

ROUTE 15



Route 15 Safety and Operational Study: Stakeholder Meeting #3

Loudoun County Government Center

Dulles Conference Room

November 16, 2017, 6:00 – 9:00 PM

Stakeholder Small Group Activity Summary

The Stakeholders were divided into two randomly designed groups to discuss concepts for congestion relief, safety improvements and roadway features. These concept and feature ideas were initially generated during public outreach and through staff recommendations based on engineering judgement. The following is a summary of priorities from each group.

Group #1:

Congestion Relief:

Supported (Ranked Highest Priority to Lowest by Group):

1. Realignment of Cross Streets – especially Montresor Road and Limestone School Road as well as Spinks Ferry Road and Newvalley Church Road
2. Widening to 4 Lanes to a location TBD, south of Lucketts (based on a logical place after traffic turns off)
3. Modifying access/Michigan lefts - investigate key access points and engage with business community
4. Roundabouts
5. Bike/Pedestrian facilities – support walkability and bicycle access

Somewhat Supported:

- Tolling – agree with concept but are skeptical on whether this is feasible/practical
- Travel demand management – agree with concept but don't think this is likely to have a big impact

Not Supported:

- Flyover at King Street (already studied in Congestion Report, no further analysis needed)
- Widen to 3 Lanes – concerns about safety and ability to address congestion
- Lucketts Bypass – impacts to community, likelihood of opening up new areas for development
- Truck limits and bans –not realistic
- Reversible Lanes – not appropriate for corridor
- Commuter lots – environmental concerns about adding new large parking lots
- Parallel roads – concerns about opening up new areas for development

Roadway/Safety Features:

Supported (Ranked Highest Priority to Lowest):

1. Medians – but not flat and asphalt (similar to the existing)

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2. Shoulders – all agree to include or widen shoulders but there were some different opinions about the materials (paved vs. non-paved/stabilized)
3. Roundabouts
4. Bike/Pedestrian facilities
5. Traffic calming (which includes many elements from the list including medians, shoulders, roundabouts, etc.)

Somewhat Supported:

- Increase police enforcement
- Prohibit passing
- Add new traffic signals

Not Supported:

- Rumble Strips (these are already in progress)
- Roadway lighting – not consistent with corridor's rural character

Other items not discussed due to time constraint but weren't noted as high priority:

- Adding safety signs
- Speed humps
- Reduce posted speed limit
- Consolidate school bus stops

Group #2:

Congestion Relief:

Supported:

- Realign cross streets specifically at the following locations (Newvalley Church Road and Spinks Ferry Road, Montresor Road and Limestone School Road, Lovettsville Road and Route 15, St. Clair Lane and Route 15)
- Widen to 4 lanes length TBD (Overarching support for widening the roadway to 4 lanes however upon reaching Lucketts if the widening is to be continued it must bypass the village)
- Lucketts bypass (general consensus for a bypass to the West of Lucketts as long as no new development is allowed along the bypass)
- Truck limits and bans
- Commuter lots (A commuter lot built along the northern part of the corridor toward the River or in Frederick and possibly at the Point of Rocks Rail Station that could shuttle commuters into Leesburg and possibly the new Ashburn Metro Station)

Somewhat Supported:

- King Street interchange (generally like the idea as a future option, somewhat unreasonable currently due to costs and time of construction)
- Modify access/Michigan lefts (50/50 businesses do not want to lose access however for safety some driveways need to be right in right out)

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- Travel demand management (It is a good idea especially if faster internet can be brought along the corridor to provide better options for telework)
- Separated lanes concept with grass/wire safety fencing and turnouts along the way provided

Not Supported:

- Toll traffic (Too many issues associated with tolling, would have to be in both directions and probably require an agreement with Maryland)
- Potomac River crossing (Too far in the future to be discussing with these options that need to be implemented soon)
- Widen to 3 lanes (Would only help am or pm peak and one the other peak time would suffer)
- Reversible lanes (Good idea but too much of a safety and driver education issue, also does not fit in with the context of the roadway)
- Parallel roads (would help with access but requires too much ROW takes and impacts)

Roadway/Safety Features:

Supported:

- VDOT standard shoulder (would prefer a stabilized grass shoulder as long as it allows emergency services the ability to get through or around)
- Medians (Preferably grass medians)
- Educational signs highlighting the history and businesses
- Speed humps and traffic calming (Side roads and within Lucketts if the bypass option is built)
- Prohibit Passing on Route 15 (reduce head on collisions and safety issues due to passing)
- Reduce speed limit (Within Lucketts if there is a bypass)
- Increase enforcement
- Rumble strips along the outside edgeline
- Roundabouts (can be used in coordination with roadway realignments, and is the preferential treatment North of Whites Ferry Road. Preferred locations are at Montesor Road, Spinks Ferry Road, St. Clair Lane, and Lovettsville Road, along with the entrance and exit to the Lucketts bypass)
- Bike/Pedestrian trails all the way along the corridor with any new widening or improvements
- Consistent business signing/ branding
- Lucketts gateway features (Including gateway signing possibly in roundabouts)
- Better roadway striping and markings especially for night visibility

Somewhat Supported:

- Lighting at Whites Ferry Road Intersection (Want it to be safe but keep the rural character and be able to see the starts at night)

Not Supported:

- New traffic signals (Do not want any new signals but are okay with improving the existing signals with the 4-lane widening. The signal in Lucketts could possibly be removed with Bypass)