

# REVISED 2030 COUNTYWIDE TRANSPORTATION PLAN

LOUDOUN COUNTY  
PLANNING COMMISSION  
RECOMMENDATIONS  
MARCH 2010



**NOTES**

**GENERAL NOTES**

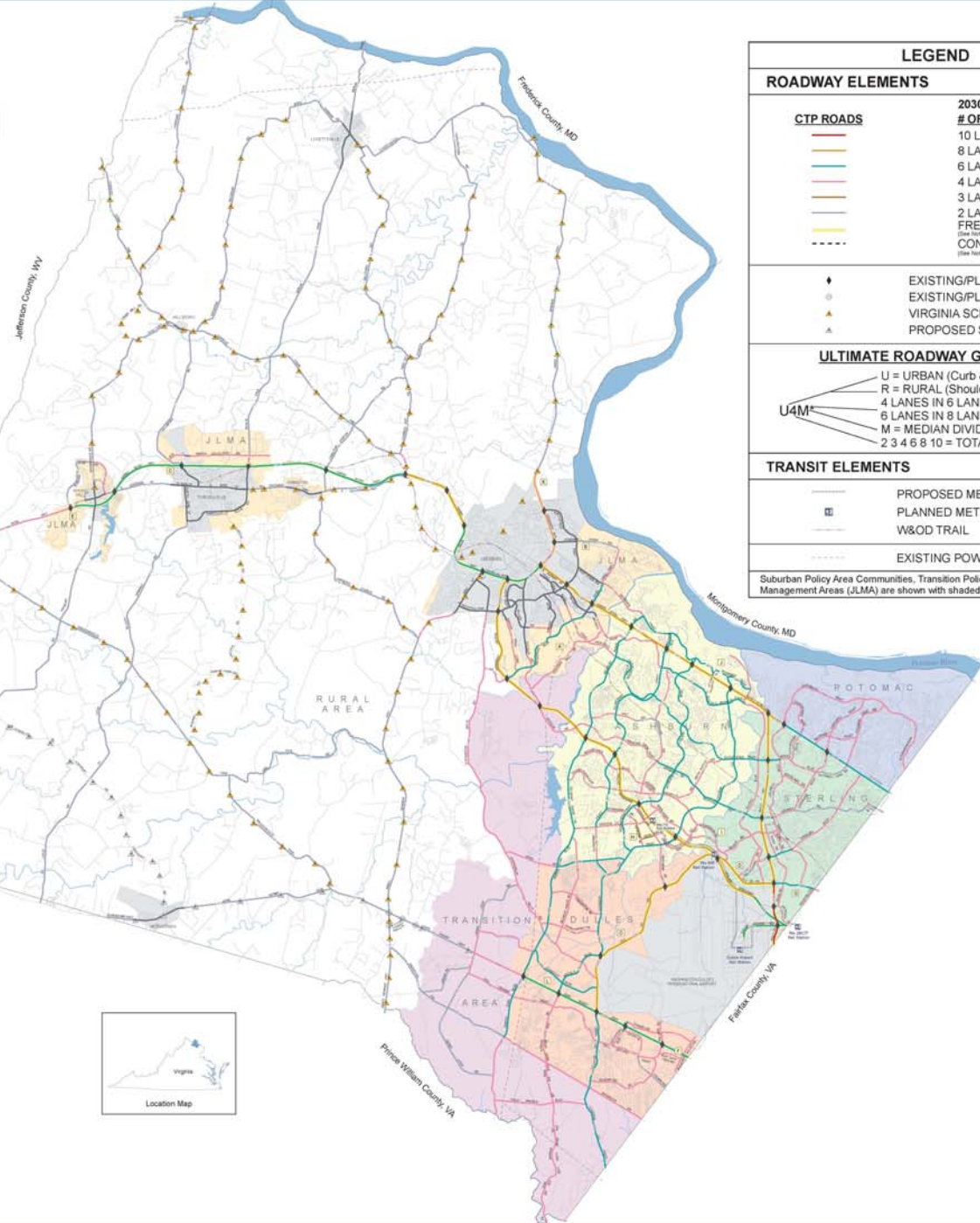
- Planned roadway alignments shown are conceptual and subject to further engineering. Alignments will be further refined as part of the planning process and through the land development application process.
- For information on specific transportation services, see the Countywide Transportation Plan.
- For additional information concerning specific roadways, see the Planning Guidelines for Major Roadways, Appendix 1 for the Transportation Plan.
- Reference Town Plans for specific roadways and their elements within town limits.
- The roadway network will be developed to further a study of alternate use operations which may include the dedication of high-capacity vehicle and/or express busways and other new lanes are added.
- Conceptual Corridors are recommended new corridors that do not substantially follow an existing roadway. Alignments shown are only one possibility. All Conceptual Corridors will require detailed study before any specific alignments are recommended.

**SITE SPECIFIC NOTES**

- The alignments and other design characteristics of Crossfield Boulevard and Cochran Mill Road will be studied in consultation with the Town of Leesburg and VDOT.
- Edwards Ferry Road will be studied for alternate typical sections in consultation with the Town of Leesburg and VDOT with consideration of alternate use operations.
- Location of the Route 7/Route 600 interchange to be determined by a later study in consultation with the Town of Purcellville and VDOT. A bypass Collector Road to be considered in this study by the Town of Purcellville as part of ongoing planning efforts. County consideration of this proposed facility is pending completion of the Town Plan.
- Location, interchange sections and alternate alignment of Route 600 between Route 28 and Loudoun County Parkway to be determined by later study with consideration of adjacent development/establishments.
- Location of the proposed Round Hill Road 7 interchange and its use alternatives to be determined by a later study in consultation with the Town of Round Hill and VDOT.
- Other roadwork options or the intersection of Route 50 and Route 600 to be explored by a later study.
- The planned road network in the area bounded by the Dulles Toll Road, Route 20, Route 600 and the Fairfax County line is to be determined by later study in consultation with Fairfax County. Elements to be considered include, but are not limited to, an extension of Dulles Drive south of Route 600, a possible bridge connection over the Dulles Toll Road into Fairfax County, potential incorporation of the alignment and ultimate cross section of Route 600 Road, and potential reconstruction of the ultimate cross section of Route 600.
- Monroeville Parkway to be constructed as a toll section between Crofton Lane and Old River Road to function as a toll section in tandem with the parallel segment of Old River Road.
- An alignment study will need to be performed to determine the ultimate alignment of Riverside Parkway and Leighton Drive in this study.
- Other alternate options for the replacement of US Route 15 (Leesburg Bypass) and US Route 15 Business (North King Street) to be explored by later study.
- Feasibility of planned interchanges within the Route 50 limited access corridor between Loudoun County Parkway and North Star Boulevard to be reviewed by later study.



LEGEND	
<b>ROADWAY ELEMENTS</b>	
<b>CTP ROADS</b>	<b>2030 PLANNED # OF LANES</b>
	10 LANES
	8 LANES
	6 LANES
	4 LANES
	3 LANES
	2 LANES
	FREEWAY
	CONCEPTUAL CORRIDORS <small>(See Note 6. Color indicates Number of Lanes)</small>
	EXISTING/PLANNED INTERCHANGE
	EXISTING/PLANNED ROUNDABOUT
	VIRGINIA SCENIC BYWAY
	PROPOSED SCENIC BYWAY
<b>ULTIMATE ROADWAY GEOMETRY</b>	
U4M	U = URBAN (Curb & Gutter)
	R = RURAL (Shoulder & Ditch)
	4 LANES IN 6 LANE RIGHT OF WAY OR
	6 LANES IN 8 LANE RIGHT OF WAY
	M = MEDIAN DIVIDED
	2 3 4 6 8 10 = TOTAL # OF LANES
<b>TRANSIT ELEMENTS</b>	
	PROPOSED METRORAIL ALIGNMENT
	PLANNED METRORAIL STATIONS
	W&OD TRAIL
	EXISTING POWER LINES
Suburban Policy Area Communities, Transition Policy Area and Town Joint Land Management Areas (JLMA) are shown with shaded backgrounds.	



# Loudoun Countywide Transportation Plan

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- Guide for future transportation investments.
- Inform residents and businesses on County's approach to meeting mobility needs and how projects might impact neighborhoods and properties.

*"The main purpose of the CTP is to preserve right of way for future facilities so the County can build them if they are needed. It (CTP) does not mandate or assume that all facilities are built (by 2030)."*

*- Andy Beacher, Loudoun Office of Transportation, April 21, 2010*

# Chronology/Timetable

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- First CTP adopted July 5, 1995
- Updated July 23, 2001
- Next scheduled update: 2006
- Planning Commission approved 2006/2010 update in March 2010
- Board of Supervisors Public Hearing: April 12, 2010
- Transportation and Land Use Committee met on April 21<sup>st</sup> and May 19<sup>th</sup>
- Next Transportation and Land Use Committee meeting: June 8<sup>th</sup>
- Deadline for Board approval: July 6, 2010

# Potential CTP Strengths

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- CTP states that road network is the “backbone of the County’s transportation system.”
- Endorses identifying projects with greatest benefit.
- Commits to meeting 2030 travel needs.
- Commits to ensuring adequate transportation facilities for mobility needs of residents, visitors and businesses in each Policy Area.
- Endorses exploring (within Suburban Policy Area) additional Potomac River crossings to relieve U.S. 15 congestion.

## Potential CTP Strengths (cont.)

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Also calls for --

- Working with adjoining jurisdictions to “create seamless road connections across borders wherever possible.”
- Converting VA Routes 7, 28, and 606 and U.S. Route 50 to limited access freeways.
- Reclassification of VA 606, VA 659 and VA 659 Re-located as primary routes.
- Implementation of Dulles Loop.

# Weaknesses

## Draft CTP Fails to Reflect Principles

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- Fails to provide 2030 travel needs for residents and businesses.
- Fails to provide seamless connections with adjacent jurisdictions.
- Fails to include projects of greatest benefits.
- Fails to protect key options.

# Weaknesses

## Reduces Planned Corridor Capacity

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- Lack of North/South capacity
- Proposed 6 to 4 lane reductions
  - Gum Spring Road (U.S. 50 to Tall Cedar Parkway)
  - Route 659 (North Star Blvd/Braddock Rd to PWC line)
  - Tall Cedar Parkway (Loudoun County Parkway to VA 606 re-located)



**Loudoun County  
Countywide Transportation  
Plan Update**

Figure A2-4a  
2030 Level of Service  
Revised CTP Network  
East



**Level of Service**

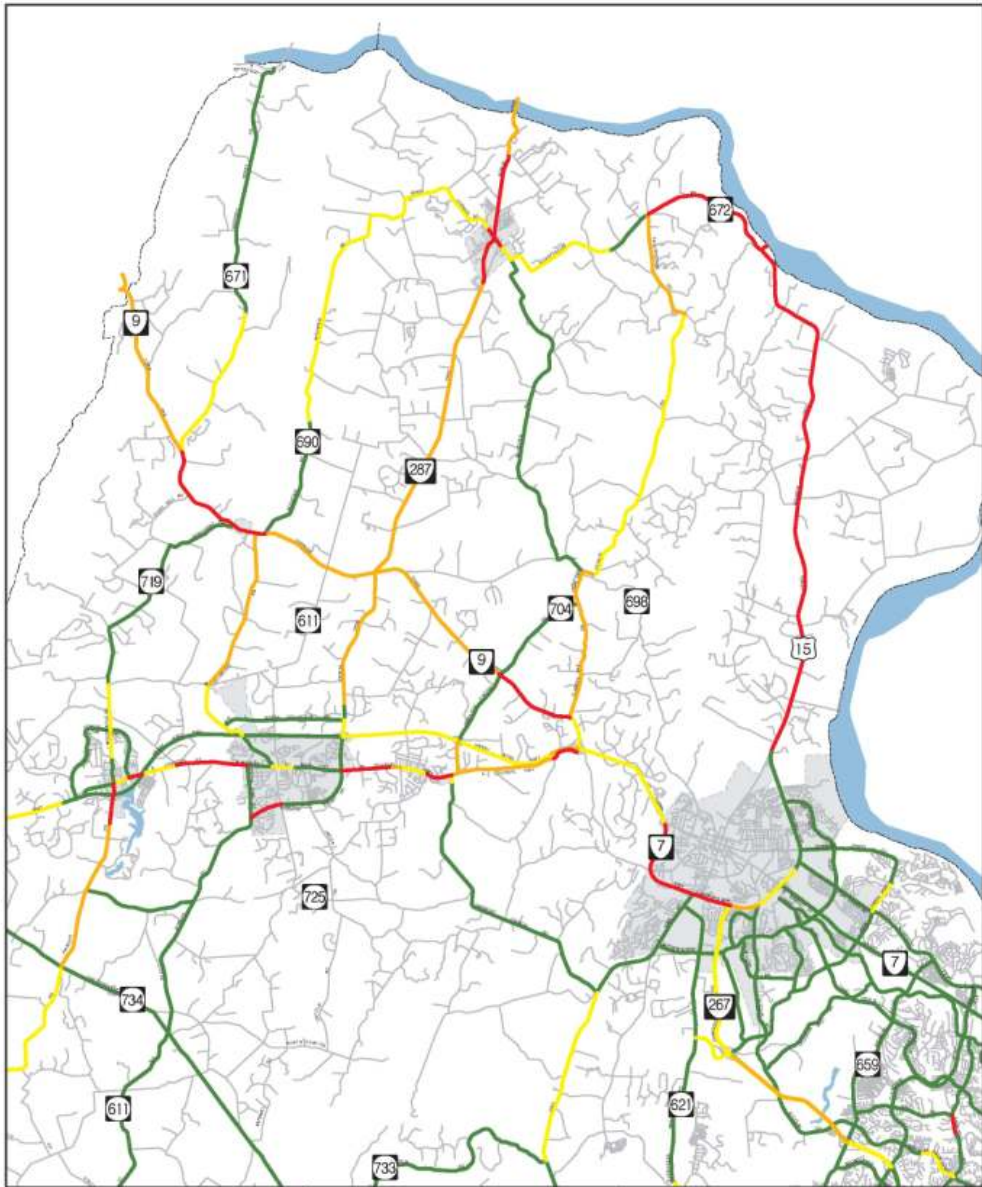
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— Other Roads  
 Towns

# Weaknesses

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Proposes Route 9 and U.S. 15 remain 2-lane rural despite 40,000 vehicles per day in 2030 and County study showing alternatives reduce congestion and improve safety.



**Loudoun County  
Countywide Transportation  
Plan Update**

Figure A2-4c  
2030 Level of Service  
Revised CTP Network  
Northwest



**Level of Service**



Route	Limits		Existing lanes	Current Countywide Transp. Plan (CTP)			Planning Commission's Network (PC)		
	From	To		# of lanes	ADT	V/C	# of Lanes	ADT	V/C
7	VA 28	Loudoun County Pkwy.	6	6	121650	1.17	8	127566	0.91
7	Loudoun County Pkwy.	Claiborne Pkwy.	6	6	101197	0.97	8	111006	0.78
7	Town Of Leesburg	VA 9	6	6	125676	1.45	8	147186	1.04
7	VA9	VA 287	4	6	107004	0.93	6	104923	0.91
9	VA 7	VA 287	2	2	13897	0.96	2	18849	1.22
15	US 50	Tail Race Rd. (VA612)	2	2	18520	1.18	2	14275	0.94
15	Town Of Leesburg	White Ferry Rd.	2	2	44772	2.83	2	72801	2.61
28	VA 267	VA 606	6	8	176666	1.2	10	215082	1.12
28	VA 606	Sterling Blvd.	6	8	142587	0.93	8	127794	0.84
28	VA 625	VA 7	6	8	73248	0.48	8	74120	0.5
50	Pleasant Valley Rd.	Loudoun County Pkwy.	4	6	125757	1.08	6	154293	1.34
50	Loudoun County Pkwy.	Va 606 Relocated	4	6	77850	0.67	6	41479	0.44
50	VA 606 Relocated	VA 659	4	6	80931	0.7	6	66299	0.65
50	VA 659	US 15	4	4	25323	0.83	6	27470	0.91
50	US 15	VA 734	2	2	29998	1.9	2	30335	1.92
267	VA 28	Loudoun County Pkwy.	6	6	132403	0.98	8	159837	0.88
287	VA 9	VA 7	2	2	26887	2.7	2	31100	3.3
620	New Rd.	Rt. 860 Relocated.	2	2	10523	1.9	2	8980	0.9
606	Tall Cedar Pkwy.	Braddock Rd.	N/A	6	52524	1.16	6	81469	2.04

606	US 50	VA 606 relocated/Arcola	N/A	6	93353	1.97	8	224501	1.22
606	Loudoun County Pkwy.	Greenway	2	6	80889	2.96	8	191853	1.06
606	Greenway	VA 28	2	6	79382	1.76	8	162685	0.9
607	VA 606	Greenway	N/A	6	77338	1.79	6	27393	0.68
772	Greenway	Waxpool Rd.	N/A	6	37396	0.83	6	35673	0.77
1950	Waxpool Rd.	VA 7	N/A	6	49872	1.06	6	46283	0.97
606	Greenway	Loudoun County Pkwy.	2	6	80889	2.96	8	191853	1.06
	US 50	Tall Cedar Pkwy.	N/A	6	77383	2.58	4	74009	3.70
	Loudoun County Pkwy.	US 50	N/A	6	117187	4.11	6	74437	2.79
621	Arcola Blvd.	Loudoun County Pkwy.	2	2	14974	1.68	2	17410	2.24
625	Loudoun County Pkwy.	Pacific Blvd.	6	6	61910	2.13	6	49439	1.66
641	Russell Branch Pkwy.	VA 7	4	6	17204	0.58	6	17723	0.63
659	Broadlands Blvd.	Greenway	2	6	46322	0.97	6	40419	0.87
846	Davis Dr.	VA 28	4	6	43038	0.9	6	44230	0.98
860	Evergreen Mills Rd.	US 50	N/A	2	18494	2.05	N/A	N/A	N/A
659	Braddock Rd.	PW Co. Line	2	6	50535	1.05	4	31809	0.99
	Loudoun County Pkwy.	VA 606 (relocated)	N/A	6	28460	0.95	4	18229	0.91

# Opposition

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- Groups:

- Piedmont Environmental Council (PEC)
- Campaign for Loudoun's Future
- Citizens for a CTP
- NIMBYs

- Themes:

- Growth and modeling projections are wrong.
- All travel is east/west; no north/south demand.
- CTP should focus on existing network and existing needs.
- Loudoun needs more alternatives to cars.
- Many roads not in interests of current residents.

# Major Chamber/Proponent Concerns

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- Creating long-term prosperity, broader tax base and attracting/retaining jobs requires good capacity and connectivity with adjacent jurisdictions. CTP does not.
- Ensuring a future transportation network that works requires protecting adequate right-of-way and options. CTP does not.
- Prosperity requires including projects of greatest benefits. CTP does not.
- Prosperity requires that Dulles have good access. CTP does not.
- Quality of life requires safer rural corridor options. CTP does not.
- Protect options. CTP does not.

# Recommended CTP Improvements

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- Restoring Route 659 Re-located/North Star Blvd. to planned 6-lanes and properly align with Prince William Parkway.
- Restoring Gum Springs Road segment to planned 6-lanes.
- Acknowledging the need for alternatives to Route 9 and U.S. 15 north of Leesburg alternatives/corridor studies.
- Acknowledging the need for a limited access north/south corridor west of Dulles.

# Public Input Opportunities

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- Hearings
  - June 1<sup>st</sup> -- 7:00 p.m.
  - June 14<sup>th</sup> -- 7:00 p.m.
- One-on-One Meetings
- County Board Address:
  - One Harrison Street, S.E.,
  - Fifth Floor
  - P.O. Box 7000
  - Mailstop #01
  - Leesburg, VA 20177
  - 703-777-0204

# Bottom Line

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To have the economy, jobs, and prosperity Loudoun wants, Loudoun must be accessible and protect every option.

It's Your County

It's Your Future