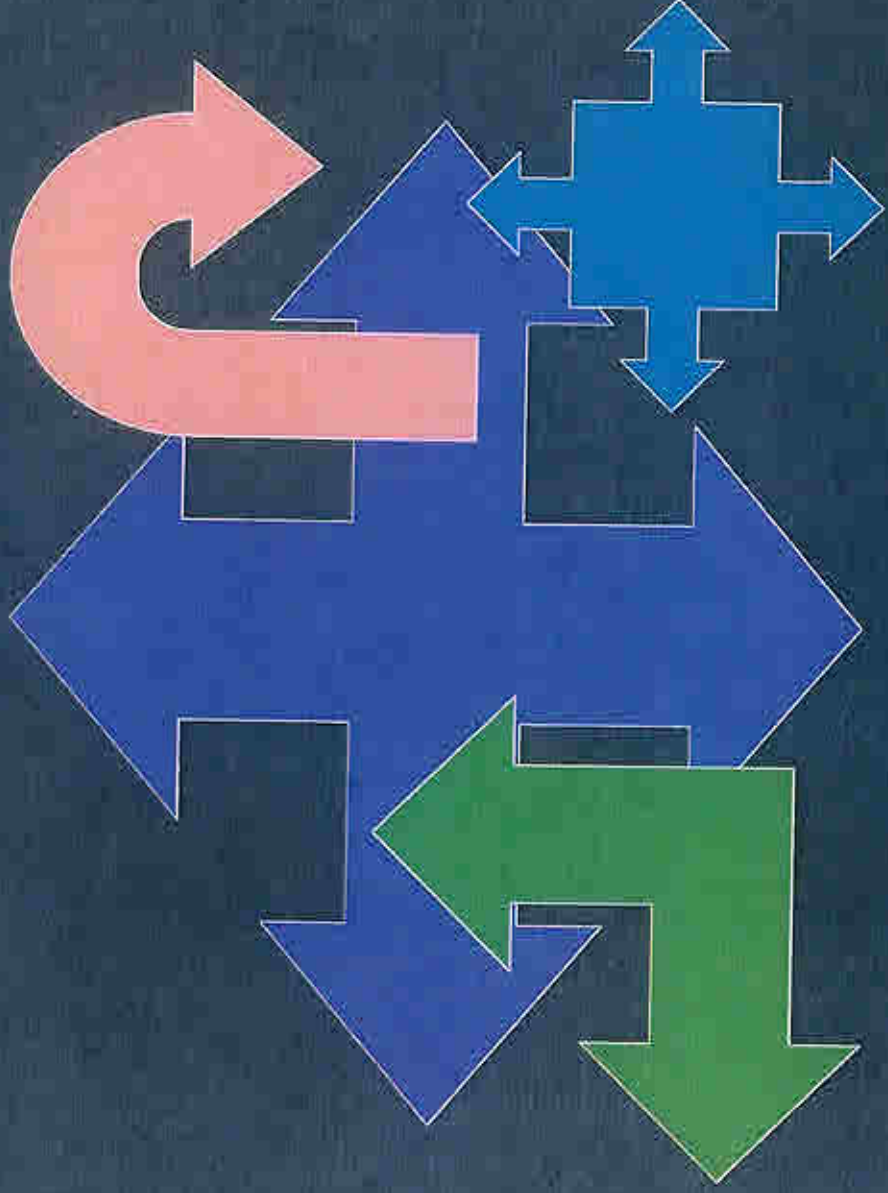


Loudoun CTP Update

Major Corridors - Alternatives Analysis



CTP Update Process



Model
Review and
Update

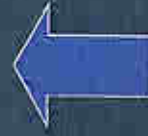
Deficiency
Analysis



Corridor
Studies



Plan
Update



Final Draft
to elected
officials, late
May, 2007

We are
here

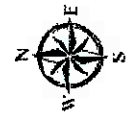
Activities Since March 29

- ▶ Continued refining model network and routines to improve results
 - Avoid overloading local and dirt roads in west
 - Network refinement including Fairfax Co.
- ▶ Summarized comments from March 29 presentation
- ▶ Completed “white paper” on travel reduction and reviewed with OTS and planning staff
- ▶ Prepared alternatives for testing
- ▶ Conducted alternatives analysis

East - CTP Roads

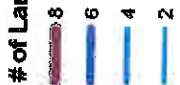
Loudoun County
Countywide Transportation
Plan Update

CTP Baseline: 2030
Number of Lanes

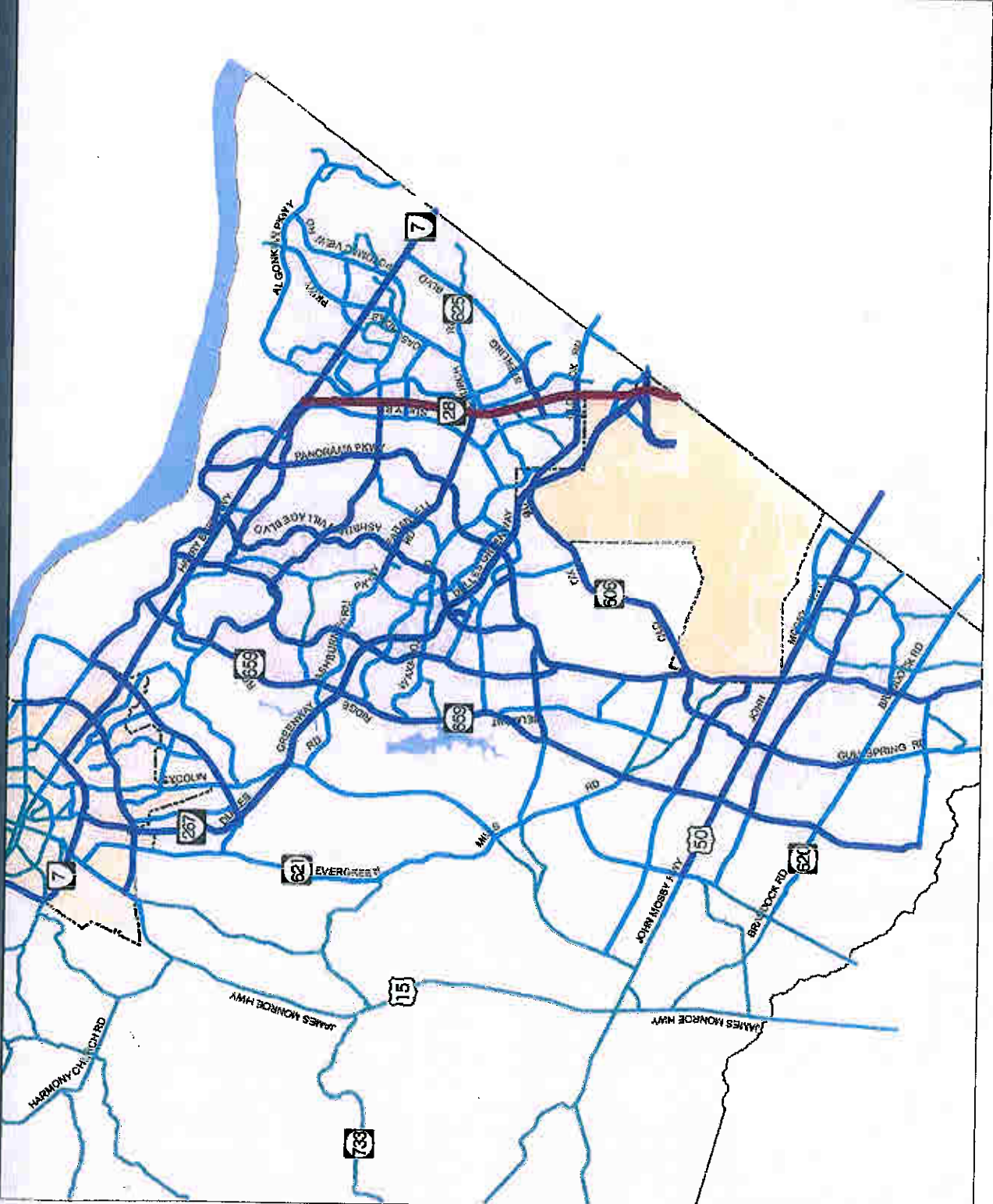


Legend

**CTP Roads
of Lanes**

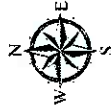


- Other Roads
- Town Boundaries



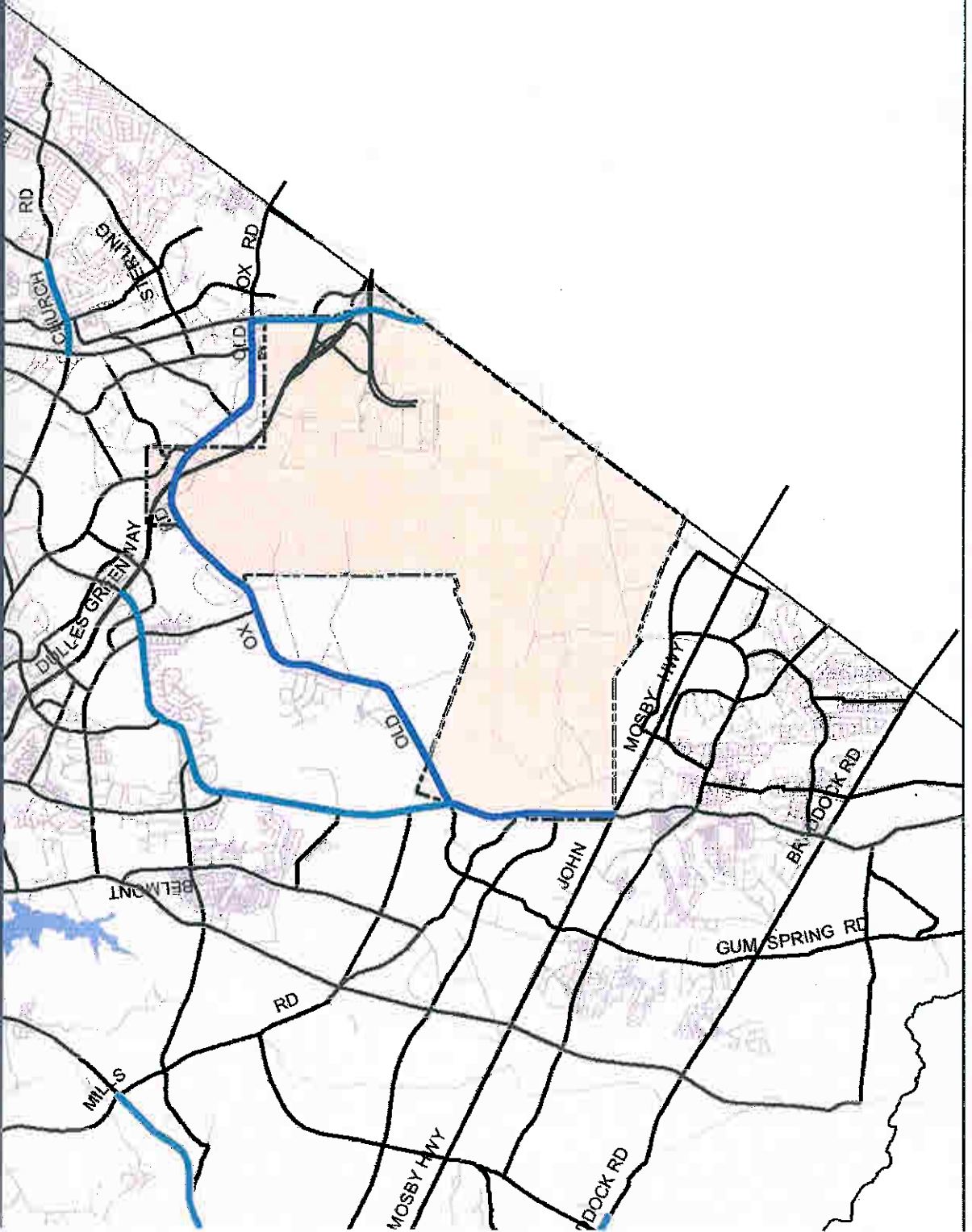
Dulles South Improvements

Loudoun County Countywide Transportation Plan Update



Legend

- Add 2 Lanes
- Add 2 Lanes and Convert to Freeway
- New 4 Lane Road
- One-Way Pair
- CTP Roads
- Other Roads
- Town Boundaries



Other Observations

- ▶ Riverside Parkway – no differences in LOS
 - CTP Alignment: 4,000 ADT
 - Southern Alignment: 14,000 ADT
 - ▶ Relieves Rt 7 parallel and also to the East
- ▶ Rt. 860 provides some relief to N-S routes to the east
- ▶ Excess demand balances with excess capacity across N-S routes north of Rt 50 but less so to the south

Conclusions/Questions

- ▶ Recommend Southern Riverside Parkway alternative
- ▶ Appears to be room to add a lane on eastern Route 7 westbound only
- ▶ Route 625 (Church and Waxpool) improved BUT
- ▶ Route 625, eastern Route 7, Dulles area, and south of Route 50 also need travel demand management solutions





HOV Analysis

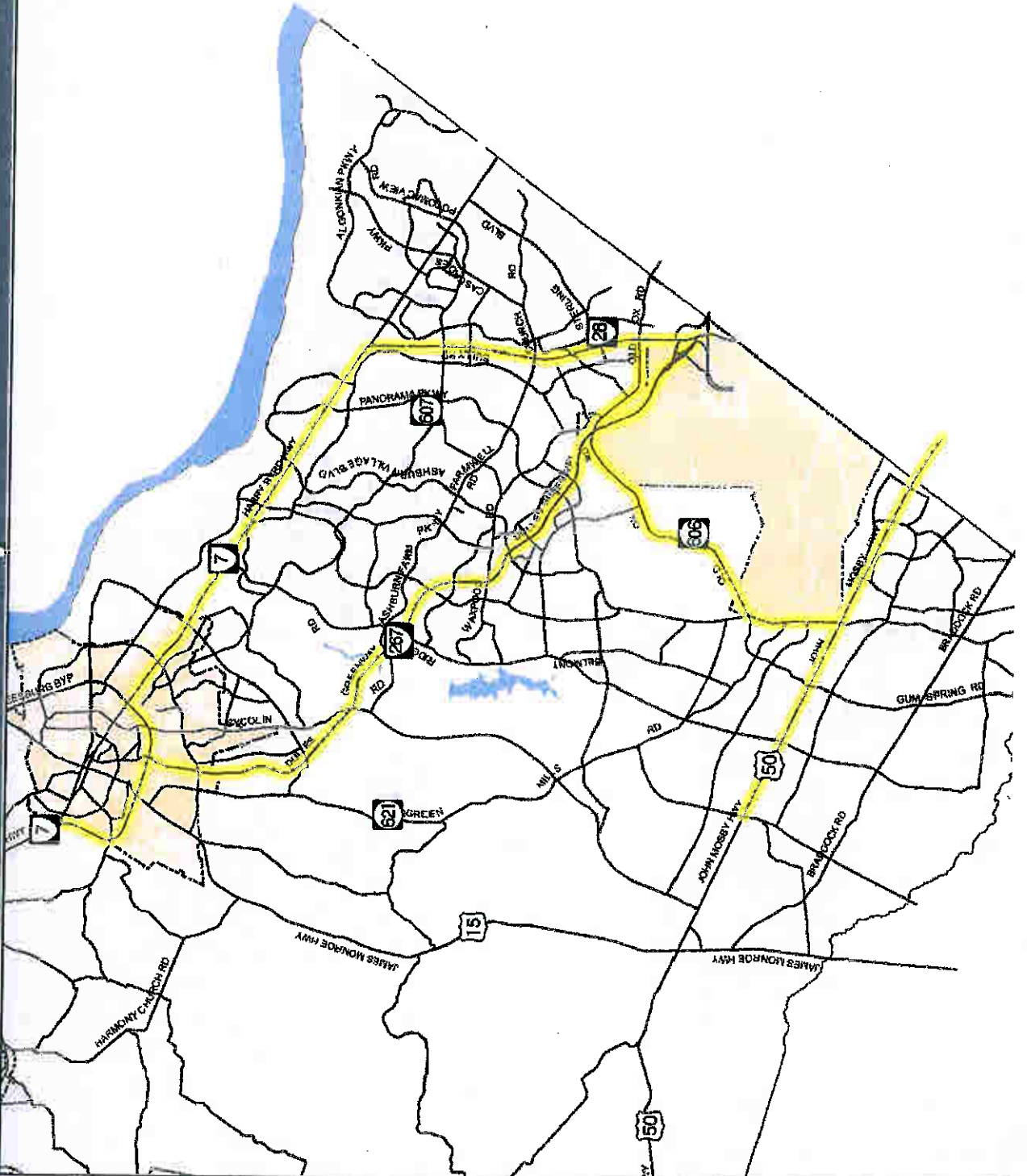
Loudoun County
Countywide Transportation
Plan Update

HOV Network



Legend

-  HOV Network
-  CTP Roads
-  Other Roads
-  Town Boundaries



HOV Analysis

- ▶ "Last 2 Lanes" on Highways HOV
- ▶ Utilization estimated at 7-10,000 ADT on all links
- ▶ Relieves estimated 9-12,000 ADT on parallel lanes
- ▶ Needs to be studied in greater detail, but "first blush" looks positive
 - Good utilization relative to number of lanes
 - Congestion on parallel routes (all but Rt 7) would give time advantage to bus and HOV users

Travel Reduction Strategies

- To relieve congested eastern routes such as Waxpool and south of Route 50:
 - ▶ Develop small area plans to guide street network and development patterns
 - ▶ Design manuals to support/illustrate desired development characteristics
- Require circulation plans and/or implement standards to improve multimodal planning in large developments throughout the county
- Travel Demand Management (carpooling and telecommuting) – help Dulles area, Greenway and Route 7/28 corridors.

Summary of Transit Recommendations

- ▶ HOV/rapid transit corridors – potentially add Route 15
- ▶ Support HOV and commuter bus with additional park-and-ride lots
- ▶ More detailed transit plan forthcoming to address local and long-distance commuter needs, including advent of Metrorail

Next Steps

- ▶ Run final CTP improvements
- ▶ Include general assessment of signals/roundabouts/interchanges
- ▶ Update CTP text and maps
- ▶ Submit draft CTP text and maps late May