

NO HIGHWAY IN HILLSBORO
OPPOSE THE HILLSBORO BYPASS
AT THE JUNE 18, 2007, PUBLIC HEARING
AND THE JUNE 19, 2007, BOARD OF SUPERVISORS' MEETING

TALKING POINTS

I oppose the proposed "Hillsboro Bypass" that is in 2 of the 3 proposals in the draft plan. This proposed 4 lane, possibly toll, bypass from route 9 to 7 west of Hillsboro should be eliminated altogether from the draft Countywide Transportation Plan (CTP) because:

- The 4 lane highway will attract more commuter traffic from West Virginia, rather than resolve that traffic issue.
- The proposal for the bypass is being pushed through by 2 Supervisors NOT from this district, Supervisors Clem and Staton, as a last minute rush job.
 - The planning consultants, at the March 29 meeting, recommended AGAINST a bypass because it would cause more traffic; despite that Supervisors Clem and Staton requested it be added to the plan and that it be a toll road.
 - In order to make the 4 lane toll road proposals more attractive when modeling the alternatives, in the traffic calming proposal without the new bypass, the speed limit on route 9 was unrealistically lowered from 50 to 25 mph all the way from the West Virginia border to Hillsboro. If the speed is left the same, the new 4 lane toll bypass invites more traffic and causes more problems than it solves.
 - There has not been enough time for the planners to carefully analyze and model the proposal and its consequences.
- The proposed highway would not accomplish the goal of reducing commuter and truck traffic on route 9 and through Hillsboro.
 - The toll road option would restrict it to a limited access highway, and the proposal has the toll beginning at Route 9 at the West Virginia border, all the way to route 7, so locals would have to pay the toll or avoid it by going through, you guessed it, Hillsboro ...
 - The toll road limited access highway would require significantly more construction all the way to the West Virginia border on route 9 to create exits and on/off ramps. This proposal does not take this into account.
 - The building of this bypass would invite more traffic and worsen the problem it was proposed to address.
- The economic impact on tourism and the wine industry would be incalculable.

- The toll road would discourage tourists from meandering down our small scenic byways, and would be in the direct view of the Hillsborough Vineyard.
 - The estimated \$100,000,000 it would cost to build this highway is not worth the lost homes, farms, historic properties, wetlands, environments, and viewsheds that give this county its character and charm.
- The construction would require the use of eminent domain to take private property, which would likely be against county and state law and policy.
- Building this highway would make the area ripe for development.
 - The only entities who would benefit from this highway would be the developers and Northern Virginia Transportation Alliance (NVTVA) who are pushing it for their own private interests.
 - The bypass proposal is as contrary to public opinion now as it was when it was first proposed back in the 1990s so we should not be forced to waste time and resources defeating this proposal again.
 - Building this highway would invite building huge powerlines through this area. The Department of Energy has proposed National Interest Energy Transmission Corridors (NIETCs) through our area to transmit energy from West Virginia coal power plants to meet the energy needs of the northeastern states; building these huge power lines is much easier near or along highways that are already public property.
- The path of this 4 lane highway directly and severely impacts over 65 landowners and 85 properties.
 - Many of the properties in the path of this highway are in various types of easements. These properties should be considered as much of an environmental constraint on the proposed plan as the town of Hillsboro is.
 - Building the bypass would ruin the character and historic value of Hillsboro as it would invite more traffic that would go through the town to avoid the toll road.
 - The bypass completely violates the General Plan s' stated commitment to maintaining the rural and historic heritage of the county.
 - The mere specter of the proposal in the draft plan, let alone a final plan, has a dire and significant affect on the value, use and enjoyment of those properties.
- There is opposition to the Hillsboro Bypass from elected officials.
 - Supervisors York and Burton have spoken up in opposition to this highway. Supervisor Clem, the original proponent of the bypass, now states "we can leave the bypass off the transportation plan." Supervisor Staton, who embraced the suggestion for the bypass, now opposes eminent domain so would hopefully oppose this bypass.

- There are well thought out and rational alternatives that truly address the Hillsboro traffic problem.
 - The Mayor of Hillsboro, supported by Congressman Frank Wolf, Delegate Joe May, Supervisors Jim Burton and Sally Kurtz, and most of the other supervisors, has proposed a traffic calming alternative that will NOT require a new road, and will reduce truck and commuter traffic to manageable and tolerable levels.
 - The cost of this traffic calming proposal is significantly less expensive than the estimated \$100,000,000 for the proposed new 4 lane bypass, and would resolve the traffic issue.
 - A truck ban from route 7 could be considered.
 - Other alternatives that should be considered include discouraging West Virginia traffic from route 9 so that the already available, higher-speed, 4-lane highway on route 340 to 7.
 - This was proposed in the draft plan for other areas of the county and there is no good reason why this is not practicable to address the Hillsboro area traffic issues ...

This proposed highway benefits only developers and West Virginia commuters, and ignores the interests of state and local residents and constituents.

DON'T PAVE LOUDOUN TO SAVE LOUDOUN