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Comprehensive Plan Stakeholders Committee Meeting

March 12, 2018

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Agenda

1. Welcome / Administrative Items / Information Updates
2. Meeting Objectives (March 12 and March 19)
3. Transportation Plan Chapters and Structure
4. Transportation Policy Development and Discussion
5. Break
6. Draft Transportation Maps and Discussion
7. Adjourn

Meeting Objectives

1) Review Plan Structure
2) Discuss Transportation Plan Policy Framework
3) Gather Feedback on Recommended Policies
4) Discuss Transportation Map Development
5) Receive Planning Input and Guidance

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Transportation Plan Chapters and Structure

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Transportation Plan Components

- Policies
  - *Provide specific policy direction*
- Toolkits
  - *Provide best practices and guidance*
  - *Provide flexibility*
- Maps and Street Sections
  - *Provide plans for transportation network elements*
  - *Maps related to vehicular and bike/ped network facility locations*
  - *Street sections related to the design elements of each planned street (replaces Appendix 1 and Appendix 6 of the 2010 CTP)*

Transportation Plan Outline

1. Introduction
2. Vision for Transportation
3. The Countywide Transportation Network
4. Built Environment & Geographic Policy Areas
5. Air Travel
6. Mitigating the Impacts of Development
7. Regional, State & Local Coordination
8. Environmental & Heritage Resources
9. Prioritization & Funding
10. Implementation

Transportation Plan Outline

- 1. Introduction
  - *Project Description*
  - *Basis for the Plan*
  - *Background*
- 2. Vision
  - *Foundations for the Plan*
  - *Public Input*
  - *Vision and Goals*
  - *Transportation Objectives*

Transportation Plan Outline

3. The Countywide Transportation Network

- *Motor Vehicle Plan*
- *Bicycle Network*
- *Pedestrian Network*
- *Transit Infrastructure Plan*
  - Transit Infrastructure Toolkit
- *General Characteristics of Roadways*
  - Functional Classification
  - Street Sections
  - Roadway Design Toolkit (Excludes Urban Policy Area)

Transportation Plan Outline

4. Built Environment & Geographic Policy Areas

- *Overview of Context-Sensitive Transportation Planning*
  - Discussion of the Relationship Between Infrastructure Design and the Built Environment
- *Urban Policy Area*
- *Suburban Policy Area*
- *Transition Policy Area*
- *Rural Policy Area*
- *Towns and Joint Land Management Areas*

Transportation Plan Outline

5. Air Travel

- *Dulles Airport*
- *Leesburg Executive Airport*
- *Private Air Travel Facilities*

6. Mitigating the Impacts of Development

- *Land Development Review*
- *Traffic Studies*
- *Proffers*
- *Traffic Management and Operations*

Transportation Plan Outline

7. Regional, State & Local Coordination

- *Provides Guidance for DTCI to Engaging in Organizations.*
- *Regional*
  - National Capital Regional Transportation Planning Board (TPB)
  - Metropolitan Washington Council of Governments (MWCOG)
  - Northern Virginia Transportation Authority (NVTA)
  - Northern Virginia Transportation Commission (NVTC)
- *State*
  - Commonwealth Transportation Board (CTB)
  - Virginia Department of Transportation (VDOT)
  - Virginia Department of Rail and Public Transportation (DRPT)
  - Route 28 Highway Transportation Improvement District Commission and Advisory Board
- *Local*
  - Neighboring Counties and Towns

Transportation Plan Outline

8. Environmental & Heritage Resources

- *Air Quality*
- *Water Quality*
- *Noise Exposure*
- *Heritage Resources*

9. Prioritization & Funding

- *Project importance*
- *Funding sources and mechanisms*
- *Requires Board Input and Direction*
- *Will Guide Capital Improvement Planning Discussions*

Transportation Plan Outline

10. Implementation

- *Steps the County Should Take Following Adoption*
  - Each Related to a Transportation Goal from Chapter 2

Appendices and Supporting Documents

- *Travel Demand Model Results*
- *Data Analysis*
- *Other Related Material*

Transportation Plan Structure Discussion

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Transportation Policy Development

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Transportation Policy Intent

- Development of plan policy considered:
  - *Public Input*
  - *Incorporation of 2003 Bicycle & Pedestrian Mobility Master Plan*
  - *Incorporation of 2010 Countywide Transportation Plan*
  - *Incorporation of draft Silver Line CPAM*
  - *Alterations based upon County CIP expansion since 2010*

Transportation Policy Intent

- This Plan Strives for:
  - *Greater clarity*
  - *Streamlined policies*
  - *Greater flexibility where appropriate*
  - *Maintenance of supportable policy goals*
  - *More context-sensitive transportation planning*
  - *Improved integration with the General Plan*

Considerations During Drafting

- *Protect existing/planned aesthetic and context for each of the geographic policy areas in accordance with the General Plan*
- *Enhance relationship between General Plan and Transportation Plan policies*
- *Clarify definitions and policy*
- *Standardize plan and streamline policies to improve plan accessibility*
- *Create opportunities for better integration and place-making*

Plan Objectives (Guiding Principles)

- *Provide comprehensive access and mobility for residents, workers, and visitors throughout Loudoun County.*
- *Protect and enhance health and safety through design, construction, and improvement of quality transportation networks.*
- *Promote high quality of life by protecting the integrity and opportunities provided within the County's urban, suburban, transition, and rural areas, and supporting each of the incorporated towns within Loudoun County during planning, design, and construction of the transportation network.*

Transportation Network Goals

1. Enhanced multi-modal safety for all system users.
2. A reliable and efficient multi-modal transportation network that manages the travel demands of the County while maintaining fiscal and environmental sustainability.
3. Transportation choices that connect people to their communities, employment centers, educational institutions, activity centers, and other amenities.
4. Integration with neighboring jurisdictions to improve regional and statewide connectivity and to attract residents and businesses to Loudoun County.

Transportation Network Goals

5. Support the growth and potential of enhanced national and international connectivity including consideration of Washington Dulles International Airport and the Silver Line Metrorail Stations.

6. Context-sensitive planning and design that addresses the different characteristics and needs of the urban, suburban, transition, Towns, JLMA, and rural environments.

7. A transportation network supportive of the County's overall vision to support economic development, create vibrant, safe communities and public spaces, and protect natural and heritage resources.

Existing Transportation Policies

202 Policies in 2010 CTP
+ 102 Policies in 2003 Bicycle and Pedestrian Mobility Master Plan
+ 66 Policies in *Draft* Silver Line CPAM

(+/-) 370 Total Policies*

The draft transportation plan covers all areas addressed through the above documents while decreasing the total number of policies by over 33%.

Note: Transportation plan does not use policy-action-strategy format of draft General Plan

(*numbers are approximate)

Draft Transportation Policies

- *68 Countywide Transportation Network Policies (Chapter 3)*
- *100 Geographic Policy Area-Specific Policies (Chapter 4)*
  - 61 for Urban Policy Area
  - 39 total for Suburban/Transition/Rural/Towns/JLMAs combined
- *6 Air Travel Policies (Chapter 5)*
- *35 Development Impact Policies (Chapter 6)*
- *TBD for Regional, State, and Local Coordination (Chapter 7)*
- *20 Environmental and Heritage Resource Policies (Chapter 8)*
- *TBD for Funding and Prioritization (Chapter 9)*

*Policies are not anticipated in Chapter 1 (Introduction), Chapter 2 (Vision), or Chapter 10 (Implementation)

(*numbers are approximate and final policy total is TBD)

Transportation Plan Policies Discussion

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Draft Transportation Maps

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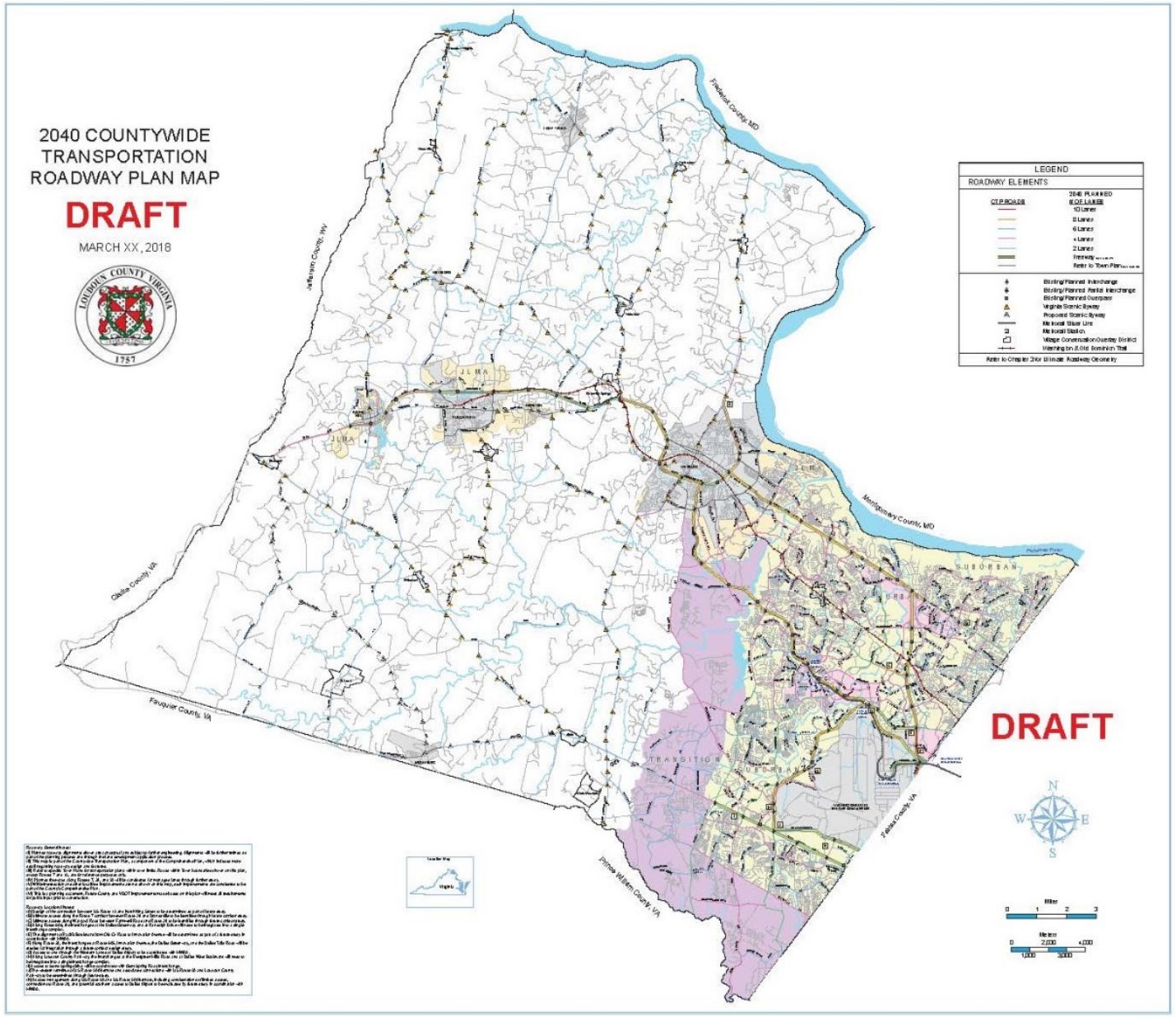
Travel Lanes – Network Development

- Reviewed Every Road Segment in the County
  - *Existing vehicular, bicycle, and pedestrian facilities*
  - *2040 demand generated by Silver Line CPAM and RGP land uses*
  - *Impacts from draft land use plan*
  - *Opportunities for optimizing use of existing roads*
- Evaluated where road network changes might be needed
- Considered the impacts of demand on the regional transportation system

Travel Lanes – Total Lane Miles

- 2010 CTP :
  - *1,703 Total Lane Miles*
  - *1,300 (76%) Constructed*
  - *403 (24%) Unbuilt*
- Draft Plan :
  - *1,854 Total Lane Miles –*
  - *1,425 (77%) Constructed*
    - 125 Constructed Lane Miles Added to Plan
  - *429 (23%) Unbuilt*
    - 41 Unbuilt Lane Miles New to Plan (including 18 Lane Miles for Route 50 Alternate)
    - 15 Unbuilt Lane Miles Removed from Plan

Travel Lanes Map



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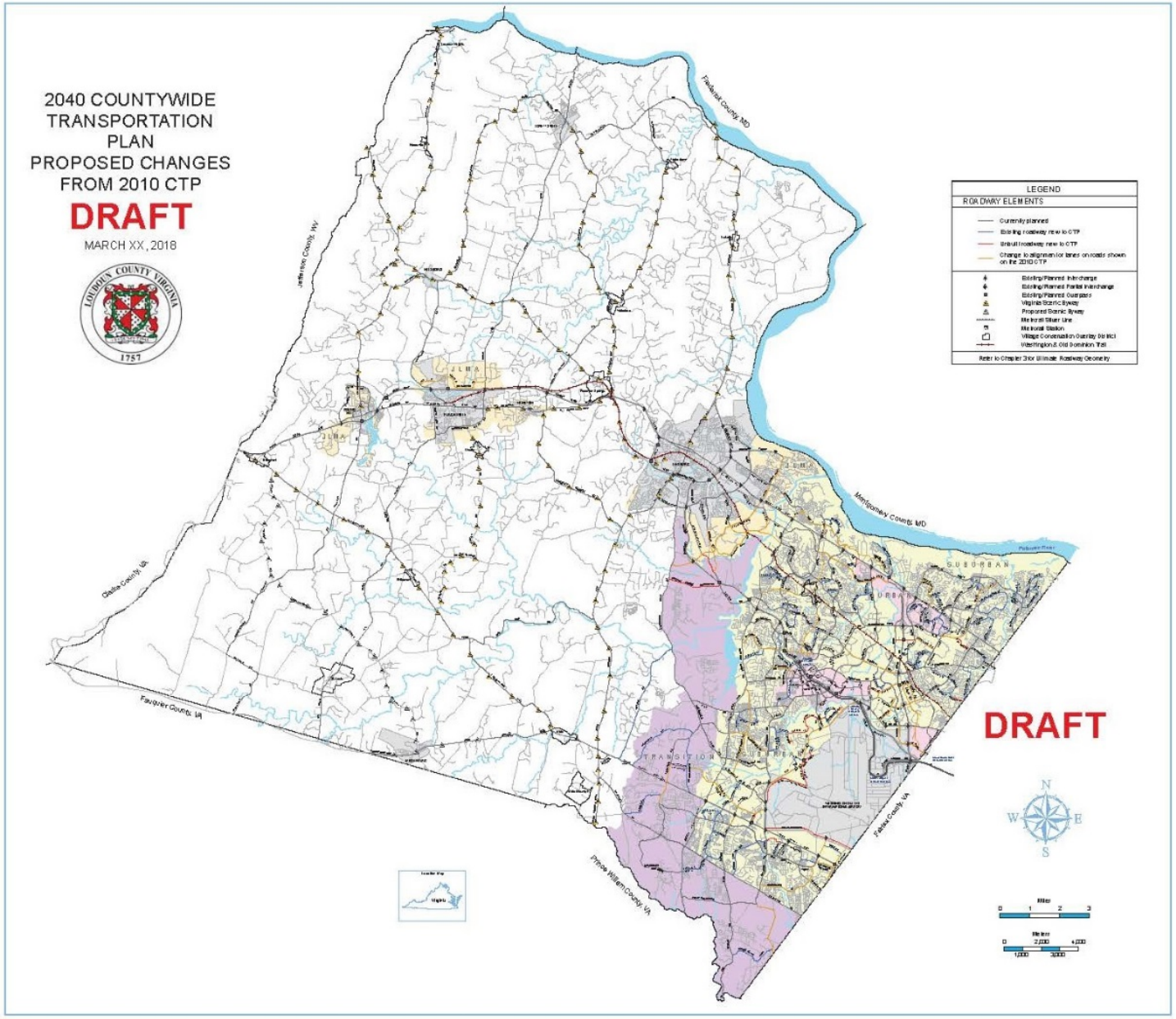
Travel Lanes – Benefits of Identified Road Corridors

- Reconsideration of Functional Classification
  - *Based on FHWA and VDOT Standards*
  - *Will provide improved opportunities for regional funding*
  - *Will facilitate improved information for BOS prioritization efforts*
- Preservation of Historic Corridors
  - *Provides specific designation for design and ultimate planned condition of corridor*

Travel Lanes – Benefits of Identified Road Corridors

- Addition of Neighborhood Collectors
  - *Highly-trafficked local streets*
  - *Opportunities for improved multimodal provisions within existing section*
  - *Help facilitate improved quality of life and community connectivity*
  - *Provides VDOT with County direction for low-cost improvements*

Changes from 2010 CTP



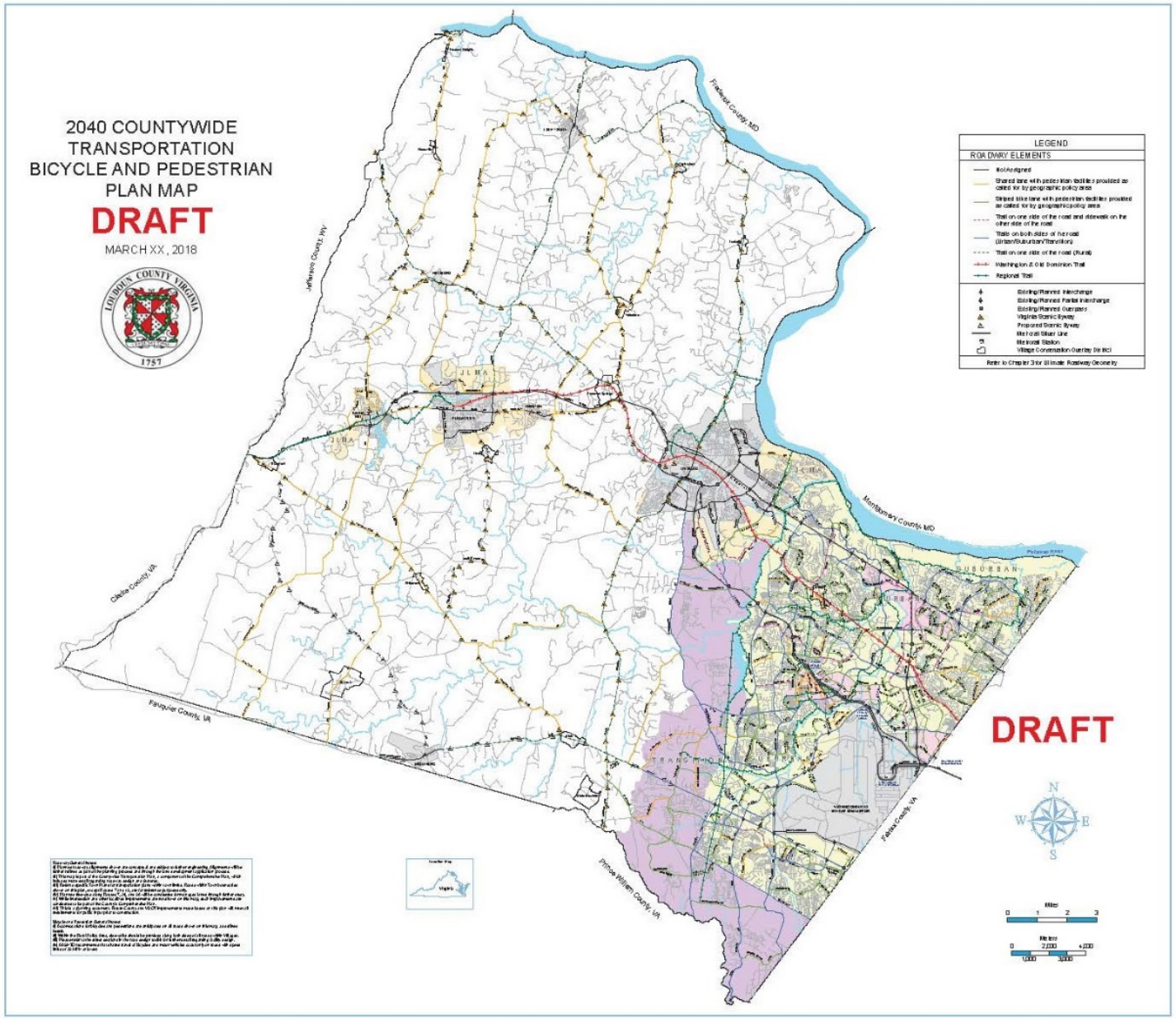
Travel Lanes – Key Changes from 2010 CTP

- US Route 50 Alternate
  - *North of Route 50*
  - *Direct route between Route 28 and Loudoun County Parkway*
  - *Potentially Limited Access – Coordinated with MWAA*
- Route 606 Interchanges
  - *Identifies preliminary interchange locations on Route 606 (subject to future study)*
  - *Allows County to ensure right-of-way is available*
  - *Identifies opportunities for parallel collector roads*

Travel Lanes – Key Changes from 2010 CTP

- Lower Sycolin Road Network
  - *Enhanced network to support industrial development*
- Upper Broad Run Road Network
  - *Identification of additional roadway corridors to preserve network*
  - *Consideration of more rural character to preserve desired aesthetic*
- Silver Line CPAM Network
  - *Incorporated into this plan as endorsed by Planning Commission with amendments approved by the BOS*

Bicycle and Pedestrian Plan Map



Bicycle and Pedestrian Map – Identified Bicycle Network

- Consideration of Existing Facilities
  - *Existing facilities provide a starting point for network development*
  - *Opportunities for road restriping considered in throughout bicycle plan development*
- Integrated Network
  - *Ensures continuous network of on-street bike lanes and off-road trails*
- Clearer Direction
  - *Planned facilities for each road corridor for greater plan accessibility*
- Designation of Off-Road Corridors
  - *Stream valley corridors are now incorporated into CTP*
  - *Ensures integration between roadway and trail plans*

Bicycle and Pedestrian Map – Pedestrian Facilities

- Consideration of Existing Facilities
  - *Existing facilities provide a starting point for network development*
- Integrated with Bicycle Network
  - *Pedestrian facility types based on planned bicycle facilities*
- Context-Sensitive
  - *Location, provision, and material of pedestrian sidewalks determined based on geographic policy area*
- Improved standards for all environments
  - *Integration and optimization of existing 2003 Bike/Ped Plan and 2010 CTP pedestrian policies*

Transportation Planning and Mapping Discussion

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Next Steps

Presentation at March 19th Meeting

- ***Mitigation of Development Impacts***
- ***Environmental and Heritage Resources***
- ***Implementation***
- ***Discussion of Coordination and Prioritization, including Potomac River Crossing Study***

Prepare chapters using all feedback received:

- ***Stakeholder Committee and its Subcommittees***
- ***Public Outreach (Online and Meetings)***
- ***STAC***

Ongoing Work:

- ***Competition of transportation plan draft***
- ***Macro-level modeling of transportation impacts***

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