

ROUTE 15

Partner Agency Meeting Summaries

Date: 11/9/2017

VDOT and the Town of Leesburg

Attendees: Susan Glass – Loudoun DTCI; Sunil Taori, Jim Zeller – VDOT; Tom Brandon, Calvin Grow – Town of Leesburg; Geoff Giffin, Mike Harris, Mark Phillips – Kimley-Horn

- VDOT – Suggested considering a meeting with Virginia DMV due to an existing request for a truck weigh station to be installed along Route 15. DTCI (Susan) pointed out that the DMV previously pursued a truck inspection in Lucketts, but withdrew the project due to public opposition.
- VDOT (Jim Zeller) - Informed the group he will be attending the November 16th stakeholder meeting to discuss updates on the rumble strip installations. VDOT recently informed the public through meeting with the Lucketts Ruritans and Supervisor Higgins office about updates in terms of rumble strip installation. A traffic alert for the installation of rumble strips will be set out on (11/9) for centerline rumble strips only. The VDOT traffic group is also currently studying what locations are feasible for edge line rumble strips.
- Loudoun DTCI – Requested that VDOT share any pertinent information moving forward through the Route 15 project website to provide a consistent message and a place for VDOT to direct citizens who request updates. If VDOT provides the information to Loudoun DTCI staff, Loudoun DTCI staff can add this to the website.
- Loudoun DTCI - Would VDOT still support the 1998 safety study recommendations?
 - VDOT – The recommendations could be a good starting point but due to the age of the study and all of the changes that have occurred along the corridor, the new data should be used as the basis for recommendations.
- Loudoun DTCI - What are the current VDOT standards for lane and shoulder widths?
 - VDOT – The current standards are listed in the VDOT Road Design Manual available online (see the GS-1).
- Loudoun DTCI - The roadway segment between King Street and Whites Ferry Road has a concrete median, would VDOT consider other treatments? The public has expressed a desire to change this to something more aesthetic.
 - VDOT - The median safety benefits come from separating the northbound and southbound traffic. However, grass medians could also be used.
- VDOT - Has anyone brought up the idea of separating the north and south lanes as part of concept development? (flex posts down the center striping)
- VDOT – In regard to the requests for grass/stabilized shoulders they do create maintenance issues as they rut easily when heavy vehicles drive on them. However, VDOT will support a combination paved and grass/stabilized shoulders if the County can reach a consensus on the design and the total shoulder width meets the VDOT standard width.
- VDOT's highest priority is to improve the roadway cross-section for safety. This includes updating the lane widths and shoulders to modern standards. VDOT will also support other capacity improvements as deemed appropriate by the County and as reflected in any future CTP revisions (if they occur).
- VDOT – Supports the idea/concept of realignment of Montesor Road and Limestone School Road with a roundabout, and realigning Newvalley Church Road and Spinks Ferry Road with roundabout as part of future conditions and widening of the corridor. However, VDOT will defer to the process and technical analysis to arrive at the solution for these areas.

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- Leesburg – Would like to have a timeline and schedule for the Route 15 Congestion Report improvements so that they can begin to review potential funding sources as requested by Loudoun County.
- VDOT – Please consider and utilize the new VDOT guidance about transition length in widening past intersections when determining minimum lengths of widening past Montresor Road or other terminus intersection

Loudoun County Sheriff's Office (LCSO), Loudoun County Fire and Rescue (LCFR), and Loudoun County Public Schools (LCPS), Virginia State Police (were not available to attend this meeting)

Attendees: Susan Glass, Kelly Griffin – Loudoun DTCl; Randy Taylor – LCPS; Maria Taylor, Corey Parker, Nicole Pickrell - LCFR; TJ DeLitta, Steve Remick – LCSO; Geoff Giffin, Mark Phillips – Kimley-Horn

- LCPS – Buses have a difficult time turning left onto Route 15 due to the volume of traffic and little to no gaps in traffic. There are also bus stops along Route 15 and they understand that this stops all traffic.
- LCPS provides transportation to its students; the location of bus stops changes from year to year. Any driveway where a student resides could possibly be a bus stop.
- LCSO – Current safety concerns exist at Lovettsville Road, Montresor Road, and almost anywhere you have traffic trying to enter and exit Route 15.
- LCSO - There are few places to walk in Lucketts, people currently walk in the roadway and cross Route 15 without a crosswalk. Also, due to the lack of crossings, there is a bus stop directly across from the school at the mobile home community so children do not have to walk across Route 15. Pedestrians cross Route 15 to attend evening events at Lucketts Elementary.
- LCSO – Has a pedestrian bridge or tunnel been considered near Lucketts Elementary school?
- LCFR – There is currently little to no “wobble room” on Route 15 for emergency vehicles. Some areas along Route 15 have narrow lane widths and there is no shoulder making it difficult for emergency vehicles to respond to calls and go around other vehicles on the road, and there is no room for vehicles to get out of their way. Many of the vehicles are very heavy (up to 47 tons) and a non-stabilized surface (grass next to pavement) cannot support the weight. Firetrucks occasionally must maneuver into oncoming traffic and this creates other safety concerns and the potential to create additional crashes.
- LCFR – Requests that the shoulders be added or widened as well as adding a center turning lane (continuous) all along Route 15 to provide more space for emergency vehicles to maneuver.
- LCFR – larger emergency vehicles have a difficult time entering driveways from Route 15, often they need to park on Route 15 which blocks traffic. Fire trucks from the Lucketts fire station have a hard time turning right from Lucketts Road onto northbound Route 15 due to the tight turning radius, they are typically routed along Lucketts Road to St. Clair Lane. The fire station has a push button preemption for the traffic signal at Route 15 and Lucketts Road/Stumptown Road.
- LCSO – Improving the road to VDOT standards would give more room for maneuverability.
- LCSO – The curvature of the roadway makes the roadway dangerous and in some cases Route 15 has to be closed for any crash more than a fender bender.
- LCFR – Supports widening up to Lucketts, and enough widening for emergency vehicles to pass safely.
- LCFR – Recommended installing left turn lane at Route 15/Stumptown Road.
- LCFR – Recommended installing a turn lane at Lovettsville Road, or a roundabout to make the intersection safer and provide better access.

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- LCPS – school buses currently travel into Maryland to turn around since there is not a safe place to do so near the north end of the corridor.
- LCSO – Some of the enforcement issues are due to the fact there is not enough room to pull vehicles over or enforce the laws. Also, recommended clearing and trimming the areas around the curves to increase sight distance.
- LCSO – Note that road rage is a large contributor to crashes as well as illegal passing.
- LCFR – In regard to a raised median, this may take away options from firetrucks and emergency services by removing maneuverability. However, LCFR is not opposed as long as adequate roadway width is provided. LCFR also noted they don't oppose grass medians unless there are ditches where vehicles get stuck/bottom out.
- LCSO - Speeding complaints are currently coming from Taylorstown Road, Montresor Road, Spinks Ferry Road, and through Waterford on a pretty consistent basis. LCSO believes this is based on vehicles using these other roadways to avoid congestion along Route 15.
- LCSO and LCFR – Both groups would like to stay very engaged in the study process. Fire and Rescue offered that they would be glad to demonstrate the emergency vehicles somewhere to help the public and designers understand the truck size.

Loudoun County Parks, Recreation, and Community Service (PRCS), NOVA Parks, Journey Through Hallowed Ground (JTHG), and Bike Loudoun

Attendees: Susan Glass – Loudoun DTCl; Dennis Kruse – Bike Loudoun; Jeremy Payne – PRCS; Bill Sellers – JTHG; Mike DePue – NOVA Parks; Geoff Giffin – Kimley-Horn

- JTHG – Agrees that with safety and congestion concerns and that they should be a priority. Process should be driven by stakeholders and public. It is a national scenic byway, and would be nice to have a parkway feel. JTHG currently has a grant to use federal funds to add signage (national scenic byway), this 80/20 for federal/County funding. There is a non-binding Board resolution. Tree planting program, there is VDOT funding (\$200,000) for Route 15 in Virginia.
- PRCS – Have two facilities along Route 15 – Lucketts Community Center and Lucketts Community Park. Safety and security of facilities and construction impacts are their largest concerns. This was last year of the Lucketts Fair. However, there are several other events throughout the year including Bluegrass music, car shows, and the fields are used for athletics. Friends of Lucketts Community Center, should be contacted to discuss the study.
- PRCS – Regarding the Lucketts Community Center, there is no need for additional vehicle access on Route 15, used to have overflow parking for large events in front yard.
- PRCS – Needs to have safe access to Lucketts Community Park facility.
- NOVA parks (4 facilities along the corridor) – signage is very important to facilities
 - Balls Bluff Battlefield – Plan on paving Old Balls Bluff Road in future for bike/pedestrian trail
 - Whites Ford Park - Want to make sure signage remains (there is a special exception to sign the paved route)
 - Temple Hall Farm – There is existing access to the Farm on Route 15; need to make sure access is maintained (especially if new development occurs). Farm equipment goes onto Route 15. There are also seasonal events (such as the corn maze) that draw regional traffic at Limestone School Road on Friday/weekends.
 - Springdale property – This is a new property that was recently acquired by NOVA parks. There is a new entrance planned on Route 15 with turn lanes (left and right). The existing house

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entrance will remain. NOVA Parks to send information about site to Loudoun DTCl staff. ROW for Route 15 has already been provided.

- Bike Loudoun – the Potomac Heritage Trail goes through Balls Bluff Park.
- Bike Loudoun – There is a desire to have a separate shared use path from the roadway along Route 15. JTHG may have access to federal funding program and will send some more information. Another funding source is a FLAP grant (matching grant). Need to show improved connection to national parks (Balls Bluff and C&O).
- NOVA Parks - Wants to have more bike/pedestrian facilities along Route 15 and to access their facilities.
- NOVA Parks – Need to consider special event traffic based on NOVA park events.
- NOVA Parks - Supports the realignment of Limestone School Road.
- Bike Loudoun – Would like to see a trail from Whites Ferry to Balls Bluff to expand Potomac Heritage Trail. In addition, there are plans to expand the Potomac Heritage Trail to Harpers Ferry on the Virginia side of the river. A trail along Route 15 would be a great way to fill in a large part of this existing gap.
- Bike Loudoun - If Route 15 will be widened to 4 lanes, why not make this a Parkway like George Washington Parkway and similar examples in NY areas
- Bike Loudoun - Route 15 is the entrance into Virginia, have the roadway design reflect this and add an emblem to the County

Partner Agency Plan Meeting with County Agencies and Funding Partners

Attendees: Susan Glass, Kelly Griffin, Bob Brown, and Lou Mosurak – Loudoun DTCl; Keith Jasper – NVTA; Geoff Giffin – Kimley-Horn

- NVTA recently completed long range transportation plan, includes the following 2 projects:
 - Widening Route 15 to Montresor Road
 - Spot Improvements –safety improvements (not location specific)
- Transportation Planning Board – task force ranked Route 15 hot spots of congestion. Bob Brown from Loudoun County will send more information.
- Transaction 2040 – part of Segment 9-1, ranked relatively low for region. This was based on improvements generally outlined in the Congestion Report. Full improvements in Safety and Operations Study may have scored higher but couldn't be included because it wasn't in CTP.
- NVTA - Evaluation process for 6-year NVTA considered Transaction 2040 but it's not the only factor. Law says that focus on relieving congestion reduction at the lowest unit cost.
- NVTA - Transaction is updated every 5 years.
- NVTA scoring process doesn't require NEPA.

Action Items:

- Loudoun DTCl to contact Friends of the Lucketts Community Center (Lucketts Community Center Advisory Board)
- JTHG to provide more information on funding/grant opportunities
- NOVA Parks to provide more information on Springdale property