

# Chapter 10

# TRANSPORTATION

## Part 1: Background

### Section 1: Introduction

Round Hill is served by secondary state roads which are maintained by the Virginia Department of Transportation (VDOT). The Route 7 bypass, completed in 1990, links Round Hill to points east and west. State Route 719 (Main Street/New Cut Road) acts as the town's major north/south corridor. (Refer to Map 10-1 Transportation). State Route 267 is a primary state highway in the US state of Virginia. It consists of two end-to-end toll roads – the Dulles Toll Road and Dulles Greenway – as well as the Dulles Access Road, which lies in the median of Dulles Toll Road and then extends east to Falls Church. The combined roadway provides a toll road for commuting and a free road for access to Washington Dulles International Airport.

The Maryland Area Regional Commuter Train Service (MARC Train Service) is a commuter rail system serving the Washington DC Metro Area. MARC rail stations are located across the Potomac River in Maryland. The closest station for Round Hill residents to access is about 17 miles away in Brunswick, Maryland. Loudoun County Transit operates morning and late afternoon rush hour service from park and ride lots in Loudoun to destinations that include Wiehle-Reston East Metrorail Station, Rosslyn, Crystal City, the Pentagon, and Washington, D.C. The closest park and ride lot for Round Hill residents to access is in Purcellville.

Major air transportation services are available to the Round Hill and Loudoun County area through Dulles International Airport, one of the largest airports on the east coast, located 28 miles east of town. General aviation services are also located at the local Leesburg airport. The Dulles Corridor Metrorail project will extend the Metrorail system to Dulles International Airport and then beyond to Route 722/Ryan Road in Loudoun County. Phase 1 from the Dulles Connector Road/I-66 interchange west to Wiehle Avenue in Reston was completed in 2015.

The existing local network of roads that serves the town has played a significant role in developing Round Hill's character. Its non-aligned intersections, narrow road beds with slight bends and sidewalk circulation pattern has enhanced pedestrian interfaces. The human scale, as it relates to the built environment, is enforced by the town's size and natural enclosures (trees and plantings). Vistas and social impacts are enhanced. Every effort shall be taken to maintain and enhance this existing network. Insensitive alterations will adversely impact a major element in the unique character and identity of Round Hill, the natural environment and the spirit of this Comprehensive Plan.

While maintaining the present scale of sidewalks and roadways, the existing transportation network will need to be expanded in developing neighborhoods and improved in the existing town. This will reduce potential congestion in the historic district and make it safer for automobile, bike and pedestrian traffic. In order to do this, the Town should maintain a strong working relationship with VDOT. Participation in long-range planning for construction of changes to all state-controlled transportation ways in the town and surrounding area will be

required. Improvements of particular concern shall include major roadways, stormwater management, site impairments, signage, lighting, sidewalk design, pedestrian ways and parking.

## **Section 2: Roadways**

(Refer to Map 10-2 Roadways). Harry Byrd Highway is a major transportation element for Round Hill, as well as factor in its future growth. The intersection at the western end of town will require additional studies as an east-west entrance/exit overpass may be needed. This intersection will increase in usage with the addition of the Western Loudoun Sheriff's Station, the possible relocation of the Round Hill Fire Station and the potential development of the surrounding properties. In lieu of that type of intersection, extensive safety improvements and an acceleration lane for traffic travelling west must be constructed. In designing improvements for this area, the existing roads should be realigned so that West Loudoun Street directly accesses the Western Commercial District. In doing so, direct highway access to the district may be eliminated avoiding a hazardous existing condition.

The Town will continue to encourage the County and VDOT not to permit any future subdivisions direct access to Harry Byrd Highway without appropriately designed entrance and exit lanes within the Greater Round Hill Area.

The Town envisions that all future utility service for points west shall be routed along the highway, or another adequate right-of-way, and placed underground. This will eliminate additional overhead lines passing through the historic district and alleviate visual clutter. Further, it will remove danger to pedestrians, resolve maintenance and access problems and stop the further degradation of the existing tree canopy.

## **Section 3: Pedestrian Ways**

(Refer to Map 10-3 Bicycle and Pedestrian Facilities). The pedestrian ways in and around Round Hill will be comprised of both sidewalk and trail networks. These networks, as they are different functions and needs, are to be separate as they transverse neighborhoods. Points at which these networks meet should be limited, easily recognizable with identifying features, and be buffered from the adjoining neighborhood.

The sidewalk network will serve as means for pedestrians to circulate through town and the residential neighborhoods. They should be made of a hard, permanent surface that is safe, dry and barrier-free. They are to be designed and maintained to be carefully integrated with the roadway and be highly visible to all vehicular traffic. Street trees could be incorporated along some sidewalks to provide some shade as long as the street trees are sensitive to the scale and function of the area. In addition, sidewalk network studies should be conducted and guidelines established to improve the appearance and function through the historic district.

The trail network will serve as a means of pedestrian recreation on foot or bicycle around town. There should be isolated connections to the sidewalk network, recreation areas, commercial districts as well as regional parks and trail systems. This network should be designed and maintained as a hard, permanent surface that is safe and barrier-free. This network is intended to also support future tourism efforts. Therefore, its design must be compatible with the surrounding natural environment, the vision of this comprehensive plan and the identity of

Round Hill. The design should incorporate area and space to provide adequate shade from the summer sun, natural screening and buffering so that its use is not intrusive to the adjacent residential neighborhood. It should allow for small scale pocket parks. Since this network will cross vehicular traffic, safely controlled, visible and aesthetically sensitive overpasses or underpasses shall be constructed at all highway and circumferential road crossings. At all other locations, highly visible grade crossings will be used in conjunction with other appropriate devices in relationship to the vehicular traffic and speed.

It is important that the pedestrian system include paths connecting local neighborhoods to Round Hill Elementary School. The Town should seek construction assistance from the National Safe Routes to School Program.

#### **Section 4: Round Hill Greenway**

(Refer to Map 10-3 Bicycle and Pedestrian Facilities). The Main Street Enhancement Project is the name of the project as it was filed by the Town with VDOT for a Transportation Enhancement Grant. The goal is to complete this project as Phase One, followed by two more phases, with one phase going north to the Brentwood Springs neighborhood and the other going south to the Lake Ridge Estates neighborhood. The completion of all three phases will create a 1.5-mile continuous safe pedestrian and bike friendly greenway that will be combined with an existing mixed use asphalt trail starting after McLean Court going north and then back down Evening Star Drive. This combination could create at least a three-mile loop without including any western pedestrian and bike improvements. This will be an amenity for both town residents and Joint Land Management Area (JLMA) residents, as well as a visitor attraction. The Town will call this pedestrian and bicycle network the “Round Hill Greenway” and continue to develop, maintain and manage it for decades as a major transportation and tourism feature.

In the short term, the Round Hill Greenway Phases One, Two and Three are considered the north to south route in the Round Hill Greenway. In the long term, the Town would like to develop two more phases in the future. Round Hill Greenway Phase Four and Five could someday become the western route of the town wide pedestrian and bicycle trail. These two additional phases would complete in-town pedestrian and stormwater improvements along West Loudoun Street (Phase Four), leading to the creation of an important connection to the Western Commercial District known as the Simpsons Creek Trail (Phase Five). The Simpsons Creek Trail would allow residents to safely walk or bike to the businesses and civic amenities at the Hill High Orchards Marketplace.

#### **Section 5: Parking**

Promotion of future local businesses and tourism, coupled with anticipated growth within the planning area, will require additional public parking in conjunction with that required by ordinances. Accommodations will need to be made for commuter carpool parking, pedestrian trail users and additional spaces designed to encourage further pedestrian traffic in the Central Commercial District. As space is at a premium within or adjacent to the Central Commercial District, the Town will encourage multi-use lots at non-conflicting hours, or other creative means of increasing parking. The Town will further pursue parking capabilities within the existing town limits or the Joint Land Management Area (JLMA).

All parking lots should be effectively landscaped with trees and low shrubs in order to reduce their visual impact, glare, headlights and general lighting as well as the expanse of impermeable

surface. In addition, they should be adequately shaded with trees to reduce the amount of reflective heat. The construction should be a hard, permanent surface that is safe, dry and barrier free. However, where appropriate and as determined by function, usage and maintenance, a porous surface may be used increasing on-site retention for plant material and ground water as well as reducing run off.

## **Section 6: Stormwater Management**

All roadway and sidewalk projects should be constructed in accordance with the adopted Stormwater Master Plan for the town. The policies established in that plan will eliminate hazardous roadside ditches, prevent street and sidewalk flooding, as well as protect local streams from becoming contaminated from run-off. All policies and standards should be environmentally sensitive in their function, design and construction.

## **Part Two: Opportunities & Challenges**

### **Section 1: Main Street Enhancement Project**

The Main Street Enhancement Project is one of the largest General Fund Capital Improvement Projects in the town's history. It is a \$1.6 million pedestrian improvement project and stormwater retrofit project. The project area includes Main Street starting at Loudoun Street and ending at the Freight Station. The road frontage of 28 properties will be directly impacted by this project. As of October 2016, this project has reached the final design stage and the land acquisition stage. The project is tied to the completion of the Franklin Park Trail because the stormwater will be directed south down Main Street and redirected east down Loudoun Street. When the pedestrian improvements and stormwater retrofits reach this intersection, they become an extension of the Franklin Park Trail project.

### **Section 2: Franklin Park Trail**

The Franklin Park Trail is a future trail from Franklin Park to the Town Park on East Loudoun Street. The Round Hill Main Street Enhancement Project (also called the Round Hill Greenway) is connected to the Franklin Park Trail at the intersection of Main Street and Loudoun Street. Construction of both Main Street Enhancement Project and the Franklin Park Trail is scheduled to occur in the spring of 2018.

The Franklin Park Trail (also called the Round Hill to Franklin Park Trail) is a Loudoun County Department of Transportation and Capital Infrastructure project. It involves the construction of sidewalks and mixed use asphalt trails to provide pedestrian and bicycle conductivity between the Town of Round Hill and Franklin Park. Specifically, five-foot wide concrete sidewalks will be added to both sides of East Loudoun Street between Main Street and Evening Star Drive in Round Hill. Also, curb and gutter as well as storm drain inlets and piping will be added to this section of road to improve stormwater drainage.

The project also includes the construction of a 10-foot wide, mixed-use asphalt trail from the Lake Point subdivision to the center of Franklin Park. Privately developed mixed-use trails

through the Villages of Round Hill and the Lake Point subdivisions will link the improvements along East Loudoun Street to the mixed-use trail to be constructed to Franklin Park.

### **Section 3: Pedestrian Tunnel**

Pedestrian tunnels are found in towns or cities around locations where heavy foot traffic and car traffic intersect, and are commonly used in conjunction with underpasses. A pedestrian tunnel can be sub-grade with stairs or ramps leading to the passageway or at ground level with the road or rail tracks elevated. The Round Hill Pedestrian Tunnel is located under the Route 7 Bypass. This tunnel provides pedestrians safe access without crossing a major intersection and busy road. The challenge is that it has been difficult to maintain and manage since it was built. It requires adequate lighting and constant monitoring for safety. The success of Franklin Park Trail depends on the Round Hill Pedestrian Tunnel to appear to residents as a safe, clean and beautiful pedestrian pathway. The Town wants to develop solutions to reduce vandalism, graffiti and trash in order to encourage the use of this important asset.

### **Section 4: Hayman Lane**

In 2005, the Town completed a Boundary Line Adjustment that brought the Hayman Lane neighborhood into town limits. The “interior road” is called Hayman Lane but is not a public road or a private road. It is a private access easement for ten property owners to enter and access the neighborhood. The maintenance and management of Hayman Lane has become a challenge for the residents. The Town has an interest in the maintenance and management of Hayman Lane as an owner of a lot located at the end of Hayman Lane.

### **Section 5: Cedar Street**

About 500 feet of Cedar Street is not a VDOT maintained road. It is considered a private road. Maintenance and management of this piece of road happens on a “case by case basis,” where the Town reacts to the needs of the residents along this road but has no formal maintenance and management plan for it because it is a private road. The Town wants to consider ways to address this issue so that residents impacted by the needs of this road no longer have to depend on contacting the Town for basic maintenance and management.

### **Section 6: Commuter Lot or Park and Ride Lot**

There are currently no transit or commuter services for residents of Round Hill. The town could greatly benefit from a commuter lot paired with a commuter bus stop, as well as a shuttle to take residents into Purcellville. Residents would benefit from a commuter bus with morning pick-ups and evening drop-offs would be beneficial, (paired with a public or private sector shuttle van) would be a huge benefit to local residents.

The 2014 Community Survey revealed that 93% of respondents commute outside of Round Hill to work. 15% of respondents commute about 90 minutes, with an additional 25% who commute about one hour and 30% who commute about 45 minutes. The survey showed that 51% of the 223 respondents would support the creation of a park and ride lot with a commuter bus service. The 2014 Loudoun County Survey revealed that one-third of the county’s residents use public transportation. Residents who work in DC/Arlington/Alexandria are more likely to use public transportation than are residents who work in other locations. Overall, the 2014 Loudoun County Survey indicated a growing use of public transportation among county residents.

About 20 years ago, a 1.3-acre parcel was proffered to and accepted by Loudoun County to contain a commuter parking lot on the western side of Evening Star Drive, across from the Eastern Commercial District. This lot can be also be referred to as the “Oak Hill Proffered Commuter Lot.” Loudoun County later deemed this lot too small to become a commuter parking lot. In 2014, a 2-acre parcel was proffered to the Town of Round Hill with the rezoning of the Brentwood Springs, formally known as Creekside at Round Hill. This lot can be also be referred to as the “Civic Use Parcel.” At this time, it is proffered for civic use, but Loudoun County has shown interest in combining this lot with the “Oak Hill Proffered Commuter Lot” (located to the south) to create one functional commuter parking lot.

The County is in need of commuter spaces in Western Loudoun County, and the Civic use Parcel could potentially be used for commuter parking. Department of Transportation and Capital Infrastructure (DTCI) staff has preliminarily identified the Civic Use Parcel to be an acceptable location for approximately 110 parking spaces if developed in conjunction with the existing Oak Hill Proffered Commuter Lot paired with a commuter bus service. Further discussion is needed between DTCI staff and the Town of Round Hill regarding the potential use of both parcels as a park and ride lot with commuter bus service, as well as the terms of the proposed proffer. In 2015, DTCI design and construction staff developed a preliminary layout of a park and ride lot on the parcels referenced above and believes that such a park and ride lot is feasible at this location. DTCI understands that any park and ride lot would need zoning approval. Coordination between the County and Town should continue on this matter.

## **Section 7: Greenwood Drive & Woodgrove Road Intersection**

There has been an ongoing flooding issue at the intersection of Greenwood Drive and Woodgrove Road (also known as Main Street or 719). Preliminary studies have shown that this is the result of an undersized culvert. In order to install the correct size culvert that could handle the significant amount of stormwater coming down from Mountain Valley, the road would need to be raised and a small bridge would need to be installed. This is a major transportation project that will have to be closely examined by the Town, County and VDOT to find ways to either finance the project or to create an alternative solution, at least in the short term.

## **Section 8: Harry Byrd Highway Intersections**

The Round Hill Town Office is considered the center of town. There are two Round Hill local attractions within one mile of the Round Hill Town Office: the Hill High Marketplace and Stoneleigh Golf Course. In order to visit either one of these locations, residents must enter or exit onto Harry Byrd Highway where there is a constant flow of vehicles speeding over 55 miles per hour. If someone tries to use Simpsons Creek Road to enter or exit Harry Byrd Highway, residents again have to try to cross the flow of traffic. These intersections are quite challenging without a good solution to propose in the near future.

## **Section 9: Evening Star Drive & Loudoun Street Intersection**

The Evening Star Drive and Loudoun Street Intersection has become a challenge for residents because of its high traffic nature that makes it difficult for residents to exit Evening Star Drive and enter Loudoun Street. Proffer #10 of the Round Hill Investors Rezoning ZMAP 89-04 states

prior to the issuance of the 1100<sup>th</sup> residential zoning permit, Applicant will construct signalization/traffic signals of the off ramp from the Route 7 By-Pass at the eastern intersection with existing Route 7 (Evening Star Drive and Loudoun Street). If not warranted by the issuance of the 1100<sup>th</sup> residential zoning permit, Applicant will not be obligated to construct signalization/traffic signals. As of January 2016, the Round Hill Associates Rezoning had reached the 925<sup>th</sup> residential zoning permit. Loudoun County will request that VDOT conduct a signal warrant study be conducted with the 1100<sup>th</sup> zoning permit. At which time some of the following local changes could have occurred increasing traffic at this intersection:

- Construction of 95 new houses at Brentwood Springs
- Opening of Greenwood Drive connecting route 719 and Evening Star Drive
- Completion of the remaining houses in Mountain Valley
- Construction of 250+ new houses in “Upper Lakes” south of the town (all of the traffic will go through the Route 7/Evening Star Drive intersection and go into town before turning onto 719 South).

The unknown factor is the Eastern Commercial District. At this time, the Town cannot predict the level of impact that the development of the 12-acre parcel will have on the Evening Star Drive and Loudoun Street Intersection without further study of the future use of the land.

## **Section 8: Lakefield Road**

Lakefield Road is a 0.67 mile long gravel dead-end road. There are about eighteen private landowners who are located along this road. At the end of the road the Town of Round Hill owns 28 acres of public land for the Round Hill Wastewater Treatment Plant and the Round Hill Sleeter Lake Park. A secondary entrance to Franklin Park is also located off Lakefield Road.

Virginia Department of Transportation (VDOT) has conducted a traffic count for Lakefield Road and determined an Average Daily Count of 210 vehicles trips a day. This count includes the weekday daily operations of the Round Hill Utility Staff because the Round Hill Utility Department is located at the Round Hill Wastewater Treatment Plant. About eight utility staff members enter and exit Lakefield Road throughout the day to conduct maintenance and management operations at the various utility facility buildings throughout the Joint Land Management Area (JLMA) as well as inspections of utility lines, meters and well sites. This could account for upwards of 30 vehicles trips a day.

Several of the properties located on Lakefield Road are rural economy businesses (farm, dog kennel, horse boarding, etc.) which could account for another large percentage of vehicle trips per day. Residents who live along Lakefield Road complain about the dust that is “stirred up” when vehicles drive along the gravel road. This state-owned road is low on the priority of VDOT maintenance and management, but it is top priority of the Town of Round Hill because of the mandatory water and sewer operations for over 1,500 houses. If Lakefield Road is in need of temporary maintenance solutions or snow removal, the Town of Round Hill Utility Staff cannot wait for VDOT to arrive and will conduct maintenance or snow removal. Lakefield Road is in need of improvements that will give it a dust-free surface and requires a long-term regular maintenance plan that reduces the responsibility Utility Staff to manage Lakefield Road.

## **Section 9: Large Trucks on Main Street**

Main Street and Loudoun Street are both narrow historic roads meeting at an outdated intersection that was not designed for heavy use or for large vehicles. For these reasons, the Town would prefer to have large trucks diverted to Evening Star Drive which has wider lanes. In the future, the Town, in conjunction with VDOT, will need to consider options to improve the safety and function of the Main Street and Loudoun Street intersection.

## **Section 10: Streetscape Plan**

In 2004 the Town adopted a Streetscape Master Plan, with many well-thought out design standards, recommendations and long term goals for pedestrian and bicycle accessibility. The Plan should be referred to when developing the annual General Fund Capital Improvement Program and when reviewing land development applications.

The Town wants to reinvent itself as pedestrian and bicyclist friendly in order to improve the health and well-being for residents and to increase the town's reputation as a destination for visitors. Achieving this goal means systematic and well-planned transportation improvements for pedestrian crossings at intersections, pedestrian safety at night, and pedestrians' access to local amenities, such as streetlights. The Town wants to use pedestrian level streetlights to provide safety for pedestrians, as well as to unify the town under recognizable design elements, such as the current use of the street signs which all match the same unique style and design throughout the town and parts of the Joint Land Management Area (JLMA).

The Town will need to consider the use of streetlights in the future in terms of providing a basic service for the community, adding a design element to the streetscape and/or meeting the best practices of the International Dark Sky Ordinance. Currently, all streetlights in the Town of Round Hill are owned and operated by Virginia Dominion Power. The Town pays a flat service fee each month per streetlight. This service fee includes the cost to provide electricity and maintain streetlights as needed. The lights are not metered. However, Virginia Dominion Power only offers six streetlight designs that they will install as part of their service agreement.

The Town will need to decide the streetlight design that will unify the town and will meet the future needs of the Town. If Virginia Dominion Power cannot provide the ideal streetlight, the Town will need to determine if the Town wants to invest in streetlights from a third party vendor that will be metered.

## **Section 9: Cost Estimates**

The cost of future public transportation improvements have yet to be determined. The Town of Round Hill has only prepared cost estimates for the development of the Main Street Enhancement Project (also known as Phase One of the Round Hill Greenway). It is the goal of the Town to prepare a new General Fund Capital Improvement Program (CIP) following the adoption of the 2017 Comprehensive Plan. This CIP will forecast the next six years of transportation improvements by the Town of Round Hill.

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# Transportation

## Goals, Objectives & Strategies

**Overall Goal:** Ensure that Round Hill’s transportation network improves the local quality of life and the local economy. Implement infrastructure-related projects and systems that will provide safe routes for pedestrians, bicyclists, commuters and vehicle operators to access daily needs

**Goal 1: Provide sidewalks, streetlights, trails and other amenities that serve the needs of residents for pedestrian and biking connections.**

- a) **Objective:** Complete the construction of the Round Hill Greenway Phase One, (also known as the Main Street Enhancement Project, *Loudoun Street to Freight Station*), and facilitate the completion of the related Franklin Park Trail project by Loudoun County (*Main Street to Franklin Park*)
  1. Strategy: Partner with Loudoun County to manage the common bid and construction of both projects, with each locality paying for their respective portions.
  2. Strategy: Continue public outreach and education throughout the project period to keep residents informed of construction schedules and impacts.
  3. Strategy: Seek funding sources from county, state and federal agencies to manage the financial impact of the project on Town residents.
- b) **Objective:** Update the Round Hill Sidewalk and Trail Master Plan and Map to depict current, approved and future sidewalk and trail connections.
  1. Strategy: Develop a map showing extensions of the pedestrian network to surrounding neighborhoods in all directions, as well as to area attractions such as Franklin Park, the future Sleeter Lake Park and Round Hill Elementary School.
  2. Strategy: Develop a “Round Hill Major Intersections” detailed study and master plan, including circulation and streetscape improvements, traffic calming and sidewalk/crosswalk design.
  3. Strategy: Develop a “Round Hill Greenway Phase Two & Three” detailed study and master plan, including sidewalk continuity, off-street parking and traffic improvements and traffic calming
- c) **Objective:** After completion of Round Hill Greenway Phase One, consider similar projects using state and federal matching grant funds.

1. Strategy: Consider a sidewalk and stormwater management project from the old train station north to Brentwood Springs neighborhood to complete the missing links in the pedestrian network to connect the Town to the trail along Evening Star; this project is known as “Round Hill Greenway Phase Two”
  2. Strategy: Consider a sidewalk and stormwater management project from the Rt.7/Main St intersection south below the bypass to connect to residents of Hayman Lane and Lake Ridge Estates; this project is known as “Round Hill Greenway Phase Three”
  3. Strategy: Support the creation of a pedestrian/bicycle trail to connect residential neighborhoods to the future Sleeter Lake Park; this project is known as “Sleeter Lake Trail.”
  4. Strategy: Support the creation of a pedestrian/bicycle trail to connect residential neighborhoods to the Western Commercial District; this project is known as “Simpson’s Creek Trail.”
- d) **Objective:** Provide pedestrian circulation systems that are convenient, safe, and attractive links between neighborhoods, recreational areas, and commercial districts.
1. Strategy: Continue regular maintenance of the existing sidewalk network.
  2. Strategy: Continue the allocation of annual general funds to extend sidewalks or replace cracked sidewalks with priority based on public input surveys and other resident engagement strategies.
  3. Strategy: Work with the Virginia Department of Transportation and Loudoun County to study pedestrian crossings to improve safety at major intersections.
  4. Strategy: Encourage Town parks to be linked together wherever possible by a system of trails and sidewalks for pedestrians and bicyclists.
- e) **Objective:** Implement recommendations from the 2005 Streetscape Master Plan to beautify the Round Hill Streetscape and to encourage more residents to walk and bike around town as a form of transportation and recreation.
1. Strategy: Delineate the vehicular and pedestrian entrances within the Central Commercial District and close gaps in the pedestrian routes.
  2. Strategy: Encourage new streetlights be installed for pedestrian safety wherever sidewalks exist or are extended, except that the streetlights should be installed on only one side of the road
  3. Strategy: Develop a policy for all new streetlights to be in accordance with the 2005 Streetscape Master Plan and best practices as recommended by the International Dark Sky Association.

4. Strategy: Require all future road improvements match the curb and gutter sidewalk design of Main Street and East Loudoun Street, where appropriate.
5. Strategy: Require future sidewalk and curb improvements be compliant with standards set by the Americans with Disabilities Act.
6. Strategy: Update the Zoning Ordinance and the Subdivision & Land Development Ordinance to include recommendations from the 2005 Streetscape Master Plan.

**Goal 2: Work with Loudoun County and VDOT to improve the transportation network in the Greater Round Hill Area, including the creation of transit and commuter services for the Town of Round Hill.**

- a) **Objective:** Advocate for trail and sidewalk connections within and beyond the Joint Land Management Area (JLMA) to serve local residents.
  1. Strategy: Partner with Loudoun County for the successful completion of the Franklin Park Trail project, such assistance could include educating local residents, obtaining easements, and minimizing undue impacts from the project.
  2. Strategy: Promote the completion of the second leg of the Franklin Park Trail project to connect Franklin Park to the Town of Purcellville to provide pedestrian and bicycle access to the W&OD for Round Hill residents.
  3. Strategy: Partner with the County to fill key sidewalk gaps in the JLMA, such as the gap bordering Brentwood Springs on Main Street and the gap on West Loudoun Street, between the Town and the Western Loudoun Sheriff's Substation.
- b) **Objective:** Partner with Loudoun County to find ways for Round Hill to contribute to a reduction in traffic on Route 7 and to provide for safe and environmentally efficient transportation alternatives.
  1. Strategy: Advocate adding Round Hill to the existing routes of the current local public transportation providers.
  2. Strategy: Support the creation of a county commuter lot, within town limits or bordering the town, which will be designed with appropriate landscape buffers, downward facing lights and other elements to limit nuisance to adjacent properties.
  3. Strategy: Encourage residents to carpool to work through community outreach or support from the County.
  4. Strategy: Support the creation of a Round Hill to Purcellville shuttle service to help Round Hill seniors, youth and other residents without a personal vehicle get to Purcellville for shopping, employment and services.
- c) **Objective:** Seek improved maintenance and traffic solutions in partnership with VDOT and Loudoun County.

1. Strategy: Advocate for an acceleration lane for westbound traffic exiting Rt. 7 business.
2. Strategy: Advocate for a widened off-ramp for westbound traffic exiting Rt. 7 bypass onto Rt. 7 business so that left-hand and right-hand turning traffic does not interfere.
3. Strategy: Pursue a ban on truck traffic on Main Street using Greenwood Drive and Evening Star as the alternate route.
4. Strategy: Work with the County and VDOT to study and develop possible long term solutions for the stormwater issues at the intersection of Greenwood Drive and Woodgrove Road.
5. Strategy: Advocate for the use of roundabouts over the use of traffic lights where feasible and appropriate.
6. Strategy: Maintain a strong relationship and open dialog with VDOT to advocate and ensure regular maintenance of VDOT roads and sidewalks, as well as VDOT right-of-ways.
7. Strategy: Work with the County and VDOT to develop long term maintenance solutions for Lakefield Road and improve Lakefield Road to make it a dust-free surface.

**Goal 3: Utilize long-term transportation planning and projects as a way to improve the quality of life for residents of Round Hill**

- a) Objective: Consider the use of alternative transportation enhancement projects that would improve quality of life and environmental stewardship activities related to surface transportation.
  1. Strategy: Study vegetation management practices in rights-of-way to improve roadway safety and to prevent against invasive species.
  2. Strategy: Consider environmental mitigation activities, including prevention and abatement activities to address stormwater management, erosion control, and water pollution related to highway runoff.
  4. Strategy: Support the County in the construction of turn-outs, overlooks, and viewing areas in the Greater Round Hill Area to promote the scenic and historic character of local roads.
  5. Strategy: Partner with the County to apply for a grant under the Safe Routes to School program to fund pedestrian improvements within a 2-mile radius of Round Hill Elementary School.

- b) Objective: Promote biking as a part of Round Hill's identity and brand.
1. Strategy: Provide bike racks at Town-owned facilities that are distinctive to Round Hill, as well as strong, secure, and usable by a wide variety of bikes.
  2. Strategy: Encourage business owners to provide bike racks in highly visible areas, such as near building entrances.
- c) Objective: Advocate for maintenance and improvements along roads that are not state maintained or have been neglected by state maintenance.
1. Strategy: Examine private roads or roads not maintained by the State and develop a long-term maintenance policy or procedure to help facilitate major road improvements that would improve the safety and accessibility of the roads.
  2. Strategy: Examine county public roads that are used by the Town to access Town-owned facilities and provide a list of strategies to improve the safety and accessibility of the roads for town residents and Town staff.
  3. Strategy: Advocate for transportation improvements to county public roads used by Greater Round Hill Area residents and visitors to access local destinations (such as the Appalachian Trail) as an extension of regional economic development strategies.

<b>MAP 10-4 FUTURE TRANSPORTATION MAP CATEGORIES</b>	
<b>Transportation Projects must comply with the Comprehensive Plan</b>	
<b>Transportation Map Category</b>	<b>Definition</b>
<b>R2</b>	Rural (shoulder & ditch) – 2 Lane Road. County Designation.
<b>R4M</b>	Rural (shoulder & ditch) – 4 Lane Road - Median Divided. County Designation.
<b>R6M</b>	Rural (shoulder & ditch) – 6 Lane Road - Median Divided. County Designation.
<b>U2</b>	Urban (Curb & Gutter) – 2 Lane Road. County Designation.
<b>U4M</b>	Urban (Curb & Cutter) – 2 Lane Road. County Designation.
<b>Road Study Areas</b>	These are private roads that will require more study & analysis in the future.
<b>Intersection Study Areas</b>	These are intersections that will require more study & analysis in the future.
<b>Virginia Scenic Byway</b>	A Virginia Byway offers travelers a side of the commonwealth that is uncommon and revealing. Each byway leads to scenes of natural beauty and places of historical and social significance. State Designation.
<b>Existing Interchange</b>	On Ramp/Off Ramp to Route 7