Loudoun County Public Schools - Safe Routes to Schools

Pedestrian Crossing on Tripleseven Road at Heather Glen Road with connecting sidewalk/trail along Tripleseven Road and at Countryside Elementary School to provide continuous pedestrian network

VA Route 777/Tripleseven Road
Date: May 24, 2021
Location: Virtual
Time: 12:30-1:30 p.m

Federal Project No. TAP-5B01(143)
State Project No. EN14-053-216
UPC 116709
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1. **Introduction**

Under contract to Loudoun County Public Schools (LCPS), J2 Engineers, Inc. (J2) prepared the preliminary design for the proposed Safe Routes to Schools improvements near Countryside Elementary School located in Sterling Virginia, in Loudoun County. The project includes:

- Pedestrian Crossing on Tripleseven Road at Heather Glen Road with connecting sidewalk/trail along Tripleseven Road and at Countryside Elementary School to provide continuous pedestrian network

This document summarizes the Location and Design Public Hearing process undertaken for this project, which consisted of the following activities:

- LCPS and J2 authorized to proceed to public hearing – April 12, 2021
- Notice of project and public hearing mailed to property owners – May 10, 2021
- Public Hearing Notice sign posting at each physical location – April 22, 2021
- Public Hearing Notice advertised in newspapers – April 22 and May 13, 2021
- Public Hearing Notice posted on LCPS website – April 22, 2021
- Public Hearing Notice provided to School Principal – April 21, 2021
- Public Hearing conducted – May 24, 2021
- Public Hearing comment period closed – June 8, 2021
- Public Hearing Summary Report – August 11, 2021

2. **Project Narrative and Background**

**Countryside ES/Tripleseven Road**

The project proposes to provide a safe pedestrian crossing for students across Tripleseven Road at Heather Glen Road with connecting sidewalk/trail along Tripleseven Road and at Countryside Elementary School to provide continuous pedestrian network.

The proposal, designed by LCPS with the assistance of VDOT and the County of Loudoun, will provide:

- A five (5) foot sidewalk, along the east side of Tripleseven Road, between Glade Street and Heather Glen Road, in the VDOT right-of-way;
- Crosswalks at Tripleseven/Glade Street and Tripleseven/Heather Glen Road intersections;
- A five (5) foot asphalt trail on the west side of Tripleseven Road to connect to the existing east/west Countryside Proprietary trail located between Tripleseven Road and Countryside Boulevard;
• A high visibility crosswalk on Tripleseven Road, just north of the Heather Glen Road intersection;
• Reduced speed at the high visibility crosswalk (approximately a 300-foot distance along Tripleseven Road) from 35 mph to 25 mph; and
• An asphalt trail at the west end of the existing Countryside Proprietary east/west trail, across LCPS property, to Countryside Elementary School.

The funds for these improvements are provided through Safe Routes to School Transportation Alternatives Program grants initially awarded to LCPS in 2014 and 2015, with a breakout Phase II in April of 2021. Improvements are proposed within the existing right-of-way. No additional right-of-way or utility relocations are needed. There are no environmental impacts with this project.

3. Purpose and Need Statement

The purpose and need of these improvements is to improve pedestrian access, improve safety, and reduce travel fuel consumption and air pollution in the vicinity of Countryside Elementary School, while encouraging a healthier and active lifestyle at an early age.

4. Public Hearing Meeting Summary

Countryside ES/Tripleseven Road

The Location and Design Public Hearing for Countryside ES/Tripleseven Road was held virtually on May 24, 2021. There was not an in-person gathering due to the COVID-19 pandemic. The virtual meeting was held from 12:30 p.m. to 1:30 p.m. with representatives from Loudoun County Public Schools and LCPS consultants available to respond to public comment. The public hearing was broadcast live on Comcast Channel 18 and Verizon Fios Channel 43 as well as live-streamed from the LCPS website (www.lcps.org).

A total of nine citizens participated in the public hearing process including those citizens that submitted public comment for the record.
A total of four written comments were submitted to Loudoun County Public Schools prior to or after the public hearing. Three citizens submitted questions during the public hearing, and three citizens spoke during the hearing.

While all citizens were in support of an improvement in the area, citizens felt the crosswalk improvement should be at a different intersection further to the south on Tripleseven, should be a raised crosswalk (as opposed to the high visibility crosswalk), and that the sidewalk/trail pedestrian connections should be provided along the east or west side of Tripleseven Road, south to Cromwell Road. Citizens also offered that the 25-mph speed limit should be extended further to the south to Regina Drive, the crosswalk should include flashing pedestrian signage, and that a crossing guard should be provided. Citizens expressed concern for the speed of motorists traveling on Tripleseven Road and asked how the proposed 25mph speed limit would be enforced. Citizens also expressed concern for the sight line to the crosswalk in relation to the curve located to the north of the proposed crosswalk. With regard to the connecting Countryside Propriety Trail, citizens expressed concern for the lack of trail lights, the wooded nature of the Countryside Proprietary trail, foxes in the area, and vehicles parking in the area immediately adjacent to the trail entrance on the west side of Tripleseven Road. A citizen also indicated that there is a registered sexual predator that lives in the vicinity. Citizens asked, if the improvement is implemented, would LCPS maintain the bus service?

Comments/suggestions for the project are summarized in Appendixes D and E. The virtual public hearing was recorded. A transcript of the hearing is provided at Appendix G. The video recording of the public hearing may be viewed at https://www.lcps.org/Page/208899.

5. Public Hearing Information

Project materials were posted on the LCPS website https://www.lcps.org/Page/208899 and were available for review and comment 30 days prior to the Public Hearing and for 15 days after the Public Hearing.
Notices were provided to surrounding homeowner’s associations, County officials, Loudoun County School Board and nearby residents. Three hundred and sixty-two (362) individual notices were mailed. Newspaper advertisement was provided in Loudoun Now, a local newspaper of general circulation in Loudoun County. Sign postings were installed along Tripleseven Road proximate to the proposed pedestrian improvements and at Countryside Elementary School. Reference Appendix A for the public hearing notice, the Communication and Outreach Plan and the list of items available to the public for review.
APPENDIX A
Public Hearing Notices and Information
(with District Recommendation)

PUBLIC NOTICE
Public Hearing
Pedestrian Improvements Associated with
Tripleseven Road – Countryside Elementary School
Loudoun County Public Schools - Safe Routes to Schools Project
Monday, May 24, 2021    12:30 PM to 1:30 PM
~Virtual Public Hearing~

Loudoun County Public Schools (LCPS) will hold a Virtual Public Hearing on a Safe Routes to Schools Project to provide sidewalk and trail connections along Tripleseven Road in Sterling, Virginia. The Public Hearing will be held in a virtual/ on-line event and can be accessed at https://www.lcps.org/Page/208899. LCPS Staff along with team members from J2 Engineering and Gorove Slade will make a presentation beginning at 12:30pm, followed by time for answering submitted questions from the community. The Public Hearing will be broadcast live on Comcast Channel 18 and Verizon Fios Channel 43 as well as live-streamed from the LCPS website (www.lcps.org); there will be no in-person gathering due to the current COVID-19 pandemic. Additional details on the proposal, can be found on the LCPS ‘Safe Routes to Schools’ webpage (https://www.lcps.org/Page/208899). A link for submitting questions prior to and during the May 24, 2021, Public Hearing is also provided on the webpage.

LCPS is planning to add a five (5) foot sidewalk and crosswalks along the east side of Tripleseven Road between Glade Street and Heather Glen Road in the VDOT right-of-way and a five (5) foot asphalt trail on the west side of Tripleseven Road connecting to the existing east/west trail located between Tripleseven Road and Countryside Boulevard. A raised or high visibility crosswalk is proposed on Tripleseven Road, north of the Heather Glen Road intersection. An additional trail is proposed from the existing east/west trail, across LCPS property, to Countryside Elementary school. These pedestrian connections would enhance the opportunity for students to walk or bicycle to school.

Review the proposed project conceptual plan at the virtual Public Hearing, or prior, at https://www.lcps.org/Page/208899. A preliminary project schedule and project materials list, including the environmental assessment (Programmatic Categorical Exclusion) and right-of-way certification, will be available for review and comment 30 days prior, and for 15 days after the Public Hearing at https://www.lcps.org/Page/208899 and discussed at the Public Hearing.

Provide your written or oral comments and questions at the hearing, or submit them by close of business on June 8, 2021, to Safe Routes to Schools Project Manager, LCPS Department of Planning Services 21000 Education Court, Suite 210P, Ashburn, VA 20148 at 571-252-1050 or at lcpsplan@lcps.org
Questions: If you have questions or concerns please contact LCPS Department of Planning Services, 21000 Education Court, Suite 210P, Ashburn, VA 20148 at 571-252-1050 or at lcpsplan@lcps.org on or prior to, June 8, 2021.

LCPS ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact LCPS Department of Planning Services at 571-252-1050.

Federal Project: UPC 116709
State Project Number EN14-053-216; P101 – TAP-5B01(143)
From: Qargha, Saif-ur
To: Sara Howard-O'Brien
Cc: Amir Salahshoor; Paul Weltz; Donna Torraca
Subject: Re: [EXTERNAL] Re: FW: [EXTERNAL] 116709 - Loudoun County Public School SRTS Improvements - Countryside ES - Public Hearing Documents
Date: Monday, April 12, 2021 11:05:04 AM

Sara, please proceed with the PH advertisement while keeping in mind the criteria outlined in the following links.
https://www.virginiadot.org/projects/publicInvolvement.asp

Saif Qargha | Project Coordinator | Local Assistance Program | VDOT | 4975 Alliance Drive, Fairfax, VA 22030 | 703 259-3223 | 571 247 2302
COMMUNICATION & OUTREACH PLAN

Loudoun County Public Schools - Safe Routes to Schools Project
Pedestrian Improvements Associated with
Tripleseven Road – Countryside Elementary School
Monday, May 24, 2021 12:30 PM to 1:30 PM
~Virtual Public Hearing~

Newspaper Advertising – Loudoun County:
Loudoun Now, leading newspaper in Loudoun County and is distributed in print to all homes in the County, as well as daily news coverage on-line.

Notice Letters To:
Homeowners Associations Located Proximate to Improvement and Within School Walk Zone:
- Countryside Proprietary
- Glen Heather Homeowner Association
- Calvert’s Glen Homeowners Association
- Environ Homeowners Association
- Second Environ Home Owners Association
362 individual property owners

LCPS Websites:
- Countryside Elementary School
- Division of Planning Services

County of Loudoun and LCPS:
- Board of Supervisors
- County Administration
- Transportation and Capital Infrastructure
- LCPS School Board

VDOT

Federal Project: UPC 116709;
State Project Number EN14-053-216; P101 – TAP-5B01(143)
Public Hearing Information
Pedestrian Improvements Associated with
Tripleseven Road – Countryside Elementary School
Loudoun County Public Schools - Safe Routes to Schools Project
Monday, May 24, 2021 12:30 PM to 1:30 PM
“Virtual Public Hearing”

ITEMS AVAILABLE FOR REVIEW

# ITEM

1  Public Hearing Notices: Newspaper Advertisement, Notice Letter and Poster
2  Communication and Outreach Plan
3  Brochure
4  Proposed Pedestrian Improvement Plan SRTS PH Countryside ES, dated August 2020
5  Crosswalk Study dated March 10, 2021, Revised April 16, 2021
6  Speed Study dated April 16, 2021
7  Public Comment:
   a. Correspondence Received to Date
   b. Summary January 2021 Survey Results
   c. January 2021 Survey Results and Addendum
   d. Comment Sheets Available for Use by Public
8  School Year 2020-2021 Walk Zone
9  Attendance Boundary Map
10 Environmental Review (Programmatic Categorical Exclusion)

Federal Project: UPC 116709;
State Project Number EN14-053-216; P101 – TAP-5B01(143)
APPENDIX B

Location and Design Public Hearing Meeting Exhibits
Excerpts from 30% Plan and Profile (full Plan posted):
APPENDIX C
Location and Design Public Hearing Brochure
SAFE ROUTES TO SCHOOL

Virtual Public Hearing
Pedestrian Improvements Associated with Tripleseven Road – Countryside Elementary School

Monday, May 24, 2021 12:30 to 1:30pm
Livestreamed at LCPS website: www.lcps.org
Link Available Loudoun County Public Schools Planning Services
https://www.lcps.org/Page/208899
Broadcast live on Comcast Channel 18 and Verizon Channel 43

Virtual Public Hearing

Welcome to the Loudoun County Public Schools (LCPS) virtual public hearing for the proposed pedestrian improvements associated with Tripleseven Road and Countryside Elementary School. These improvements are being provided as a part of the Safe Routes to Schools program.

This virtual public hearing is being held to inform the public of the proposed pedestrian improvements planned along Tripleseven Road. It provides citizens the opportunity to ask LCPS staff questions about the proposed project and provide comment. LCPS strives to ensure that all members of the community have the opportunity to participate in the public process on transportation projects and programs affecting them.

A comment sheet is included on the https://www.lcps.org/Page/208899 page for this meeting and your input is encouraged. See additional information on the other side of this brochure.

Project Overview

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Provide safe pedestrian travelway and crosswalk for students at TripleSeven Road to the school</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Limits</td>
<td>Glade Street to Heather Glen Road</td>
</tr>
<tr>
<td>Total Length</td>
<td>900+/- feet</td>
</tr>
<tr>
<td>Improvements</td>
<td>Sidewalk/trails and crosswalks on Tripleseven Road and Countryside Elementary School property</td>
</tr>
</tbody>
</table>

Project Description

The project proposes to provide a five (5) foot sidewalk and crosswalks along the east side of Tripleseven Road between Glade Street and Heather Glen Road in the VDOT right-of-way and a five (5) foot wide asphalt trail on the west side of Tripleseven Road connecting to the existing east/west trail located between Tripleseven Road and Countryside Boulevard. A raised or high visibility crosswalk is proposed on Tripleseven Road, north of the Heather Glen Road intersection. An additional trail is proposed from the existing east/west trail, across LCPS property, to the school. The project is located in Sterling, Virginia. These pedestrian connections would enhance the opportunity for students to walk or bicycle to school safely. The funds for these improvements are provided through a Safe Routes to School Transportation Alternatives Program grant. Improvements are proposed within the existing right-of-way. No additional right-of-way or utility relocations are needed. There are no anticipated adverse environmental impacts with this project.
### The Project Will Also Include:
- Painted Crosswalks on Glade Street and Heather Glen Road at Tripleseven Road
- Raised or High Visibility Crosswalk on Tripleseven Road north of Heather Glen Road

### Estimated Project Costs:
- Projected Total Costs: $500,000
- Professional Services: $146,000
- Construction: $354,000

### Civil Rights
LCPS ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact Loudoun County Public Schools, Division of Planning Services at 571-252-1050.

### Right-of-Way and Environmental
Improvements are proposed within the existing right-of-way. No additional right-of-way or utility relocations are needed.

VDOT has performed environmental reviews. In accordance with 23 CFR 771 and the National Environmental Policy Act (NEPA), a Programmatic Categorical Exclusion (PCE) has been received from VDOT acknowledging that there are no adverse environmental impacts anticipated.

### Contact Information
Provide your written or oral comments at the hearing or submit them by close of business on June 8, 2021 to Safe Routes to School Project Manager, Loudoun County Public Schools, 21000 Education Court, Suite 210P, Ashburn, VA 20148 at 571-252-1050 or at lcpsplan@lcps.org

Questions or Concerns:
Contact Sara Howard-O’Brien at Loudoun County Public Schools, Division of Planning Services, 21000 Education Court, Suite 210P, Ashburn, VA 20148 at 571-252-1050 or at lcpsplan@lcps.org on or prior to June 8, 2021.

### Anticipated Schedule:
- Advertise for Construction: Spring 2022
- Begin Construction: Summer 2022
- Construction Completion: Fall 2022

Federal Project: UPC 116709
Project Number EN14-053-216; P101-TAP-5801(143)

### Review Plans
The proposed project conceptual plans at the virtual public hearing or online at Loudoun County Public Schools, Planning Services [https://www.lcps.org/Page/208899](https://www.lcps.org/Page/208899). Plans will be available until June 8, 2021.
APPENDIX D

Summary of Public Hearing

Public Hearing Notes: Countryside Elementary School-Tripleseven Road

5-24-2021: 12:30 pm to 1:30 pm: At least six citizens were in attendance. The meeting was virtual; additional citizens may have viewed the public hearing without speaking or submitting written comments. The public hearing was recorded by LCPS Department of Digital Innovation and a transcript was created from the recordation.

In attendance:
- Sara Howard-O’Brien, LCPS Planning
- Donna Torraca, LCPS Planning
- Chris Glassmoyer, LCPS Construction
- Greg Barnes, LCPS Construction
- Elizabeth Kraatz, LCPS Transportation
- Janice Jennings, LCPS Instruction SRTS Program
- Jim Bishoff, J2 Engineering
- Paul Weltz, J2 Engineering
- Tushar Awar, Gorove/Slade Associates, Inc.
- Six citizens (may have been additional citizens listening to virtual hearing)

Sara Howard-O’Brien provided introductions and a detailed description of the project. Public hearing information included:
- Comments to be received at the hearing
- Public Record to remain open for an additional 15 days through June 8, 2021
- Project Information posted on the LCPS website @ https://www.lcps.org/Page/208899, including the Environmental Document (Programmatic Categorical Exclusion (PCE))
- Review of Public hearing noticing (newspaper, property posting, mailed notices)
- Review of SRTS program and project funding
- Review of prior community outreach
- Detailed description, project status and projected timeline for review process
- Questions and answers received to date
- Received additional project comments, both written and verbal, and responded

Citizens offered the following public hearing comments and concerns. A detailed list of the questions received prior to and at the public hearing, along with responses, is included at Appendix E. Below is a summary of the comments with a summary of LCPS responses in parenthesis.
- The crosswalk improvement should be further south on Tripleseven Road (LCPS advised that consideration was given to constructing pedestrian connections to the south, however, there are many challenges including topography, drainage, availability of right-of-way and funding restrictions that made improvements to the south impractical for a SRTS project)
• The crosswalk should be raised (the proposed high visibility crosswalk is supported by crosswalk criteria and VDOT. Both the raised and high visibility crosswalks are designed to draw the driver’s attention to the crosswalk)
• The sidewalk/trail pedestrian connections should be provided along the east or west side of Tripleseven Road, south to Cromwell Road (the combination of natural and manmade features to the south toward Cromwell do not allow the improvements to be undertaken in a SRTS project)
• The 25-mph speed limit should be extended further to the south to Regina Drive (Regina Drive is outside the scope of the SRTS project; if the community desires to have the speed limit lowered, requests should be made through the County and VDOT)
• The crosswalk should include flashing pedestrian signage (the crosswalk will include signage but not flashing signage in accord with the type of crosswalk proposed, existing conditions and crosswalk criteria)
• A crossing guard should be provided (the speed limit is proposed at 25mph; a crossing guard is not proposed)
• Concern was expressed for the speed of motorists traveling on Tripleseven Road; how will the proposed 25mph speed limit be enforced (the speed limit will be posted and the high visibility crosswalk will draw the driver’s attention to pedestrian traffic; if the community is experiencing speeding in the neighborhood they should consider contacting the County Sherriff’s Office)
• Concern was expressed for the sight line to the crosswalk in relation to the curve located to the north of the proposed crosswalk (the proposed crosswalk exceeds the stopping sight distance for the proposed 25mph as well as the existing 35mph. The stopping sight distance requirement for 25mph is 155 feet and 250 feet for the current 35mph. The field observed sight distance is approximately 330 feet from the north)
• With regard to the connecting Countryside Propriety Trail, concern was expressed for the lack of trail lights, the wooded nature of the Countryside Proprietary trail, foxes in the area, and vehicles parking in the area immediately adjacent to the trail entrance on the west side of Tripleseven Road. A citizen also indicated that there is a registered sexual predator that lives in the vicinity (the area was evaluated and found to be daylight during school arrival and dismissal times. The trail is situated in a residential community with homes abutting on both sides. Citizens should be aware of wildlife in the area. There will be no parking signs posted at the trail connection with the implementation of the proposed pedestrian improvements. As with any community, citizens should be aware and alert to registered offenders.)
• Citizens asked, if the improvement is implemented, LCPS maintain the bus service (the decision to retain bus service will be reviewed in a separate process. Walk zones are evaluated on an annual basis through the Division of Transportation Services and the School Board)

Reference Appendix E for citizen written comments and compilation of Frequently Asked Questions received on the proposed project.
APPENDIX E

Written Comment Forms (Emails)

VIRTUAL PUBLIC HEARING
Pedestrian Improvement Associated with
Tripleseven Road – Countryside Elementary School
SAFE ROUTES TO SCHOOLS PROJECT
Monday, May 24, 2021 12:30 to 1:30pm
Livestreamed at LCPS website: www.lcps.org
Link Available Loudoun County Public Schools Planning Services
www.lcps.org/Page/208899
Broadcast live on Comcast Channel 18 and Verizon Channel 43

Name (optional) _______________________________________________________________________
Address (optional) _____________________________________________________________________
____________________________________________________________________________________
Email Address (optional) ________________________________________________________________

1. Do you support this project? Yes ____  No____  Yes, with the following suggestions:

2. What are the major concerns that you would like to see considered in the design of this project?

3. Please provide us with any additional information which you feel would improve this project.

4. How did you hear about the meeting?
   Newspaper _____  Direct Mail _____  Other _____
From: Chris Butler <chrisbutler@yahoo.com>
Sent: Wednesday, May 5, 2021 3:30 PM
To: LCPS-PLN-PLANNING <LCPSPLAN@lcps.org>
Subject: [EXTERNAL] Countryside ES proposed pathway

TO: Donna Torrca, Planning Coordinator
To: LCPS Planners

PROPOSED ACCESS ROUTE FOR CHILDREN GOING TO COUNTRYSIDE ELEMENTARY SCHOOL

We are AGAINST the LCPS proposal for using the existing Countryside Proprietary trail for access to Countryside Elementary School by young children from Calvert’s Glen and Glen Heather for the following reasons:

1. This low visibility, secluded, wooded route is out of sight of vehicular traffic and is not safe for young children! It is an accident or assault waiting to happen.

2. There are 3 south side walkways adjacent to high density housing units and parking areas that closely access the trail, which could make confrontations more likely just because of numbers and proximity. Even these access routes are not within easy sight of watchful eyes.

3. The trail is not well maintained by Countryside Prop.
   a. There are cracks in the surface and in one place the trail is sloped to the side which makes it slippery and a hazard when wet.
   b. Bushes currently project small eye-height branches over the trail, showing neglect by Countryside Prop.
   c. The trail is not regularly (daily) cleared of snow, ice, leaves, or debris.
   d. The trail is not lighted.

QUESTION:
Has LCPS contracted with Countryside Prop. for daily (by 5:00 AM) clearing of snow, ice, and obstructions? Will Countryside Prop. accept liability for heavy use of their property by other communities?

This is not the same as the use of public property or access ways such as Cromwell.

4. Walking the proposed route would be longer and less safe for Calvert’s Glen students than if
LCPS added a second crosswalk at Regina Dr. and 777.

5. The alternative LCPS proposed crosswalk at Glade St. or Heather Glen Road could be easily connected to Cromwell Rd. by the addition of an asphalt trail adjacent to 777 on the west side in the VDOT right of way. This would not increase the walking distance from Glen Heather unless LCPS approves of students crossing 777 before they get to the crosswalk to cut distance to the end of the Countryside trail.

Robert C. Butler
Calvert’s Glen
From: LCPS-PLN-PLANNING
To: Constance Jenkins
Cc: Sara Howard-O'Brien
Subject: RE: [EXTERNAL] LCPS Community Information Meeting May 24, 2021
Date: Sunday, May 23, 2021 9:22:44 PM

Mr. and Mrs. Jenkins —

Thank you for your email with both comments and questions specific to the proposed Safe Routes to School (SRTS) project, proximate to Countryside Elementary School. With this reply, I’m also forwarding to Mrs. Howard-O’Brien.

Should you wish to submit your questions for tomorrow’s public hearing, for addressing during the meeting, I am providing a link to the virtual hearing’s question link: SRTS Pedestrian Improvements: Countryside Elementary School Sidewalk & Trail Connection Project Along Tripleseven Road.

Kindly,

Bev Tate

Loudoun County Public Schools
Division of Planning Services
21000 Education Court, #210P
Ashburn, Virginia 20148
lcpsplan@lcps.org
571.252.1050

From: Constance Jenkins <conniejenkins57@comcast.net>
Sent: Friday, May 21, 2021 3:34 PM
To: LCPS-PLN-PLANNING <LCPSPLAN@lcps.org>
Subject: [EXTERNAL] LCPS Community Information Meeting May 24, 2021

Beverly Tate, Director
Loudoun County Public Schools
Division of Planning Services
21000 Education Court, Suite 210P
Ashburn VA 20148

RE: Virtual Public Hearing Loudoun County Public Schools

To Whom It May Concern:

With respect to the May 24, 2021 Public Hearing to review a proposed Safe Routes to Schools (SRTS) sidewalk and trail connection project along Tripleseven Road, following are concerns to your current proposal. Please also refer to my letter dated February 26, 2021 addressed to Sara Howard-O’Brien, Land Management Supervisor

1. Using the existing Countryside Proprietary trail for our young children from Glen
Heather and Calvert's Glen communities should be “red-flagged”. It is currently a trail that is/and has not been NOT been well kept, includes a wooded area that is overgrown, and the trail itself is in need of repair of cracks, etc.

2. There is always a threat of danger befalling children who walk through a wooded area, especially those who are unaccompanied, and specifically in the wintertime when many might be going home when it is dark outside. Do you plan to add lighting to this trail? If you do not then it should be a no brainer to abandon this idea, as it will be an “assault” or possible kidnapping just waiting to happen. We recently received a warning on the Nextdoor app of a sexual offender living in the area and to purposely have children walking a wooded, unlighted area is a haven for such offenders, so we sincerely hope you will give this concern your utmost consideration.

3. Since the Countryside Proprietary trail is privately owned, what and how do you propose to obtain jurisdiction to have the students use this trail to access the school? Do YOU have adequate plans in place or WHO will be responsible for maintaining the trail to keep the shrubs trimmed, the trail cleared of ice & snow in the wintertime, and repairing cracks that currently exist to further ensure the safety of children?

4. Have you considered instead adding an asphalt (or other) trail on the western side of 777 alongside Cromwell Road for the Glen Heather students to use? There is currently a concrete sidewalk on the opposite side of Cromwell that connects to the Tripleseven pathway that was installed in 1996-1997. Which brings me to another question? When is VDOT going to re-install the removed crosswalk at Regina Drive and Tripleseven Road? You cannot, and must not, expect children from Calvert's Glen to cross Tripleseven Road at Regina Drive without this crosswalk being reinstated. Further, at the minimum, a “blinking” light should be installed there due to the speeders (many, many), who choose to ignore the current 35 mph speed limit. The 35 mph speed limit should also be reduced to 25 to include the Regina Drive & Tripleseven Road area. Please also refer to a letter I previously submitted to Sara Howard-O'Brien regarding the history of the pathway and the subsequent crosswalk that was installed and at some time when the roadway was repaved, the much-needed crosswalk was just randomly removed. A new handicapped ramp was also replaced at some point, but was installed totally incorrectly, with the drive-off portion being directed AWAY from the crossing and directly into the roadway. Connie's letter to Ms. O'Brien also discussed getting this “ramp” replaced correctly.

Respectfully submitted,

Anthony and Connie Jenkins
111 Copper Court
Sterling VA 20165
540-729-1037
Ms. Steiner –

Thank you for your email. And you are correct that comments will be accepted up through June 6, 2021.

Loudoun County Public Schools
Division of Planning Services
21000 Education Court, #210P
Ashburn, Virginia 20148
lcpsplan@lcps.org
571.252.1050

From: Kimberly Steiner <kimberlyannsteiner@gmail.com>
Sent: Tuesday, May 25, 2021 9:30 AM
To: LCPS-PLN-PLANNING <LCPSPLAN@lcps.org>
Subject: [EXTERNAL] Safe Routes to School - Tripleseven Road/Countryside Elementary School

To Whom It May Concern,

During yesterday’s meeting it was stated that public comments remain open until June 6. Please see my comments below or attached.

1. I do support this project, with the following suggestions: We must have a raised crosswalk. It was stated that the votes were about 50:50 and I’d like to advocate for a raised crosswalk. There is nothing to slow cars down on 777 from Palisades Parkway all the way to the end of Enviorns Road.

2. What major concerns that I would like to see considered in the design of the project: We need a physical way to slow drivers down, rather than something that is a visual cue to slow down. Speed limits are already posted and act as visual cues, but as a resident of the Enviorns Neighborhood for over 30 years, I can attest that these speed limits are not followed consistently.

3. Additional information to improve the project: Please consider a raised crosswalk.

Thank you,
Kimberly Steiner
(179 Heather Glen Road, Sterling, VA 20165)
Ms. Steiner –
I must correct my earlier reply in that comments will be accepted through Tuesday, June 8 – not Sunday, June 6.
My apologies for the incorrect information sent just a few minutes ago.
Kindly,
Bev Tate

Loudoun County Public Schools
Division of Planning Services
21000 Education Court, #210P
Ashburn, Virginia 20148
lcpsplan@lcps.org
571.252.1050
FREQUENTLY ASKED QUESTIONS

1. These communities have existed for some time. Why are these improvements being suggested now?
   LCPS regularly reviews school sites and surrounding communities for missing pedestrian connections to improve and ensure safe routes to school for the children of Loudoun County. While reviewing schools in the eastern Loudoun this missing link was noted. The Countryside Elementary School pedestrian project was endorsed by both the School Board (2017 and reaffirmed 2019) and the Board of Supervisors in 2019.

2. Will bus transportation for Glen Heather and Calvert’s Glen be removed with implementation of these improvements?
   The establishment of walk zones is a separate process and areas are evaluated on an annual basis through the LCPS Division of Transportation and approved by the School Board. The purpose of Safe Routes to Schools improvements is to provide a safer walking environment for families, should they choose to walk their children to school. There is the possibility that staff will recommend the area east of Tripleseven be included in the Countryside Elementary School walk zone.

3. Why is there no sidewalk or trail proposed on the west side of Tripleseven Road from Glade to Cromwell Road?
   Several options were reviewed for the proposed pedestrian project including both sides of Tripleseven Road, south of Glade Drive. There are many challenges including topography, drainage, availability of right-of-way and funding restrictions. Portions of the alignments to the south would necessitate reconstructing drainage facilities and/or incorporating retaining walls. Further, there is limited right-of-way further south on the eastern side of Tripleseven Road and power lines along both sides of the road that may need to be relocated. Finally, there are both limits on SRTS funding as well as limitations on how SRTS funding may be spent. The combination of natural and manmade features, coupled with funding limitations, do not allow for the improvements to be undertaken to the south toward Cromwell.

4. Why is the crosswalk proposed in the current location and not further south on Tripleseven Road, further away from the curve located north of the Countryside Proprietary trail entrance?
   A SRTS crosswalk must provide connectivity to a sidewalk or trail system. There are significant challenges to constructing the sidewalk further south. There are both natural and
manmade constraints to the south on Tripleseven. The proposed crosswalk is positioned to allow convenient access to the existing Countryside Proprietary trail. More importantly, the proposed location of the crosswalk exceeds the stopping sight distance for the proposed 25mph speed.

The ‘Stopping Sight distance’ requirement is 155’ for 25 mph speed limit and 250’ for the current 35 mph speed limit. The field observed sight distance for the proposed crosswalk is approximately 330', from the north.

5. **Does LCPS have permission to use the Countryside trail?**
   LCPS has received the cooperation and permission of the Countryside Proprietary Board to allow a public access easement to be placed over the Countryside Proprietary trail.

6. **Will Countryside Proprietary be clearing snow, ice, and obstructions in inclement weather?**
   As a part of the Public Access Easement, the Proprietary continue to be responsible for any repair, maintenance, and snow removal for the trail.

7. **Will improvements be done to the Countryside trail?**
   The Countryside Proprietary trail will remain under the ownership of the Proprietary. LCPS, as a part of the project, will evaluate the trail for any necessary repairs.

8. **Will lights be added to the Countryside trail?**
   The area was evaluated in the fall, winter and spring and found to be daylight during school arrival and dismissal hours. Countryside Elementary School starts at 7:50 a.m. and dismisses at 2:35 p.m.
   In the mornings, it was found to be daylight sufficiently early for students to walk to the school.

9. **Will there be a crossing guard with these improvements?**
   The Crossing Guard program is managed through the Loudoun County Sheriff’s Office. There is no crossing guard planned in conjunction with the proposed crosswalk improvements.

10. **Why was the crosswalk removed at Regina Drive?**
    LCPS inquired about this crosswalk after the February 2020 community meeting and it was determined that the crosswalk was removed during the last paving of Tripleseven Road. LCPS alerted VDOT staff to this issue and asked for review of the “missing” crosswalk. A crosswalk is now located at the nearby church intersection.

11. **Can the crosswalk be returned at Regina Drive?**
    The community would need to discuss the return of the Regina Drive crosswalk with VDOT as it is outside the project limits of the SRTS project.
12. **Can the reduction of speed be extended to start before Glade further down Tripleseven Road?**

If the community wishes to reduce the speed further to the south, it would be necessary for the community to make such a request to the County and VDOT. Such a speed reduction is outside the scope of the proposed SRTS project.

It is important to note that the crosswalk meets the sight distance requirements for both the proposed 25 mph as well as the existing 35mph. The ‘Stopping Sight distance’ requirement is 250' for 35 mph speed limit and 155' for 25 mph speed limit. The observed, in the field, sight distance is approximately 330' (from the north).

13. **What is the difference between a raised crosswalk and a high visibility crosswalk?**

A raised crosswalk has a slight hump whereas a high visibility crosswalk is level with the road. Both are marked to draw attention to the crosswalk and both have pedestrian signage.

14. **Will there be a flashing school sign or pedestrian sign at the crosswalk?**

There will be a pedestrian sign located proximate to the crosswalk but will it not be flashing. School zone signs are not located in this area since there is no direct access to the school from Tripleseven Road.

15. **What is being done to prevent erosion where the new trail is being built?**

An Erosion and Sediment Control plan has been created to show various measures which will prevent erosive scenarios and preclude sediment build-up during the construction phase. These measures will be carefully orchestrated to encourage permanent stabilization even after the construction phase has ended. Measures such as silt fence, “super” silt fence, diversion dikes, tree protection, inlet protection, and check dams will be implemented where necessary as will permanent seeding and matting, which will be permanent fixtures to the site. The specific measures to be implemented will be determined as a part of plan review and approval.

16. **If approved by VDOT, when will this project be completed?**

LCPS expects to begin construction by the Summer of 2022 and complete by the Fall of 2022.

17. **If approved by VDOT, how long will this project take?**

Construction of the project can be done within the summer months, weather continent.

**QUESTIONS FROM PUBLIC HEARING:**

18. **What did your speed study find?**

VDOT has a specific format in which we have to complete a speed study. As a part of the speed study we were requesting that the 25 miles per hour zone be extended further south by
approximately 300 feet. To answer your specific question regarding the speed data, we had put up speed data collection equipment, ATR, in this location, just north of Heather Glen Road, to measure what speed cars are are actually travelling. The average speed was over 25. It was about 30 miles per hour, but generally, cars were going somewhere between 20 to 30 miles per hour. The 85th percentile was slightly higher at 35 miles per hour. We were able to justify bringing the speed limit down for this section based on the characteristics of the neighboring and surrounding land use which is predominantly residential. We also requested a reduction based on this crosswalk, which will be used by school kids. VDOT approved extending the reduced speed limit for an additional 300-foot section to 25 miles per hour. The sight stopping distance for the proposed crosswalk meets both the 25mph and the 35mph speeds.

19. **How will the 25 miles per hour be enforced?**

   It is our voices that help to get the additional layer of speed enforcement, which is the Sheriff's Office. Residents can request that from time to time. The Sheriff’s Office patrol is helpful in reminding people that they could potentially be ticketed. We certainly will be posting speed limit signs. We will be posting the pedestrian crossing signs. The high visibility crosswalk itself will draw attention, the driver's attention, to let them know that there is a formal crossing in the area. We have tried to publicize this information, as well, as much as possible. If there is a speeding issue in your neighborhood, request assistance from the Sheriff’s office for monitoring of the traffic in the area.

20. **Do you consider it safe for elementary school children to use the unlighted, overgrown, wooded trail from Glen Heather to the school in this day in age, especially when at least one registered sexual predator lives nearby?**

   We find that the trail is in daylight during the arrival and dismissal time for the schools. If Loudoun County Public Schools did not feel this trail were safe, we would not be recommending it. So yes, we do feel that it is a safe trail for children to walk on. There are residential communities immediately nearby in that area. It is not an isolated trail that goes to the school. In terms of the registration, everyone needs to be aware of those types of things in the communities. Parents feel differently about walking their children to school. Some parents walk their kids to school and come back. Loudoun County Public Schools has a program where we encourage parents to consider walking, at least one day a week in terms of getting their children to school that way, just as an overall part of reducing congestion in the area. But for the purposes of the Safe Routes to School project, yes, we do consider it to be a safe pathway or we would certainly not be recommending it.

21. **Can you confirm that this plan is going forward 100% confirmed?**

   We have not received final approval on the project. We have a series of steps and review process that we go through. As a part of that, we have just submitted our initial plans which
are the 30% plans. We need to submit our 60% plans, followed by 90% plans over the course of this year. Ultimately, if VDOT approves our plans, then the project would definitely be going forward. We do have funding for the project, so the project is funded, but we do not have our final plans approved.

22. **There is a daily occurrence that work vans, passenger vans, cars, and trucks park immediately at the path entrance on the west side of Tripleseven at the path entry. What will be done to move those vehicles?**
   The proposed improvements will incorporate curb and gutter, along with a sidewalk from the proposed crosswalk to the existing path. There will be NO PARKING signage within the improvement limits to ensure no one parks on the sidewalk. The proposed improvements are located within existing VDOT right of way, so we assume the vehicles are parking in VDOT right of way.

23. **Who initiated this walk to school? Was it LCPS or was it Safe Routes to School?**
   It is Loudoun County Public Schools that initiated the project.

24. **For all the children that are in Calvert Glen that would need to walk, they would cross Tripleseven Road at Regina Drive and go right down Cromwell. Why aren't we using that cross walk right here, which we now have to repave? Why are we not crossing at Regina Drive and using a crossing guard here when it's right down the street from a crossing guard across from the school?**
   That was our team's first review for this Safe Routes to School program. We looked at building a sidewalk that would run along the west side of Tripleseven Road. When we reviewed that, what we found were a number of things. The existing topography, the available right-of-way, the storm water management drainage situation, as well as existing storm drain systems, created cumulatively, so many challenges that we didn't feel that we would be able to implement the project on that side of the road. And so that's when we started to look for an alternative and determined that an alternative route would be to go to the north instead of to the south to the pedestrian network that is located in the communities that are located on the east side of Tripleseven Road. There's a complete sidewalk system within your communities, to come out to Glade and Heather Glen and then connect over to the Countryside Proprietary trail. Those limitations, both in terms of the manmade and physical limitations on the west side of Tripleseven combined with limitations on Safe Routes to School funding set us looking for an alternative and this is the alternative that we are putting forward.

25. **There is a proposed walkway along the west side of Tripleseven that is part of the development of Sterling Meadows where Regal is. Why can't LCPS use this trail?**
   The Sterling Meadows developer did proffer to provide funding toward a trail. They are not actually building the trail. They are giving the County a certain cash contribution for the
future trail. We actually met with the developers at the time of their rezoning but as they went through the process the end result was a cash contribution toward the future of that trail to be implemented at a later date. The County has a sidewalk program as well, and so that could be a part of something the County may be able to do in the future. For the purposes of our Safe Routes to School funding and our Safe Routes to School project, that particular sidewalk is not something LCPS felt we could actually implement. When we start talking about retaining walls and rebuilding storm drainage systems, that's not within the parameters or scope of this type of Safe Routes to School project.
APPENDIX F

Location and Design Public Hearing Sign-In Sheets

The public hearing was virtual. The following persons spoke and/or submitted comments to the record. Address from public hearing notice list or email:

**Chris Butler**  
Butler, Robert C  
105 Copper Ct  
Sterling, VA 20165-5826

**Melanie Careras**  
Carreras, Melanie E  
110 Country Rd  
Sterling, VA 20165-5819

**Christina Zourzoukis**  
Zourzoukis, Christina  
212 Winter Frost Ct  
Sterling, VA 20165-5821

**Courtney White**  
White, Courtney L  
203 Winter Frost Ct  
Sterling, VA 20165-5821

**Becka Timmons**  
Rebecca H Timmons  
194 Heather Glen Road  
Sterling, VA 20165

**Karen Rudat**  
Rudat, Karen H  
248 Markwood Dr  
Sterling, VA 20165-5815
Kimberly Steiner  
(address from email)  
179 Heather Glen Road  
Sterling, VA 20165

Anthony and Connie Jenkins  
Jenkins, Anthony P and Connie  
111 Copper Ct  
Sterling, VA 20165-5826
APPENDIX G

Public Hearing Transcript – May 24, 2021
APPENDIX H

Loudoun County School Board and Loudoun County Board of Supervisors Joint Resolution
Sara Howard-O’Brien: Good afternoon, everyone. My name is Sara Howard O’Brien. I work for Loudoun County Public Schools Planning Division and I’m here today along with our project team to hold a Public Hearing for our proposed Safe Routes to School project that is associated with the Countryside Elementary School. We are here to accept your comments into the public record. And I want to make a point to say that the public record will remain open after this date, after this hearing, for an additional 15 days which goes through June 8, 2021.

We do have all of our information on the project posted on the LCPS website under the Planning Division and there will be this recording posted as well as the transcript of the meeting after today. The link to submit comments or questions for this meeting is also on our website. You can find it on the LCPS website LCPS.org/Page/208899. I'm going to repeat that. It is, LCPS.org/Page/208899.

I want to state for the record that in preparation for this public hearing, the meeting was advertised in the newspaper with local circulation, Loudoun Now, and it was posted as well on the Loudoun County Public Schools website. The property was physically posted with signage as well as around Countryside Elementary School so that folks that have an opportunity to see the posting for this hearing. Homeowner associations that are proximate to this project and within the walk zone received notice and we also sent out approximately 360 individual property owner notices. Of course, local officials, including the School Board and the Board of Supervisors were notified as well as key staff members from the County of Loudoun as well as the Virginia Department of Transportation.

Before I begin the presentation, I do just want to say that we have a large team here with us today and they include from our Loudoun County Public Schools Construction Division Chris Glassmoyer and Greg Barnes. Donna Torraca joins us from the Planning Division of the schools and Elizabeth Kraatz is here from LCPS Transportation. We also have our consultants who are working with us on this project. Jim Bishoff and Paul Weltz from J2 Engineering as well Tushar Awar from Gorove Slade traffic consultants. We are pleased to have the whole team here should there be questions that they can help to answer.

The schedule for today’s meeting is that I plan to provide a brief overview of the project and then I'm going to review a series of questions that we have received over the course of this project and those have come from our community meeting that was held in early 2020. We've received letters and e-mails as well on the project and we also had our survey that we did January February timeframe of this year and there were comments that were submitted as a part of that. So, I will review those questions and answers to provide an overview and hopefully answer some of the questions that people might have and then, of course, we will also be accepting additional public comment today. Any questions that we are unable to answer for you today or that should
come in in the open period, we will compile them, answer them and post them on the LCPS Planning Division website along with the other Safe Routes to School information that has already been posted and that is the same website link that I provided. That is the lcps.org/page/208899. Now, if I could, Aaron, share the screen, I will make the brief presentation. Okay. Great.

I hope everyone can see this. As I indicated before, this is a public hearing for the Safe Routes to School project for pedestrian improvements associated with Countryside Elementary School. The Safe Routes to School program is a federally funded program and the purpose of the program is to provide funding for localities to improve circulation systems, pedestrian circulation systems, to allow children to walk and bicycle to school safely. This project is for Countryside Elementary School and Countryside Elementary School is located to the west of Tripleseven Road and to the east of Countryside Boulevard. The improvements that we are looking at are associated primarily with Tripleseven Road.

For those who live in this neighborhood, you know that currently there's not a complete pedestrian network that allows residents to access the school and that's particularly true along Tripleseven Road. So, what we have looked at as a part of this project is to find a way to provide an alternate route to allow residents to get to Countryside Elementary School. The project that we have looked at, we have found in studying this area, is that for those residents that live on the east side of Tripleseven Road in particular, there's not a sidewalk system to allow them to access the school. And so, it is proposed, that with these improvements, we'll be able to provide a continuous pathway for those residents to access the school itself. There are certain improvements that are proposed as a part of this.

Many of you have seen this graphic arrive in your mailbox with various notices that we have extended for various community meetings and the survey and information out to the public. This project does include providing additional sidewalks along the east side of Tripleseven Road, Crosswalks at the intersections of Glade and Heather Glen Road with Tripleseven, and reducing the speed limit to ensure that the proposed crosswalk across Tripleseven is included at the reduced speed of 25 miles per hour.

This graphic shows and highlights a little bit clearer the proposed improvements. I would like to walk through with you again these improvements. So, we're proposing a sidewalk really between Glade up to Heather Glen. A sidewalk does not exist now. Then we are proposing painted crosswalks across Glade and Heather Glen as they intersect with Tripleseven Road. On the west side of Tripleseven Road there will be a short trail connection, extended trail connection, to access an existing trail that is part of the Countryside Proprietary management that goes between Tripleseven Road all the way over to Countryside Boulevard and as such goes in close proximity to our Countryside Elementary School. A crosswalk that will be across Tripleseven Road will be a high visibility crosswalk. You may remember, as a part of the survey
that we sent out, we asked if there was a preference in the community for high visibility or a raised crosswalk, and in the survey, it came down to about 50/50, but it was a slightly higher for the high visibility. Also, and perhaps more importantly, working with the Virginia Department of Transportation and the guidelines that are set up for the types of sidewalks that may be provided in these types of situations, the Virginia Department of Transportation was supportive of the high visibility crosswalk. That high visibility crosswalk will include signage associated with that to alert the traveling public to the crosswalk in addition to what we call the zebra striping that will be associated with that type of crosswalk.

Further on our plan is, of course, is to provide an access into the school itself. So, we are proposing a trail connection that will go between the Countryside Proprietary trail into the back of the school so that there will be a complete and continuous pedestrian access for folks to reach the school.

As I noted before, currently, it's interesting how the speed limit signs are set up if you've noticed. There has been some question as to whether or not, doesn't the speed already, isn't it already 25 miles per hour in that area. Actually, it's not. The speed for the reduced speed of 25 miles an hour starts past Heather Glen, to the north of Heather Glen, and what we propose to do is to move that speed limit further south so that the crosswalk is included in that, and that will change that posted speed limit in that area to 25 miles per hour. All the improvements are proposed to be within the VDOT right-of-way.

I'll give you a little bit of background on the funding. Loudoun County Public Schools did receive the funding as a part of a Safe Routes to School award. We received funding in 2015 and 2014 and those funds are being applied to this project. 80% of the cost of this improvement is reimbursed through this grant opportunity with Loudoun County and Loudoun County Public Schools providing the match of 20%. The estimated cost for the overall project is $500,000.

We have conducted outreach as a part of reviewing this proposal. We had a community meeting back in January of 2020. We've had considerable outreach to the HOA’s in the area, the HOA’s that are proximate to this project and are within the school walk zone and we have, of course, coordinated with Countryside Proprietary and the use of their trail. Most recently we did a community survey in the January/February time frame to solicit opinion. The majority of the respondents were in favor of the project and along with that, which I'll cover in the frequently asked questions, raised questions and offered input with regard to the project.

In terms of our progress on this particular project, we had our initial plan review comments back from the Virginia Department of Transportation late last year. We did receive our environmental approval for the project this past January 2021 and I would just like to note that the project will have very minimal environmental impacts. It is a project that is already adjacent to existing public right-of-way and it will receive what's called a categorical exemption in terms of our
environmental approval. That document is posted among our public hearing documents and you are free to review that at your leisure.

We had a crosswalk study that was submitted and reviewed along with the speed study that was submitted and reviewed by VDOT and those reviews were both complete just this May.

So, where do we go from here? What is our next step? The way the Safe Routes to School program works is you submit your plans in stages and at each stage the engineering is more detailed. We've received our comments on our 30% plans. The next is to submit our 60% plans, then 90% plans and then ultimately the final approval from the Virginia Department of Transportation, in order to be able to implement the improvements. We hope to be in a position to be able to solicit bids for the construction and award in the spring of 2022 and then construction would follow in the summer and fall of 2022. We are hopeful to be able to get this project started next year.

As I noted, there are series questions that have come to us. I'm just going to go through those. I think it will provide a bit of information. There are several of them on. There were 17 questions that came in so this is going to take me just a couple minutes to do this, but I want to walk through these questions with you so you have the same information and they will be posted on our website as well.

1. **These communities have existed for some time. Why are these improvements being suggested now?**
   Loudoun County Public Schools regularly reviews all of our school sites and the surrounding areas and we try to find missing pedestrian links in that network so that we can improve and ensure safe access to school for our students. While reviewing the schools in eastern Loudoun we noted this particular missing link proximate to Countryside Elementary School. This improvement was endorsed by both the School Board and the Board of Supervisors before beginning this project.

2. **Will bus transportation for Glen Heather and Calverts Glen be removed with the implementation of these improvements?**
   The establishment of the walk zone and the removal of bus service, if you will, is a separate process. Loudoun County Public Schools annually reviews its walk zones through the Division of Transportation and then ultimately those proposed walk zones are reviewed and approved by the School Board. The purpose of this project is to provide an opportunity for children to walk to school safely. That is the reason for this proposed link. There is a possibility that once it's in place and it is reviewed by the Loudoun County Public Schools staff, they could recommend to the School Board that they create walk zones for this area.
3. Why is there no sidewalk or trail proposed on the west side of Tripleseven Road from Glade to Cromwell Road?

This has been a question that has come up many times in our discussions and I would just like to share that we too thought that would be a desired travel path to be able to access the school. We understand the community's desire to have that. We reviewed several options as a part of our Safe Routes to School analysis and our initial feasibility. Unfortunately, what we found for that particular stretch on the west side of the road is that there are a lot of challenges. There is topography and drainage, availability of right-of-way and even restrictions on how the Safe Routes to School money can be spent. So, in looking at that alignment to the south, that specific alignment really that goes from Glade down to Cromwell on the west side, portions of those alignments would necessitate reconstructing existing drainage facilities, incorporating retaining walls in order to get the pathway to work, looking at potentially issues that we may not be able to make it ADA accessible. There's also limited right-of-way, so there may need to be requirement to acquire off-site right-of-way. There are also power lines that run down both the east and the west side of Tripleseven Road. There were just all kinds of combinations of natural and manmade features, coupled with the Safe Routes to School funding limitations that really just don't allow us to take that route. So, what we did was examine if there was another way, another alternative, to be able to provide access to the school, and that is the proposal that you see before you today.

4. Why is the crosswalk proposed in the current location and not further south on Tripleseven Road?

The reason for that is we need to provide connectivity in the sidewalk or trail system. As we just noted, there are some significant issues associated, challenges associated, with building that crosswalk on the west side of Tripleseven. So, in order for this network, the alternative to it as we proposed it to be interconnected, and that is why the location is proposed in its current location. I also think it's really important to note that we looked at that very carefully. We analyzed that as a part of the Crosswalk Study and the proposed crosswalk is positioned to allow not only convenient access to the existing trail, but more importantly, the location of that exceeds the stopping site distance for the proposed 25 miles per hour. It also is compliant with the current 35 miles per hour speed limit. The stopping distance requirement is 155-feet for 25 miles per hour speed limit and 250 feet for the current 35 miles per hour. The field observed site distance, stopping site distance, for the proposed crosswalk well exceeds both of those at 330 feet from the north. I know there's been a lot of concern about whether or not this crosswalk is properly positioned. It certainly complies with all the requirements and we believe that it is. I would note that in reviewing our Crosswalk Study for this project VDOT, the recent review by VDOT, found that it also is in compliance with the regulations.
5. Another question that has come up frequently as whether Loudoun County Public Schools has permission to utilize the Countryside trail?
   The answer to that is yes. Very early in the process we reached out to Countryside Proprietary and met with them and asked if it would be possible for us to utilize their trail. They indicated that it would be, and they have given us permission to create a public access easement across that trail for the public to be able to access the school.

6. Will the Countryside Proprietary be clearing snow, ice, and obstructions in inclement weather?
   As a part of the public access agreement, the Proprietary will continue to be responsible for the trail, any repair, maintenance or snow removal associated with the trail.

7. A question came up as to whether or not there would be any improvements done to that existing trail?
   The ownership again is under the Countryside Proprietary and LCPS will look at that trail to see whether or not there are any improvements that are necessary as a part of the Safe Routes to School project. As you can see from the timelines we have given and how long we have been working on this project, these things occur over time. It takes a long time to implement a Safe Routes to School project and so we're just now starting to get into those types of reviews and details as we move forward.

8. The question was asked as to whether or not we would be adding lights to the Countryside trail?
   We will not be, but we did evaluate the area in the fall, winter, and spring and we have found that it is daylight during school arrival and dismissal hours and that, a bit further, that there is sufficient daylight prior to school arrival to allow students to walk safely in the daylight to the school. Countryside Elementary School starts at 7:50 in the morning and dismisses at 2:35 in the afternoon.

9. The 9th question is whether there would be a crossing guard associated with the crosswalk and with these improvements?
   The crossing guard program is managed through the Loudoun County Sheriff's office. There is not currently a crossing guard planned in conjunction with the proposed crosswalk improvement.

   There was quite a bit of interest in the comments received about crosswalks that had previously been located further to the south on Tripleseven Road. The question about:

10. Why was the crosswalk removed at Regina Drive further to our South?
PUBLIC HEARING TRANSCRIPT

I don't know why the crosswalk was removed further to the south, but we did after hearing about it, reach out to VDOT and inquired about this crosswalk. It's possible that it was removed, you know, the road is repaved or topped on a regular basis for maintenance, and it's possible that it was removed as a part of that process. We had alerted VDOT staff to the missing crosswalk and asked them to take a look at it. I note that there is a crosswalk now located, and I know there have been one previously at the church location, and that crosswalk is there.

11. Whether or not that crosswalk at Regina Drive could be reestablished? That is something the community would need to work with VDOT on. That is not something that is a part of this project or something that we as the Loudoun County Public School system could even initiate or do.

12. Question similarly asked about reduction of speed further south on Tripleseven Road. Is there a way that the 25 mile an hour speed could be extended further to the south? We would offer that if the community as a whole decided they would like to reduce the speed on Tripleseven Road, there is a process for that. You would need to go through the County and VDOT in order to initiate that. It is beyond the scope of our Safe Routes to School project.

We're getting closer, guys and there were a lot of really great questions. We received a lot of excellent feedback on our project. The question was:

13. If this project is approved by VDOT, when would it be implemented? As I've noted, we hope to be able to begin next summer (2022) and have it completed by the fall.

14. Similarly, how long will it take? We believe that the construction of this can occur during the summer months, weather contingent, of course.

15. A question came into about what the difference was between a raised crosswalk and a high visibility crosswalk? The raised crosswalk actually has a bump or a hump, sometimes are referred to as a speed table, where there's actually an increase in the pavement so that you go over an area that's raised in the pavement. You see those around in various places throughout the county. Whereas a high visibility crosswalk is level with the pavement, the pavement itself is not raised, but the markings are very pronounced. As a part of this process we looked at both of those and the support from VDOT is for a high visibility crosswalk, which is what is
proposed to be implemented as a part of this project. There will be pedestrian signage associated with the crosswalk. Those are placed at a distance away from the crosswalk in accord with the regulations.

16. Another question that was asked is whether or not there would be flashing lights; **Whether those school signs would be flashing?**

They will not be. That is not part of the VDOT regulations to allow those types of flashing pedestrian signs. There also would not be a flashing school zone sign. The reason for that, is there is no direct access to Countryside Elementary School from Tripleseven Road. So, those signs will not be flashing, but there will be signage to alert folks to the pedestrian crossing.

Another question that came in is:

17. **What is being done to prevent erosion where the new trail is to be built?**

We are required as a part of our plans to create an erosion and sediment control plan and that plan will incorporate various measures to prevent erosion and preclude any kind of sediment buildup during the construction phase. So, the types of things that would be implemented would include a silt fence or a super silt fence, diversion dykes, tree protection, inlet protection, and check dams. Whatever is necessary as a part of our construction plans would be included as a part of those plans. Again, all those plans are reviewed by the Virginia Department of Transportation. They review those to ensure that what we're doing is in accord with the regulations and will protect for erosion and sediment control. There will also, of course, be permanent seeding and matting once the construction is done. I just note that the particular measures that will be implemented will be determined as a part of the plan review and the chances are good it will be some type of a combination of the examples that I have just given you.

Those are the 17 questions that we compiled from all the sources that I previously mentioned. We have received comments as a part of the public hearing process, some of these I have already covered, but I want to note that we did receive comments as a part of this public hearing process from R.C. Butler and those questions we responded to as a part of the 17 that I just read into the record. We also received comments from Connie and Anthony Jenkins as a part of the public hearing and they related to the use of the Countryside Proprietary trail as well as whether or not we had permission to utilize that and the recommendation that we consider the trail on the west side of Tripleseven down to Cromwell. As I noted, we would have liked to have done that as well. There were too many characteristics, too many obstacles or challenges, that would allow us to do that.
I just was handed another question, and the question came in from Melanie Carreras. I believe, forgive me Melanie if I’ve mispronounced your name. Will this take away the Glen Heather school bus route requiring parents to transport their kids to and from school? Many elementary students are too young to walk this route safely by themselves. I just responded to that question as well as a part of the 15 but very briefly, the walk zone process is a separate and distinct process. It would certainly not occur until after this is in place, so it wouldn't even be looked at until next year. At that time staff would determine whether or not they would make a recommendation for a walk zone in this area and then ultimately the School Board would have the opportunity to review and determine whether or not that walk zone would be established.

Similarly, another question just came and about the bus route. So this one, the last name is Zourzoukis, Christina. So I thank you all very much for the input that you are sending to us with regard to this project.

I just had a (waiting) period here (to see) whether or not there were any additional questions that may come in as a part of this process. We do have a form online in the same place you were able to access getting into this public hearing. I’m looking for my notes. I will read again the website. It is LCPS.org., that's org\page\208899. So, if there are any additional questions that people would like to submit as a part of this public hearing process, you may do so there. We will do our best to answer your questions. And like I said, we will post all these questions and answers at the end of this meeting so that people have access to them.

The other thing I should tell you about this process is that we provide all of this information to the Virginia Department of Transportation as a part of the review for the Safe Routes to School project. So we have kept and compiled all of the questions we have received previously, the letters and the e-mails. We provide that information to VDOT for their consideration is a part of this project and, like I said, we post everything online as well, so everyone has access to that information. For example, they’ve already received the survey results on all the comments and questions that came along with that.

I would also just repeat that the public record, it will be kept open until June 8th to submit any additional questions that you may have. Here again, I will show the access, I suppose I should have clicked on that a minute ago. The access to our web page so that you can find all the information associated with our Safe Routes to School proposal. We try to keep it updated. We provide additional information on that site as the project progresses. Of course, you are always welcome to contact me at Loudoun County Public Schools for any questions that you may have. Again, there is our website. I do work for the Planning Division.
There's the overall map. And this map really is probably easier to read on the screen. It is easier to read on my screen anyway. So, I would just ask at this point, it doesn't seem that we have any additional questions coming in at this time, I would ask my team if I have missed anything or if they have anything they would like to add to the discussion. If so, please speak up, I tried to be comprehensive but if there's something else you feel needs to be added, please jump in.

(Pause)

Okay. I'm not hearing anything. What I'm going to do is I'm going to stop sharing the screen. Okay. And come back on. Good. And I what I would like to do. It's almost 1:05. I would like to keep this running because people do know that the public hearing goes from 12:30 to 1:30. So what I would like to do is to keep this open until 1:30, the full hour, 12:30 to 1:30 so that if anyone comes in late, we still have an opportunity to hear from them. I will stay put. If our full team would like to do likewise that be great. If not, that's OK, too. But Aaron, we will need to keep this open until 1:30.

Jim Bishoff: Sara, Jim Bishoff here. It looks like Courtney White is trying to ask a question. Maybe Aaron could unmute her so she could ask the question?

Sara Howard-O'Brien: Oh, good. Thank you. I didn't see that yes Aaron, could you go ahead and do that please.

Courtney White: Hi, thank you so much. I'm sorry, I kept flipping my hand back up and forth, but I was trying to get your attention. And I can't do chat or talk or anything without raising the hand for whatever reason. I actually have multiple questions. I have four children at Countryside. This is only the second time I'm hearing about this. I have a 5th grader. I have a second grader and I have a kindergartner there. I run every morning on Tripleseven and I walk every evening on Tripleseven.

One question I had is, I was wondering what your speed study found because from what I've found running and walking both places that the speed limit is 35, but people go 45-50 down that road, down Tripleseven. For my kindergartner, that's just not safe to be able to even if you put sidewalks, you know, that's not safe.

My second question is, how will the 25 miles per hour be enforced? Will there be somebody there that's going to regulate, that's going to make sure that the kids walking are safe? Because as you know, as you said, there's no crossing guard. So, my concern is if my second grader is walking my kindergartner to school, how am I ensuring they get to school safely, if I've got people in the neighborhood speeding by? And it's not just our neighborhood. Just Thursday, I
PUBLIC HEARING TRANSCRIPT

watched a lady drive down the street, throw trash out her window, saw me throw trash out her window right onto our grassy area, turn around, make a U turn and drive back down Tripleseven going 55 miles per hour. So I guess my concern is just their safety. Like how might we enforce that 25 miles per hour to make sure my kindergartener gets, you know, gets from my house to the school, if there's no crossing guard to ensure that? I work for Fairfax County Public Schools, so my hours are very similar to your all's. I have to be to work to central office by a certain time and I have to be home later as well. So in practicality, it's difficult for me to drop them off every morning to make sure they're safe. I feel like I should have other options to make sure that my kids get from my house to school besides me driving and dropping them off. So just a wondering that I had is one like I said about the crossing guard. How can we ensure that that mile per hour, the 25 mile per hour is enforced; and two, just making sure that they can get safely from one point to the other considering, you know, people speed down that like there's nobody's business. Sometimes they even see me, and they see me with the stroller, and speed up. So, if they're doing that to me with the stroller, what might happen with the children and no adult supervision. You know? So I guess maybe I’m vouching for a crossing guard. Maybe I’m vouching just for some extra reinforcement. You know, to make sure that our kids are safe in the neighborhood. It's never been an issue until recently that I really noticed the increase in everything. And I just want to make sure that my kids get safely to school and just make sure that all these factors are considered when we're building the sidewalk. You know, we do have a wide variety, you know, wide range of ages between Kindergarten, you know, and 5th grade. So just making sure that we're not just looking at the 5th graders that are walking to school on the sidewalk. That we’re also looking at our younger population of kids and just making sure that you know what, if they don't have a sibling and what if mom or dad does work at 6a.m.. And, you know, I know that's not necessarily your all's problem, but at the same time just the safety of our kids is everybody's problem is everybody's issue and something that we should consider when we're building the sidewalks too. So sorry. That was long-winded. I just want to make sure I got all my important points in.

Sara Howard-O’Brian: Okay. Great. Well, those are all, those are all important, Courtney, and we too, want to make sure your kids get safely to school. I mean, that's our goal. That's what this program is. I can talk a little bit. I'm going to ask our traffic consultant to talk about what the speed study found. But before I do that, I’d just like to say, you know, in terms of who regulates the 25 miles per hour, it's like any neighborhood. You know, it is our voices that help to get the additional layer of the speed enforcer, which is the Sheriff's Office, out from time to time to patrol and people understanding that they could potentially be ticketed. We certainly will be postings speed limit signs. We will be posting the pedestrian crossing signs. The high visibility crosswalk itself will draw attention, the driver's attention, to let them know that there is a formal crossing in the area. And we have tried to publicize this information, as well, as much as possible. So in terms of, you know, is there, if there's a speeding issue in your neighborhood, I
would encourage you to do what everyone else does in Loudoun County is, you know, call the sheriff's office and say we need somebody out here to take a look at this.

You know I've said we don't have a crossing guard planned. We don't. Crossing guards are actually difficult to have a large number of crossing guards. An issue you are probably aware, working for both the Fairfax system and living in Loudoun. We have over 90 schools as a part of our system and so finding crossing guards through the sheriff's office is somewhat difficult to post one at every crossing. So, we don't want you to do anything, that's not, you don't feel comfortable with your children. So, you know, if you don't feel comfortable with your children walking to school by themselves then, you know, our recommendation would be to be sure that you are comfortable in how they get to school. I do not know what the status will be of the walk zone once this improvement is done. That will be reviewed at a later time, after this improvement is put into place. So, I'm going to ask if Tushar Awar can take a look at the question regarding what our speed study found and respond to your questions about that.

**Tushar Awar:** Sure. Is there a way I can share my screen? Is that possible?

**Sara Howard-O’Brien:** Aaron, can you let Tushar Awar share?

**Aaron Smith:** He should be okay to share now.

**Tushar Awar:** You can see my screen?

**Sara Howard-O’Brien:** Yes.

**Tushar Awar:** So, what you see on the screen is the official speed study document that was submitted to VDOT. VDOT has specific criteria, a specific format in which we have to complete the speed study. So just to orient everybody, this is Tripleseven Road, this is Heather Glen Road. Here is Glade Street. The 25 miles per hour speed limit zone, kind of starts just north of Heather Glen. So as a part of the speed study we were requesting that the 25 miles per hour zone be extended further south by approximately 300 feet. To answer your specific question regarding the speed data, we had put up speed data (equipment), ATR, in this location just north of Heather Glen Road to measure what cars are actually going at. The average speed was over 25. It was about 30 miles per hour. But generally, cars were going somewhere between 20 to 30 miles per hour. The 85th percentile was slightly higher at 35 miles per hour. But what we were able to justify, in bringing the speed limit down for this section, was based on the characteristics of the neighboring and surrounding land use which is predominantly residential. We are also requesting for this crosswalk which will be used by school kids. Based on all those factors,
VDOT was okay changing the speed limit for this dotted area, this 300-foot section to 25 miles per hour. They have approved the speed study accordingly.

43:42

Sara Howard-O’Brien: Okay, great. Thank you Tushar. Okay. I have had additional questions come in, so this is great. So let me take a look at this. All right.

The first one is from Connie Jenkins and the statement is, “you didn't address my previous question,” and here is the question: “Do you consider it safe for elementary school children to use the unlighted, overgrown, wooded trail from Glen Heather to the school in this day in age, especially when at least one registered sexual predator lives nearby”? That's the question. In answer to that question, among the seventeen that I read, we do not plan to light the trail. We find that the trail is in daylight during the arrival and dismissal time for the schools. I would say that if Loudoun County Public Schools did not feel this trail were safe, we would not be recommending it. So yes, we do feel that it is a safe trail for children to walk on. There are residential communities immediately nearby in that area. It is not an isolated trail that goes to the school. In terms of the registration, I would just say that everyone needs to be aware of those types of things in the communities, which you clearly are, and so I again, as I indicated earlier to Ms. White, these decisions are individual. Parents feel differently about walking their children to school. Some parents walk their kids to school and come back. Some parents, Loudoun County Public Schools has a program where we encourage parents to consider walking, you know, at least one day a week in terms of getting their children to school that way, just as an overall part of reducing congestion in the area. But for the purposes of the Safe Routes to School project, yes, we do consider it to be a safe pathway or we would certainly not be recommending it.

Another question that has come in, and this is from Christina. I'm going to just spell it, Christina Zourzoukis, and the question is “Can you confirm that this plan is going forward a 100% confirmed”? The answer to that is no, I can't. We have not received final approval on the project. I don't know whether you are on previously when I was going through the presentation, but we have a series of steps and review process that we go through and so a part of that is we have just submitted our initial plans which are the 30% plans. We need to submit our 60% plans, followed by or 90% plans over the course of this year. And then ultimately, if VDOT approves our plans, then the project would definitely be going forward. We do have funding for the project, so the project is funded, but we do not have our final plans approved. You can certainly watch our progress or reach out to us as we move forward. We will continue to post our plans as we go through this process.
Okay, this is Ms. Timmons. And let me just see if I have another one in here. She would like to speak. We have 2 from Christina. She says, there is a daily occurrence. This is another question, there is a daily occurrence that work vans, passenger vans, cars, and trucks park immediately at the path entrance on the west side of Tripleseven at the path entry. What will be done to move those vehicles? That's a good question. I don't have an answer for that. I don't know whether or not it is possible, it’s a VDOT right-of-way, whether or not it's possible to have no parking in an area. I don't know. I'll have to look into that and get back to that question. I don't have an answer for that. So we'll make sure we do that.

Then Ms. Timmons, I apologize, I was presenting so I did not see the request. Aaron, if you're seeing Becka Timmons in the participants, if you could let her speak. I can't see her.

**Becka Timmons**: Yeah, there I am. Can you hear me okay?

**Sara Howard-O'Brien**: Great, super. Thank you go right ahead.

**Becka Timmons**: I registered a couple days ago, because you're supposed to register to speak, and I want to make sure I did because I am on the HOA for the Glen Heather community. I'm also a parent of a Countryside, two Countryside children, and I teach at Countryside. I used to be a full-time teacher but now I substitute. So, I am very familiar with the area, with the school, and everything. So, I wanted to just make a few statements. I know that what you're doing is separate from the bus, but my first question is who initiated this walk to school? Was it LCPS or was it Safe Routes to School?

**Sara Howard-O'Brien**: I'm sorry. Could you repeat that?

**Becka Timmons**: Who initiated this? Was it LCPS or Safe Routes to School? Who initiated this whole project? Help me understand.

**Sara Howard-O'Brien**: It is Loudoun County Public Schools that initiated the project.

**Becka Timmons**: Okay, so here’s the thing. As parents, we are very concerned that the reason this was initiated is because, and as a teacher I see it, there are not enough bus drivers and therefore they need to get rid of some bus routes. What concerns us is that you're doing this on your end, which I love the idea of Safe Routes to School, don’t get me wrong. However, we're concerned that it's going to force our children to walk. And I know you're saying it's safe, but I have lived here for fifteen years. And I have shared this story with you all many times, but I remember when my 11 year-old was an infant in a stroller, brand new, and I was crossing right where you want our children cross. The kindergarten bus, because we had half day school then,
came flying around that corner from Environs, right at me and my infant child and I literally had to jump off the road to save my child and myself from getting plowed down by the Kindergarten bus. If the Kindergarten bus is going to do that, some random truck or something, they're not going to think twice about flying around that corner. That scares me. My child has only one life and he could have lost that day.

50:23
Now it concerns me, crossing that curve because it is a blind curve. There's no mirror. There is gonna be no raised crosswalk. I find that disturbing, if there is going to be no reason for anyone to slow down. They don't they don't think of the children. They don't. I watched cars all the time on Heather Glen. All the time. They don't think of the children. So that's one concern.

The second concern is yes, school starts at 7:50 but, as an elementary teacher in Loudoun County, we expected the children to be in their classroom, coats off, bags hung up at 7:50, not walking the trail. So, when you're talking winter, it's kind of darker at 7:20, 7:30. Children in elementary school do not walk a straight line. We'd like them to, but they don't. They get lost. They wander off. You know, the big brothers or sisters or older kids have to come scoot them along. So, it's not like they are going to leave their houses and go straight there and it be like daylight. It's gonna be kind of dark and there and that’s a sketchy area. It's very shaded. The path is it not flat. It's kind of leans a little bit to the ditch. When my children are riding bikes on that with me I have to stand on one side of the ditch because I'm afraid they are going to roll off their bikes. It is not really a safe passage right now and I think that anyone who has actually been there to see that, can see that it is not entirely safe, especially for bikes being safe. My concern is that yes, school starts at 7:50 but the children should already be at school by then. This is not when they are crossing that path when it’s nice and bright. I mean, in the winter it can be pretty dark, and that’s why, in my many correspondence, that’s why I invited people to come here, come January and December and see what it’s like to be 6 year-old walking this path. Those are a couple of my concerns and I know you are on the safe routes, which I respect. I highly agree with, you know, walking to school, if we can, but the problem is if LCPS initiated this, then the intentions are to take our bus route away and make the kids walk. Now we have a lot of quote unquote, safe routes to schools. I'm still shaking, 11 years later, when I think about how scary the experience was for me and my newborn child and now you want my infant child to cross, not you but LCPS, for my second child, to cross there in the morning with people late to work, speeding around that blind curve. I think it's something that we really need to think about before we definitely do this and LCPS takes our bus route away.

I'm very surprised by the fact that the majority of the people in our HOA are in favor because in conversations that we're having, people are, even people without children at Countryside are really, really distressed about this. I had a lot of comments and conversations about how unsafe
it is and their concern about children and they don't even have children at Countryside. They are concerned about the neighborhood children. These are some series things to consider. Those are my two cents.

**Sara Howard-O'Brien:** Thank you very much Ms. Timmons. You have been faithful in corresponding with us throughout this process and we do appreciate your input. We have looked at your comments. I want to, I understand what you're saying and I respect what you're saying. This is not intended to be a debate. I want to take your public comment for the record and we will we are going to review all these comments again, as a group. I do want to make a couple clarifications. She raises an interesting point about the survey. And I want you to know that we sent out, like I said around 360 surveys, but we only received back about a 3rd of those. So, I don't know if the people you're talking to responded to the survey or not. But I'm sorry. That was my phone. But I want to know that we didn't receive all, every HOA person responded to this survey. They didn't. But of those that responded, the majority were generally in favor. Now, as I noted in the frequently asked questions, a lot of the surveys had questions associated with them. And so, we did have people asking us about the trail, about lighting. A lot of people focused on, you know, the preferred option on the west side going down Tripleseven, as opposed to taking the alternative route that we are proposing, for the reasons that I have outlined as a part of this presentation.

55:30

I wanted to clarify that. Not everyone responded to the survey. We had about a third, and that there were questions that came in and comments that came in similar to the ones that I outlined today in the 17 questions that I read into the record. We did initiate it. We didn't initiate the program because we don't have enough bus drivers, although that's common knowledge that we do have trouble getting bus drivers. We are trying to provide additional Safe Routes to School. The School Board does adopt walk zones where they are appropriate, and they'll have to review this one and determine whether they feel that this one should ultimately be a walk zone if the project is approved and implemented. I do thank you for your comments and providing them. Another thing, I just want to say that, I'm sorry for your experience. I too am a mother. You know, we are Mama Bears and Papa Bear's and we like to protect our babies and we don't want any harm to come to them and I'm sorry that was your experience. It is very frightening. I certainly wouldn't want that to happen to me either. The last thing I would say is that I did, based on your comment, monitor the lightness all winter and I found that it was light early enough for these kids to walk to school in the daylight. So, I don't know, maybe it's a degree of lightness that you and I have differing opinions on. But I did, because of your comment, try to take special note of that and to make sure that it is light during that time period. And heaven knows, they don't go in a straight line, that's for sure. I do again thank you very much for providing comments into the record. I just want to go through my papers again, real quick, to make sure that I've gotten everyone.
Donna Torraca: Sara, we do have one more person that has their hand up. Karen Rudat.

Sara Howard-O’Brien: Wonderful. Thank you, Donna, for that. Aaron, if you could help us with that. Karen, are you there?

Karen Rudat: I'm here.

Sara Howard-O’Brien: All right. Please speak.

Karen Rudat: Yes. Thank you I have lived here for over 30 years and actually raise my kids here. So now I have the grandkids, and no children involved, but I'm right off of Regina. I apologize, as you probably had mentioned this and I had trouble getting in so I may have missed it, but, I'm struggling with, we have a crossing guard on Cromwell. For all the children that are in Calvert Glen that would need to walk, would come this way and would cross Regina, excuse me, from Regina to Triple Seven and go right down Cromwell. It’s a very open street. There is a crossing guard right there. Why aren't we using that cross walk right here, which we now have to repave back on there, which we have been in touch with VDOT about that. But why have we not gone in that direction? Because the wooded area, I have seen it for years and I agree, it is, like today, it's darker. It's wooded. We have had a fox, a number of foxes in the area that have been biting dogs. I would hate that they would attack a little kid. The Health Department is aware that there are some foxes that have been going around in the last few weeks and have been attacking dogs and some other animals. So, there is a big concern about that. But my concern is why are we not using a crossing guard here when it's right down the street from a crossing guard across from the school?

Sara Howard-O’Brien: I don't know how much you're seeing that but I'm going to repeat, just a little bit, of what I said before about the trail on the West side of Tripleseven Road. We as a team, that was our first review for this Safe Routes to School program, was to build a sidewalk that would run along the west side of Tripleseven Road. When we reviewed that, what we found were a number of things. The existing topography, the available, right of way, the drainage situation, storm water management drainage situation, as well as existing storm drain systems, created, cumulatively, so many challenges that we didn't feel that we would be able to implement the project on that side of the road. And so that's when we started to look for an alternative and determined that an alternative route would be to go to the north instead of to the south and we would utilize the existing transportation pedestrian network that is located in the communities that are located on the east side of Tripleseven Road. There's a complete sidewalk system within your communities, to come out to Glade and Heather Glen and then connect over to the Countryside Proprietary trail. Those limitations, both in terms of the manmade and physical
limitations on the west side of Tripleseven combined with limitations on Safe Routes to School funding set us looking for an alternative and this is the alternative that we are putting forward.

1:00:55
I just received another comment, from Ms. Jenkins stating that it appears you are not aware of the proposed walkway along the west side of Tripleseven that is part of the development of Sterling Meadows where Regal is. Yes, we are aware of that rezoning and a proffer to provide funding toward a trail. They are not actually building the trail. They are giving the County a certain cash contribution for the future trail. We actually met with the developers at that time, but they have provided a cash contribution toward the future of that to be implemented at some time to the County. The County has a sidewalk program as well, and so that would be a part of something the County may be able to do in the future. For the purposes of our Safe Routes to School funding and our Safe Routes to School project, that particular sidewalk, for all the reasons I’ve enumerated, is just not something we felt we could actually implement. When we start talking about retaining walls and rebuilding storm drainage systems, that's not within the parameters or scope of this type of Safe Routes to School project. So that's why we didn't do it.

If any of you see anyone else that wants to provide comments. It’s a good question though. Like I said, that was that was the first alternative alignment that we examined as a team as well.

(Pause)

Okay. Team if you could look as I'm looking to see you all attendees or anyone else has a hand up.

**Donna Torraca:** I'm not seeing any other hands up and there are no other additional questions that have come in.

**Sara Howard-O’Brien:** All right. Thank you, Donna. I appreciate that.

Okay. I see that the time is 1:30. I'm going to repeat, the record does stay open until June 8, and so actually through June 8, so if there are folks that would like, if your neighbors want to submit comments or you want to provide additional comments, please have them send them to us. Again, we have a form that is posted on our web page and you will be able to find that on the LCPS web page, Planning Division. Let me find my notes and I'll read it one more time. You’d think that I’d have it memorized as many times as I have read it out loud now. That's LCPS.org/page that's “Page”/208899. And before we close this meeting for today, I just want to say I very much appreciate everyone coming out and joining us today, providing your input and providing your feedback and participating in this hearing. We do appreciate your being here. So, thank you very much for your time and your input and you know where to reach me. Again,
my name is Sara Howard O’Brien in the Planning Division. Feel free to reach out to us. And with that, I'm going to close this meeting today and know that the public record itself stays open until, through June 8th. So, thank you again. And I hope you all have a wonderful day.
At a business meeting of the Board of Supervisors of Loudoun County, Virginia, held in the County Government Center, Board of Supervisors’ Meeting Room, 1 Harrison St., S.E., Leesburg, Virginia, on Thursday July 18, 2019 at 5:00 p.m.

IN RE: Joint Resolution Request from Loudoun County Public Schools: Safe Routes to Schools Program Sidewalk and Trail Project for Countryside Elementary School (Algonkian)

Supervisor Buffington moved that the Board of Supervisors endorse the Transportation Alternatives Program Safe Routes to School Request via Joint Resolution with the Loudoun County School Board expressing cooperative effort by the two entities to continuously advance the Safe Routes to School Program in Loudoun County and endorse the proposed Countryside Elementary School sidewalk and trail project in the Algonkian Election District.

Seconded by Supervisor Meyer.

Voting on the Motion: Supervisors Buffington, Higgins, Letourneau, Meyer, Randall, Saines, Umstattd, and Volpe – Yes; None-No; Vice Chairman Buona- Absent for the vote.

COPY TESTE:

[Signature]
DEPUTY CLERK FOR THE LOUDOUN COUNTY BOARD OF SUPERVISORS
RESOLUTION OF SUPPORT
TRIPLESEVEN ROAD SIDEWALK IMPROVEMENTS
PROXIMATE TO
COUNTRYSIDE ELEMENTARY SCHOOL

TRANSPORTATION ALTERNATIVES PROGRAM ENDORSEMENT

Whereas, in accordance with the Commonwealth Transportation Board construction allocation procedures, it is necessary that a resolution be received from the sponsoring local jurisdiction or agency requesting the Virginia Department of Transportation to establish a Transportation Alternatives project in Loudoun County, Virginia.

Whereas, in December 2013, the County of Loudoun Board of Supervisors and Loudoun County School Board passed a Joint Resolution to confirm the joint effort by the two entities to establish and build upon a “Safe Routes to School” program and in June 2014 was awarded a “Safe Routes to School” grant for FY 2015 that involved improvements to walking and bicycling facilities for schools in Loudoun County.

Whereas, in December 2014, the County of Loudoun Board of Supervisors and Loudoun County School Board passed a Joint Resolution to confirm the joint effort by the two entities to build upon a “Safe Routes to School” program and in June 2015 was awarded additional funding “Safe Routes to School” grant for FY 2016 Transportation Alternatives Program that involved additional improvements to walking and bicycling facilities for schools in Loudoun County.

Whereas, there are remaining funds from the FY 2015 and FY 2016 monies awarded through the Transportation Alternatives Program sufficient to complete the proposed pedestrian improvements proximate to Countryside Elementary School.

Whereas, the Loudoun County School Board endorsed the Countryside Elementary School project at their September 26, 2017 (Resolution Attached) School Board meeting and reaffirmed endorsement at their April 23, 2019 School Board meeting.

Be It Resolved, that the County of Loudoun Board of Supervisors and Loudoun County School Board agree to establish a project for the improvement of sidewalks and paths for walking and biking to Countryside Elementary School in Loudoun County, Virginia using remaining previously awarded Transportation Alternative Program funds.
Be It Further Resolved, that the County of Loudoun Board of Supervisors and Loudoun County School Board hereby agree to provide jointly a minimum of twenty percent (20%) matching contribution for this project.

Be It Further Resolved, that the County of Loudoun Board of Supervisors and Loudoun County School Board will be responsible jointly for maintenance and operating costs of any facility constructed with Transportation Alternatives Program funds unless other arrangements have been made with the Department.

Be It Further Resolved, that if the County of Loudoun Board of Supervisors and Loudoun County School Board subsequently elect jointly to cancel this project that the County of Loudoun Board of Supervisors and Loudoun County School Board hereby agree to reimburse the Virginia Department of Transportation for the total amount of costs expended by the Department through the date the Department is notified of such cancellation. The County of Loudoun Board of Supervisors and Loudoun County School Board also jointly agree to repay any funds previously reimbursed that are later deemed ineligible by the Federal Highway Administration.

NOW, THEREFORE, BE IT RESOLVED that the County of Loudoun Board of Supervisors and Loudoun County School Board support the proposed pedestrian improvements proximate to Countryside Elementary School to build upon a Safe Routes to Schools program.

Approved as to form:

On Behalf of the County of Loudoun Board of Supervisors

By: Phyllis J. Randall, Chair

Date: 7/18/19

Approved as to form:

On Behalf of the Loudoun County School Board

By: Jeffrey E. Morse, Chairman

Date: 8/1 June 2019
CLERK CERTIFICATION

I, Jennifer L. Grimmell, Deputy Clerk to the Loudoun County Board of Supervisors, do certify this Resolution is a true, correct and complete copy of a resolution adopted by the Loudoun County Board of Supervisors on July 18, 2019. This Resolution is in full force and effect as of the date of this Certificate and has not been modified in any respect.

Dated: 7/18/19

Jennifer L. Grimmell, Deputy Clerk, Loudoun County Board of Supervisors

I, Christine Coleman, Clerk of the School Board, do certify that the attached Resolution dated September 26, 2017 is a true, correct and complete copy of a resolution adopted by the Loudoun County School Board at a regular meeting held on September 26, 2017 and reaffirmed by the Loudoun County School Board at their April 23, 2019 meeting. This Resolution is in full force and effect as of the date of this Certificate and has not been modified in any respect.

Dated: 06. 21. 2019

Christine Coleman, Clerk, Loudoun County School Board