

**Village of Waterford Traffic Calming and Byway Assessment
Public Information Meeting
Comments (received via email inbox and online form)
as of 4/30/2021 – end of business day.**

Name	Comment	Response
Clint Helveston	I am a Waterford resident and agree with others that speeding is an issue along Loyalty Rd. Many times, tailgating is used as an aggressive tactic when law abiding citizens are following the posted speed limit. I recommend that speed bumps be installed in the town area by the elementary school.	Thank you for your comment and interest in the Village of Waterford Traffic Calming and Byway Assessment Study. We understand your concerns regarding speeding along Loyalty Road. Speed Bumps involve engineering, driving behavior, and enforcement. FHWA is the lead agency accountable for engineering actions and they are responsible for classifying the nation's roadways based on roadway function. There are 3 roadway classifications: arterials, collectors, and local roadways. Each of these classifications is based on the service that the road provides for motorists. Design standards are based on the functional class of a roadway. Arterials provide the highest levels of mobility and the highest speeds. The second tier includes collector roadways which connect local roadways to arterials. Collector roadways provide less mobility than arterials at lesser speeds. The third tier are local roadways and provide limited mobility and provide access to residential properties and carry the lowest traffic volumes. Loyalty Road (at the Elementary School) is classified as a minor collector. Speed bumps are not permissible to be installed on a collector road. Speed bumps are only allowable on local roads. Looking at streets in the Village of Waterford, there are two local roadways, 2nd street and Water Street. Speed Data collected in 2019 did not meet the threshold for 2nd Street. Although the speed data collected on Water Street met the criteria for speed humps, it is very difficult to install a modern traffic calming concept in a historic site. Discussions were held with the Village of Waterford at that time and it was decided that speed humps were not a concept to move forward with at the time.

Name	Comment	Response
Ruth Smith	<p>Thank you all for your efforts in formulating this traffic calming study. I read the report. I am in a unique position to comment on your suggestions for the South Clarkes Gap Road entrance. I am the first driveway on the right 10 feet beyond the wooden Welcome to Water sign and new Flashing Speed metal sign. I have lived here for 24 years. I almost get killed every time I try to get out my driveway. Your report indicated that only one choker could be used on Clarkes Gap because of road topography. That is very inadequate for any viable calming. Also, any signage including Flashing speed signs, a larger Welcome to Waterford Sign should be placed at 20 ft intervals on 1/4 mile straightaway starting at the Hamilton Road Station intersection to my driveway. The existing speed including the two signs at my driveway actually do really nothing to slow traffic. The traffic needs to slow down starting at Hamilton Station Road intersection to affect any reduction in speed. Thank you.</p>	<p>Thank you for your comment and interest in the Village of Waterford Traffic Calming and Byway Assessment Study. We understand your concerns regarding traffic calming within the Village of Waterford. The scope of the study, as directed by the Loudoun County Board of Supervisors, included a review of the viability of traffic calming measures such as splitter islands, chicanes, and chokers at the three entry points to the Village of Waterford as well as the feasibility of a byway.</p>

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John	Is dead ending the road (2nd St.) no longer under consideration? Still my favorite alternative and other than the by-pass, it is the only alt. I've heard that will keep traffic out rather than just trying to control traffic once it's in.	<p>Thank you for your comment and interest in the Village of Waterford Traffic Calming and Byway Assessment Study. We understand your concerns regarding traffic calming within the Village of Waterford. A cul-de-sac on 2nd street was part of the 2018 study. This requires meeting State specifications and standards. You will need approximately a 60-foot diameter and we would need additional Right-of-Way to properly construct a cul-de-sac on 2nd Street and it would need to be constructed per standard. The direction that we were given in January 2020 by the Board of Supervisors was to review traffic calming measures to replace the PMSD at the entry points to the Village so a cul-de-sac on 2nd street was not part of the Study.</p> <p>The PMSD signs recently installed are used nationwide and there are several studies that show that these make drivers slow down and these signs allow us to capture the traffic volumes and speeds that we can monitor on a daily basis.</p>
Chris White	At what point does safety trump historic preservation? I understand you performed a speed study, but as someone who is here daily- we experience a tremendous amount of dangerous speeds through Second Street. I have witnessed numerous times where people treat Second Street as a drag strip and completely disregard the stop signs.	Thank you for your comment and interest in the Village of Waterford Traffic Calming and Byway Assessment Study. We understand your concerns regarding traffic calming within the Village of Waterford. The scope of the study, as directed by the Loudoun County Board of Supervisors, included a review of the viability of traffic calming measures such as splitter islands, chicanes, and chokers at the three entry points to the Village of Waterford as well as the feasibility of a byway.
Eric Novotny	Just as an observation, if you want to reduce average speed through Waterford, placing Chicanes and Chokers will do that....but mostly as a result of creating accidents in those areas.	Thank you for your comment and interest in the Village of Waterford Traffic Calming and Byway Assessment Study.
Eric Novotny	The 287 roundabout will certainly help reduce traffic as Berlin Turnpike will become a passable road at that point as well.	Thank you for your comment and interest in the Village of Waterford Traffic Calming and Byway Assessment Study.

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Mike Stup	Is it possible to do camera-based speed recording on an ongoing basis?	Thank you for your comment and interest in the Village of Waterford Traffic Calming and Byway Assessment Study. We understand your concerns regarding traffic calming within the Village of Waterford. The scope of the study, as directed by the Loudoun County Board of Supervisors, included a review of the viability of traffic calming measures such as splitter islands, chicanes, and chokers at the three entry points to the Village of Waterford as well as the feasibility of a byway. Up until recently, speed cameras were not permitted in the Commonwealth. Recent legislation allows speed cameras in construction zones. If speed cameras are legalized, we can add to our list of concepts for consideration by the Board of Supervisors.
Emily Houston	What do your traffic models show for the effects on the village of the construction of the roundabout at 9 and 287?	<p>Thank you for your comment and interest in the Village of Waterford Traffic Calming and Byway Assessment Study. We understand your concerns regarding traffic calming within the Village of Waterford. The scope of the study, as directed by the Loudoun County Board of Supervisors, included a review of the viability of traffic calming measures such as splitter islands, chicanes, and chokers at the three entry points to the Village of Waterford as well as the feasibility of a byway.</p> <p>Although this analysis was not included in the study, the roadway design phase of a project includes a maintenance of traffic component that outlines how traffic flow will be maximized during construction.</p>
John	I find it hard to believe that a historic village that doesn't meet sidewalk standards and curve radius/line of sight requirements cannot get some variances from things like a 60' cul-de-sac. Reducing volume is the only thing that will be effective	Thank you for your comment and interest in the Village of Waterford Traffic Calming and Byway Assessment Study. We understand your concerns regarding traffic calming within the Village of Waterford. The scope of the study, as directed by the Loudoun County Board of Supervisors, included a review of the viability of traffic calming measures such as splitter islands, chicanes, and chokers at the three entry points to the Village of Waterford as well as the feasibility of a byway.
John	How about just not replacing the roads they the village? Or cobbling them? That would slow people down	Thank you for your comment and interest in the Village of Waterford Traffic Calming and Byway Assessment Study. We understand your concerns regarding traffic calming within the Village of Waterford. The scope of the study, as directed by the Loudoun County Board of Supervisors, included a review of the viability of traffic calming measures such as splitter islands, chicanes, and chokers at the three entry points to the Village of Waterford as well as the feasibility of a byway.
Chair Pollard	Can a road have two classifications depending on use? For example, can a road be a 'collector' road in remote places and 'local' in village or school	Thank you for your comment and interest in the Village of Waterford Traffic Calming and Byway Assessment Study. We understand your concerns regarding traffic calming within the Village of Waterford. The scope of the study, as directed by the Loudoun County Board of Supervisors, included a review of the viability of traffic calming measures such as splitter islands, chicanes, and chokers at the

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	settings? Speed limits vary so it would seem classifications could also vary	three entrypoints to the Village of Waterford as well as the feasibility of a byway. While an assessment of one-way conversion and local traffic only limits was not within our scope, conversion to one-way and or adding signage to limit to local traffic would not be dependent on roadway classification, but rather would be subject to additional public input, operational analysis, formal recommendation by the Board, and ultimately on VDOT as the roadway owner to approve.
Chair Pollard	May the HC have access to a Loudoun map which shows the different classifications? I believe we will run into this problem again with roads and villages and it would be helpful to act proactively.	As far as roadway reclassification goes for the above or any of the other contexts we discussed goes, it could allow for additional treatments to be applied if the assessment supports, and again we will include the comments in our study report. The same roadway can have two classes for two different segments but not for the same segment. As discussed at the meeting, changes in functional class up or down, require an objective assessment of function (volumes, connections, thru-movements), the recommendation of the County, VDOT concurrence, approval by resolution of the regional metropolitan planning organization (the National Capital Region Transportation Planning Board), and ultimately sign off by the Federal Highway Administration (FHWA). One important note is that if the reclassification process results in a downgrade of the roadway to "Local Road", roadways classified as "Local Roads" are not eligible for Commonwealth funds that utilize Federal Funding Sources nor eligible for direct use of Federal Funds. Here is a link the current VDOT/FHWA approved classifications: https://www.arcgis.com/home/webmap/viewer.html?webmap=3eca6c9adb6649c988d98734f85baddb that guides VDOT design standards, federal funding allocations and funding availability.
Chair Pollard	Thinking it over later, I was wondering whether your team has considered yet other solutions -- one-way streets at certain hours, limitations of use by local citizens during morning and evening rush hours, etc. -- but as Commissioner Chad Campbell has pointed out to me separately, all of these ideas would appear to require reclassification of the roadways.	
Chair Pollard	Do you intend to recommend to the Board that the County apply to reclassify the roadways into Waterford in order to permit more aggressive traffic calming measures?	

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Mike Stup	<p>Thank you for your efforts on the Waterford Traffic Calming Study</p> <p>We need solutions to decrease the volume of traffic through the village on Main, Second, High in particular.</p> <p>Today there is a steady stream of cars from both north and south through the village.</p> <p>Safety of village residents during rush hour and non-peak times when speeders are faster is becoming an issue year over year.</p> <p>I think we need ongoing camera views for speed and ongoing anonymous cell data on traffic to help plan this.</p> <p>By Pass is key here.</p> <p>Stop lights at Clarkes Gap& Hamilton Station along with Wheatland and Milltown could help route traffic away from the village.</p> <p>Rush hour pop up barriers, snake type routes, cones moved in could help. The 2003 study had some great ideas on the human nature of driving and squeezing the road or at least the line of site to help slow traffic. As I type, there is a steady stream of cars blowing through the stop sign at Patrick and Second.</p>	<p>Thank you for your comment and interest in the Village of Waterford Traffic Calming and Byway Assessment Study. We understand your concerns regarding traffic calming within the Village of Waterford. The scope of the study, as directed by the Loudoun County Board of Supervisors, included a review of the viability of traffic calming measures such as splitter islands, chicanes, and chokers at the three entry points to the Village of Waterford as well as the feasibility of a byway.</p>

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Robert Meurer	<p>Any thought of imposing a "no through traffic" rule in the Village of Waterford should be discarded! That route is the most direct route for me from the Village of Lucketts to western Loudoun (Purcellville/Hillsboro) and as a county taxpayer I should not be blocked from using the roads I have helped to pay for. Do not penalize the 85% of law-abiding citizens because 15% do not follow the prescribed speed limits.</p>	<p>Thank you for your comment and interest in the Village of Waterford Traffic Calming and Byway Assessment Study. We understand your concerns regarding traffic calming within the Village of Waterford. The scope of the study, as directed by the Loudoun County Board of Supervisors, included a review of the viability of traffic calming measures such as splitter islands, chicanes, and chokers at the three entry points to the Village of Waterford as well as the feasibility of a byway.</p>
Mr. Charles Yudd	<p>The pole mounted speed display sign (PMSD) on Clarkes Gap Road just north of Hamilton Station Road has a sign posting the speed limit at 15 MPH. This sign comes after transitioning from 45 mph to 20 mph to posted to 15 mph at the PMSD and then back to 20 mph throughout and inside the village. Commentor has observed that this transition seems challenging for many travelers and questions why we go down to 15 mph when the village is posted at 20 mph. Commentor notes that he has observed through travelers don't consistently heed the 20 mph speed limit through the village. Commentor notes that alternate routing of trips through the Village may end up travelling on travel routes on roadways that have narrow cross-sections and pavement surface challenges. Commentor notes that regional trips may benefit from improvements to routes such as US 15, Rt 287, Rt 9 and Rt 7.</p>	<p>Thank you for your comment and interest in the Village of Waterford Traffic Calming and Byway Assessment Study. We understand your concerns regarding traffic calming within the Village of Waterford.</p> <p>The 15 MPH sign that you are referring to is an advisory speed (not a regulatory speed) for the horizontal curve further north on Clarkes Gap Road.</p>

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Mrs. Franck - New WCA Traffic Committee President	The WCA sent a letter to VDOT Commissioner Birch early this year and we have not gotten a response.	Thank you for your comment and interest in the Village of Waterford Traffic Calming and Byway Assessment Study. We understand your concerns regarding traffic calming within the Village of Waterford. DTCL received a copy of the letter and it will be included in our report.
Chris White	Was any speed data collected within the village besides the data collected by the PMSDs particularly Main Street and 2nd Street	Thank you for your comment and interest in the Village of Waterford Traffic Calming and Byway Assessment Study. We understand your concerns regarding traffic calming within the Village of Waterford. The scope of the study, as directed by the Loudoun County Board of Supervisors, included a review of the viability of traffic calming measures such as splitter islands, chicanes, and chokers at the three entry points to the Village of Waterford as well as the feasibility of a byway. DTCL conducted a speed study in 2019 that looked at other roadways within the village.

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Chris White	My main concern is safety and cars are going 10 to 15 mph over the posted speed limit. Why was the idea of some of these proposals not within the village limits? Why not speed bumps in the Village to slow vehicles to make it safer for pedestrians within the village limits?	<p>Thank you for your comment and interest in the Village of Waterford Traffic Calming and Byway Assessment Study. We understand your concerns regarding traffic calming within the Village of Waterford. The scope of the study, as directed by the Loudoun County Board of Supervisors, included a review of the viability of traffic calming measures such as splitter islands, chicanes, and chokers at the three entry points to the Village of Waterford as well as the feasibility of a byway.</p> <p>Speed Bumps involve engineering, driving behavior, and enforcement. FHWA is the lead agency accountable for engineering actions and they are responsible for classifying the nation's roadways based on roadway function. There are 3 roadway classifications: arterials, collectors, and local roadways. Each of these classifications is based on the service that the road provides for motorists. Design standards are based on the functional class of a roadway. Arterials provide the highest levels of mobility and the highest speeds. The second tier includes collector roadways which connect local roadways to arterials. Collector roadways provide less mobility than arterials at lesser speeds. The third tier are local roadways and provide limited mobility and provide access to residential properties and carry the lowest traffic volumes. Loyalty Road (at the Elementary School) is classified as a minor collector. Speed bumps are not permissible to be installed on a collector road. Speed bumps are only allowable on local roads. Looking at streets in the Village of Waterford, there are two local roadways, 2nd street and Water Street. Speed Data collected in 2019 did not meet the threshold for 2nd Street. Although the speed data collected on Water Street met the criteria for speed humps, it is very difficult to install a modern traffic calming concept in a historic site. Discussions were held with the Village of Waterford at that time and it was decided that speed humps were not a concept to move forward with at the time.</p>

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Eric Novotny	<p>The proposed chokers and chicanes will not reduce volume so the places where we are most concerned, within the village, if speed in the village is the greater issue, has anyone ever talked about speed cameras or any other enforcement that can be employed without impacting the historical significance of the Village?</p>	<p>Thank you for your comment and interest in the Village of Waterford Traffic Calming and Byway Assessment Study. We understand your concerns regarding traffic calming within the Village of Waterford. The scope of the study, as directed by the Loudoun County Board of Supervisors, included a review of the viability of traffic calming measures such as splitter islands, chicanes, and chokers at the three entry points to the Village of Waterford as well as the feasibility of a byway.</p> <p>Up until recently, speed cameras were not permitted in the Commonwealth. Recent legislation allows speed cameras in construction zones. If speed cameras are legalized, we can add to our list of concepts for consideration by the Board of Supervisors.</p>
Geary Higgins	<p>Currently, vehicles parked alongside the roads within the village provide a similar function as chicanes and chokers, forcing vehicles to drive around them. These are not a viable investment. It was stated that the concepts will not reduce traffic volumes. In 2003, the Village did a study that included a bypass. The recommended eastern bypass provided the most benefit at the lowest cost. could be accomplished by running the bypass east around the perimeter of the Phillips Farm from Milltown to Clarkes Gap. I spent some time with DTCL about the bypass, but it has not been accepted by the citizens of the Village. The only solution is to get cars out of the village via a bypass. The County would need to pay \$700-\$800 for ROW which is money the foundation could use to generate funds.</p>	<p>Thank you for your comment and interest in the Village of Waterford Traffic Calming and Byway Assessment Study. We understand your concerns regarding traffic calming within the Village of Waterford. The scope of the study, as directed by the Loudoun County Board of Supervisors, included a review of the viability of traffic calming measures such as splitter islands, chicanes, and chokers at the three entry points to the Village of Waterford as well as the feasibility of a byway.</p>

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Ray Daffner	<p>We are concerned about reducing traffic volumes in the Village. Whether this requires additional study or the implantation of other strategies such as reducing speed limits outside of the Village limits as we suggested in our letter to the VDOT commissioner. We will be looking at the next steps to see what makes the most sense for the Village. If we need to, we can host another community meeting to discuss the proper direction. We are looking forward to addressing the high traffic volumes. The streets were not built to handle 5000 cars and it is a safety problem.</p>	<p>Thank you for your comment and interest in the Village of Waterford Traffic Calming and Byway Assessment Study. We understand your concerns regarding traffic calming within the Village of Waterford. The scope of the study, as directed by the Loudoun County Board of Supervisors, included a review of the viability of traffic calming measures such as splitter islands, chicanes, and chokers at the three entry points to the Village of Waterford as well as the feasibility of a byway.</p> <p>VDOT has confirmed receipt of the letter. The letter and all of the comments will be submitted to the Board of Supervisors with the Study submittal package and will be included in the final study report.</p>
Timothy Farris	<p>Should we not consider planning and building a bypass around the village to truly alleviate traffic?</p>	<p>Thank you for your comment and interest in the Village of Waterford Traffic Calming and Byway Assessment Study. We understand your concerns regarding traffic calming within the Village of Waterford. The scope of the study, as directed by the Loudoun County Board of Supervisors, included a review of the viability of traffic calming measures such as splitter islands, chicanes, and chokers at the three entry points to the Village of Waterford as well as the feasibility of a byway.</p> <p>A long-term byway assessment is included in Section 2 of the Study Report.</p>

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Robert Brose	<p>Department of Transportation and Capital Infrastructure,</p> <p>I am a Loudoun County resident who lives a few miles to the NE of Waterford, on Stumptown Road [VA State Rt 662]. I shop in Waterford and send mail there, it being the closest post office and a charming place that I like. I am writing to express my hope that whatever changes are made in Waterford, they PREVENT the {gather already illegal} transit of 18-wheel trucks, rather than facilitate it, on Rt 662.</p> <p>Background: We frequently experience heavy truck traffic on Rt 662 coming West, off of Rt 15, as trucks cut through to Rt 9 via Waterford. While there is no signage on the East side of the ridge to advise it, I gather from signage on Rt 662 south of Waterford that such trucks are NOT allowed on the road. That is all well and good because they frequently breakdown while attempting to cross the Catoctin ridge on 662, and also use engine brake, disrupting residential homes and Audubon certified wildlife habitats with noise and diesel smoke. This truck traffic is most pronounced when the Loudoun County Sheriff or VA Highway Patrol conduct safety inspections on RT 15 near Leesburg. On such days, the trucks - informed via radio? - bypass the safety inspections and, after crossing the Potomac at Point of Rocks, use Rt 662, through Waterford, to evade inspection as they continue South. For several years I have asked the Loudoun County Sheriff to complement Rt 15 truckspot checks with some form of Rt 662 spot check, but to my knowledge they have not done so.</p> <p>Therefore I suggest: Whatever changes are made in the Village of Waterford, I hope they will BOTH preserve the charming character of the town, AND preserve the peaceable enjoyment of the surrounding environment by LIMITING, rather than FACILITATING, greater percentages of Interstate heavy vehicle traffic on Rt 662. Ideally, any "traffic calming" OR "bypass" changes - if actually needed - would make passage by such vehicles physically impossible, rather than easier. Certainly, any imminent domain actions that might be considered to take land for such constructions should be constrained to engineering designs that do NOT take so much as an extra millimeter to enable passage of such [already prohibited] traffic. Put another way, any argument that "we need to take your flower garden for a safe turn" should be rejected if the "safe turn" is based on a commercial, rather than private auto, wheelbase. This is not to suggest that personal automobile traffic should be limited; the trend of 'car free' zones is perhaps appropriate for high density skyscraper and apartment environments, but inappropriate for rural and agricultural areas where human interaction and commerce was built on horse and ox, and has now relied on automobile, for over a century.</p> <p>IN CONCLUSION: It would certainly be a shame to preserve the core of Waterford, only to have areas a few 100 yards away become the latest Rt 28. I say this with all due respect to the truck drivers, against whom I hold no personal grudge, but nevertheless do not want to provide a new shortcut for.</p>	<p>Thank you for your comment and interest in the Village of Waterford Traffic Calming and Byway Assessment Study. We understand your concerns regarding traffic calming within the Village of Waterford. The scope of the study, as directed by the Loudoun County Board of Supervisors, included a review of the viability of traffic calming measures such as splitter islands, chicanes, and chokers at the three entry points to the Village of Waterford as well as the feasibility of a byway. The evaluation of traffic calming measures included criteria for "potential impacts to residential right-of-way". The results of the evaluation are included in the report.</p>

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Mrs. Laura Roden	<p>To whom it may concern,</p> <p>Growth is occurring in western Loudoun, and will continue to do so. Not only is there growth in housing, there is growth in agricultural businesses (wineries and breweries) - which brings an influx of traffic to the "country", especially on weekends. There is no stopping the growth.</p> <p>While the residents of the village may not enjoy increased traffic on their streets, it is not a developed community off of a county road. The roads that run through Waterford are county roads, which are paid for by all of Loudoun Co taxpayers. Waterford village does not have an exclusive right to use these roads.</p> <p>I do not live in the village, but I do have a Waterford address. I should be able to drive through Waterford (and not have to go to west before going east just to avoid the town of Waterford) to head to Leesburg, etc. And, I should be able to drive through the town without having to "jump through hoops" to do so. There are already multiple stop signs - we do NOT need more traffic calming "objects" to hinder our drives through the village.</p> <p>Now, do I want cars traveling by my house all day, No. That's why I bought in a small neighborhood off a dirt road. When families bought their homes in Waterford village, they knew they were buying a house on a county road and thus should expect traffic all day.</p> <p>As I said initially, growth is occurring and will continue. While a bypass will significantly affect a few, it would significantly reduce traffic in the town (making town residents happy), and ease the trip for non-resident Lo Co tax payers, drivers just trying to go east, taking the most logical (shortest distance) path between point "A" and point "B" (making non-residents happy).</p> <p>Thank you for considering my comments,</p>	<p>Thank you for your comment and interest in the Village of Waterford Traffic Calming and Byway Assessment Study. We understand your concerns regarding a potential byway around the Village and traffic calming within the Village of Waterford. The scope of the study, as directed by the Loudoun County Board of Supervisors, included a review of the viability of traffic calming measures such as splitter islands, chicanes, and chokers at the three entry points to the Village of Waterford as well as the feasibility of a byway.</p>

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Annie Goode	<p>I offer the following comments on the draft Waterford Traffic Calming study (dated Dec 2020) as a resident of the Waterford National Historic Landmark (national designation) and Waterford Historic District (County designation).</p> <p>I most appreciate the County's investment in evaluating options to limit traffic impacts in Waterford. The volume of traffic through the village is extremely detrimental to residents and the integrity of the historic resources in and around Waterford. I would also appreciate consideration of some refinements to the approach:</p> <ol style="list-style-type: none"> 1. Please integrate pedestrian access from the constructed pull-off at Milltown/Old Wheatland Road to the village. This would primarily require striping, bollards or other designs to create a pedestrian zone on the bridge over the Catoctin Creek. Additional engagement with the community would be needed to add this feature. 2. Please broaden the examination of alternative routes around Waterford. The byway study option in the draft Traffic Calming Study evaluates only one traffic management option — a major construction investment in a new roadway. While 4 alignments are noted, the byway is only a single solution to the very difficult challenge traffic management challenge Waterford faces. Options for short- and long-term improvements to existing infrastructure must be considered before committing the substantial county resources that will be needed even to merely study a byway. Any study would likely need to comply with the National Environmental Policy Act, which requires consideration of alternatives. <p>The Traffic Calming Study notes multiple transportation improvements being constructed in and around North Loudoun over the next 5-15 years. During the public meeting held in Spring 2021, the study team indicated that an analysis of how those improvements, specifically the traffic circle at 9/278, will affect projected traffic volumes through Waterford has not been done. It seems such an analysis, using the copious amounts of existing traffic data associated with these efforts, could inform potential options for study.</p> <p>The Countywide Transportation Plan specifically commits the County to protecting the Waterford National Historic Landmark by encouraging through traffic to use alternate routes. Constructing an alternate route through the Landmark is not consistent with County Policy:</p> <p>Policy 7-4.6. The County will protect the Waterford National Historic Landmark, as design[ated] by the National Park Service, as well as the scenic and historic character of the surrounding area and important surrounding roadways and will seek opportunities to enhance protection of this area through traffic calming measures and other efforts to encourage through traffic to use alternate routes. (Adopted 2019 Countywide Transportation Plan, Interim Final Version available online as of 4/30/2021)</p>	<p>Thank you for your comment and interest in the Village of Waterford Traffic Calming and Byway Assessment Study. We understand your concerns regarding a potential byway around the Village and traffic calming within the Village of Waterford.</p> <ol style="list-style-type: none"> 1. The scope of the study, as directed by the Loudoun County Board of Supervisors, included a review of the viability of traffic calming measures such as splitter islands, chicanes, and chokers at the three entry points to the Village of Waterford as well as the feasibility of a byway. The integration of pedestrian access from the pull-off at Milltown/Old Wheatland Road to the Village would require direction from the Board of Supervisors to evaluate this concept. 2. A Typical Project Development Process is provided in Appendix D of the report. The Village of Waterford Traffic Calming and Byway Assessment Study includes a feasibility review for a potential bypass on new location. The next steps of the project development process, including the study of additional locations, are described in Appendix D. <p>The scope of the study, as directed by the Loudoun County Board of Supervisors, included a review of the viability of traffic calming measures such as splitter islands, chicanes, and chokers at the three entry</p>

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	<p>Please evaluate the impact of planned network improvements on traffic impacts to Waterford and focus on strategies to affect driver decisions to avoid utilizing Milltown Road during rush hour.</p> <p>3. Exclude the Phillips Farm from the byway study scope. County policy encourages the use of easements and private acquisition to protect cultural resources. The Phillips Farm, which is squarely in the proposed byway route, was acquired for conservation and preservation purposes in 2001 by the Waterford Foundation. Easements were donated to the Virginia Outdoors Foundation and the Virginia Department of Historic Resources. Funds were received from numerous private and public donors, including USDA, and a step back from the intent of donors and easement recipients would be costly and directly contradict County policy:</p> <p>Strategy 5.1. Preserve cultural resources, including designated historic areas and Scenic Rivers.</p> <p>Action K. Preserve and protect significant scenic and cultural resources from development impacts by promoting private or public acquisition and/or conservation easements. (Adopted 2019 Countywide General Plan)</p> <p>4. After the planning phase of the study, request Board approval to move to the scoping phase. I strongly support additional evaluation of managing traffic volumes through Waterford, but studies should not be tantamount to “preliminary design.” The Traffic calming study describes planning and scoping as simply steps in a project. The go/no-go decision should not be at the end of an expensive Environmental analysis that only evaluated minor variations of a single option.</p> <p>Traffic calming and entrance features are very important to Waterford but they will be wasted investments if volumes cannot be reduced as well. Additional evaluation of how to reduce traffic volumes in Waterford is definitely needed but a study of an already selected option – byway – is inappropriate, inconsistent with County policy and unlikely to result in a solution that will help the village in the next 10 years. If additional resources are to be allocated to traffic volume reduction around Waterford, include evaluation of existing, planned improvements and other traffic management strategies that could provide relief more quickly and at much lower costs, such as rush hour restrictions, signage that could remove Waterford from traffic apps, re-categorization of roadways and variation of roadway management requirements to prevent application of modern standards to historic areas and limit options.</p> <p>The Waterford National Historic Landmark is lodged at the edge of an interstate transportation corridor that connects people in Virginia and Maryland to important employment locations. Protecting this resource and Northern Loudoun in general is an enormous challenge that will take focus, research, creative thinking and strategic planning to determine the most effective and cost efficient option.</p> <p>Thank you for your attention to this issue and consideration of my comments.</p>	<p>points to the Village of Waterford as well as the feasibility of a byway. A study to evaluate the impact of planned network improvements on traffic impacts to Waterford would require additional direction from the Board of Supervisors.</p> <p>3. The study included a potential long-term byway feasibility review that evaluated four areas for a potential byway. The study did not include any alignments for a potential byway.</p> <p>4. The results of the Village of Waterford Traffic Calming and Byway Assessment Study are tentatively scheduled to be presented to the Board of Supervisors in June 2021.</p>