

Good evening!

The presentation and Q&A portion of the meeting will begin at 7:00 PM.

In the meantime, please visit the project website to review displays from the meeting:



Project Website

Potomac Heritage National Scenic Trail Western Loudoun County Feasibility Study WELCOME VIRTUAL ATTENDEES

How to provide input:

Please sign in to the **chat box** (name and affiliation)

6:00 PM Review displays on-line using the following link

(<https://www.potomacheritagenova.com/loudoun-feasibility-study>)

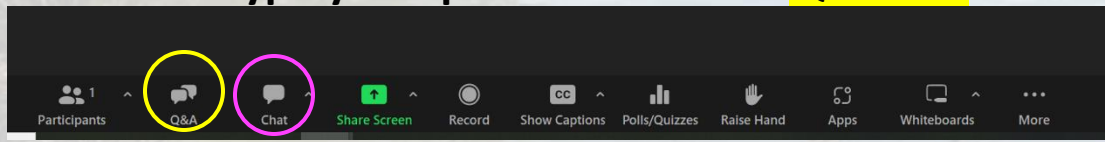
Fill out questionnaire using QR code or <https://www.surveymonkey.com/r/phnst-loudoun>

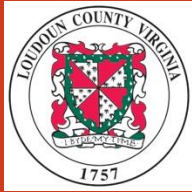


Questionnaire

7:00 PM Presentation – general Q&A

Type your question into the **Q&A box**

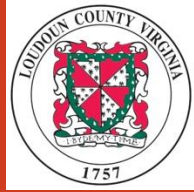




LARDNER/KLEIN
LANDSCAPE
ARCHITECTS
and
Mead & Hunt

Potomac Heritage National Scenic Trail Western Loudoun County Feasibility Study PUBLIC MEETING #2

1. Recap of where we are
2. Evaluation Criteria – methods for evaluating feasibility
3. How are criteria being applied
4. Questions and Discussion



LARDNER/KLEIN
LANDSCAPE
ARCHITECTS
and
Mead & Hunt

Northern Virginia Regional Commission (NVRC)

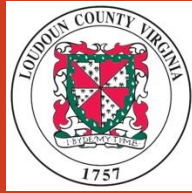
- The lead agency and manager of the study
- Provides planning and management for the Northern Virginia section of the PHNST

National Park Service (NPS)

- Administers the federal interest in the Trail
- Enters into memorandum of understanding agreements with States, local governments, private organizations, and individuals for the use of lands for National Scenic Trail designations

Loudoun County

- Local government partner (Department of Parks, Recreation, and Community Services)
- Coordinate public access to trail facilities



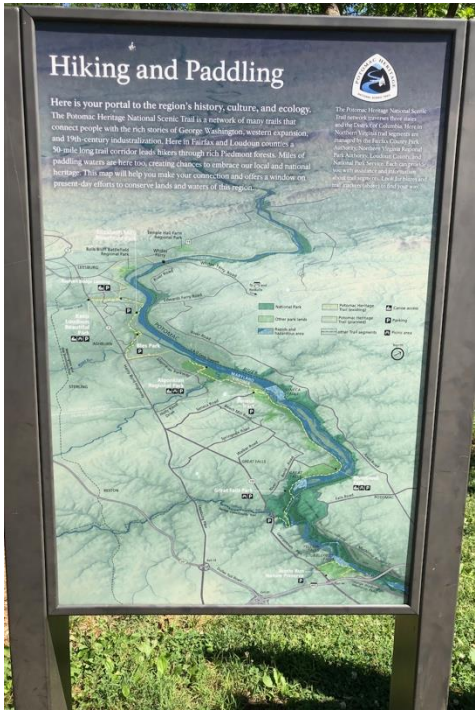
LARDNER/KLEIN
LANDSCAPE
ARCHITECTS
and
Mead & Hunt

- Identify the **most feasible route options** for completing a major Northern Virginia network gap in PHNST
- Identify, assess, and present the **feasibility of potential routes** considering:
 - ✓ Trail construction
 - ✓ Maintenance
 - ✓ Accessibility
 - ✓ Park connections
 - ✓ Scenic views
 - ✓ Other key elements for trail development.

Potomac Heritage National Scenic Trail



- Explore more than 900 miles of scenic landscapes from the mouth of the Potomac River to the Allegheny Highlands in Pennsylvania
- Blends outdoor recreational opportunities with rich ecological, historical and cultural environments.



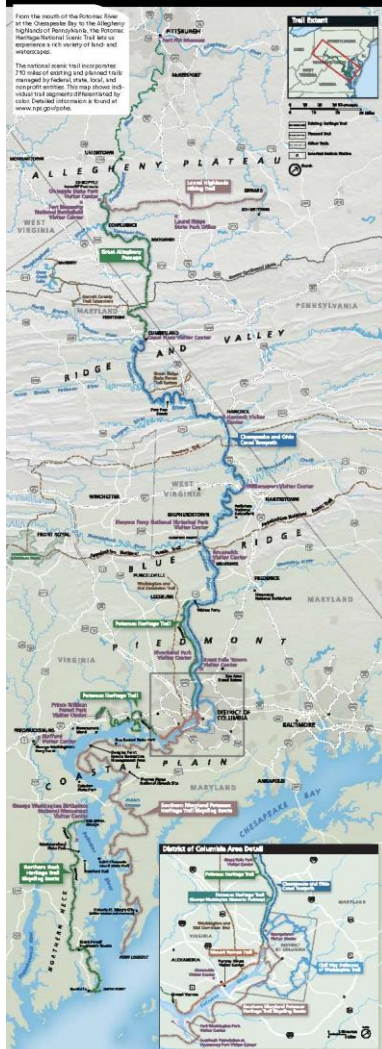
Potomac Heritage National Scenic Trail



- The trail network is intended for non-motorized modes of travel including, variously, foot, bicycle, boat, horse and cross-country skis.



Potomac Heritage Trail Network



Natural Surface



Paved (separated from traffic)



On-road (paved/unpaved)



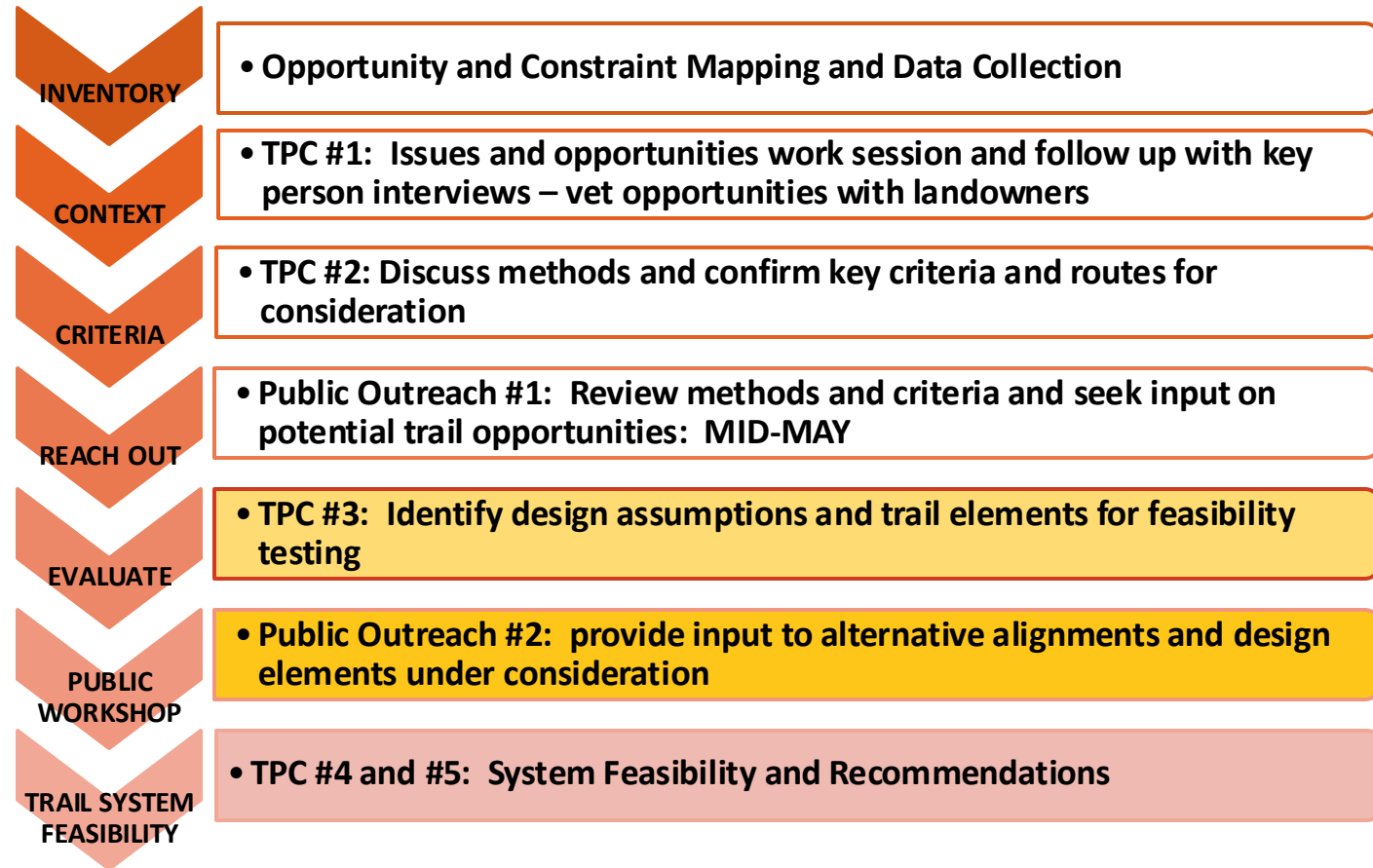
On-shoulder or bike lane



Water

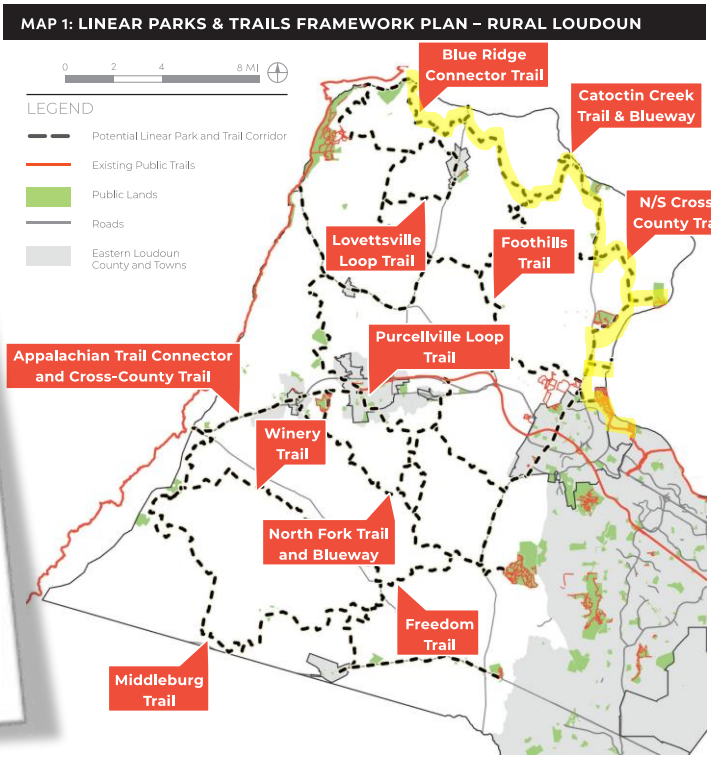
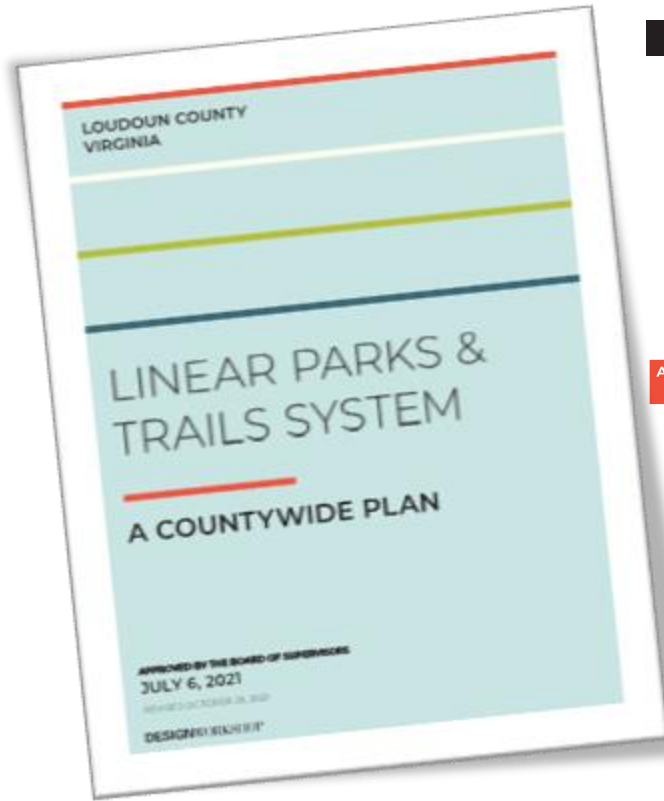
TYPES OF TRAILS

The project partners have formed a trail planning committee (TPC) to coordinate agency and public interests in the trail



Linear Park and Trails Plan

- Adopted County Trail Plan 2021 (as amended)
- Feasibility study builds on LPAT to study PHNST gaps in Western Loudoun



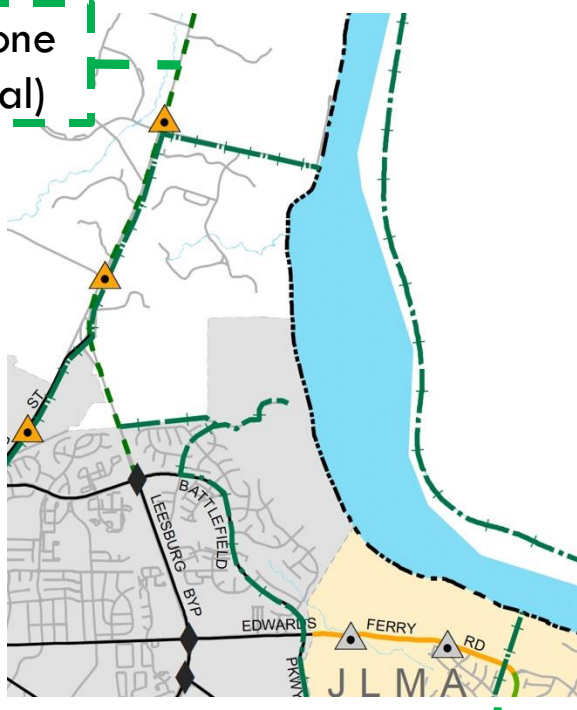
LINEAR PARKS & TRAILS FRAMEWORK PLAN

By utilizing natural resource corridors and focusing on the connections between natural and historic destinations, Rural Loudoun County can close existing gaps in access and bolster tourism opportunities.

Loudoun County IS NOT LIABLE for any use of or reliance upon this map or any information contained herein. While reasonable efforts have been made to obtain accurate data, the County makes no warranty, expressed or implied, as to its accuracy, completeness, or fitness for use of any purpose.

Shared Use Path on one side of the road (rural)

Excerpt from Loudoun 2019 Countywide Transportation Bicycle and Pedestrian Plan Map (amended through 2/7/23)



Regional Trail

LEGEND	
ROADWAY ELEMENTS	
	Bicycle or Pedestrian Facilities Not Assigned
	Motor vehicles and bicycles share the travel lane; pedestrian facilities provided as called for by geographic policy area
	On-street bicycle facility; pedestrian facilities provided as called for by geographic policy areas
	Shared Use Path on one side of the road and sidewalk on the other side of the road
	Shared Use Paths on both sides of the road (Urban/Suburban/Transition)
	Shared Use Path on one side of the road (Rural)
	Washington & Old Dominion Trail
	Regional Trail
	Existing/Planned Interchange
	Existing/Planned Partial Interchange
	Existing/Planned Overpass
	Scenic Byway
	Proposed Scenic Byway
	Metrail Silver Line
	Metrail Station
	Village Conservation Overlay District
Refer to Chapter 2 for Ultimate Roadway Geometry	

Route Options

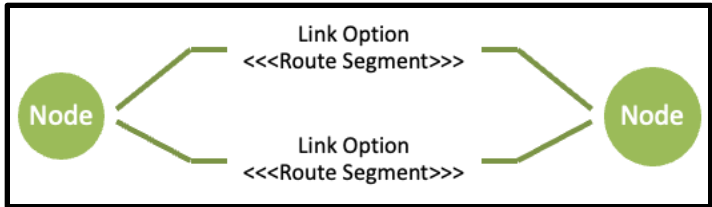
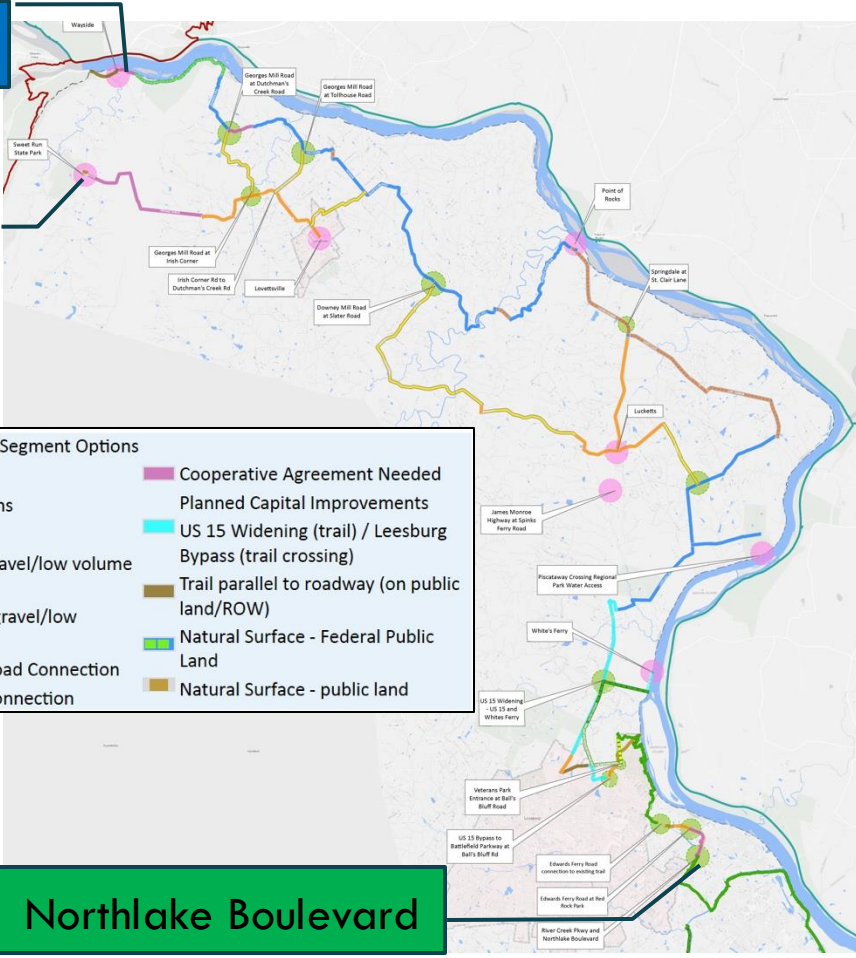
BLUE ROUTE:
Existing low volume gravel roads closest to the river

ORANGE ROUTE:
Inland routes (paved roads)

YELLOW ROUTE:
Inland routes (unpaved low volume)

US 340/Potoma Wayside

Sweet Run State Park



Northlake Boulevard

Initial Findings

Limited Feasibility

Feasibility issues found that must be addressed

Feasible with Conditions

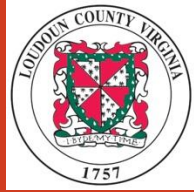
Conditions found that require mitigation/add cost

Feasible

Conditions found that are readily addressed as part of standard trail practices

	Feasibility issues that must be addressed	Conditions affecting trail cost and suitability	Overall Feasibility
Blue Route: Closest public access to Potomac River			
US 340 to Potoma Wayside	<ul style="list-style-type: none"> Separation from Traffic (US 340 Area of Concern (VA 671 @ US 340) Significant premium costs 	<ul style="list-style-type: none"> Involves federal funding or property Connecting route to LPAT corridor 	<i>Limited feasibility if functional and safety issues on US 340 can be addressed along with parking and access at Potoma Wayside</i>
Adventure Center to HAFE	<ul style="list-style-type: none"> Private landowners (2 parcels) 	<ul style="list-style-type: none"> \$\$ Premium trail costs 	<i>Limited feasibility with cooperative agreement</i>
NPS Harper's Ferry Tract	<ul style="list-style-type: none"> Ecological sensivity (C2) Premium costs associated with trail design in sensitivity area and operational issues 	<ul style="list-style-type: none"> avoid 500-year flood elevation tributary wetland and streams steeply sloping lands immediately adjacent to 500 year floodplain Phase 1 Cultural Resources Study \$\$ premium costs 	<i>Limited feasibility with NPS management agreement and high quality/ low impact trail design</i>
George's Mill Rd from NPS HAFE to Irish Corner Rd		<ul style="list-style-type: none"> portions of road are floodprone access, parking and ROW trailhead / NPS operations \$\$ premium costs 	<i>Feasible if ROW can be resolved with cooperative trailhead development on HAFE tract</i>
Dutchman's Creek Rd. (Georges Mill to Tollhouse)	2 parcels requiring cooperative agreements (or ROW clarification)	<ul style="list-style-type: none"> crosses floodprone lands 	<i>Limited feasibility with cooperative agreement</i>
Inland Alternate Route			
Sweet Run State Park to Snider's Lane		<ul style="list-style-type: none"> Coordinate crossing of VA 671 with VDCR entry relocation; add safety countermeasures 	<i>Feasible</i>

See Displays #4 - #8



LARDNER/KLEIN
LANDSCAPE
ARCHITECTS
and
Mead & Hunt

Potomac Heritage National Scenic Trail Western Loudoun County Feasibility Study PUBLIC MEETING #2

1. Recap of where we are
2. **Evaluation Criteria – methods for evaluating feasibility**
3. How are criteria being applied
4. Questions and Discussion

8 PHNST: Evaluation Criteria

Please place the dots provided indicating your priorities when considering how to evaluate the feasibility of various routes for extending the trail corridor north and west from Leesburg. If you want other criteria to be considered, please add them at the bottom. You can use all your dots on one criteria or spread them out among your priorities.

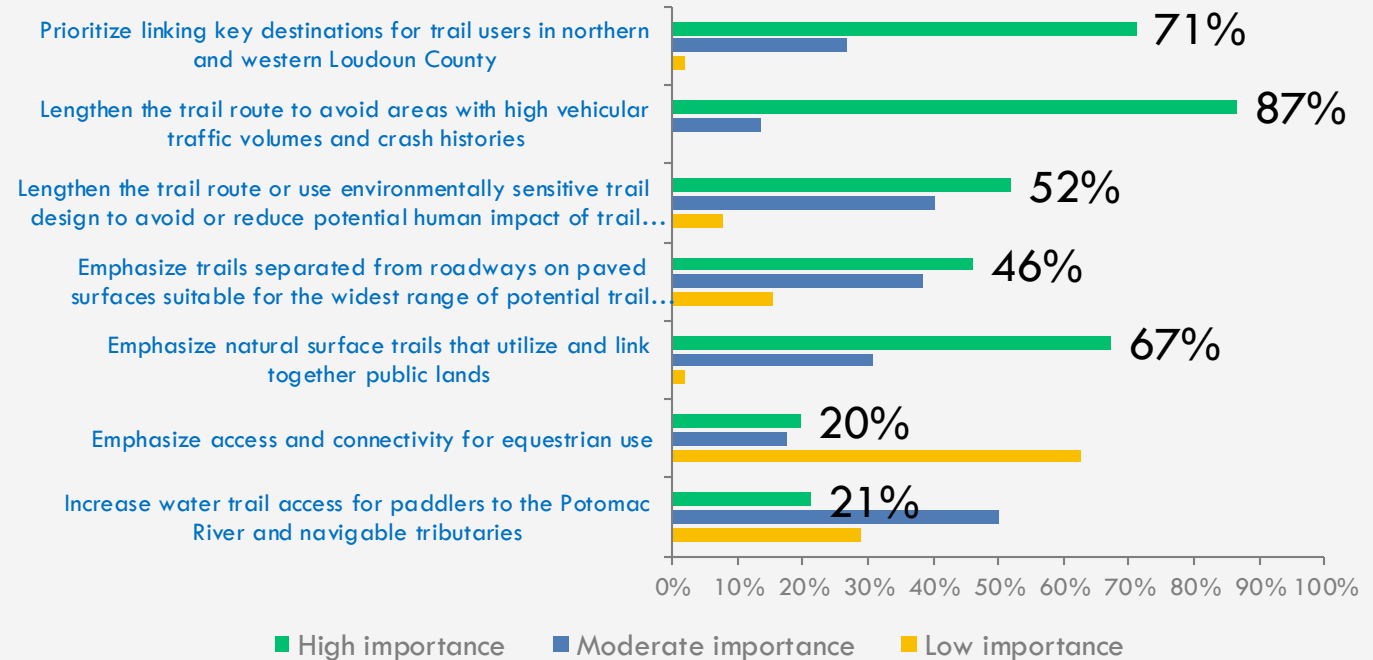
POTENTIAL FEASIBILITY STUDY CRITERIA	High priority	Moderate priority	Low priority
Proximity to Potomac River	●●		
Uses public land or Right-of-Way	●●		
Linking key destinations	●●●●	●	
Traffic Safety (avoids roads with high volume/crash history)	●		
Conflicts/crossings - minimizes conflicts with vehicular traffic			
Sustainable environment (avoids floodprone areas / very steep slopes)			
Avoids sensitive areas (habitat)			
Compatible with adjoining land use	●●		
User Experience (more separation/smooother surface)	●●●		
User type served (e.g. request/walk/bike) - allows widest range of uses	●●●	●	
Avoids high cost areas (e.g. requires utility work, bridges, boardwalks)	●●		●
Other criteria?			



Topics raised at first public meeting (5/16/24):

- **Short Hill Mountain** – compare river route around the mountain with overland route to Sweet Run State Park
- **Loop route on both sides of the river** – opportunity between Harpers Ferry and Brunswick is doable
- **Resource protection** - need to address steep slopes, flooding, sensitive ecological and historic areas, and conflicts between trail users and wildlife
- **Southerly routing alternative** – an interim route may be needed due to feasibility issues over Short Hill Mountain
- **Bicycling on gravel roads** – strong interest noted
- **Feasibility study evaluation criteria** – high priorities noted linking key destinations, using public land, compatible with adjacent uses, separated from traffic, avoid high-cost areas

Questionnaire: Importance of Issues



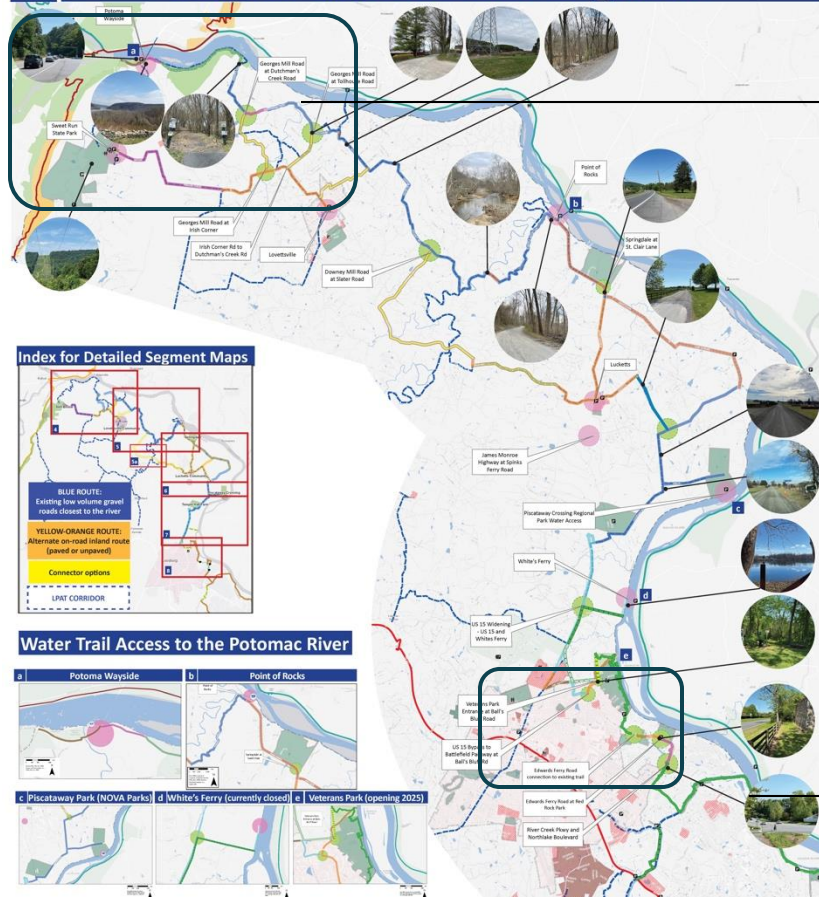
52 complete responses to supplement public meeting input

WHAT WE HEARD, SO FAR

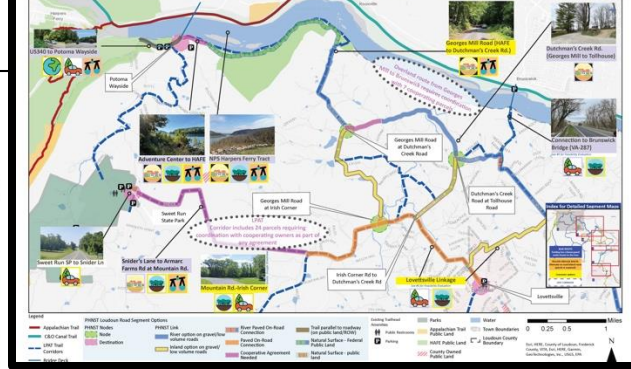
1. SAFETY: lengthen the trail to avoid areas with high traffic volumes and crash histories
2. DESTINATIONS: prioritize linking
3. CONNECTIONS: natural surface trails that use and link public lands
4. PROTECTION: Lengthen the trail to avoid sensitive areas, etc.

- As close to the river as possible
- On public land or right-of-way
- Trail development on private land through cooperative partnership

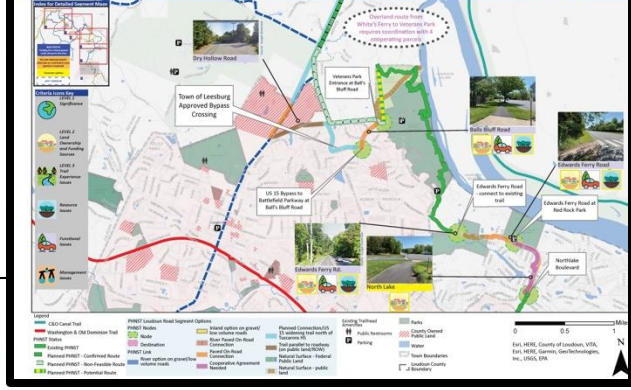
3 PHNST: Link and Node Segments



4 PHNST: Harpers Ferry to Lovettsville



8 PHNST: White's Ferry to Northlake

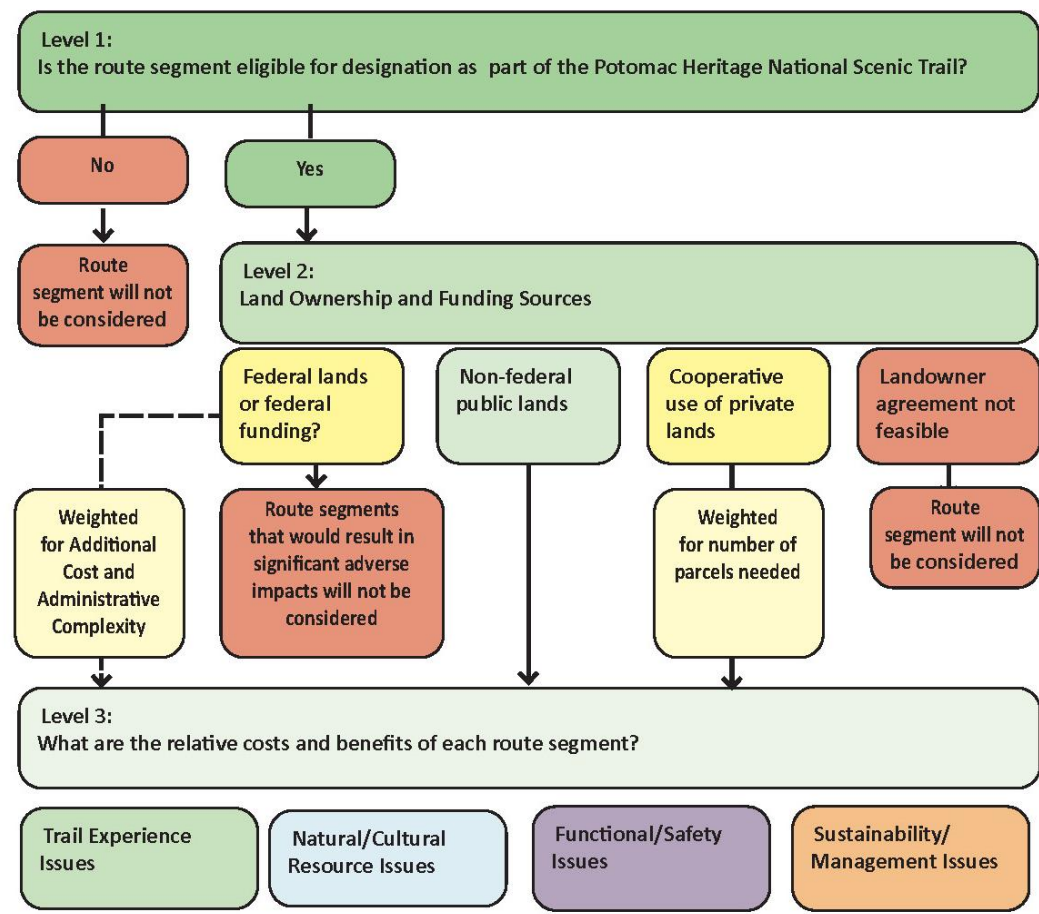


LEVEL 1

- Must be eligible for designation

LEVEL 2

- Federal lands or funding will be weighted in the feasibility process due to added administrative complexity and cost
- Private parcels will be weighted relative to the number of parcels (low, moderate or high)



LEVEL 3

Trail Experience

- Visual or physical access to river / destinations
- Outdoor recreation potential and diversity

Natural / Cultural

- Avoids or minimizes impacts

Functional/Safety

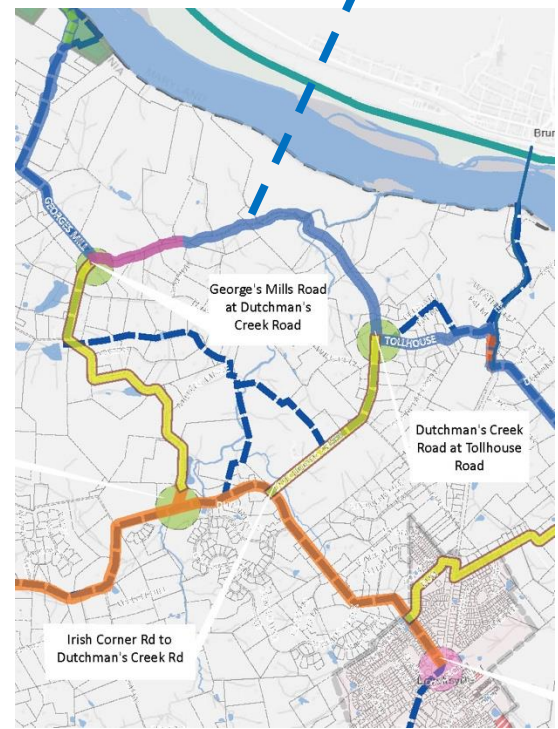
- Traffic and Safety
- Land Use Compatibility

Sustainability/ Management Issues

- Maintenance, stewardship and cost factors

Level 3: What are the relative costs and benefits of each route segment?			
Trail Experience Issues	Natural/Cultural Resource Issues	Functional Safety Issues	Sustainability/ Management Issues
3.1 Provides physical or visual access to the Potomac River ✓ X	3.6 Avoids or minimizes impact to flood prone lands ✓ ~ X	3.11 Avoids or mitigates traffic safety/ areas of concern (# of incidents) ✓ <5 ~5-10 X >10	3.15 Supported by management entity with responsibility ✓ X
3.2 Provides direct connection between PHNST destinations ✓ X	3.7 Avoids or minimizes impact to wetlands ✓ ~ X	3.12 Avoids or mitigates traffic conflict points/ intersections ✓ ~ X	3.16 Avoids areas with maintenance/ trail stewardship issues ✓ LF X
3.3 Enhances outdoor recreation potential ✓ X	3.8 Avoids or minimizes impact to excessively sloping lands ✓ ~LF	3.13 Maintains greater separation from vehicles (per traffic volume) ✓ ~ X	3.17 Minimizes premium cost factors ✓ \$
3.4 Engages diverse users ✓ X	3.9 Minimizes impact to Ecological Cores VDCR Natural Heritage Program ✓ ~AC X	3.14 Compatible with adjoining land use (by use type) ✓ ~ X	KEY: ✓ Meets Criteria ~ Meets criteria with conditions X Does not meet criteria
3.5 Provides alternate experience for user types unsuitable for main route ✓ X	3.10 Minimizes impact to areas w/high potential for historic resources (DHR) ✓ ~AC	SAMPLE RATING TABULATION Length of Segment (miles) 5 # of Conditions 10 x weighting factor (federal or private) 1-2 subtotal conditional issues 20 x Premium Cost Factor 1-3) TOTAL CONDITIONAL FACTOR RATING 60/5=12 /mile	
# of potentially infeasible issues #			

Low volume gravel road route closest to the river



Low Volume and/or gravel road closest to the river

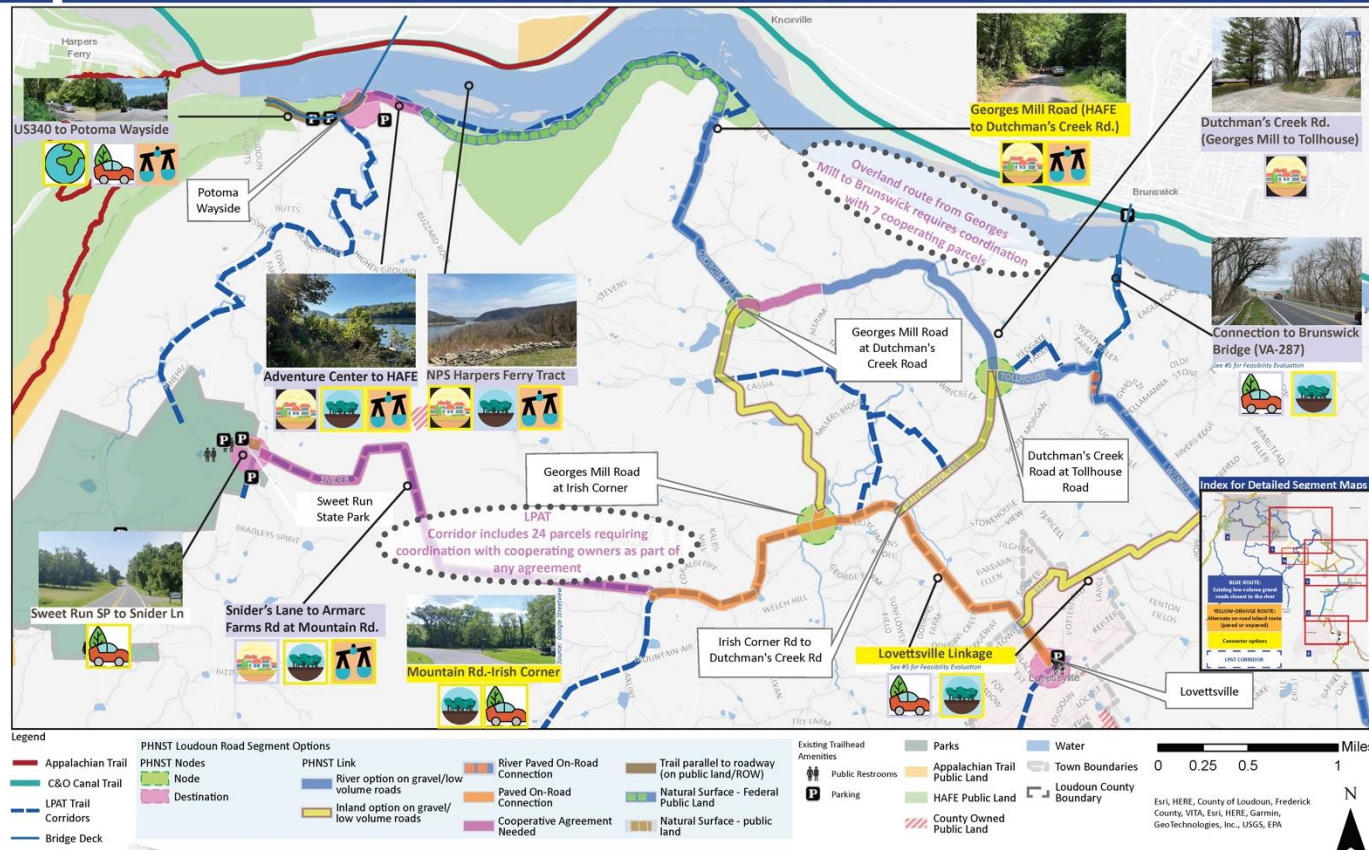
Route over private land requiring cooperative agreement

Alternate on-road inland route (paved)

Alternate on-road inland route (unpaved)

LPAT Corridor

4 PHNST: Harpers Ferry to Lovettsville



- **Visual corridor** or connecting route to Potomac River
- **Direct access** to river destinations
- Enhances **outdoor recreation** potential
- Expands participation by **underrepresented or under served**
- Provides alternate or **braided trail experience**



- **Visual corridor** or connecting route to Potomac River
- **Direct access** to river destinations
- Enhances **outdoor recreation** potential
- Expands participation by **underrepresented or under served**
- Provides alternate or **braided trail experience**



photo by Rick Gutleber

Avoids or minimizes impact to:

- **Flood prone lands**
- **Wetlands**
- Excessively sloping lands
- VDCR “ecological core” areas
- Areas with high potential for historic resources



Avoids or minimizes impact to:

- Flood prone lands
- Wetlands
- **Excessively sloping lands**
- VDCR “ecological core” areas
- Areas with high potential for historic resources

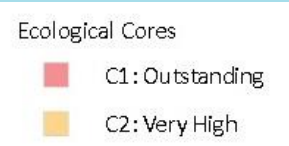


Steep Slopes

Slope 25% +

Avoids or minimizes impact to:

- Flood prone lands
- Wetlands
- Excessively sloping lands
- **VDCR “ecological core” areas**
- Areas with high potential for historic resources



Avoids or minimizes impact to:

- Flood prone lands
- Wetlands
- Excessively sloping lands
- VDCR “ecological core” areas
- **Areas with high potential for historic resources**



Avoids or minimizes impact to:

- **Traffic Safety/Areas of Concern**
- **Traffic Conflict Points**

- Provides greater separation from vehicles or lower roadway volume
- Compatible with adjoining land uses



Avoids or minimizes impact to:

- Traffic Safety/Areas of Concern
- Traffic Conflict Points

- **Provides greater separation from vehicles or lower roadway volume**
- Compatible with adjoining land uses



Avoids or minimizes impact to:

- Traffic Safety/Areas of Concern
- Traffic Conflict Points

- Provides greater separation from vehicles or lower roadway volume

- **Compatible with adjoining land uses**



- Management entity with responsibility
- **Trail Segment is supported by visitor infrastructure**
- Trail segment can be designed using sustainable design principles
- Trail segment avoids or minimizes premium costs



- Management entity and responsibility
- Trail Segment is supported by visitor infrastructure
- **Trail segment can be designed using sustainable design principles**
- **Trail segment avoids or minimizes premium costs**



Natural Surface Trail Construction and Operations

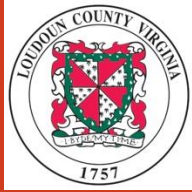
- Additional environmental and cultural resource studies needed for approval
- Hand built trail through rocks on steep side slope



Paved trail in urban setting

- Modify roadway to create separation (curb, drainage, utilities, etc.)
- Coordination/cooperative agreement with private property or HOA





LARDNER/KLEIN
LANDSCAPE
ARCHITECTS
and
Mead & Hunt

Potomac Heritage National Scenic Trail Western Loudoun County Feasibility Study PUBLIC MEETING #2

1. Recap of where we are
2. Evaluation Criteria – methods for evaluating feasibility
3. How are criteria being applied
4. Questions and Discussion

EXAMPLE:

\$\$\$ Requires modification of roadway/ utilities/drainage, or trail operations and management

\$\$ Require special trail design, structures, or other mitigation to address conditional factors

Criteria Icons Key	
	LEVEL 1 Significance
	LEVEL 2 Land Ownership and Funding Sources
	LEVEL 3 Trail Experience Issues
	Resource Issues
	Functional Issues
	Management Issues

	Feasibility issues that must be addressed	Conditions affecting trail cost and suitability	Overall Feasibility
Blue Route: Closest public access to Potomac River			
US 340 to Potoma Wayside	<ul style="list-style-type: none"> Separation from Traffic (US 340) Area of Concern (VA 671 @ US 340) \$\$\$ Significant premium costs 	<ul style="list-style-type: none"> Involves federal funding or property Connecting route to LPAT corridor 	<i>Limited feasibility if functional and safety issues on US 340 can be addressed along with parking and access at Potoma Wayside</i>
Adventure Center to Harpers Ferry Tract	<ul style="list-style-type: none"> Private landowners (2 parcels) 	<ul style="list-style-type: none"> \$\$ Premium trail costs 	<i>Limited feasibility with cooperative agreement</i>
NPS Harpers Ferry Tract	<ul style="list-style-type: none"> Ecological sensitivity (C2) \$\$\$ Premium costs associated with trail design in sensitivity area and operational issues (trailhead a and staffing) 	<ul style="list-style-type: none"> Avoid 500-year flood elevation Tributary wetland/streams crossing Steeply sloping lands immediately adjacent to 500 year floodplain Phase 1 Cultural Resources Study 	<i>Limited feasibility with NPS management agreement, trailhead and staffing support and high quality/ low impact trail design</i>
Georges Mill Rd from NPS HAFE to Irish Corner Road	<ul style="list-style-type: none"> ROW at boundary between NPS/ HAFE and Georges Mill Road needs clarification 	<ul style="list-style-type: none"> Portions of road are floodprone Access, parking and ROW Trailhead / NPS operations issues \$\$ Premium trail costs 	<i>Feasible if ROW can be resolved with cooperative trailhead development on HAFE tract</i>
Dutchman's Creek Road (Georges Mill to Tollhouse)	<ul style="list-style-type: none"> 2 parcels requiring cooperative agreements (or ROW clarification) 	<ul style="list-style-type: none"> Crosses floodprone lands 	<i>Limited feasibility with cooperative agreement or ROW clarification</i>
Inland Alternate Route			
Sweet Run State Park to Snider's Lane		<ul style="list-style-type: none"> Coordinate crossing of VA 671 with VDCR entry relocation; add safety countermeasures 	<i>Feasible</i>
Snider's Lane to Armarc Farms Road at Mountain Road	<ul style="list-style-type: none"> 24 parcels requiring cooperative agreements 	<ul style="list-style-type: none"> Sustainable alignment through cooperative agreements needed Rural residential uses along route 	<i>Limited feasibility if cooperative agreements can be achieved along a sustainable trail alignment</i>
Mountain Road to Irish Corner Road to Georges Mill Road intersection		<ul style="list-style-type: none"> Portions of Mountain Road are floodprone Paved on-road route with limited shoulder 	<i>Feasible if on-road safety countermeasures can be installed along Mountain Road (shoulder modifications at next repavement)</i>
Connection to Brunswick Bridge			
Berlin Turnpike	<ul style="list-style-type: none"> New trail would have to share travel lanes, use existing >4' sidewalk, build new separated bridge, or build new cantilever structure on existing bridge (AADT 7500) 	<ul style="list-style-type: none"> Floodprone lands and steep embankments on approach route to bridge 	<i>Limited feasibility if bridge trail and approach traffic safety issues can be resolved as part of future bridge projects</i>

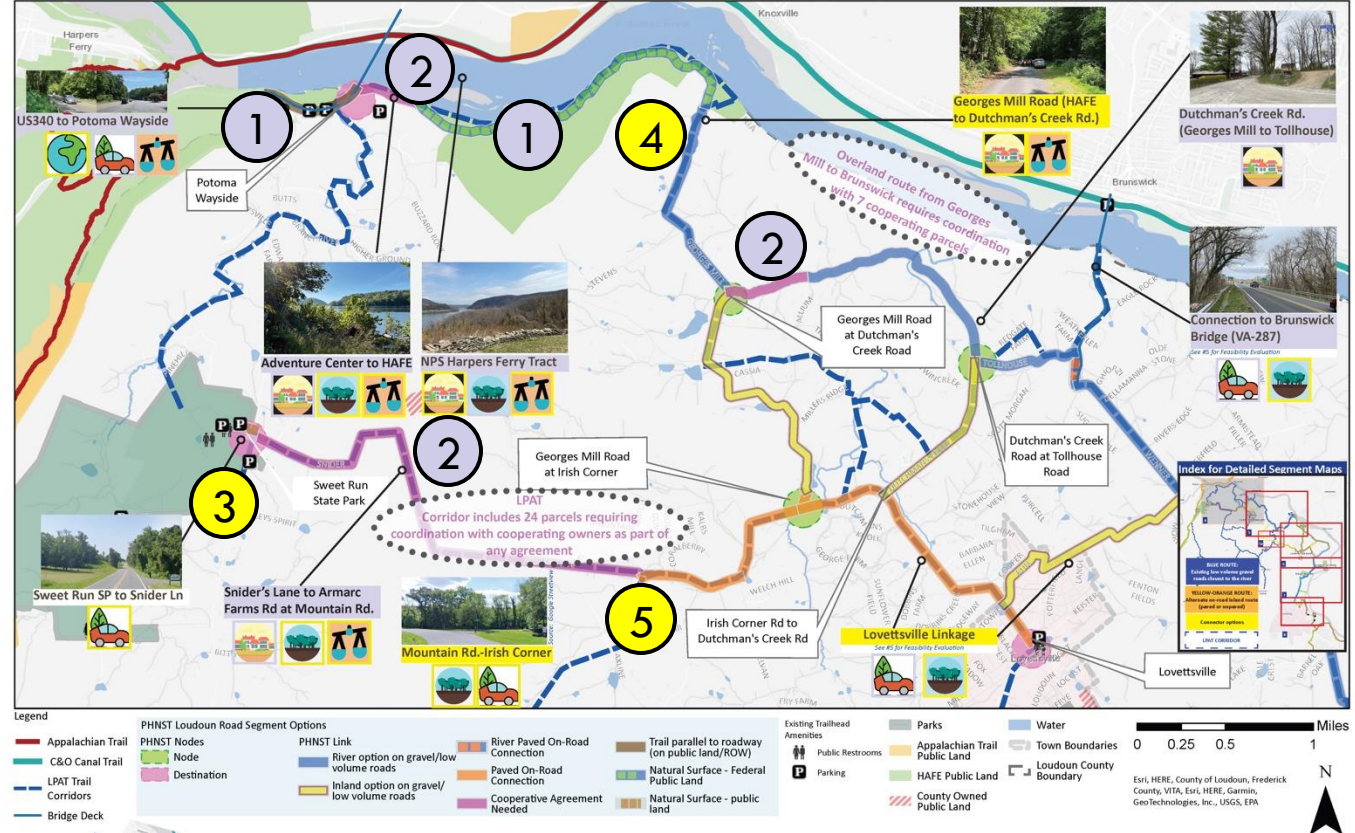
Limited Feasibility

1. River route – trail construction, safety and management
2. Inland route – private property

Feasible with Conditions

3. Crossing VA-671
4. Georges Mill adjacent uses
5. Mountain Road

4 PHNST: Harpers Ferry to Lovettsville



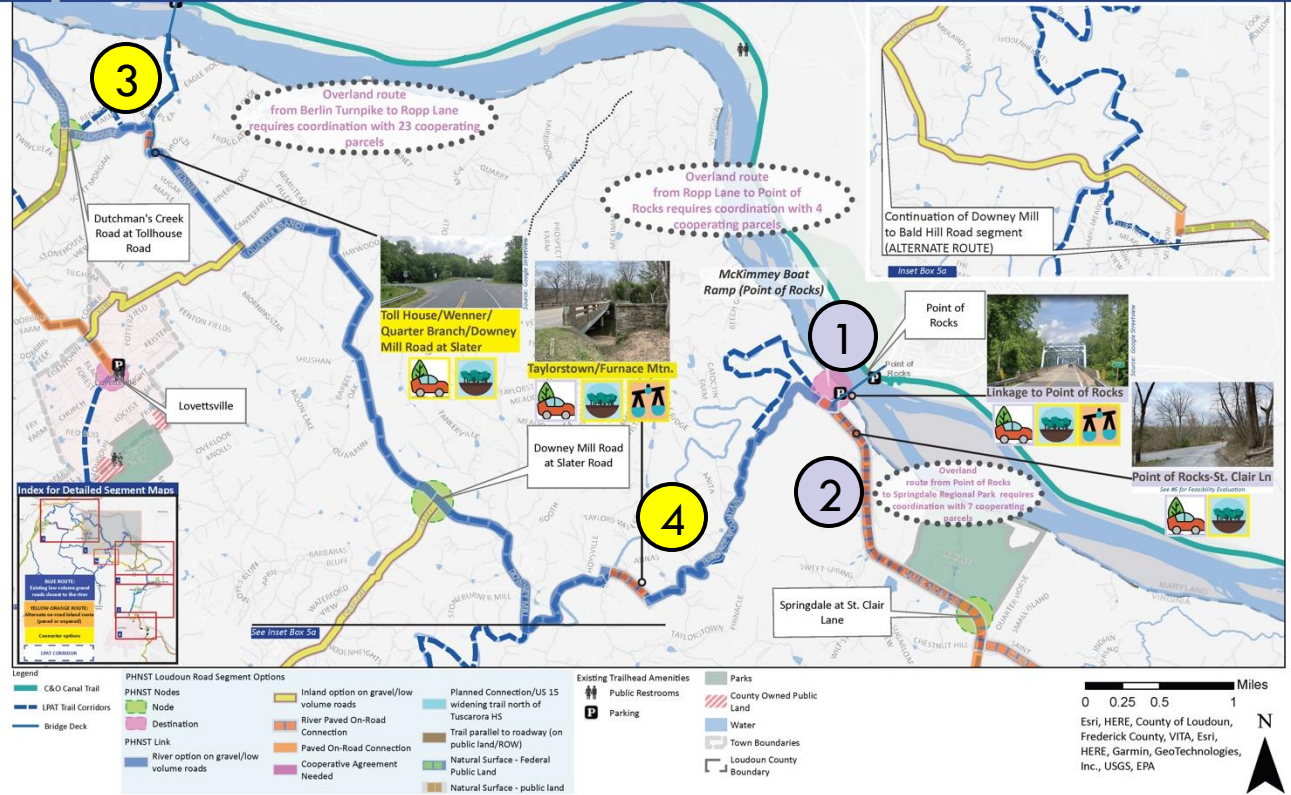
Limited Feasibility

1. Connection to Point of Rocks Bridge
2. US 15 sidepath

Feasible with Conditions

3. Crossing Berlin Turnpike
4. Taylorstown Rd. Bridge

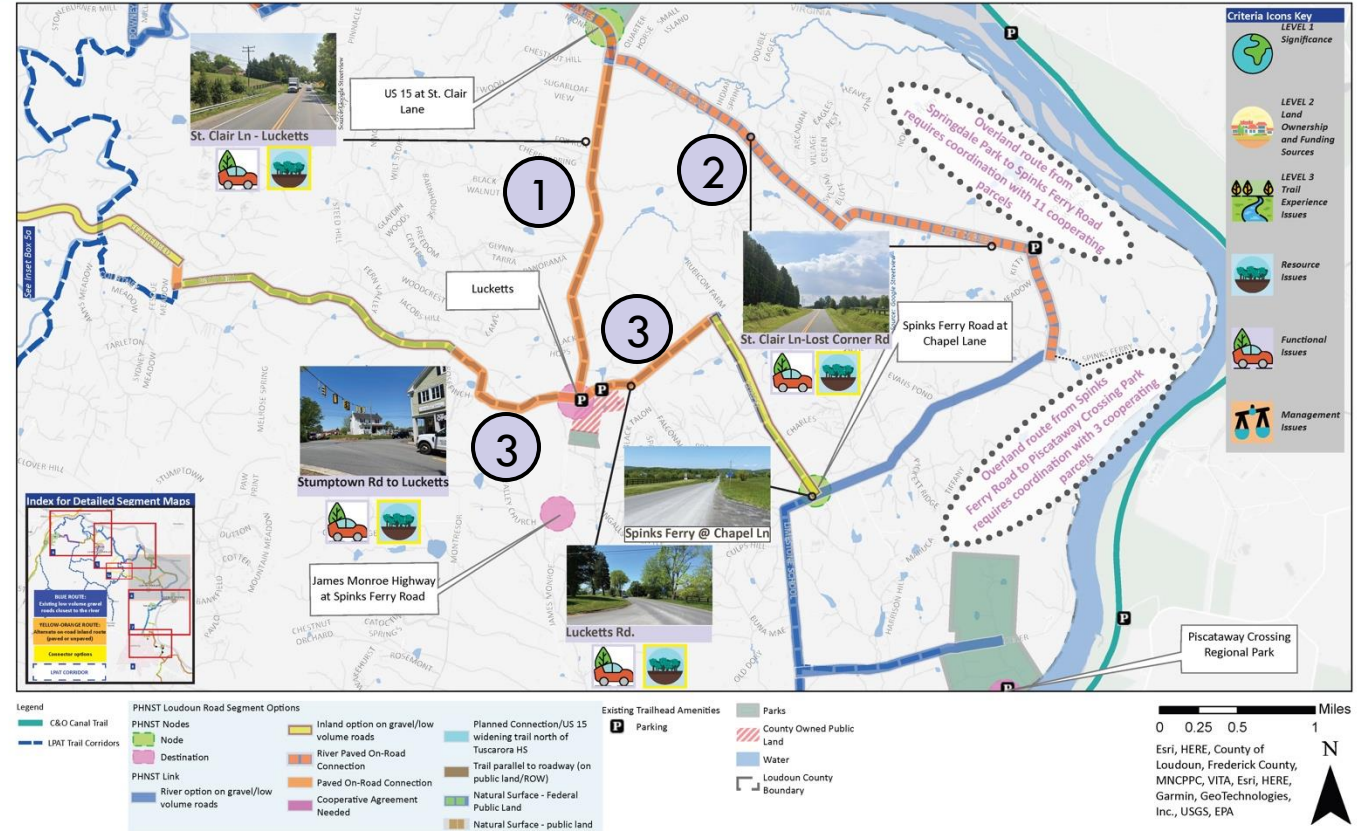
5 PHNST: Lovettsville to Point of Rocks



Limited Feasibility

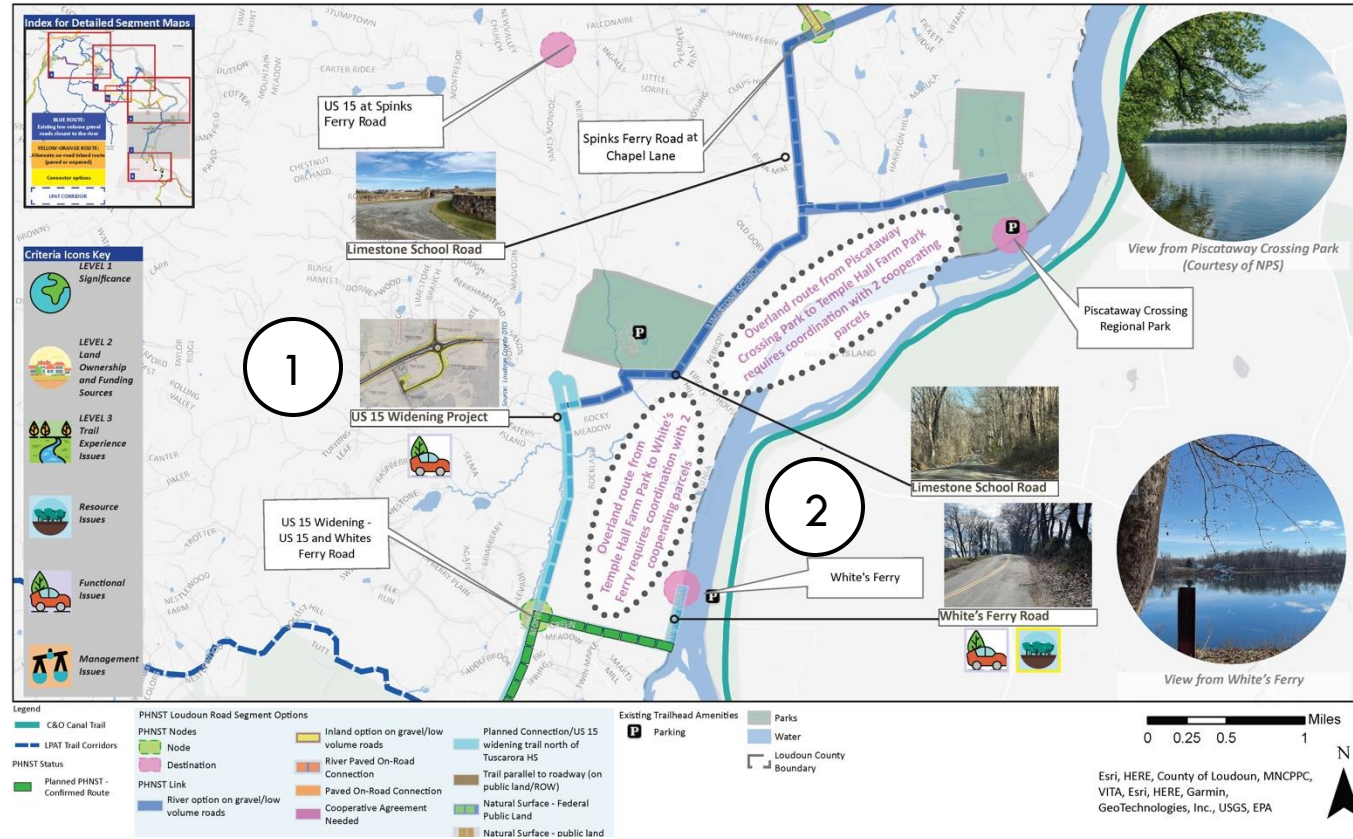
1. US 15 Sidepath
2. St Clare Lane to Lost Corner (high speed/narrow road)
3. Approaching Lucketts

6 PHNST: Point of Rocks to Spinks Ferry



1. US 15 Widening Trail – need to incorporate pedestrian and bicycle facilities into planned roundabout at Montresor Road
2. Potential for overland connection between White's Ferry and Piscataway Crossing Regional Park

7 PHNST: Spinks Ferry to White's Ferry



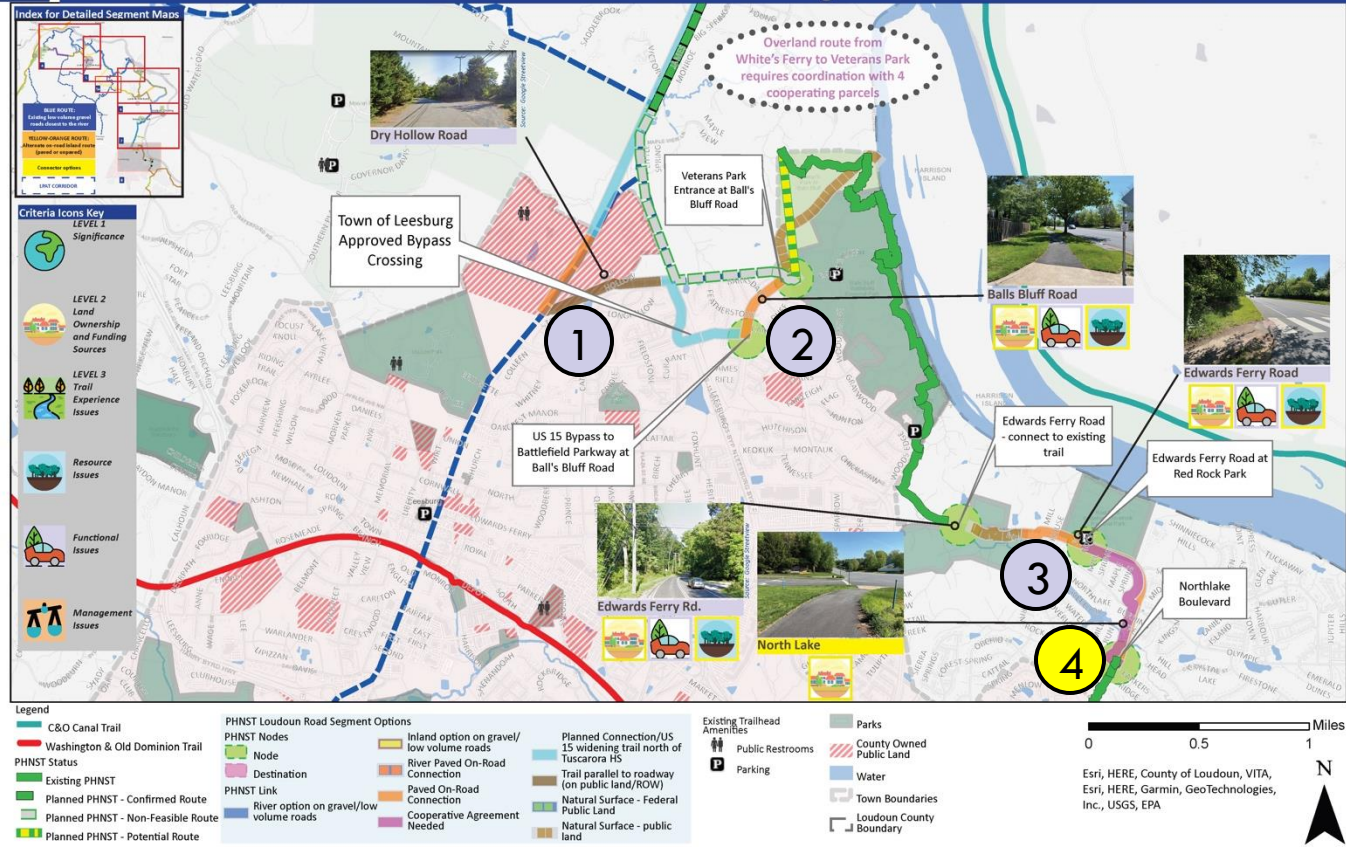
Limited Feasibility

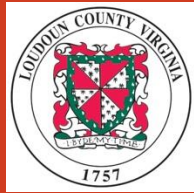
1. Dry Hollow Confirm ROW conditions
2. Balls Bluff Road HOA Coordination
3. Edwards Ferry Road sidepath/ ROW Coordination

Feasible with Conditions

4. HOA Coordination

8 PHNST: White's Ferry to Northlake





LARDNER/KLEIN
LANDSCAPE
ARCHITECTS
and
Mead & Hunt

Potomac Heritage National Scenic Trail Western Loudoun County Feasibility Study PUBLIC MEETING #2

1. Recap of where we are
2. Evaluation Criteria – methods for evaluating feasibility
3. How are criteria being applied
4. Questions and Discussion

Some Ground Rules:

- Please limit your comments to two minutes
- Please stay on the topic
- Be courteous to others with differing points of view
- Let others ask questions before you ask more

Questions and Discussion Topics:



1. Preliminary Feasibility Results

Based on the preliminary results and as shown on displays 4 through 8. *Do you agree or disagree with the preliminary findings? Is any specific segment (or segments) a concern for you?*

2. Priorities for Implementation

Which group of segments should be accomplished first (up to three continuous segments at a time)?



Use the QR code to submit any comments or suggestions by NOVEMBER 11, 2024

Comment Form

Some Ground Rules:

- Please limit your comments to two minutes
- Please stay on the topic
- Be courteous to others with differing points of view
- Let others ask questions before you ask more

Potomac Heritage National Scenic Trail Western Loudoun County Feasibility Study

VIRTUAL ATTENDEES!

- Be sure to sign in to the **chat box** (name and affiliation)
- Type your question into the **Q&A box**



*Project Website:
Scroll down to
Public Meeting #2*



IN-PERSON ATTENDEES!

- Please step up or wait for a microphone so everyone listening on-line can hear you
- If you need longer, please write the comment down so that it will be captured accurately



Comment Form

