



## SUBMISSION FORM

All submission forms must include the following information. Separate submission forms must be turned in for each eligible program. **Deadline: July 1, 2022.** Please include this submission form with the electronic entry. If you do not receive an email confirming receipt of your entry within 3 days of submission, please contact [Gage Harter](#).

### PROGRAM INFORMATION

County: \_\_\_\_\_

Program Title: \_\_\_\_\_

Program Category: \_\_\_\_\_

### CONTACT INFORMATION

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Department: \_\_\_\_\_

Telephone: \_\_\_\_\_ Website: \_\_\_\_\_

Email: \_\_\_\_\_

### SIGNATURE OF COUNTY ADMINISTRATOR OR DEPUTY/ASSISTANT COUNTY ADMINISTRATOR

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Signature: \_\_\_\_\_



**Loudoun County, Virginia  
Department of Transportation and Capital Infrastructure**

**2022 Virginia Association of Counties Achievement Awards  
Sidewalk and Trail Program**

**I. Executive Summary**

The 2010 Loudoun County *Countywide Transportation Plan* (2010 CTP) did not require sidewalk and trail facilities to be included in new roadway segments or widening of existing segments. Many roadways in the County were constructed without these facilities or with a facility on one side of the roadway only. To address the missing segments, the County implemented sidewalk and trail projects on an ad-hoc basis typically reacting to requests from residents by which District Supervisors formally direct the Department of Transportation and Capital Infrastructure (DTCI) via board member initiatives to initiate a project development process. Homeowner Associations and business owners fronting or bordering missing segments have also contributed to addressing the connectivity issue by constructing these facilities independently. The 2019 update to the CTP (2019 CTP) highlighted a multi-modal roadway system where driving, walking, and bicycling are transportation mode options for all County residents and its visitors. The proposed network of sidewalks and trails would enable pedestrians and bicyclists to move more efficiently and safely to and from places such as work, schools, shopping centers, libraries, and local and regional parks. To achieve this multi-modal system, the 2019 CTP policies require sidewalk and trail facilities be integrated in all roadway projects and that priority shall be given to roadways with functional classification of arterial or collector. DTCI also initiated a countywide study to identify and prioritize missing sidewalks and trails along arterial and collector roadways and establish a proactive approach that ensures adequate resources and develops a programmatic methodology for implementing these missing link projects. The County's Board of Supervisors established the Sidewalk and Trail Program within the capital improvement program to achieve this goal.



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**II. State the problem, challenge or situation faced by the locality**

The 2019 Loudoun County *Countywide Transportation Plan* (2019 CTP) promotes a multi-modal transportation system that includes walking and biking as safe, secure, and convenient alternative transportation modes. This planned network of sidewalks and trails will enable County residents and visitors to move more safely and efficiently to and from places such as work, schools, bus stops, Metrorail stations, shopping centers, libraries, and local and regional parks. To promote a safe and efficient multi-modal transportation system countywide, the 2019 CTP policies require sidewalk and trail facilities to be integrated as part of the project development process of all roadway projects implemented by both public and private sectors. The 2019 CTP also stipulates that priority for developing this network shall be given to roadways with functional classification of arterial and collector as identified in the 2019 CTP. In the 2019 CTP, 6-foot-wide sidewalks, 10-foot-wide shared use paths (or trails), on-road bicycle lanes, or a combination thereof, are required on arterial and collector roadways.

The prior *Countywide Transportation Plan* (2010 Plan) did not require sidewalk and trail facilities to be integrated into roadway projects for new roadway segments or widening of existing segments. As a result, roadways were constructed without sidewalk and trail facilities or with a facility on one side of the roadway only. Reacting to requests from community residents, District Supervisors formally directed DTCl via Board Member Initiatives to initiate sidewalk and trail projects, which are typically handled on an ad-hoc basis. Several of these formal initiatives elevated into capital improvement projects. Homeowner Associations and business owners fronting or bordering missing segments have also contributed to addressing the County's



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connectivity issue by constructing sidewalk and trail facilities independently. Addressing the needs on an ad-hoc basis meant that a systematic approach was not being used for funding or development of the County's overall transportation network. This method can result in inequitable application of constrained funds and resources. An approach was required that would benefit a greater number of users and address segments that link to potentially high pedestrian generators and other existing multi-modal networks or transit facilities.

**III. How the program fulfilled the awards criteria (innovation, partnering or collaboration and a model for other localities)**

To address the missing segments countywide, the County's Board of Supervisors approved the establishment of the Sidewalk and Trail Program in the Fiscal Year 2019 Capital Improvement Program. Following this action, in January 2019, DTCl initiated a countywide study to identify and prioritize the missing sidewalks and trails along arterial and collector roadways as identified in the 2019 CTP. The purpose of this study was to develop a quantitative and qualitative process for prioritizing the implementation of missing sidewalk and trail segments. The goal of the program is to accelerate the delivery of sidewalk and trail projects using a programmatic methodology that ensures adequate capital funding and staffing resources are in place to implement projects efficiently and proactively. In this review, DTCl identified a total of 279 miles of missing sidewalks and trails in the County's nine election districts (Table 1).



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**Table 1: Summary of Missing Sidewalks, Shared Use Path and Regional Trail along Roadway Identified in  
2019 Countywide Transportation Plan**

<b>Election District</b>	<b>Sidewalks/Shared Use Path (miles)</b>	<b>Rural Shared Use Path (miles)</b>	<b>Regional Trail (miles)</b>	<b>Total (miles)</b>
Algonkian	13	0	0	<b>13</b>
Ashburn	15	0	0	<b>15</b>
Blue Ridge	65	24	3	<b>92</b>
Broad Run	45	0	0	<b>45</b>
Catoctin	31	25	0	<b>56</b>
Dulles	36	0	0	<b>36</b>
Sterling	20	0	0	<b>30</b>
<b>Total</b>	<b>225</b>	<b>49</b>	<b>3</b>	<b>279</b>

These segments were evaluated based on four categories with seventeen prioritization criteria:

<b>Proximity to Pedestrian Generators</b>	<b>Proximity to Transit</b>	<b>Roadway Characteristics</b>	<b>Network Characteristics</b>
Proximity to Loudoun County Public Schools	Proximity to proposed Washington Metropolitan Area Transit Authority Metrorail Stations	Adjacent Roadway Traffic Volume	Ability of the Segment to Facilitate Crossing Limited Access Facilities and Natural Barriers
Proximity to Loudoun County Recreational Centers and Community Centers	Proximity to Loudoun County Transit Stops	Adjacent Roadway Speed Limit	Ability of the Segment to Provide Access to Limited Access Facility and Natural Barrier Crossings
Proximity to Colleges and Universities	Proximity to Loudoun County Commuter Bus Stops	Proximity to Historical Crash involving a Pedestrian or Bicyclist	Ability of the Segment to Directly Connect to the Existing Pedestrian or Bicyclist Infrastructure
Proximity to Major Sport Facilities			



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Proximity to Major Commercial Centers			
Proximity to Loudoun County and Regional Parks			
Proximity to the Washington & Old Dominion Railroad Regional Trail Park			
Adjacent Land Use Type			

DTCI used policies in the 2019 CTP and published research to develop the scoring methodology used to evaluate the identified missing segments. The team solicited input from representatives with Loudoun County Public Schools (LCPS), DTCI Loudoun Transit and Commuter Services, the Department of Parks, Recreation, and Community Services, and two County advocacy groups, Bike Loudoun and Loudoun Walks, regarding the relative importance of the seventeen prioritization criteria and scoring methodology. Based on representatives’ feedback, the influence of proximity to the following facilities was increased: LCPS facilities, Metrorail stations, and roadway crossings at the Washington & Old Dominion (W&OD) trail, a regional 45-mile-long 9-foot-wide paved trail extending from Arlington County, through Fairfax County, to the Town of Purcellville located in the western section of Loudoun County. Scores associated with each criterion were computed and segments were ranked based on total score. During the study period, in May 2019, the Metropolitan Washington Council of Governments Transportation Planning Board (TPB) informed DTCI that they were in the process of expanding the National Capital Trail, another regional trail, to



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include new routes in Loudoun County. Given this information, DTCI decided to incorporate a factor that awards points to missing sidewalk and trail links that would be part of this regional trail network. The results of the countywide review were documented in the report titled *Loudoun County Sidewalk and Shared Use Path Prioritization Project (2020 Report)* and presented to the County's Board of Supervisors in July 2020.

The highest ranked missing segments were identified and used to develop twelve recommended sidewalk and shared use path projects (or trails) totaling 5.52 miles. DTCI recommended all twelve projects across five election districts be advanced to design and construction phases, which the County's Board of Supervisors unanimously approved in the FY 2022 CIP budget under the Sidewalk and Trail Program. The recommended projects were comprised of segments that were determined to (1) most efficiently complete the network without creating additional gaps and (2) reduce construction mobilization costs. Since the prioritization of missing sidewalk and trail segments in the 2020 Report is based on the most recent multi-modal traffic, transit use, bicyclist and pedestrian safety, and public and private development, the ranking of missing segments would need to be periodically updated to reflect current data and maintain integrity of the Sidewalk and Trail Program. DTCI recommended prioritization analysis be updated at least every five years.

**IV. Tell how the program was carried out, including financing and staffing, and the program's results**

To address the missing sidewalk and trail segments countywide, the County's Board of Supervisors approved the establishment of the Sidewalk and Trail Program in the FY 2019 CIP. The



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program budget was originally \$1.1M of General Obligation Bonds in FY 2022 for the planning, design, right-of-way acquisition, and construction up to three miles of sidewalks and trails annually. The Adopted FY 2021 CIP included \$206,000 of cash proffer funding programmed for FY 2021 and \$905,000 of General Obligation Bonds programmed for FY 2022 projects.

The countywide study initiated in 2019 was to study and produce the initial list of missing sidewalk and trail segments by comparing the Loudoun County Bicycle and Pedestrian Plan Network to either existing facilities, facilities programmed in the CIP, or facilities proffered for development around future Metrorail stations. DTCl created multiple layers within a Geographic Information System to store and depict the existing, planned, and missing links within the geospatial database.

In 2020, DTCl engaged a Program and Project Management Consultant and established a Program Management Office (PMO) to assist with strategy, programming, and planning for the County's capital improvement projects and this PMO assumed a role in managing the ongoing cycles of updating the prioritized segment database in 2021. On an annual or biannual cycle, DTCl will recommend a new round of missing sidewalk and trail segments to be implemented based on an updated version of the segment prioritization database. Currently, the PMO / DTCl team is regularly reviewing missing segments for opportunities to create efficiencies in the phasing of projects and opportunities for federal and state funding, such as Smartscale, and other grant opportunities, supporting locally administered projects. The PMO works directly with multiple County departments to advance individual sidewalk and trail projects from planning to design and ultimately construction.





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To date five sidewalk and/or trail projects have been advanced into design phase under the Sidewalk and Trail Program. Three of these projects are in the eastern part of Loudoun County with older suburban development and a higher population of residents that rely on walking or bicycling for work or to access the W&OD Trail. Eleven additional projects will advance to design phase in FY 2023 (beginning July 1, 2022). Projects will be designed through multiple on-call task order contracts with local design firms. Projects with construction estimates between \$500,000 and \$750,000 will typically be constructed through task order contracts with on-call contractors.

**V. Brief overview of the program that could be used for press releases, brochures, etc.**

To address the missing sidewalk and trail segments in Loudoun County, the Board of Supervisors approved the establishment of the Sidewalk and Trail Program in the Fiscal Year 2019 Capital Improvement Program. A database of missing sidewalk and trail facilities and calculated priority rankings is maintained. Project priorities are identified using a methodology and scoring system for ranking the relative importance of segments. Categories used to assess missing segments, include but are not limited to, proximity to pedestrian and bicycle generators such as school, park, Metrorail stations, adjacent roadway traffic volume, roadway and network characteristics, and crash records involving pedestrians and bicyclists.

This countywide program provides capital funding for planning, design, right-of-way acquisition, and construction of improvements for 3-5 miles of sidewalks and trails per year. Annual total project length will vary based on the complexity and needs of individual projects. The County's Sidewalk and Trail Program establishes a robust, long-term plan and mechanism for implementing



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bicycle and pedestrian facilities countywide and promoting a safer transportation multi-modal network for motorists, bicyclists, and pedestrians, and ensures adequate capital funding and staffing resources are in place to implement missing link projects efficiently and proactively.