

Chapter 6

TRANSPORTATION

BACKGROUND AND EXISTING CONDITIONS

The Town’s street network has expanded continuously since the 1950s with the expansion of the Town’s neighborhoods outward from the historic center of Lovettsville (i.e. Old Town) located at the intersection of South Loudoun Street and East Broad Way. Today, the streets in the Town are a combination of types ranging from narrow-width, shoulder-and-ditch section streets in the older parts of Town to wider, curb-and-gutter streets in the newer subdivisions. Street rights-of-way vary in width from thirty-three feet in the Old Town to almost ninety feet on some sections of Berlin Turnpike, and many of the older streets in the Town have a road surface width as narrow as 15-18 feet in certain locations. Berlin Turnpike (Route 287) is the major north-south arterial bisecting the Town and carries most Town through traffic. The Virginia Department of Transportation (VDOT) maintains all of the public streets within the Town of Lovettsville.

Primary vehicular access to Lovettsville is by Virginia Route 287, which connects the Town with the City of Brunswick, Maryland to the north and Virginia Route 9 and the Town of Purcellville to the south. Secondary access to the Town from the east is via Lovettsville Road (Virginia Secondary Route 672), which connects to U.S. Route 15 near Point of Rocks, Maryland, as well as Milltown Road (Virginia Secondary Routes 673 and 681), which links Lovettsville to Waterford. To the west, Irish Corner Road and Mountain Road (Virginia Secondary Routes 673 and 690) link Lovettsville to Virginia Route 9 near the Town of Hillsboro.

Average daily traffic volumes for roads within the Town and immediately adjacent to the Town limits, as reported by the Virginia Department of Transportation for 2008, are shown in Table 6.

TABLE 6: AVERAGE DAILY TRAFFIC VOLUMES								
Virginia Route 287 in Lovettsville (South and North Berlin Turnpike), 2013								
	Length (miles)	Annual Average Daily Trips	4 Tire Vehicle	Bus	Truck			
					2 Axle	3+ Axle	1 Trailer	2 Trailer
Southern Corporate Limits to Town Center Drive	0.77	7,800	95%	2%	2%	1%	1%	0%
Town Center Drive	0.06	7,800	95%	2%	2%	1%	1%	0%

to East Broad Way (parallel)								
East Broad Way to West Broad Way	0.05	7,800	95%	2%	2%	1%	1%	0%
West Broad Way to Northern Corporate Limits	0.58	4,300	97%	1%	1%	0%	1%	0%
Virginia Route 673 in Lovettsville (East and West Broad Way), 2013								
West Broad Way from Western Corporate Limits to Berlin Turnpike	0.30	1,200	93%	3%	2%	0%	1%	0%
East Broad Way from Berlin Turnpike to South Loudoun Street	0.18	3,200	95%	2%	2%	1%	1%	0%
East Broad Way from South Loudoun Street to Locust Street	0.07	2,900	92%	2%	3%	1%	2%	0%
East Broad Way from Locust Street to Southern Corporate Limits	0.26	3,700	95%	2%	2%	1%	1%	0%

Most of the original streets in Lovettsville have narrow rights-of-way that lack sidewalks for safe pedestrian mobility and circulation. Sidewalks have been provided on one or both sides of the street within the newer residential and commercial areas that have been developed since 1970. Sidewalks are also evident along portions of the east side of Broad Way; however, much of this older sidewalk is in need of repair or replacement. The Town’s East Broad Way Streetscape Project between Park Place and the Lovettsville Community Center and VDOT’s Shared-Use Path along the west side of South Berlin Turnpike between South Loudoun Street and Hammond Drive, both completed in 2015, were designed to provide safe access and mobility in order advance the goal of improving the function of the Town transportation network for multiple modes of travel. Both projects are considered the initial phases of larger projects to enhance the entire streetscape along East Broad Way and construct a shared use path along the entirety of Berlin Turnpike in the Town of Lovettsville.

Most parking for residences and businesses in the Town are provided off-street, along a significant amount of on-street parking exists in newer neighborhoods that have wider streets for precisely that purpose. The Town has historically encouraged the construction of streets that support on-street parking on at least one side of the street, for instance, on East Broad Way as part of the East Broad Way Streetscape Project. The Town continues to recognize the constraints to adequate parking provision in the Town’s older neighborhoods and commercial areas, and will seek to

remedy this deficiency in accordance with the strategies and policies outlined below in this section.

The Virginia Department of Transportation (VDOT) is responsible for maintaining streets within the Town's corporate limits, and streets and related facilities must be designed to VDOT standards. Advance planning and coordination with the Virginia Department of Transportation (VDOT) should be undertaken to get obtain a technical understanding of the transportation requirements for development in anticipation of development applications.

ISSUES AND FUTURE NEEDS

TOWN STREETS

As noted earlier, many of the Town's original streets -are narrow with shoulder-and-ditch cross sections. Drainage on these streets has been problematic as driveway culverts become damaged over time or fill with sediment and debris. The Town recognizes the need to address drainage problems on existing streets in the event they are improved or reconstructed in order to prevent future occurrences of ponding and standing water on public streets and in drainage ditches.

The Town has attempted to ensure that connections between existing streets and extensions of streets to serve adjacent tracts are made as large vacant parcels are subdivided or otherwise developed. For example, East Pennsylvania Avenue will be extended from S. Locust Street to Frye Court as part of the development of the Keena Tract in order to ensure the logical continuation of the street grid in that area of Town. Likewise, North Church Street will be extended into the Engle Tract in order for development to occur on this property. Even so, at least one other additional access point to a major arterial or collector street, whether to Quarter Branch Road and/or Lovettsville Road, will most likely be needed to serve potential future development on adjoining tracts.

Once the Lovettsville Community Park becomes operational, a gravel road will provide access through the park from South: Loudoun Street near the Lovettsville Elementary School directly to Milltown Road just southeast of the corporate limits.

MULTI-USE TRAIL AND SIDEWALKS

For years, the Town has planned a shared-use trail along the western side of Berlin Turnpike to facilitate pedestrian mobility within the Town. The first phase of the trail between along South Berlin Turnpike was administered and primarily funded by the Virginia Department of Transportation (VDOT). The project was completed in late 2015. Ultimately, plans call for the trail to be linked to a planned future bicycle and pedestrian pathway corridor connecting Lovettsville to the Brunswick, Maryland for commuting and recreation purposes as identified in the Loudoun

County Bicycle and Pedestrian Mobility Master Plan (2003) and Proposed Bicycle and Pedestrian Network Map.

The Town's capital improvement program includes a proposal to construct sidewalks along the entire length of East Broad Way and South Loudoun Street consistent with the Streetscape Master Plan for East Broad Way and South Loudoun Street endorsed by the Town Council in 2009. Sidewalks will be constructed to standards of the Virginia Department of Transportation (VDOT) and include streetscape enhancements such as drainage improvements, street trees and landscaping, crosswalk/sidewalk treatments, and ornamental streetlights.

TRAFFIC CALMING

Speed limits within the Town and on the roads approaching the Town vary by street type and function. In general, the speed limits on the major approaches decrease as one enters the corporate limits and travels toward the center of Town. The speed limit on local and subdivision streets in the Town is 25 mph. Occasionally, the Town is alerted to speeding on Town streets by residents who live along a particular street. The Town, working with County officials, follows a standard operating procedure whereby traffic speeds are examined by the Sheriff's Department in order to determine whether reductions in the speed limit, installation of signage, or installation of traffic calming measures are needed to improve safety for motorists and pedestrians.

PARKING

The lack of parking in the older parts of Town, where lots are smaller and generally unable to accommodate sufficient on-site surface parking, remains an issue in Lovettsville, including within historic residential neighborhoods (e.g. S. Loudoun Street) and commercial areas (e.g. along E. Broad Way). In order to comply with the Town's Zoning Ordinance, commercial and residential uses must include sufficient area to provide the required off-street parking in addition to building setback areas, landscaping, utilities, etc. Alternatively, the ordinance allows for private, shared parking between uses where appropriate provided the owner or owners of adjoining property enter into a shared parking agreement (if different owners) or parking license agreement (if the same owner). On-street parking can also satisfy the demand for parking, and the Town intends to add on-street parking opportunities where feasible as an integral component of any streetscape projects planned and undertaken within older neighborhoods in order to address parking demand.

PUBLIC PARKING LOTS

The Town's economic development policies encourage business development in parts of the old downtown. On-street parking on streets where streetscape enhancements have not yet been undertaken is generally poorly controlled, and the configuration of lots and structures is such that sufficient off-street parking is difficult or impossible to provide. One solution recommended in the Streetscape Master Plan for East Broad Way and South Loudoun Street is to provide one or more

public parking lots in the old downtown. This would either entail public expenditure of funds or dedication of land by an owner/developer.

INTER-PARCEL CONNECTIONS

The Town encourages through its zoning and subdivision ordinances the provision of inter-parcel connections between adjoining commercial properties. The purpose of these connections, which connect parking lots on adjacent parcels for vehicular access, is to encourage motorists to travel between and among adjoining commercial sites without having to utilize the public street, thereby reducing traffic on that street.

Furthermore, inter-parcel access connections should be provided as much as possible between and among residential neighborhoods where feasible to improve give motorists both pedestrian and vehicular mobility options when traveling within and through the Town and provide multiple routes into and out of residential subdivisions.

Inter-parcel connections are also desirable for pedestrian access and circulation in order to allow pedestrians to walk from residential neighborhoods to commercial areas or from one neighborhood to another. In addition, sidewalk and trail connections should be developed where feasible to provide convenient and safe routes for walking between residential neighborhoods and public areas, including parks, the library, Lovettsville Community Center, and Lovettsville Elementary School.

REGIONAL TRANSPORTATION FACILITIES

Brunswick, Maryland, two miles north of Lovettsville, is the terminal for weekday MARC commuter trains to and from Washington, D.C. In addition to providing daily commuter trains Monday through Friday, additional trains are provided for special events. A Virginia Regional Transit bus connection operating during the work week between Purcellville and Brunswick, Maryland was discontinued in 2010 due to lack of ridership and funding; however, the Lovettsville Town Council requested (by passage of a resolution) in 2016 that a commuter bus route be re-established connecting Purcellville to the MARC station in Brunswick, Maryland through Lovettsville.

Air transportation for small planes, recreation, and executive travel is available at Leesburg Executive Airport located approximately 15 miles southeast of Lovettsville. The Washington Dulles International Airport is located in eastern Loudoun County, approximately 30 miles from Lovettsville with access via the Dulles Greenway.

There is also a large general aviation airport in Frederick, Maryland.

GOAL

To provide a safe, adequate, and convenient multi-modal transportation system that serves the needs of both vehicular and pedestrian traffic in a manner that also protects the ~~low intensity and~~ historic character of Lovettsville.

POLICIES

1. The planned future road network improvements are general and conceptual in nature -(see Map 86: Transportation Plan Map). Detailed transportation studies and development plans will determine specific alignments and designs for roads shown on this map. In some cases improvements will be constructed as part of a private development and in other cases as part of a public project.
2. Road network improvements are planned to increase the safety and convenience of vehicular, bicycle and pedestrian travel throughout the Town and provide necessary connections to the surrounding area. The major planned transportation improvements include:
 - a) Installation of intersection improvements at the intersections of: (1) S. Berlin Pike and S. Loudoun Street; (2) Milltown Road, Lovettsville Road and E. Broad Way; and (3) E. Broad Way and Church Street.
 - b) Extension of E. Pennsylvania Avenue between S. Locust Street and Frye Court.
 - c) Construction of a new street between S. Locust Street and terminus of Frye Court as part of the Keena Subdivision.
 - d) Construction of a new gravel road connecting S. Loudoun Street through the Lovettsville Elementary School and proposed Lovettsville Community Park to Milltown Road as part of the County's park project.
 - e) Extension of Red Bud Lane to S. Berlin Pike.
 - f) Extension of N. Church Street and construction of a new street network on the Engle Tract in order to serve the development of that property and provide for a future connection to Quarter Branch Road and/or Lovettsville Road. Work with Loudoun County to include such future connection(s) in the Countywide Transportation Plan.
 - g) Construction of a new street connecting N. Berlin Pike and Cooper Run Street through the Lemp Tract and Hill Holdings Tract as part of any subdivision(s) of those tracts.
3. Work with Loudoun County to include in the Countywide Transportation Plan and prioritize in the County's capital improvement program (CIP)

improvements to the intersection of Virginia Route 9 and Virginia Route 287 necessary to facilitate commuting for Town and area residents to regional employment destinations.

- ~~3.4.~~ Existing streets which do not meet VDOT standards for right-of way and/or pavement width, drainage, turning radii, or other criteria should be improved to state standards, where appropriate and feasible.
- ~~4.5.~~ Subdivision streets within new subdivisions shall include curb and gutter, sidewalks, and closed drainage. -Narrower streets may be necessary in certain situations within subdivisions in order -to reduce speeding and improve vehicular and pedestrian safety.
- ~~5.6.~~ Ensure adequate parking for existing and future residential, commercial and employment uses.
- ~~6.7.~~ Ensure that sidewalks are constructed to VDOT standards within existing neighborhoods and new developments.
- ~~7.8.~~ Ensure that pedestrian facilities connect new developments to the Town's commercial areas, parks and adjoining residential neighborhoods.
- ~~8.9.~~ Provide safe access for bicyclists travelling in the Town in coordination with the adopted Loudoun County Bicycle and Pedestrian Mobility Master Plan -and the Countywide Transportation Plan.
- ~~9.10.~~ Review and confirm that zoning and subdivision ordinance provisions require street connections to and from existing and future road streets, where necessary and appropriate.
- ~~10.11.~~ Evaluate and amend Town ordinances, as warranted, so that developers provide offsite transportation and traffic safety improvements necessitated by their development, including through the use of proffers and pro-rata share contributions as determined by a traffic impact analysis (pursuant to COV §15.2-2223.1).
- ~~11.12.~~ Evaluate development proposals in terms of the adequacy of the street network to serve the development.
- ~~12.13.~~ Work with VDOT and Loudoun County to evaluate and obtain funding for projects that will make Lovettsville a more pedestrian-oriented and bicycle-friendly community, including sidewalks and shared-use trails, bicycle lanes, traffic calming, striping, signage, and speed limits.
- ~~13.14.~~ Work with VDOT to evaluate speed limits and implementation of traffic calming measures to more effectively control vehicle speeds and improve safety.
- ~~14.15.~~ Restrict heavy and "through" truck traffic on local streets, including S. Loudoun Street and Locust Street, except as needed for local business deliveries.

- 15.16. Review and, if warranted, revise off-street parking requirements in the zoning ordinance to reflect actual parking demands associated with permitted uses and the feasibility of providing off-street parking in the Old Town area and historic neighborhoods.
- 16.17. Include information about available public transportation options in the new resident information packet.
- 17.18. Work with VDOT to obtain funding for streetscape and drainage improvements on E. Broad Way and S. Loudoun Street using the Six-Year Improvement Program, Transportation Enhancement Grant Program, and any other available funding opportunities.
- 18.19. Design and construct attractive features, such as signs, monuments, and landscaped areas, in accordance with the Town's zoning (i.e. signage and landscaping) requirements, at major entrances to the Town, whether located on private and/or public property.
- 19.20. Work with VDOT to make S. Church Street a one-way street between S. Berlin Turnpike and E. Broad Way.
- 20.21. To the extent practicable, minimize the use of on-street parking for commercial uses on adjoining residential (i.e. subdivision) streets.
- 21.22. Restrict left turning movements from W. Broad Way directly onto N. Berlin Turnpike ~~for vehicles travelling southbound on W. Broad Way.~~
- 22.23. Include in the Town's capital improvement program transportation projects that are consistent with this plan, and prioritize the implementation of capital transportation projects to facilitate implementation of improvements as funding becomes available.
- 23.24. Ensure that necessary improvements or upgrades are undertaken on any remaining street segments so that all public streets in the Town are ultimately accepted by VDOT into the secondary system of state highways for maintenance purposes.
- 24.25. Undertake a study and plan, using any local, state and/or federal planning grant funds that may be available, of the Town's and the Lovettsville area's highway and street network to identify potential improvements that may be necessary to better accommodate internal and through traffic volumes, or are needed for safety, traffic calming/control, and aesthetic purposes, including any new connector or perimeter roads that may be needed outside of the Town limits. Incorporate the recommendations of the study into the Town's transportation plan and capital improvements program, and work with Loudoun County to incorporate the recommendations into the Countywide Transportation Plan.

- | ~~25.26.~~ Implement the recommendations of the Town's Streetscape Master Plan for East Broad Way and South Loudoun Street as funding becomes available.
- | ~~26.27.~~ Complete the shared use trail along the west side of N. Berlin Turnpike between the Town Square and the northern corporate limits.
- | ~~28.~~ Evaluate the parking options identified in the Town's Streetscape Master Plan for East Broad Way and South Loudoun Street and establish one or more public or shared parking lots in the Old Town area consistent with the plan.
- | 29. Plan for road and street improvements to enhance traffic flow and access while accommodating the need for pedestrian circulation and safety.

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