

ROUTE 15



Route 15 Safety and Operational Study: Stakeholder Meeting #5

Loudoun County Department of Transportation and Capital Infrastructure

Large Conference Room

May 7, 2018, 6:30 – 8:30 PM

Summary of Comments on Concepts A & B

Stakeholder responses in no particular order:

Shawn Julian – Village Green:

1. Likes Concept B due to congestion relief
2. Likes the safety of the bypass around Lucketts
3. Likes 4 lanes up to Lucketts
4. Concerned about Concept A without widening
5. Concerned about not having traffic analysis/impact for each concept
6. Likes paved shoulders for first responders (police, fire, ambulances)
7. We want to see whatever works for safety and congestion
8. Want to see bike trails on the west side of Route 15
9. Further study of traffic signal vs. roundabout at Montresor Road

Sheryl Williams – Morven Park:

1. Likes the re-alignment of NewValley Church & Spinks Ferry Road
2. Likes the re-alignment of Montresor & Limestone School Road
3. Lucketts bypass is a must and like the western better than eastern – huge safety improvement and congestion relief – thank you!
4. Prefer 4-lanes to Lucketts because it addresses the increased congestion resulting from developments that have been added recently
5. Concerned with how to keep walkers, cyclists, etc. safe on the pathways along roads. There seems to be too much traffic to keep them safe without jersey walls.
6. Please let all voices be heard.
7. Roundabouts & bowtie roundabouts will not alleviate the problem as the signal in Lucketts will still exist. Even if you remove the signal and just rely on the roundabouts it will increase the traffic in that area, and you now must go both directions to get on your desired path.

Eric Swank – Big Spring Owners:

1. Study a signal versus a roundabout at Montresor Road
2. Likes pedestrian/bike trails on the West side of Route 15
3. Likes a signal at Whites Ferry Road
4. Need to better understand the simulation results for:
 - a. Widening only to Montresor with and without roundabout
 - b. No Lucketts bypass with roundabouts north and south of Lucketts
 - c. With the Lucketts bypass
 - d. Generally progressive widening to different points

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- i. Montresor Road
 - ii. The Village of Lucketts
 - iii. Points in between
5. Likes the shoulder improvements to the Point of Rocks bridge
6. Prefer the Lucketts bypass as configured in the concepts

Alfred McCusker – Selma Estates:

1. Both Concepts A+B – The western bypass is an improvement for congestion relief by removing traffic currently traveling thru Lucketts
2. Both Concepts A+B – The western bypass will also increase safety for schools and pedestrians around the Village of Lucketts
3. Further analysis by traffic safety engineers is necessary to determine if a roundabout or a traffic signal is appropriate to relieve congestion and improve safety
4. Pedestrian and bike trails should be on the west side of Rt. 15
5. North of Montresor must have VDOT approved shoulders up through and north of the Village of Lucketts
6. Concept B for the western bypass is the preference vs. Concept A. We need more data to support all of these concepts

Doug Fabboli – Lucketts Business Collaboration:

1. Concept A
 - a. Pro: Provides more space for a trail and no extra pavement being installed
 - b. Con: Does the 4 lane widening 2,000 feet north of Whites Ferry Road give enough space for traffic relief?
2. Concept B
 - a. Pro: No head-on accidents?
 - b. Con: Moving traffic becomes a magnet for more cars, more costs, ROI?

David Goodrum – Raspberry Falls:

1. We want what will get Virginians to and from their homes quickly and safely
2. Neither Concept A nor Concept B shows widening to Montresor then dropping to a single lane each way. We want to see those results to give opinions on the widening north of Montresor.
3. Need to see the results with no Lucketts bypass and with roundabouts north and south of Lucketts
4. Generally, we approve of a bypass but still want to see the results of only roundabouts north and south of Lucketts
5. We like paved shoulders for the entire Route 15 corridor
6. We like the shared use path on the west side of Route 15

David Wiseman – Taylorstown Community Association:

1. Concerned over access to Right of Way?
2. I like the bypass and allowing Lucketts to become more of a traditional town
3. Added shoulders will be safer
4. Concession to not attempt to build four lanes

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5. Concerned about the follow on development that could come with widening. Can we do capacity improvements and restrict development?
6. Concerned over the large number of driveways currently accessing the roadway
7. Concern about Montresor Road and its growing role in the “traffic shed”
8. Concern that there is no alternative road for local traffic/commuter traffic

Rachel Govier – Big Spring Owner:

1. Concept A - Roundabout concept at Montresor works – does not work in Concept B, need to study signal versus roundabout at Montresor Road
2. Add a new Concept C – 4 lanes, with median/turn lanes through Montresor
3. We support safety and congestion relief and need a full analysis to better understand the impacts of cost, timing, congestion relief, and safety.
4. Solution for school kids from Lucketts busing into Leesburg (45 min commute approx. at times)
5. Concept B is confusing but promising (further study is required)
6. Concepts improve access for emergency responders to local residents between Leesburg and Maryland add shoulders
7. I assume that widening to Whites Ferry is fixed as Concept A + B show the same base scenario?

Peter Gustafson – Lucketts Ruritan:

1. No Lucketts bypass because property would need to be purchased. What about the Ian Lockwood plan from 2002, the plan would alleviate the existing signal and use traffic calming, sidewalks, etc. through Lucketts to encourage safety.
2. Concept A: Do not like controlled access to St. Clair lane, no signal at Whites Ferry, this is the problem. A Roundabout installed at Whites Ferry Road is the most important of any intersection.
3. Concept B: This is the outer beltway we have been against and it has the same signal that backs up A.M. traffic from Whites Ferry Road north to Lucketts.
4. Both Concepts: I support the improved grassy/paved shoulders with adequate pull-off area to allow for emergency use, mixed use paths, and proposed roadway realignments.

Martha Polkey – Catocin Coalition:

1. Supports realignment of intersections with roundabouts and shared use paths.
2. Objects to the following items:
 - a. Controlled access
 - b. Grassed medians; should have trees
 - c. Broad paved shoulders; wants maximum 2 foot paved median with rumble strips and geogrid grassed shoulder (6-8 ft wide)
 - d. Lucketts Bypass; wants roundabout at Lucketts/Stumptown roads and roundabout at southern school entrance along with new road from the park to Lucketts Road
 - e. Concept B: 4-lane widening to Lucketts will induce traffic
3. National Scenic Byway Corridor Management Plan should be incorporated into the corridor design.
4. Community vision charrette should be led by facilitator.

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