Route 15
Stakeholders Committee Meeting #4
(February 28, 2018)
Safety and Operations Study – Existing Conditions

Daily traffic volumes
Travel Times

AM

NB: 13.7 - 17.1 min
SB: 18.6 - 38.1 min

PM

NB: 18.9 - 28.4 min
SB: 13.8 - 19.6 min
Summary:
- Lucketts Road intersection impacted by heavy queues in both AM and PM peak periods.
- Southbound queuing is primarily caused by spillback at the Whites Ferry intersection, but continues due to alternating movements between southbound and eastbound traffic at Montresor Road.
- Minimal queuing observed north of the Village of Lucketts until intersection with Clay Street.

Traffic Analysis Results
## Safety and Operations Study – Existing Conditions

### Crash Summary (January 1, 2012-June 30, 2017)

<table>
<thead>
<tr>
<th>Year</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017*</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatality</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Injury</td>
<td>20</td>
<td>17</td>
<td>29</td>
<td>23</td>
<td>28</td>
<td>14</td>
<td>131</td>
</tr>
<tr>
<td>PDO</td>
<td>51</td>
<td>69</td>
<td>66</td>
<td>83</td>
<td>90</td>
<td>37</td>
<td>396</td>
</tr>
<tr>
<td>Total</td>
<td>72</td>
<td>86</td>
<td>95</td>
<td>107</td>
<td>118</td>
<td>53</td>
<td>531</td>
</tr>
</tbody>
</table>

Note: 2017 crash data was only available through June 30, 2017.
Safety and Operations Study – Existing Conditions

Crash Summary (January 1, 2012-June 30, 2017)

- Rear End: 59%
- Angle: 10%
- Head On: 13%
- Sideswipe (Same Direction): 3%
- Sideswipe (Opposite Direction): 3%
- Non-Collision: 2%
- Fixed Object (Off Road): 1%
- Deer/Other Animal: 1%
Partner Agency Meetings

- VDOT
- The Town of Leesburg
- Loudoun County Planning and Zoning
- Economic Development
- NVTA
- Frederick County, MD
- MDSHA
- NOVA Parks
- JTHG
- Bike Loudoun
- Morven Park
- LCPRCS
- Virginia State Police
- LCSO
- LCPS
- Fire and Rescue
Partner Agency Meetings – Summary of Input

- Fire and Rescue, and Emergency Services requested wider shoulders and/or turn lanes to safely move around traffic during emergency calls.
- VDOT’s highest priority is to improve the roadway for safety and will support capacity improvements deemed appropriate by the County.
- Clearing congestion will have the biggest impact on improving safety for the corridor.
- Support bike/pedestrian facility along US Route 15 and enhanced regional trail connections.
Maryland would like to jointly support bus transit options and commuter parking along the corridor for linking MARC in Point of Rocks to Leesburg and Metrorail in Ashburn.

Maryland Route 15 is planned as a four lane roadway with interchanges (right-of-way is secured for widening). No funding or project planned for widening or bridge replacement.
Preliminary Traffic Analysis Summary

| No widening north of Montresor Road (2040 projected traffic volumes) | Widening to somewhere south of Lucketts (2040 projected traffic volumes) | Widening to south of Lucketts with a western bypass (2040 projected traffic volumes) |

Preliminary analysis — Subject to change
Public Meeting Materials and Survey

Open Houses

March 9, 2018 - Ida Lee Recreation Center
(2:00-9:00 p.m.)

March 10, 2018 - Lucketts Community Center
(9:00 a.m.- 2:00 p.m)
Public Meeting Materials and Survey

- Boards and Maps information available, no formal presentation. Survey will be provided to collect input.
- Stakeholders should attend and complete survey and ensure it’s given to DTCI staff member.
- Surveys will be also be available online, encourage your group members to take the survey.
Innovative Intersections

- Provide agencies with new options to reduce conflict points on highways
- Provide safer travel for motorists, pedestrians and bicyclists
- Designs are cost-effective and are intended to enhance economic development
- More VDOT information available here:
  http://www.virginiadot.org/info/alternative_intersection_informational_design_guides.asp
Innovative Intersection Examples

• Continuous Green-T (CGT)
• Displaced Left Turn (DLT)
• Restricted Crossing U-Turn (RCUT)
• Roundabout
• Quadrant Intersection
• Median U-Turn (MUT)
• Other Innovative Interchanges
Continuous Green-T (CGT)

Benefits

• Improves safety — less conflicts
• Increases efficiency — one movement is free flow
Restricted Crossing U-Turn (RCUT)

AN RCUT IS ALSO KNOWN AS:
- Superstreet Intersection
- J-turn Intersection
- Reduced Conflict Intersection (RCI)
- Synchronized Street Intersection
Restricted Crossing U-Turn (RCUT)

Benefits:

• Improves Safety – reduces number of conflicts and cross-paths
• Adds capacity without widening
Roundabouts

Benefits:

• Improves Safety – reduces number of conflicts
• Yield control – fewer stops
• Lower vehicle speeds
• Creates opportunities for landscaping
Median U-Turn (MUT)

AN MUT IS ALSO KNOWN AS:
- Michigan Left-Turn Intersection
- Median U-Turn Crossover
- Boulevard Turnaround
- Michigan Loon
- ThrU-Turn Intersection
Median U-Turn (MUT)

Benefits:

• Improves Safety – reduces number of conflicts
• Improves Efficiency – reduces traffic signal phases and delay
• Cost Effective – adds roadway capacity without widening