2014 VACo Achievement Awards

2014 VACo Achievement Awards

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2014 VACo Achievement Awards
Deadline: June 2, 2014

Application Form

All applications must include the following information. Separate applications must be submitted for each eligible program. Deadline: June 2, 2014.

Program Information

Locality

Loudoun County

Program Title

Eastern Loudoun Transportation Study: Keeping Loudoun Moving

Program Category

Transportation

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Signature of county administrator or chief administrative officer

Tim Hemstreet

Name

County Administrator

Signature


Eastern Loudoun Transportation Study
Keeping Loudoun Moving

Summary
Eastern Loudoun Transportation Study
Keeping Loudoun Moving
Overview

Loudoun County, Virginia is one of the fastest growing counties in the nation; its population has doubled since 2000. The unprecedented growth the county has experienced over the last several decades has resulted in a continued and an ever-increasing strain on its transportation network.

Transportation is one of the most important services provided by government, fulfilling the crucial role of linking people to their jobs, schools, recreation and shopping. Loudoun County adopted its first Countywide Transportation Plan (CTP) in 1995. The CTP was revised in 2001 and again in 2010. The CTP is a planning document that establishes a long-range vision for the county’s transportation network and defines policies that provide for the successful implementation of that network.

The county’s road network is constantly changing. Segments of the network are being designed and constructed by the Virginia Department of Transportation (VDOT), the county, the private development community through proffers and conditions, and through partnerships amongst those entities. This quilt-like approach to road construction led to a patchwork roads network which resulted in missing segments and bottlenecks.

In January 2012, a new Board of Supervisors took office. Many of the newly-elected Board members made funding an improved transportation network a major priority. They were especially interested in identifying and completing missing links in the county.
Eastern Loudoun Transportation Study
Keeping Loudoun Moving

Submission
At its first business meeting in January 2012, the newly-elected Loudoun County Board of Supervisors brought forth an initiative to address Loudoun County’s road network. The Chairman introduced the initiative that directed county staff to develop a report for the Board of Supervisors that would identify deficiencies and missing links in the Eastern Loudoun transportation network, in the fastest growing area of the county. The report would provide information on:

- network deficiencies,
- missing links in the network,
- an estimated cost to build the missing links and address the network deficiencies;
- an inventory of development proffers including an analysis of the timing of the proffers;
- an analysis of the right-of-way availability; and
- a summary of potential funding sources.

The Board unanimously approved the motion to direct staff to prepare such a report.

**THE CHALLENGE:** Using the Geographic Information System (GIS), staff in the Office of Mapping created a base map that served as a starting point for the project – to study all roads included in the Eastern Loudoun Transportation Study. Staff in the Department of Transportation and Capital Infrastructure and the Department of Building and Development analyzed the existing condition of each road included in the Countywide Transportation Plan (CTP) within the study area. The road segments were categorized and mapped as completed (roads built to at least an interim condition as described in the CTP), a bottleneck (roads that required widening, intersection improvements or an interchange as described in the CTP), or a missing link. Ultimately, staff analyzed 103 road segments that fell into those categories.
Since this study would be conducted by county staff who already had full-time responsibilities, and given the 24-month-timeframe, staff estimated it would take to complete the analysis of the 103 road segments, the study area was divided into three distinct phases.

- **Phase 1** (northern third of the study area) included the area closest to build-out as it had been subjected to the most intense zoning activity, thus it included the largest number of transportation proffers.

- **Phase 2** (southern third of the study area) was determined to have the next largest number of transportation proffers.
• **Phase 3** (mid-section of the study area which includes Dulles Airport) was deemed to have fewer opportunities for the county to capitalize on cash proffers.

By phasing the study, staff would be able to provide information to the Board incrementally rather than in one large document. Staff provided its initial report to the Board in March 2012, followed by Phase 1 information in November, 2012, Phase 2 information in April, 2013 and Phase 3 information in January, 2014.

**THE RESEARCH METHOD:** The process to research the right-of-way status and availability of proffered/conditions was a labor-intensive, manual process performed by staff in Zoning Administration. The complexity of researching the road segments depended on the number of parcels per segment, which ranged from 5 to 31 parcels. The age of the land development applications was another factor because some of the records had been archived.
The research process for each segment included:

1. Creating a working map of the assigned segment(s) with the rezoning layer turned on.

2. Identifying each parcel using the county’s WebLogis system to obtain the PIN #, owner name and land record information.

3. Accessing the Circuit Court online land records to obtain the corresponding deeds and plats.

4. Using the county’s Land Management Information System (LMIS) to determine if any of the parcels were subject to legislative or ministerial applications; if so, obtain the applicable proffers and conditions. LMIS was also used to identify active rezoning and special exception applications and to obtain the current balance of any cash contributions that the county received for a particular road segment.

5. Researching Laserfiche which is where some of the county’s land development applications have been archived (used fairly often as a research tool).

6. Using LMIS to determine whether construction plans for improvements to the road segment have already been prepared. If so, access the bonds database to obtain the relevant bond information.

7. Reviewing county and VDOT project status reports to determine if the assigned road improvement is being worked on by either entity.

8. Writing the segment analysis and summary sheet information.

9. Preparing the vicinity map for each segment; annotating the map with a synopsis of the right-of-way status and whether there are proffers and/or conditions that provide for right-of-way dedication, construction or cash contributions.

10. Submitting the segment analysis to managers in Building & Development and the Department of Transportation and Capital Infrastructure for review.
THE PRODUCT: The final report includes a map of all the road segments in the Eastern Loudoun Transportation Study area that are included in the CTP. Each segment is categorized as completed, a missing link or a bottleneck. For each of the 103 missing link/bottleneck road segments there is a summary sheet that provides:

- the segment location,
- a pre-engineered cost estimate,
- funding options,
- right-of-way availability (whether the right-of-way is proffered or reserved and the event that triggers the right of way dedication),
- cash or construction proffers associated with the segment to include triggers and whether the proffers contain a cash-in-lieu of construction option in case the segment is built by others, and
- the current status activity related to the road segment.

The report also contains a vicinity map for each segment that identifies the adjacent parcels, and includes a detailed analysis of each parcel and the applicable proffers and/or conditions. The Phase 1 report has 156 pages, Phase 2 has 298 pages and the Phase 3 report has 337 pages. The material is accessible via the county’s web site at www.loudoun.gov/easternloudountransportationstudy.
When the Phase 1 report was presented to the Board of Supervisors at its November 2012 Business Meeting, Board members found the information provided to be of such value that staff was asked to make all of the information readily available to the public on the county website. The report was posted to www.loudoun.gov/easternloudountransportationstudy. Staff also prepared an interactive map of the study area whereby the user is able to click on one of the road segments identified as a missing link or bottleneck and access the specific summary page and supporting document from the report. The information is readily available to anyone who has an interest in the status of a road segment, including the general public, prospective home purchasers, the development community and county staff. Below you will find the interactive map:
THE EFFORT: When staff was asked to work on this project, staff estimated it would take one day per segment. In reality, it took 1-5 days per segment depending on the complexity. The effort could not have been accomplished without team work. Four county agencies— the Department of Transportation and Capital Infrastructure, Office of Mapping, Zoning Administration and Building & Development— worked together to produce the study and present it to the public on the county website.

Currently, the completed Eastern Loudoun Transportation Study is frequently used by Board members, VDOT, county staff, the development community and residents of Loudoun County. It was a useful tool in the preparation of the Adopted FY 2015 Capital Improvement Program, which provides funding for some of the missing links.
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Examples of the Interactive Map
The box opens when you click on a road segment.

This is the Ashburn Village Boulevard to Lexington Drive segment.
Results from clicking more information on the pop-up box.

This example is Ashburn Village Boulevard to Lexington Drive.

Name of Segment: Riverside Parkway - Ashburn Village Boulevard to Lexington Drive (#9)

Segment Location: Ashburn Village Boulevard to Lexington Drive

Category: Missing Link

Estimated Cost: $3,321,000

Funding Options: No funds have been identified for the design and construction of this segment because it is a proffered segment.

Summary

Right-of-Way: Proffers associated with the Janelia Farm zoning concept plan amendment provide for dedication of the required right-of-way, however, dedication has not taken place at this time.

Construction: Construction is an option in Phase 3 of the Janelia Farm development (now Howard Hughes Medical Institute). Phase 3 triggers have not been met.

Funding Sources: Proffers associated with the Janelia Farm zoning concept plan amendment provide for construction of this segment.
View approaching Ashburn Village Boulevard
The box opens when you click on a road segment.

This segment Old Ox Road Route 606.
Results from clicking more information on the pop-up box.

This example is Old Ox Road Route 606.

Name of Segment: Old Ox Road/Route 606 (Item #48)

Segment Location: Between The Greensway and Evergreen Mills Road

Category: Bottleneck

Estimated Cost: $120,000,000 (VDOT’s design estimate for four lanes in a six lane Right of way – includes right of way estimate, environmental costs, Etc.)

Funding Options: There are $1,047,654 in proffer funds available for improvements to Route 606.

Summary

Right-of-Way: Several properties along Route 606 have dedicated right-of-way pursuant to proffers. There are some parcels that do not have proffers or conditions that require right-of-way dedication.

Construction: The proffers for Bryant Dulles Industrial Park West II provide for construction of two 12 foot travel lanes across the property’s frontage; this proffer is outstanding. Additionally, Brambleton Active Adult, ZMAP 2005-0020 proffered to improve a section of Route 606 where it connects with Loudoun County Parkway; this improvement is bonded. Other parcels along this segment have fulfilled their proffered road improvements either by construction or by issuing cash contributions.

Funding Sources: There are $1,047,654 in proffer funds available for improvements to Route 606.

Current Status: VDOT is currently administering the design of this segment of Route 606 to widen the road to four lanes in a six lane right of way. Loudoun County and the Metropolitan Washington Airports Authority (MWAA) are participants in funding the design. Options are being considered to continue the partnership to fund the next phases to include construction.
Eastern Loudoun Transportation Study
Keeping Loudoun Moving

Media Coverage
New Board Gets Going: Supervisors Target Transportation Fixes, Business Growth

Posted: Wednesday, January 4, 2012 10:41 am

From the beginning of their first meeting Tuesday morning it was clear that newly seated county supervisors were united in their priorities and eager to make good on campaign promises, but it took less than an hour to show that just because they share a party affiliation residents should not expect the all-Republican board to vote in lockstep.

It was part of each of their campaigns, but supervisors took the opportunity Tuesday to make it an official board action—passing a resolution of support for the business community. The previous board passed a similar resolution during its first meeting in office.

In another reflection of the work done by the previous Board of Supervisors, the new board voted unanimously to initiate a transportation study of missing links in eastern Loudoun—similar to the study approved by the previous board of the "traffic funnel" in the Ashburn area. In the new study, put forward by York, the county staff would report back to the board by March on infrastructure deficiencies and missing links in eastern Loudoun, defined as east of Rt. 659 from the Potomac River on the north, Prince William County to the south and Fairfax County to the east.

As proposed the report will include network deficiencies and missing links; the estimated cost to build the interim condition of the missing links; development proffers and whether there is a cash-in-lieu option; timing of the proffers; right-of-way availability; and other potential sources of funding. York also requested information about whether the needed
Supervisors initiate eastern Loudoun traffic study

Monday, May 6, 2013 by Staff Report | 4 comments | Email this story

The Loudoun Board of Supervisors have launched an Eastern Loudoun Transportation Study to examine missing road links, network deficiencies, right-of-way availability and funding options.

Supervisor Matt Letourneau (R-Dulles) said the area studied will include roads east of Route 659 from the Potomac River to the north to Prince William County in the south and Fairfax County in the east. In his April constituent newsletter, Letourneau noted the project was divided into three phases with reports given to the board on each study phase.

"Phase Two of the study focused on Dulles South and was just completed and presented to the Board. This section includes a review of roads and missing links south of Ryan Road," Letourneau notes. "Phase two outlines 36 road segments, one third of which are funded by proffers."

The County has set up a website for the public to view the study and see specifics for each road segment at http://www.loudoun.gov/easternloudontransportationstudy The site includes an interactive map which you can click on road segments for information about funding, construction, and other details.
Eastern Loudoun Transportation Study
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Recommendation Letter from
State Delegate J. Randall Minchew
Mr. Tim Hemstreet  
County Administrator  
County of Loudoun  
Loudoun County Governmental Center  
1 Harrison Street, SE, 5th Floor  
Leesburg, VA 20175

Re: Recommendation for VACo Achievement Award – Eastern Loudoun Transportation Study

Dear Mr. Hemstreet,

At its first meeting in 2012, the Loudoun County Board of Supervisors directed staff to prepare a detailed Eastern Loudoun Transportation Study that would analyze existing roads, “missing links”, right-of-way needs, relevant proffer obligations, and funding opportunities. It was an ambitious assignment and many of us who have been involved in Loudoun County transportation planning matters for years thought that this study, while commendable, would yield yet-another study that would wind up on a bookshelf and not be used for strategic public policy implementation. Loudoun County staff professionals with the Department of Transportation and Capital Infrastructure as supported by a number of other county departments took this assignment very seriously and, on March 7, 2012 presented the Board with a detailed work plan for preparation and delivery of a three-part report. Copies of pertinent Board action items are attached.

Over the course of the next 2 ½ years, a select staff team, led by Terrie Laycock, produced what is in my opinion, the finest staff work I have ever seen in over 20 years of working in Loudoun County. Phase I, analyzing the Countywide Transportation Plan (CTP) road network north of Waxpool Road/Church Road, was delivered on November 7, 2012; Phase II, analyzing the CTP road network south of Ryan Road, was delivered on April 3, 2013; and Phase III, analyzing the CTP road network south of Waxpool Road/Church Road and north of Ryan Road, was delivered on January 15, 2014. This three-part staff report integrates land use planning and zoning, proffer administration, transportation planning, economic development, and fiscally-prudent capital project management into a highly-readable and solution-oriented report. It basically provides a sound blueprint for addressing one of the most nettlesome problems we have in our County, namely the “missing links” in our CTP road network that confound commuters, waste time and gas, and negatively affect our economic development efforts.

Moreover, this report will provide critical assistance to the Board in using the approximately $124,444,236 (April 30, 2014 balance) in Loudoun cash proffer money now sitting in a designated County Treasurer account drawing a paltry 0.20% interest return. While not all of this collected cash proffer money is earmarked for transportation improvements, a sizable portion of it is. This three-part Eastern Loudoun Transportation Study provides a solid set for recommendations for the Board of Supervisors determine how to expend this money wisely and use it for cooperative road construction and funding opportunities in coordination with federal, state, and private authorities.
I would respectfully submit that this staff effort and superb final product be submitted for the 2014 VACo Achievement Award. The Board of Supervisors deserves great credit for its leadership in directing that this effort take place and the Loudoun County Staff Team that researched, wrote, and published this report deserve commendation.

In appreciation of your work for Loudoun County and with best personal regards, I remain

Very truly yours,

\[Signature\]

J. Randall Minchew

Member, Virginia House of Delegates, 10th District
Loudoun, Clarke, and Frederick Counties

Enclosures

cc: Joe Krobath, Director, Department of Transportation and Capital Infrastructure
Terrie Laycock, Special Project Coordinator, Department of Transportation and Capital Infrastructure
Susan Glass, Program Manager, Department of Transportation and Capital Infrastructure