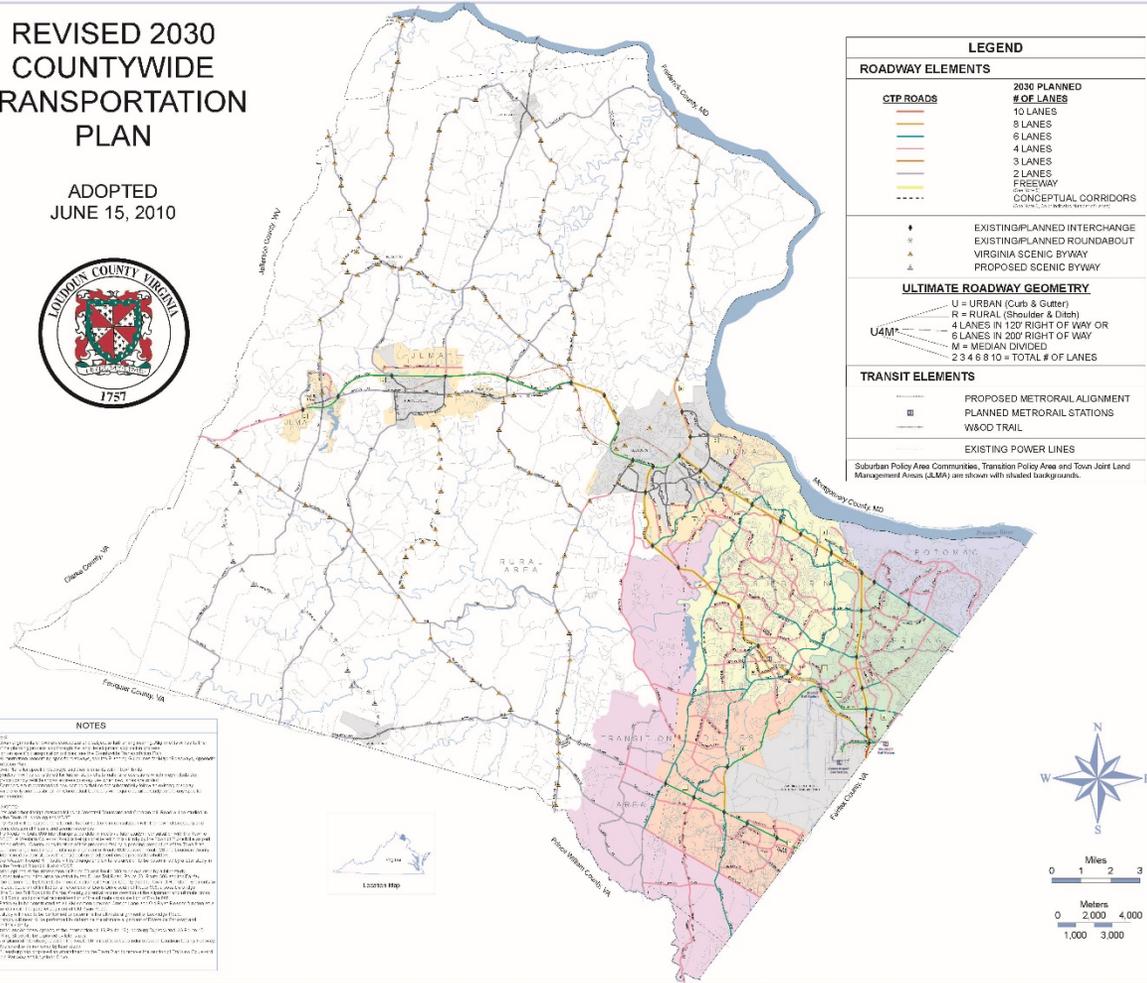
- Focus on quality of life and how this is impacted by land use and transportation decisions
- Focused on preservation of rural corridors and enhancement of towns and rural villages
- Sought to develop urban transportation facilities in specific areas
- Increased integration of bicycle and pedestrian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



2010 CTP

REVISED 2030 COUNTYWIDE TRANSPORTATION PLAN

ADOPTED
JUNE 15, 2010



- 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

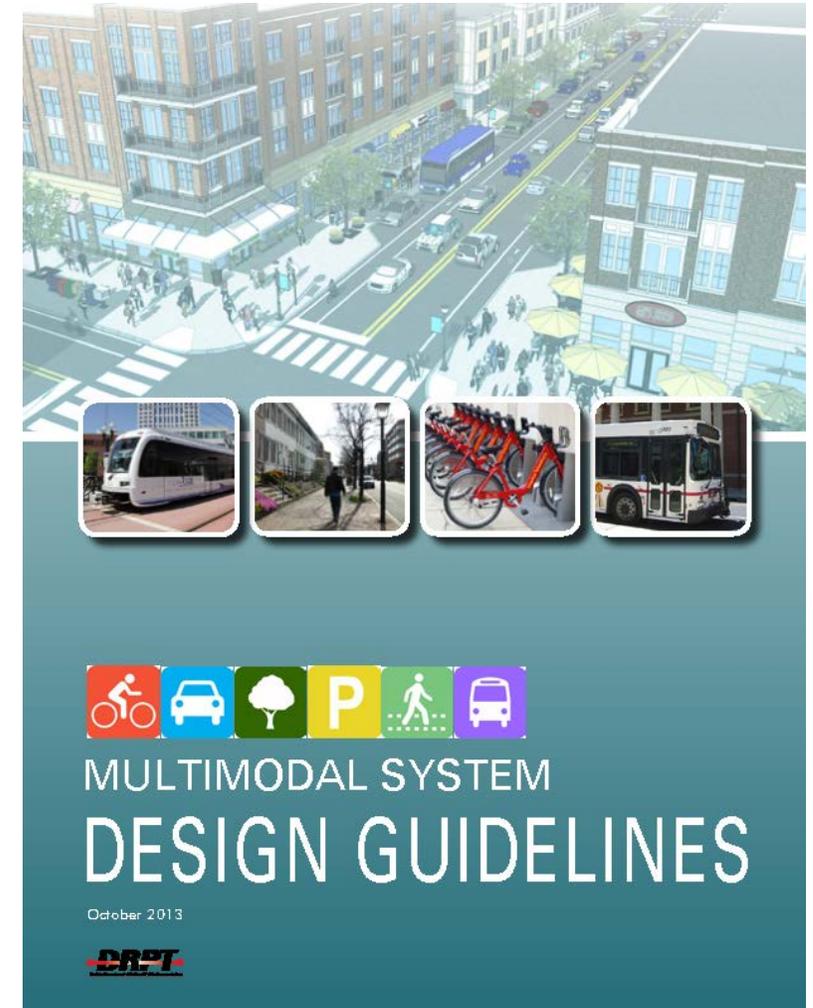
Reconstruction and widening of Evergreen Mills Road

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

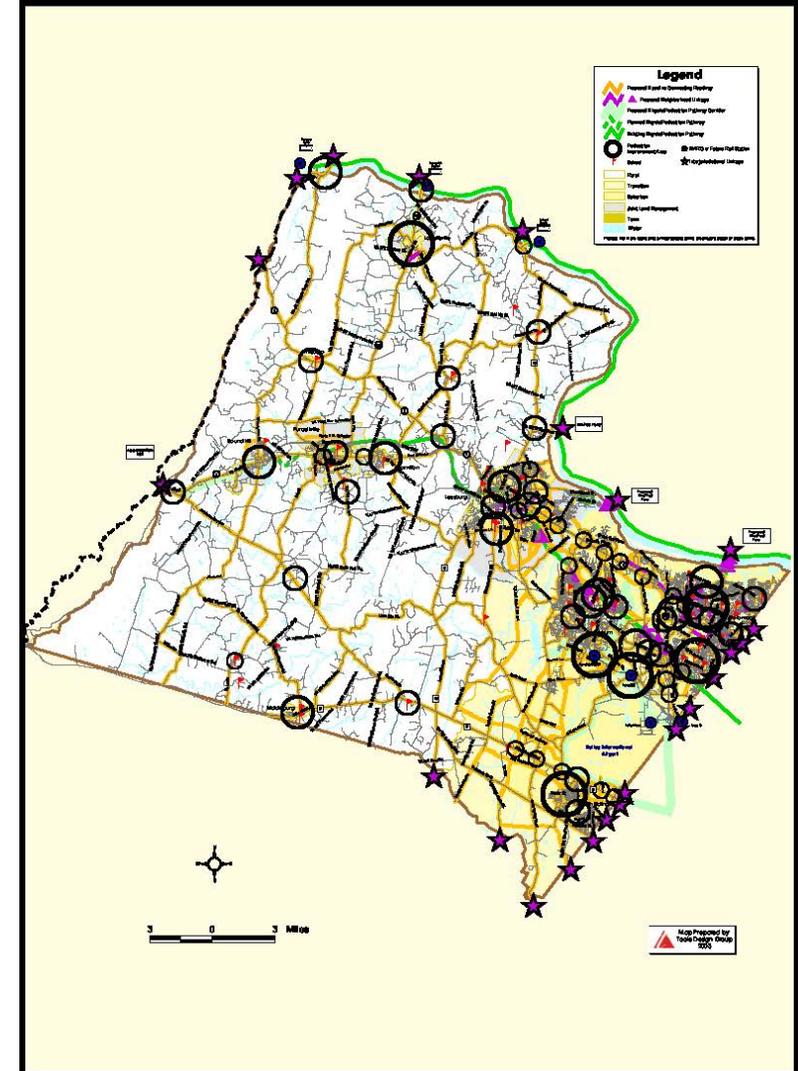
Purpose

- *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*

Loudoun County Proposed Bicycle and Pedestrian Network



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

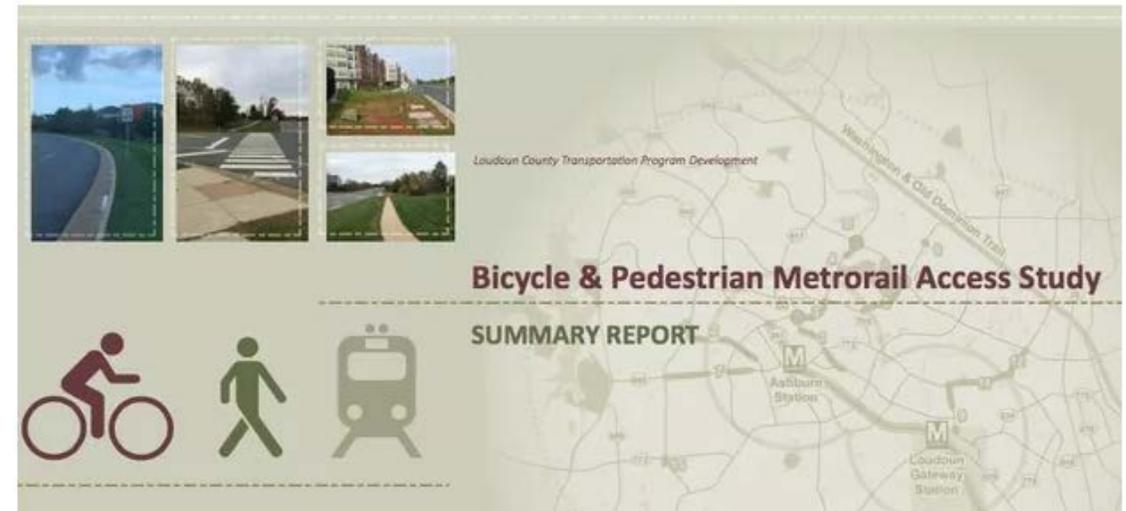
Surrounding area is largely undeveloped

Roadway projects will create bicycle and pedestrian connectivity along:

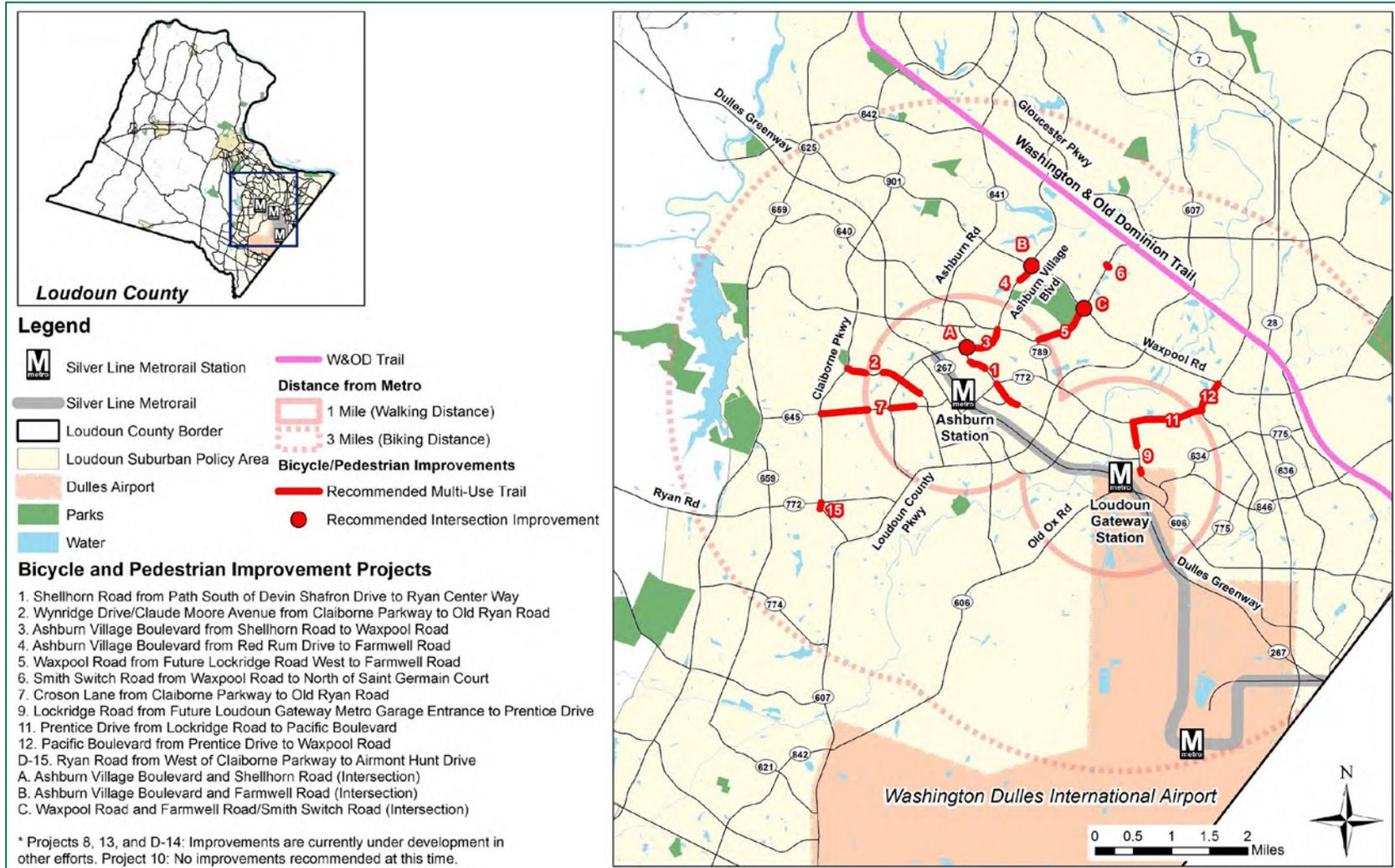
- *Prentice Drive*
- *Shellhorn Road, and*
- *Sterling Blvd Extended*

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)



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*



Envision Loudoun – Community Outreach

“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

Aesthetic and Amenity Preferences



Rural Area

Suburban Residential Area

Commercial Activity Centers

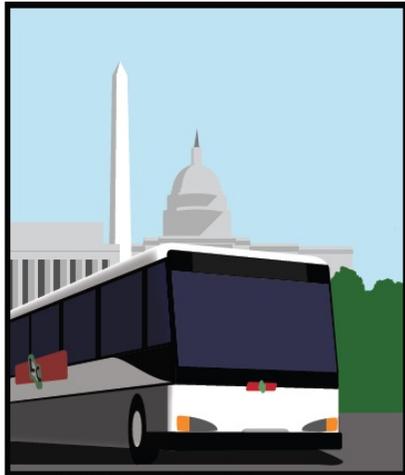


Bicycle and Pedestrian Planning Discussion

Questions?

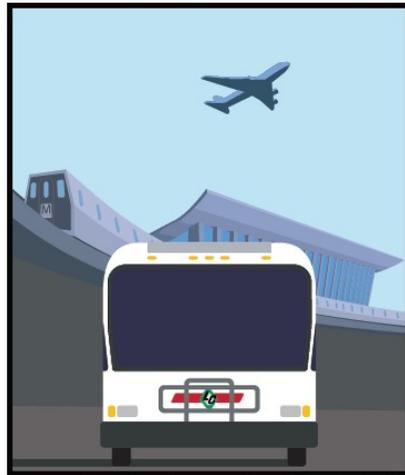


Transit Facilities and Services Planning



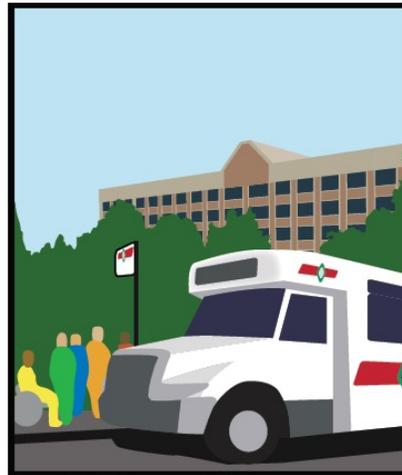
LONG HAUL

Direct service from park and rides to Washington, DC



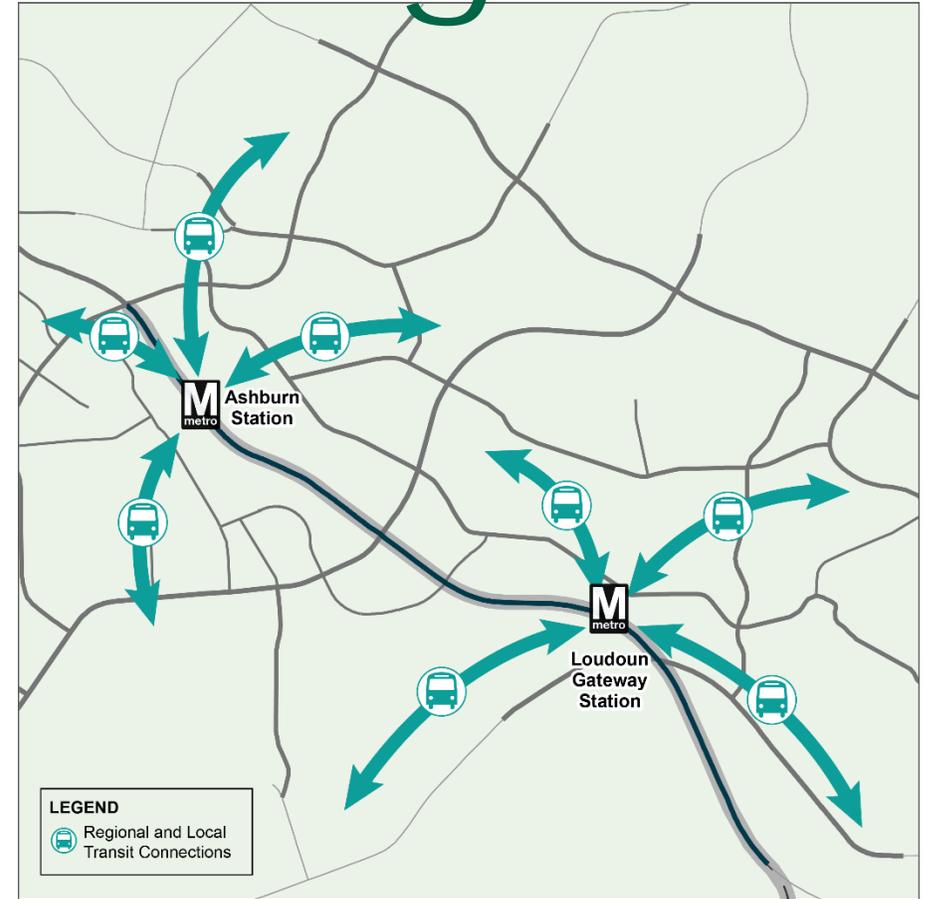
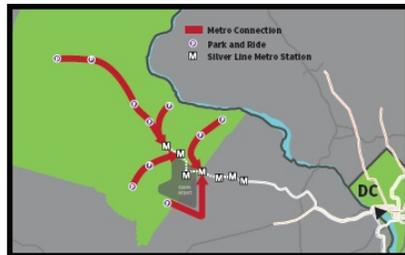
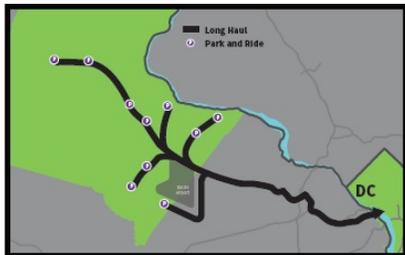
METRO CONNECTION

Direct service from park and rides to Metro Stations



LOCAL BUS

Circulates through the county stopping at bus stops Metro stations and park and rides



LEGEND
 Regional and Local Transit Connections

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

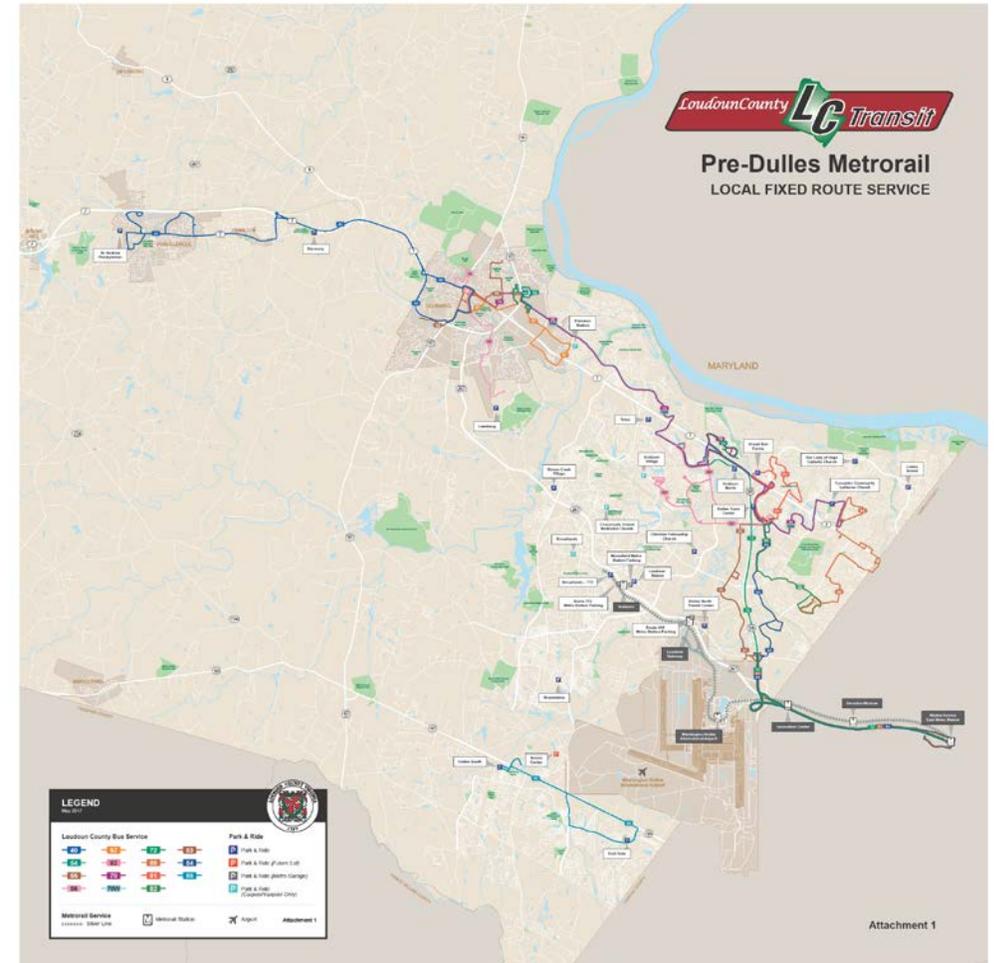
History of Local Bus Service

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

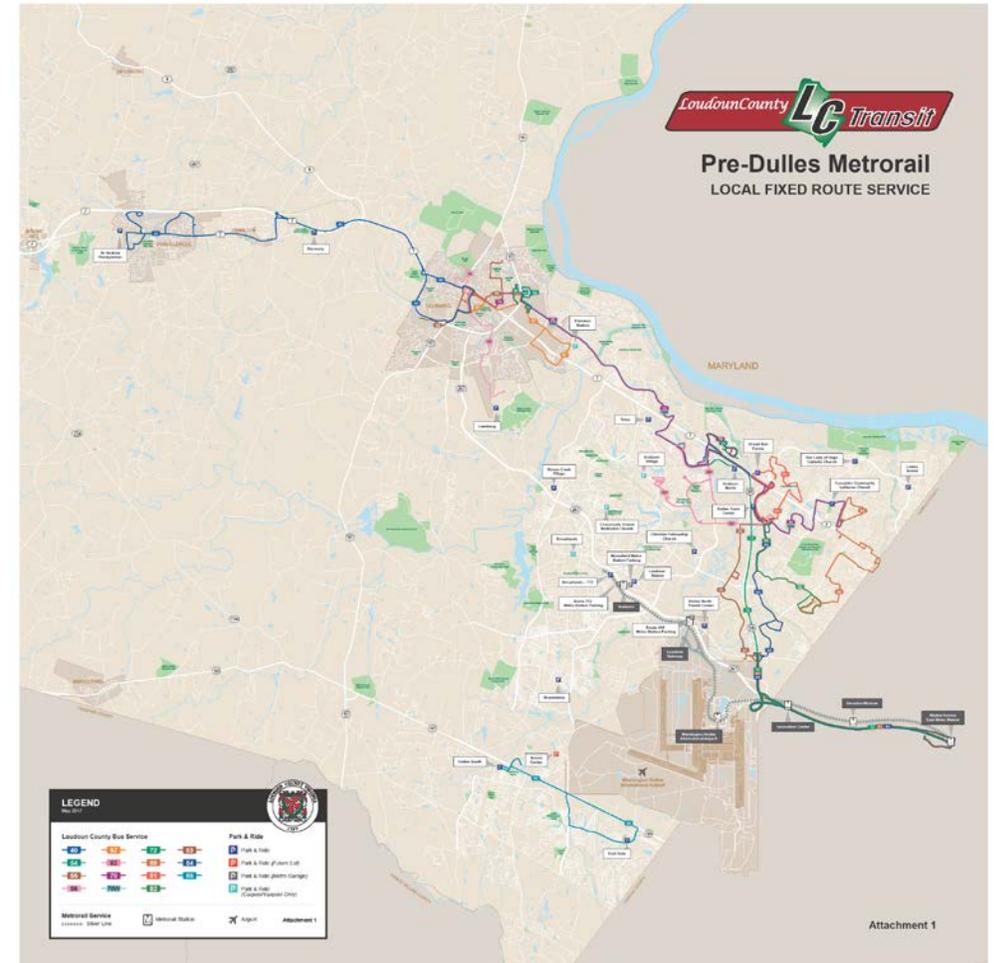
- *Substantial changes to routes and frequencies*
- *County contracts for vehicles and operations*
- *VRT still operates Purcellville Connector and rural-based on-demand services*



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*

Loudoun County Transit Development Plan Fiscal Years 2017-2022



Approved by Loudoun County
Board of Supervisors on June 23, 2016

Prepared by

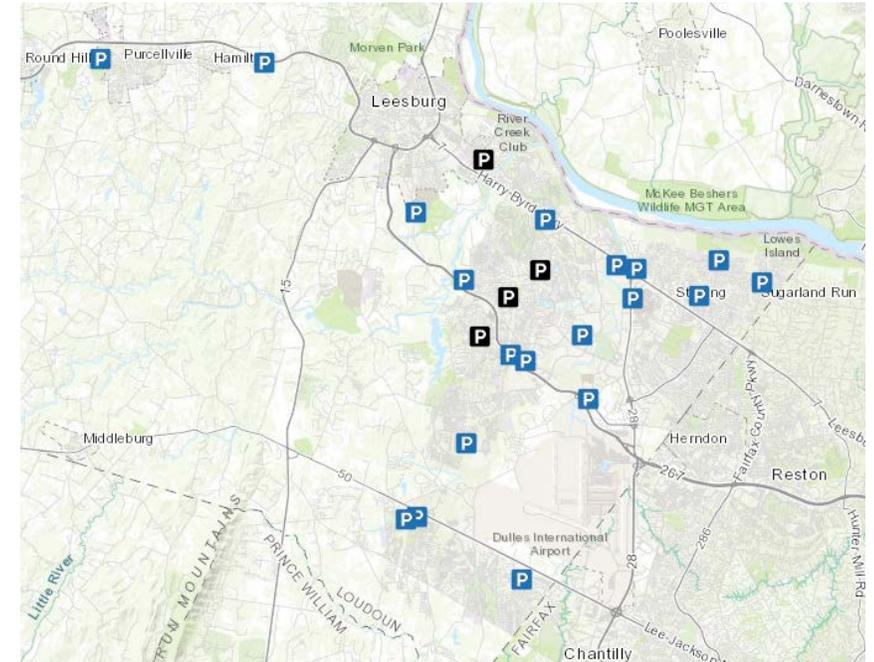


Park and Ride Lot Overview

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



visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION



Loudoun County
2010 Countywide Transportation Plan

Adopted June 15, 2010
Amended through June 22, 2017



FY 2018
Adopted Budget / vol.2

- FY 2017 - FY 2022 AMENDED CAPITAL IMPROVEMENT PROGRAM
- DEBT SERVICE
- OTHER FUNDS
- FISCAL TRENDS

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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