



**Belmont Ridge Road Corridor Planning Study
Phase 2
Blue Ridge District**

**Public Comment Period
April 7, 2023 through April 21, 2023**

Summary of Public Comments & Questions Received with Responses

Introduction

The primary goal of this public comment period was to provide the community a summary of the Belmont Ridge Road Corridor Study approach and findings, with an emphasis on the Phase 2 recommendations for long-term improvements, and to receive and evaluate feedback from the public regarding the study. This document summarizes the input received and includes three sections:

1. Questions asked during the public comment period with a response provided for each question.
2. All other comments received during the public comment period.
3. Responses and additional information regarding topics that were prevalent as common themes throughout the comments and questions.

1. Questions & Answers

This section of the document includes all questions asked during the public comment period and responses from the study team.

Q1. Why is there no sidewalk currently alongside Briar Woods High school between the light at Belmont Ridge Road on Northstar Boulevard and Pale Iris Terrace? It's ridiculous students are walking in the road in order to walk along Northstar Boulevard.	
A1:	This question is regarding a missing sidewalk segment along Northstar Boulevard, which is outside of the study limits of the Belmont Ridge Road Corridor Study. Loudoun County has a formal Sidewalk and Trails Program, which was established as part of the Capital Improvement Program (CIP). As part of this program, missing sidewalk/trail segments are prioritized based on five groupings including proximity to activity generators, proximity to transit access, roadway characteristics, safety, and the ability of a segment to improve connectivity between high-volume trip generators (network connectivity). This program provides a data-driven investment approach for additions to the sidewalk network countywide. Sidewalk and Trail projects are initiated and advanced to design and implementation phases in ascending priority order within the CIP. For more information about this program and the prioritization of sidewalk improvements for other corridors in Loudoun County, please refer to the program webpage: https://www.loudoun.gov/5754/Sidewalk-and-Trail-Program .

Q2. Traffic speed sensors tied to traffic lights (changing to red when over the limit) have worked in Herndon; why not here?	
A2:	Phase 1 of the Belmont Ridge Road Corridor study evaluated traffic speeds along the corridor and a more comprehensive summary of those findings can be found in the Phase 1 Public Comment Summary and Responses document linked on the corridor study webpage https://www.loudoun.gov/belmontridgeroadstudy . Generally speaking, speed data revealed a more notable problem on the southern end of the corridor outside of the influence area of a traffic signal. Comments made during the Phase 1 public comment period regarding speeding were also based on site-specific conditions, such as around unsignalized intersections and school zones, which would not be addressed by countermeasures at signalized intersections. Other speed management measures are being proposed as part of the study recommendations, including introduction of roundabouts, warning signs, and narrower travel way.
Q3. While I greatly appreciate the study and the recommendations, why are we waiting until 2040 to do this?	
A3:	The Belmont Ridge Road Corridor Study is a planning level study to identify viable recommendations for further consideration. Year 2040 was chosen as the <i>analysis target year</i> for evaluating operational performance of the long-term improvements, but that year is not intended to indicate a timeline associated with implementation. Actual implementation will depend on whether the Board of Supervisors accepts the recommendations and whether the improvements are funded and how they are prioritized among other transportation improvements across the county. Please see also Section 3.1 for more details regarding how the proposed improvements will be considered by the Board of Supervisors and the timeline for the long-term recommendations.
Q4. We question why a similar reduction in travel lanes was not considered between Evergreen Mills Road and Creighton Road and request further consideration for this segment. Belmont Ridge Road around Myan Gold/Stratford Landing Drive had the highest speed rating, in the 85th percentile. If proximity to the Brambleton Firehouse is a concern, could striped bike lanes replace one of the travel lanes in each direction on Belmont Ridge Road between Creighton Road and Evergreen Mills Road?	
A4:	The proposed reduction in travel lanes <u>does</u> include the segment of Belmont Ridge Road south of Creighton Road, specifically as far south as the intersection with Riding Reins Terrace/Lullaby Street, which is the first intersection directly north of Evergreen Mills Road. This narrowed segment extends into the area noted in Phase 1 as having the higher travel speeds in the area of Myan Gold Drive/Stratford Landing Drive. This area also serves other pedestrian attractions that may promote pedestrian crossing activity, such as the pool, parks, and play areas, and would benefit from the proposed narrowed cross section. The transition from one lane in each direction to two lanes in each direction on Belmont Ridge Road is proposed to occur between Riding Reins Terrace/Lullaby Street and Evergreen Mills Road, so as to maintain that existing signal configuration (with two lanes in each direction on Belmont Ridge Road) to serve movements to/from Evergreen Mills Road.

Q5. If acceleration of Phase Two enhancements is not an option, could the County and VDOT consider an interim solution, such as converting outside travel lanes to painted bike lanes?

A5: The feasibility of reducing the number of travel lanes on Belmont Ridge Road will be dependent on changes to the adjacent roadway network and completion of other projects in the area that will result in traffic pattern changes and the reduction of traffic volumes on Belmont Ridge Road. For example, the lane reduction on Belmont Ridge Road could only be implemented after the opening of Northstar Boulevard, which will then serve north-south traffic in this area of the county that is not destined for neighborhoods along Belmont Ridge Road. The timing of those other roadway network changes is uncertain at this point in time and is something that will need to be further investigated beyond this study.

Such an interim improvement as described in the question would still require an investment in additional planning, analysis, design, and construction, in order to assess the functional roadway needs for such a configuration and to implement related changes that would be required such as modified traffic signals, pavement markings, signs, and turn lanes. Such an interim configuration would still require the other adjacent roadway network improvements and projects to be completed first, as the lanes could not be reduced on Belmont Ridge Road until such time as the other roadways are in place. The funding and interest in implementing an interim solution would need to be further evaluated.

Q6. Seeing the proposed number of roundabouts is also concerning, as many drivers that I have observed do not understand proper entry and signaling while in the round about. What are the statistics for the number of accidents that occur in these road patterns?

A6: Roundabouts offer safety and operational benefits over traditional intersections operated by traffic signals. Some of these benefits, as documented on the VDOT website, include:

- **Improved safety:** Reduces the number of points where vehicles can cross paths and eliminates the potential for right-angle and head-on crashes
- **Increased efficiency:** Yield-controlled design means fewer stops, fewer delays and shorter queues
- **Safer speeds:** Promotes lower vehicle speeds, giving drivers more time to react
- **Long-term cost effectiveness:** No traffic signals mean lower long-term costs for operations, utilities, and maintenance
- **Aesthetics:** Allows for landscaping and beautification.

More information on roundabouts is provided on this information web page:
[VDOT Innovative Intersections and Interchanges - Roundabout](#)

The actual number of crashes at roundabouts varies broadly depending on traffic volumes and site-specific conditions. Research and review of 55 roundabouts in the United States demonstrated that conversion of a conventional stop-controlled or signalized intersection to a roundabout resulted in an observed 35% reduction in total crashes of 76% reduction in injury crashes. These values are also consistent with results from international studies. These findings

	are presented in the <i>National Cooperative Highway Research Program (NCHRP) Report 672 Roundabouts, An Informational Guide, Second Edition</i> .
Q7. If safety is such a concern in this area, why is LCSO not patrolling this area more? I drive this route several times a day, every day, and rarely see an officer in the area. I would think they would be concerned if the road is so dangerous?	
A7:	The relative safety of the Belmont Ridge Road corridor compared to other roadways in the county was not evaluated as part of the study. The analysis of the safety data presented in this study did not include an evaluation of whether additional enforcement was needed compared to the needs of other roadways countywide.
Q8. This is great. Can you do it next year instead of by 2040? Also, in the meantime, stop signs on Belmont Ridge would facilitate a move of traffic to Northstar very quickly. What about that in the interim?	
A8:	Please see also the response to Q3 above regarding the implementation timeline. Implementation of all-way stop control (where stop signs are placed on all approaches to an intersection) is a measure that may be applied under specific conditions and in accordance with the Federal Highway Administration Manual on Uniform Traffic Control Devices (FHWA MUTCD). The question asks whether all-way stop control could be implemented in order to discourage drivers from using Belmont Ridge Road now (in the interim) under the current corridor and adjacent roadway network conditions. Investigation into this measure for existing conditions on Belmont Ridge Road was not considered as part of this study, since implementing traffic control devices with the intent of compelling drivers to use Northstar Boulevard as an alternate route would be undesirable prior to the implementation of the other roadway network improvements that need to be in place first, such as the extension of Northstar Boulevard. Belmont Ridge Road is a public roadway and until such time as the adjacent roadway network is fully built out, its current function for serving general through traffic is critical to the performance of the overall roadway network under current conditions.
Q9. Roundabouts don't work. See Route 15. A disaster of a decision. People don't know how to navigate them. Please consider that there are 3 high schools in the area. That's a large percentage of young drivers who can't navigate a single lane roundabout and we are considering a double?? Also, how does this benefit pedestrian traffic? It's dangerous enough to try and cross now.	
A9:	Please see also the response to Q6 above regarding the benefits of roundabouts and Section 3.2 for more details regarding the recommended roundabout at Ryan Road, which is inferred by reference to be the "double" roundabout in the question. Regarding the "double" aspect of this question, which is assumed to mean double lane roundabout, the proposed roundabouts at Legacy Park Drive and at the Northern Briar Woods High School Entrance are single-lane roundabouts. The proposed roundabout at Ryan Road is a hybrid roundabout, sometimes called a "2x1 roundabout" (with one circulating lane in the north and south directions and two circulating lanes in the east and west directions). This is different from a two-lane roundabout, such as is the configuration of the roundabout at Berlin Turnpike (Route 287) and Main Street/Colonial Highway (Business Route 7) in Purcellville.

	<p>Roundabouts can provide safety benefits for pedestrians compared to traditional intersections, including lower travel speeds. Traffic speed at any road or intersection is critical to the safety of bicyclists and pedestrians. Lower travel speeds are associated with better driver yielding rates, reduced distance needed for a driver to stop, and lower risk of collision injury or fatality. Additionally, the two proposed roundabouts adjacent to school areas, one at Legacy Park Drive and one at the Northern Entrance to Briar Woods High School would result in a 50% reduction in vehicle-to-pedestrian conflicts compared to the conventional intersection alternative.</p>
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Q10. Why are we not discussing placing tunnels under these intersections? If pedestrian safety is the priority, tunnels are the most logical remedy. Brambleton already has them on Creighton Rd along with a residential street Morning Walk. These intersections are right next to schools. Why would you complete all of these design changes and children still have to cross the roadways?

A10:	<p>Because pedestrian tunnels are higher cost, require extensive time to design and implement, and can be more visually intrusive, they are typically applied as measures of last resort. Tunnels are also typically more appropriate where pedestrians need to cross a freeway or other high-speed, high-volume arterial, whereas the intent of this corridor study is to align the corridor context more appropriately with its designation in the Loudoun County Countywide Transportation Plan as a Minor Collector, shifting roadway attributes away from the higher-speed arterial context of a corridor with tunnels. Additionally, tunnels require ADA ramps for full accessibility by all roadway users, and in order for the ramps to tie in and provide access at the depth required under the roadway, it often requires sizeable right-of-way and impact to the roadside. Studies have shown that many pedestrians will not use an underpass if they can cross at street level in approximately the same amount of time. In concurrence with the research, it was noted in engineering field observations on the Belmont Ridge Road corridor that more pedestrians utilized the existing at-grade street crossings at Creighton Road instead of using the existing tunnel for the same origin-destination.</p> <p>The proposed conditions with fewer travel lanes will provide pedestrian crossings that have a reduced exposure to vehicular travel paths, and recommendations include multiple treatments along the corridor that encourage slower travel speeds.</p>
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Q11. I really like the plan for the intersections that have planned roundabouts. However, does everyone agree that the intersection of Belmont Ridge and Creighton Rd will handle the projected traffic in 2040 without also having a roundabout?

A11:	<p>Using the estimated 2040 traffic volumes, operations analysis was performed for the signalized intersection configuration and the roundabout configuration at Creighton Road, both assuming the reduced two-lane cross section on Belmont Ridge Road. Unlike the traffic signal at Ryan Road, a signal at Creighton Road is estimated to operate acceptably during both AM and PM peak periods under future year 2040 traffic conditions. Furthermore, the change in number of lanes on Belmont Ridge Road would present an opportunity to further consider more improvements in operational performance through optimized traffic signal timing and phasing changes.</p>
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2. Comments from the Public

The following section includes comments received in writing during the public comment period. The comments are listed in no particular order. The comments were captured verbatim, and no changes were made to what was submitted with the exception of where personal identification information was removed. Some of the comments below include questions, and those questions are also included above in Section 1, where answers are provided.

- 1) Phase 2 seems well considered with multi-modal opportunities and scaled to work for the community. I appreciate the effort to incorporate landscaping and develop a system consistent with a residential community. I am supportive of the conclusions reached in the study.
- 2) I fully support all of the changes described in the presentation. I was surprised at the recommendation to put a 2x1 traffic circle at the intersection with Ryan Road, but love the idea if studies show it will work. The design seems to separate right turns from the circle, making the circle a bit less chaotic. It will take some time for drivers to adjust, but I do believe it will make that intersection safer. The entire concept, with a nice median, traffic circles, and expanded multi-purpose paths for this corridor is a great idea, in my opinion, and should increase the aesthetics of the neighborhood. All of this assumes a much lower volume of traffic, of course. Thank you for the comprehensive presentation.
- 3) I would love to see more road bike lanes in Brambleton to promote more bike traffic and less vehicle along our community roads. I think reducing Belmont Ridge Rd to 1 lane and reducing the speed would make the entire community safer and provide the needed space for bike lanes central to the community. I would love to see this implemented as Reston did to Soapstone Dr. (Reducing from 2 high speed lanes to 1 + bike lane) With the completion of Loudoun County parkway, there is now a better road for high speed than Belmont which splits an elementary school and community pools from housing, causing more pedestrian traffic than Loudoun County Parkway.
- 4) Why is there no sidewalk currently along side Brier Woods High school between the light at Belmont Ridge Road on Northstar and Pale Iris Terrace. It's ridiculous students are walking in the road in order to walk along North Star.
- 5) With the construction of North Star and the existence of LCP, regional traffic should be directed to those major roadways. As a result, the speed limit should be reduced to 35 mph on BRR.
- 6) Per previous comments on prior surveys, a pedestrian crossway at Legacy Park Drive & BRR would help connect the community and facilitate children walking to Legacy Park Elementary.
- 7) First option: close Belmont from legacy park to Creighton. Second option: Add stop lights and cross walks with raised pedestrian crossing at Legacy Park and regal woods. This would discourage traffic use and slow down the cars that do use it. Alternatively add tunnels at all intersections. Add wide paths to support two way bike and separate walking lanes from the neighborhoods to the shopping center. Install bike parking lots at Harris Teeter and the fitness center to encourage usage of bikes.
- 8) I regularly walk from Portico Pl up to the farmers market on Sundays and up to the Harris Teeter depending on the time of day. If it's during any typical commuting hours it is very dangerous to cross Belmont Ridge from the Regal Wood and Legacy Park intersections. In order to make Brambleton more pedestrian/bicycle friendly there is a definite need for a safe crossing across Belmont from Ryan Rd over to Creighton at the least. This could look like a crosswalk with flashing orange lights when people cross which would alert drivers and make them stop. Or perhaps it could look like a raised crosswalk that can only be safely negotiated by cars at 25 mph. It would be a dream if there was a pedestrian tunnel as in other areas located at the Legacy Park/Belmont Bridge

intersection, such that my teen could safely cross whenever she wanted to go visit her friends who live close to Harris Teeter.

- 9) As a transportation engineering professional for almost 40 years, I am concerned about the careless use of taxpayer dollars to fund a widening project, then after only a few years of improvements, funding what essentially undoes the original work. Fairfax County has some urbanized areas where multimodal improvements make a lot of sense and are a good use of taxpayer funds. Loudoun County does not appear to have the same urbanized areas where multimodal improvements can provide for effective travel options. I was responsible for implementing multimodal projects and programs so believe me, I understand why and how they provide critical options. However it seems that reversing a widening project after so few years of use is short-sighted, a waste of taxpayer funds, and provides what some might perceive as the right solution, at the wrong time in the wrong location. It would be helpful to see traffic projections for vehicles as well as bicycles and pedestrians to determine whether or when multimodal solutions may be reasonable in this location. Thank you for the opportunity to comment, [Name Removed]
- 10) Commissioners: I am strongly opposed to using speed bumps to control traffic (except on neighborhood streets) -- that's what speed limits and traffic signals are for. Speed bumps prevent people from driving the speed limit and can damage automobile suspensions on vehicles such as EVs. Further, road improvements were proposed and funded to reduce gridlock-- speedbumps are SEASONAL, increase gridlock and are a nuisance to folks with sensitive medical conditions. Increased traffic enforcement/radar trailers would be very welcomed. Nickens is a side street off BRR -- at times people visibly increase speed coming from the light at Creighton to "prevent" folks from making a left turn (either entering or leaving the neighborhood) in front of them. Traffic speed sensors tied to traffic lights (changing to red when over the limit) have worked in Herndon; why not here? Additional lighting on area primary streets (i.e., Ryan, BRR, Northstar) would be a welcome improvement. Build a pedestrian tunnel at Legacy Park & BRR to safeguard children and others using park facilities seems wise and popular - I agree. Do it. Last of all -- reducing the number of travel lanes on BRR will negatively impact Loudoun Fire & Rescue Station 9 and restrict emergency vehicle access. (I did not see this addressed in anyone's comments.) This is a community safety issue.
- 11) This is a step in the right direction. Thank you for proposing this. I 100% support this towards better pedestrian safety on the BRR corridor. We need school zone signs, reduced speed limit and no trucks. We need more options for pedestrians to access the park and town center and school on either side of the corridor. I see a lot of kids and adults cross over BRR dangerously. This is a step in right direction.
- 12) Please gett his proposal started ASAP. It is too far away to start this project in 17 years. The issues we are dealing with are now and won't get any better. I propose the work gets started within the next few years.
- 13) I do not agree with the proposal to narrow Belmont Ridge Road to one lane in each direction. Although your projections account for the opening of Northstar Boulevard as a major throughway to travel north/south across Route 50, I do not believe your assumption that traffic on Belmont Ridge Road will decrease is accurate or reliable. Your assumptions do not appear to take into account the continued growth and buildout of Brambleton itself. There are currently approximately 20,000 residents of Brambleton, and that number will only increase as the community is fully developed. Belmont Ridge Road is a significant means for traveling north and south within Brambleton, and that will only continue and increase as the population increases. While Loudoun County Parkway and the future Northstar Boulevard will provide alternate means for traveling north

and south outside of Brambleton, both of those streets are located on the outer edges of the Brambleton development. Those roadways do not provide an adequate means of north/south travel for vehicles traveling to and from locations within the heart of Brambleton. Moreover, as your presentation pointed out, Belmont Ridge Road has significant amounts of vehicular traffic associated with both Legacy Elementary School and Briar Woods High School. It seems very unlikely that traffic will not be reduced to a standstill near both schools during morning and afternoon school hours, when hundreds of cars queue to pick up and drop off students, buses are entering and exiting the campuses, and student drivers are leaving school. At a time when the County is forced to spend substantial sums to widen existing roadways to accommodate existing traffic, it seems incredibly shortsighted to consider narrowing an important roadway. Finally, regardless of the merits of the proposed narrowing of Belmont Ridge Road, the concept of installing a rotary at the intersection of Belmont Ridge Road and Ryan Road is absurd. One does not need to be a traffic engineer to recognize that the proposed rotary is a disaster in the making. The concept, with multiple lanes of traffic leading into the rotary from every side and multiple lanes traveling around the rotary, is confusing and dangerous. For instance, it is obvious that travelers will mistakenly enter into the wrong lanes as they travel on Ryan Road toward Belmont Ridge Road and then attempt to cut across lanes to end up going in the direction they intended to travel. Given the accident history at that intersection, a traffic signal is necessary to regulate the flow of vehicles. Ryan Road will continue to be a heavily used roadway connecting travelers from Loudoun County Parkway into Brambleton. With the ongoing development of townhouses all along Loudoun County Parkway and around Brambleton, the volume of traffic will continue to increase and will result in even more vehicles traveling on Ryan Road toward Belmont Ridge Road.

- 14) This design seems to overdo what could be a much simpler solution to the pedestrian and bike prioritized problems along Belmont Ridge. First, I don't see anything in the Presentation that fully shows the end state of Loudoun County Parkway along with Northstar (to 50) in conjunction with Belmont Ridge Road. The plan was to reduce the speed of BRR when those two primary pathways are open. You can reduce speed without dropping to one lane each direction. Narrow the roadway by building the median, but don't reduce to one lane. It still is a main pathway through Brambleton and vehicles break down and/or very slow moving and/or construction (fiber) vehicles block the road frequently. Second, the Legacy BRR intersection just needs a HAWK signal. People will stop for the red light to allow bikes and pedestrians to cross. HAWK signals have shown to reduce accidents with pedestrians and bicyclists by 69%. Using a fixed median and the hawk signal will be a good medium to long term solution for that intersection. Additionally, you could do a full median that disallows cross traffic (right in and right out) to reduce another aspect of potential pedestrian/vehicle conflict. All without reducing traffic flow or causing congestion or without waiting until 2040. Looking at BRR and Ryan, I think a circle there is crazy. NOVA drivers are not effectively navigating circles that are more than one lane. VDOT is approving circles all over the region faster than there is observable data that they are effective. The road diet along with the reduced speed along with easier to navigate corners would be sufficient for the intersection. Heck, some protected right turns would be great or at least reduce the turn angle so they aren't a strict 90 deg by cutting the peak of the corner. Finally, the entrance into the high school could be a circle or a dedicated turn lane. Why this didn't have a turn lane in original designs dumbfounds me. There are unskilled drivers blocking the roadway crossing traffic at this location. Putting in a circle, again with the unskilled high school drivers, doesn't seem like the best approach. Change the entrance/exit of the school overall. No left out of the school on BRR. Make the northbound exit from the school only to Evergreen (n the school's south side). From BRR, allow left into the school

(with a dedicated Northbound turn lane) and allow a right into the school (southbound) and allow a right exit from the school (to southbound BRR).

- 15) I generally agree with the Phase 1 recommendations the presentation shows, so long as it is documented and stated that they are expected to measurably reduce accidents and fatalities. The Long Term recommendations appear non-conventional for a residential area along a major VDOT road, however I would support them if it is documented and stated that they are expected to measurably reduce accidents and fatalities along with a reasonable supporting budget to accomplish the work. Thank you.
- 16) I fully support this plan but hope that it can be implemented MUCH sooner. We need these pedestrian and safety features now.
- 17) While I greatly appreciate the study and the recommendations, why are we waiting until 2040 to do this? I understand there are processes and budgeting but these (Briar Woods, Ryan, Legacy Park, Regal Wood) have been issues for so many years. Living here since 2001 we have seen so many accidents and near misses. While bad drivers need to be accountable, we should be doing better to ensure the safety of our pedestrians and students. I hope that at the very least, reducing the speed limit to 35 mph (hopefully then they will slow to 50 mph) and ultimately to 25mph as was originally planned once Northstar cuts through will return Belmont Ridge to the residential street we were promised. Thank you
- 18) The PowerPoint slideshow related to the public comment period (dated September 21, 2022), slide 7, states that on one section of Belmont Ridge Road (.10 miles north of Myan Gold/Stratford Landing Drive) that the 85th percentile speed is 10 mph over the posted speed limit. There is no posted speed limit for the segment of Belmont Ridge Road between Evergreen Mills Road and Creighton Road in either direction. I recognize that people who want to speed will do so irrespective of the posted speed limit; but it would be helpful to have speed-limit signs on the segment of Belmont Ridge Road in question so that people turning off of Creighton Road and headed southbound and likewise off of Evergreen Mills Road headed northbound will see the posted speed limit. It is hard to believe that there were not already speed limit signs emplaced on this segment.
- 19) We totally support the new recommendations and also request County to complete the Phase-2 recommendations as early as possible. The intersection of Belmont Ridge Dr and Legacy Park Dr is the most dangerous in Brambleton, is used heavily by children and adults going to Legacy Park Elementary School, and the Brambleton Town Center and Park. I have seen more than a dozen near misses with kids trying to cross or Vehicles trying to cross at this intersection. Please complete the recommendations before some loses their life or something very bad happens.
- 20) On Behalf of the Brambleton Community Association Board of Director, I submit the following comments:

Dear Mr. Gonzalez - Department of Transportation and Capital Infrastructure,
Brambleton Community Association (BCA or Association) would like to again thank Loudoun County Supervisors and staff for funding and performing the Belmont Ridge Road Corridor Safety and Operational Study. Safety on this portion of the road through Brambleton has been a long-standing concern for residents and the Association. As previously communicated, BCA supports the Phase One recommendations of the study. The Association has had a chance to review the Phase Two recommendations and would like to provide its comments to the County.

 - Reduction of Travel Lanes - BCA supports the reduction of travel lanes from four to two along Belmont Ridge Road within Brambleton. We question why a similar reduction in travel lanes was not considered between Evergreen Mills Road and Creighton Road and request further consideration for this segment. Belmont Ridge Road around Myan

Gold/Stratford Landing Drive had the highest speed rating, in the 85th percentile. If proximity to the Brambleton Firehouse is a concern, could striped bike lanes replace one of the travel lanes in each direction on Belmont Ridge Road between Creighton Road and Evergreen Mills Road?

- Shared Use Path with Median Separation - BCA supports the shared use paths with median separation from the travel lane. Paths and trails north of Creighton Road are limited, with much of Brambleton's trail/path system existing south of Creighton. A shared use path, as proposed, will not only improve pedestrian and bike access within the community, but it will also provide a missing link to communities and amenities north of Brambleton - such as the Beaverdam Reservoir, Brambleton Ballfields, future Broadlands Recreation Center, and the W&OD Trail.
- Landscaping and Irrigation - The Association considers Belmont Ridge Road a main boulevard for the community and would be willing to maintain the landscaping and turf within the medians and traffic circles to a "Brambleton" standard at its expense. This would require VDOT permission, enhanced plant material, and irrigation.
- Belmont Ridge Road Roundabouts
 - Briar Woods High School - The proposed roundabout would improve pedestrian access to the school. Concerns of vehicles queuing for drop-off/pickup and blocking the intersection would need to be considered.
 - Ryan Road - The Association can support this location if the County is confident the design can handle the volume of traffic at this location. The roundabout would improve left turn safety and pedestrian crossings - both highly desired and needed at this intersection.
 - Legacy Park Drive - The Association supports this enhancement because it would improve safety for pedestrian crossing and reduce the severity of vehicular accidents. The proposed design would connect two neighborhoods with desired amenities that are currently divided by Belmont Ridge Road.
 - Roundabout Lighting - The Association requests the County to consider lighting installations at the roundabouts for pedestrian and traffic safety.
- Crosswalks at Creighton Road - While pedestrians can safely cross Belmont Ridge Road using the existing tunnel, most choose to use the crosswalks because the tunnel is 100 feet away from the intersection. While the Association sees the tunnel as the primary and safest route, the addition of additional crosswalks at this intersection would improve safety. BCA will continue to promote resident use of its six tunnels.
- Timing of Phase Two Enhancements - BCA has concerns for the 2040 timing of the enhancements and requests acceleration of the project. The completion of Northstar Boulevard will occur in the next couple of years, changing traffic patterns and volume in and around Brambleton. If acceleration of Phase Two enhancements is not an option, could the County and VDOT consider an interim solution, such as converting outside travel lanes to painted bike lanes?

We look to be partners and contribute to this important community issue where possible. On behalf of the BCA Board of Directors, we look forward to continuing discussions towards improving safety along Belmont Ridge Road and again, thank you for your time and effort. Sincerely, [Name Removed] LSM General Manager. PDF version also submitted via email.

- 21) As a current homeowner on the Belmont Ridge Rd next to Legacy Park. We live right on the road. We witnessed major car accidents near the legacy elementary school and the legacy park on Belmont ridge road. The Phase Presentation Slide 7 - Belmont Ridge Rd Cross Section (Concept 1) image is what I dreamed of. I would not have thought this could be possible but living next to a busy rd it's not easy with the noise and car exhaust smells. I believe most of the exhaust smell is from commercial vehicles. At times we thought about moving to a different location due to road noise. That's why we believe making Belmont Rd to two-lane Rd with a circle roundabout will not only cut down the noise but all other things like high-speed accidents involving cars and people crossing and auto exhaust smell. This will also, bring a safer environment for the school and the park to the Brambleton neighborhood. We have airplane and helicopter noises to deal with as well, so having this phase done will drastically improve our lives and the value of the local population. I am not sure who initiated this but I applaud the person and I am very thankful that it moved this much forward. Please this is what we needed. We love living here but oftentimes made us think if it was a bad decision due to the road noise. Having this phase done would be a dream come true for us. We want to grow old in this house and this will make that happen for us. Thank you very much. [Names Removed]
- 22) Hello. I appreciate the opportunity to provide input on the pending design. This is quite honestly a terrible idea. Reducing the traffic on Belmont Ridge is only going to increase it on Ryan Road, and put additional pressure on other roads that drivers will use as a creative work around. Not to mention that there will need to be a reduction in speed on Belmont Ridge due to the proposed bike lanes. Seeing the proposed number of roundabouts is also concerning, as many drivers that I have observed do not understand proper entry and signaling while in the round about. What are the statistics for the number of accidents that occur in these road patterns? That data wasn't included in the presentation. It's very hard to believe that reducing a roadway by one lane each way will not create more driver stress and inconvenience. Housing continues to increase and with new residents will come more vehicles. This reads like more of an esthetic desire and less of a solve for the traffic in Brambleton. We don't need to create a sense of community by reducing traffic flow on one roadway to burden others. That hardly feels very neighborly. Thank you.
- 23) Thank you for addressing the greatly needed safety response to the current traffic conditions of the Belmont Ridge Road Corridor. In addition to the proposed changes, we would also like to minimally see a crosswalk installed at the intersection of Belmont Ridge Road and Meridian Hill/Frontier Drive. This is a heavily trafficked road and would provide a safe route for students to walk to Legacy Elementary School and residents to reach a number of community amenities offered so highly as walkable destinations. We greatly appreciate your support and consideration for including this small addition in the BRR Corridor safety response.
- 24) Thank you for the opportunity to provide input on the Phase 2 of the Belmont Ridge Road Corridor Study. Thank you also for all the work involved in re-visioning of this corridor. The recommendations are impressive and I believe if they are ultimately implemented, the plan would result in a significant community improvement. I have a few additional recommendations below. Given the accident information available, I encourage further consideration for expanding the study to include the segment of Belmont Ridge Road between Creighton and Evergreen Mills Road. I also encourage consideration for additional roadway lighting along the entire corridor. Over the years, many neighbors have expressed concern for the lack of roadway lighting and if there is a way to incorporate additional lighting in the planning stage, it would address those concerns. Please also consider what can be done to encourage collaboration with all of the parties involved, county, state, and HOA, to ensure that the aesthetics of these improvements are considered as well. With the

ultimate completion of the Northstar connection to Route 50 to be finished within the planning period of the county CIP, it would be ideal to accelerate phase 2 of this project, or implement interim solutions.

- 25) Add pedestrian tunnels for legacy park drive crossing Belmont ridge road. The park is part of the planned community and we should continue to encourage access from the residential zone around the elementary school and the park and town center. Additionally student do walk to the elementary school, and there could be safe passage with a pediatrics tunnel. Consider round about / traffic circles for the Ryan road intersections. This keeps traffic moving, makes it safer, and makes entering and exiting the community easier and more efficient. It can take 15 minutes to get to the greenway if you hit all the lights.
- 26) Back in 2020, [Name Removed] and a handful of residents who lived on Belmont Ridge (specifically [Name Removed] and [Name Removed]), presented to the Brambleton Grounds and Facilities Committee a concern over the safety of Belmont Ridge and not having similar mounding and landscape structure in front of their homes. Their concern was with the possibility of vehicles leaving Belmont Ridge and striking either residents or their property on Sweet Andrea Dr. or Brook Shade Dr.. The Committee rejected the plan as it would have been difficult to do what was requested due to utilities, etc.. At a second meeting, {Name Removed} and the concerned residents proposed removing the hardwood trees and putting in "thistle bushes" and other landscaping to again stop the possibility of vehicles leaving Belmont Ridge and either hitting a resident or doing damage to property on Sweet Andrea Dr. or Brook Shade Dr. This again was rejected as the committee stated that the hardwoods would have done a much better job stopping the vehicle than the resident proposed landscaping. At this point, the residents then stated their true concern. Their concern was not so much safety, but was with sound, lights from vehicles, not having similar landscaping to those neighborhoods further up Belmont Ridge, and the possibility of property values dropping due to these things as Belmont Ridge became more used. It was agreed upon by the committee to update the landscaping, which has been done. I stress, safety was of little concern and property value, lights from vehicles, and noise were the concern. What is being proposed (assume [Name Removed] is behind this since he is a member of Loudoun County staff), is just a concern of how home owners can keep the noise down and increase their property values at the cost of Loudoun County Tax Payers. The plan in no way helps the rest of Brambleton, but hinders it as drivers are going to use alternative routes causing more congestion and issues in those areas. If safety is such a concern in this area, why is LCSO not patrolling this area more? I drive this route several times a day, every day, and rarely see an officer in the area. I would think they would be concerned if the road is so dangerous? A sense of community is not helping one area at the cost of everyone else. Alternative routes such as Olympia Dr., North Star, Legacy Park Dr, Minerva Dr, Creighton Rd, Evergreen Mills Rd are all going to be alternative routes that people will take to avoid roundabouts and other hindrances. Loudoun County has enough traffic issues and taking a four lane road to two is just a terrible idea when it will make a couple of people (including one on Loudoun County's pay roll) happy and the rest of us miserable.
- 27) Dear Sir/Madam, As a local community leader who brought together many Brambleton neighbors living alongside Belmont Ridge Road to present our joint concerns to the Brambleton Community Association and having personally presented these concerns at a County Board of Supervisors meeting, I am glad and grateful for the plans proposed by the County. Loudoun County has listened to our valid concerns, which were especially elevated after the fatal crash near Legacy Elementary in 2019. Bringing this section of Belmont Ridge Road in line with its residential nature has been long overdue, and residents have patiently waited for about a decade for Northstar to complete. At

this point, I would like to emphasize my support for the County plans, however, there are two areas I would request the County to revisit: (1) Project Timelines: The exact timeline of the proposed changes is not clear. I would kindly request that the project timeline be accelerated so we can finally enjoy our neighborhood as we had imagined. It is unclear why the community has to potentially wait an extra 15 years (given the 2040 projection) when we know that the Northstar extension will complete by 2025. I kindly implore the County to complete this project soonest and in alignment with the 2025 Northstar completion date (2) Road Name: This section of Belmont Ridge Road should be renamed since Northstar is the more natural Southern extension. Leaving this neighborhood road with the same name as a major thoroughfare is very confusing for through-traffic which will naturally follow a route with the same name despite it not being designed for this purpose. In closing, we appreciate the County's efforts and are hoping the projected milestones of this project can be accelerated. Thank you. [Name Removed]

- 28) After looking at the presentation I oppose the proposal: - I live right near there and I don't see large issues that would cause this level of disruption/cost - There are already walking/bike paths on one side of the road. - I'd prefer an extra car travel lane on each side to adding another path on one side - While you state that traffic will decrease in the future, there are new communities/stores popping up that will increase traffic over time - A dual traffic circle seems overly complex when a light will do (Ryan/Belmont) - Sheer amount of roadwork would be disruptive to me based on where I live Thanks, [Name Removed]
- 29) Overall, the study looks really promising. The 2x1 roundabout looks extremely confusing, but I routinely drove through one similar to that while I lived in Germany with very few issues (there were lots of signs posted). However, please consider the large number of young drivers using this more complicated roundabout, and if there's any data showing accidents by age group with this specific type of intersection. Thank you!
- 30) I'm a resident of Brambleton and I have lived here for the past 6 years. I'm opposed to the current proposal to convert the Belmont ridge and Ryan road intersection to a round about road. I think what we have is perfectly fine and making it a round about would result in more traffic fatalities in my opinion. It is a busy intersection with many vehicles and changing the current structure may not be a good idea.
- 31) I love the roundabout design!
- 32) This is great. Can you do it next year instead of by 2040? Also, in the meantime, stop signs on Belmont Ridge would facilitate a move of traffic to Northstar very quickly. What about that in the interim?
- 33) Round about on Belmont and Ryan road intersection is a horrible idea. Round about is confusing and also it's high traffic intersection and there is high chance of accident with Round about.
- 34) The proposed roundabout for Legacy Park Drive is a good improvement but not enough for pedestrians to safely cross the Belmont Ridge Road. I rather like walk my kids across the road to the schools for reducing the carbon footprint. Traffic signals should be placed, and enabled during school drop-off and pickup time.
- 35) The proposed roundabout for Legacy Park Drive is a good improvement but not enough for pedestrians to safely cross the Belmont Ridge Road. I rather like walk my kids across the road to the schools for reducing the carbon footprint. Traffic signals should be placed, and enabled during school drop-off and pickup time.
- 36) A roundabout at Ryan rd and Belmont Ridge rd will not and can not resolve any traffic or safety issues at this intersection. The bottle neck in the evening rush hour is a majority of left turning vehicles from west bound lanes on Ryan rd. Not to mention the timing of the light cycles should be

reviewed. Too long for north and south. East west traffic especially in the evening is horrible because of the light cycles. Roundabouts don't work. See route 15. A disaster of a decision. People don't know how to navigate them. Please consider that there are 3 high schools in the area. That's a large percentage of young drivers who can't navigate a single lane roundabout and we are considering a double?? Also, how does this benefit pedestrian traffic? It's dangerous enough to try and cross now. Consider pedestrian tunnels and keep the flow of traffic moving. Please consider additional turn lanes to alleviate congestion on Ryan rd. A roundabout will be disastrous.

- 37) Please, please, please do NOT install a roundabout at the intersection of Ryan road and Belmont Ridge. That intersection is far too busy currently, a roundabout is dangerous! Many people here are unfamiliar with them, and don't know how to navigate them properly.
- 38) As a Brambleton homeowner whose lot directly fronts Belmont Ridge Road, I am submitting this comment in full support of the proposal to narrow the roadway to two lanes and create roundabouts at most of the intersections between Briar Woods High School and Evergreen Mills Road. Having lived in our home since 2006, both the level and speeds of traffic has substantially increased, with frequent instances where excessive engine noise can be heard as drivers abuse their vehicles on the roadway. This is not only a material safety issue for the neighborhood, but has negatively impacted the enjoyment of our home. If nothing is done to substantially decrease both the amount of non-local traffic and the frequent high speeds, our property value will likely also be adversely impacted. My only concern with the proposal as presented is the timing, as I believe the traffic lane and speed mitigation changes to Belmont Ridge Road should occur much sooner than described, with reconfiguration beginning as soon as the Northstar Boulevard extension to US Route 50 is completed.
- 39) 1) Reduce speed limit to 25th 2) add stop sign / light at briarwood HS in school in and out times 3) add bike rider path on both sides and reduce to one line usage 4) Add signal/ stop sign at legacy va 659 intersection or roundabout 5) plant more trees between Ryan to legacy
- 40) Why are we not discussing placing tunnels under these intersections? If pedestrian safety is the the priority, tunnels are the most logical remedy. Brambleton already has them on Creighton Rd along with a residential street Morning Walk. These intersections are right next to schools. Why would you complete all of these design changes and children still have to cross the roadways?
- 41) I really like the plan for the intersections that have planned roundabouts. However, does everyone agree that the intersection of Belmont Ridge and Creighton Rd will handle the projected traffic in 2040 without also having a roundabout? Sincerely, [Name Removed]
- 42) I agree with recommendations, needs to be prioritized for the execution as there risks to lifes of kids and adults
- 43) Study is useful. Outcomes should be prioritized and resourced no later than 2030 not 2040.
- 44) Hi, Reviewed shared plan and looks good if implemented sooner than 2040 timeline. As a resident it should be part of Developer re-zone applications and align plan to achieve much sooner and reduce traffic on this road. Appreciate if board takes re-visit of timeline and implement plan in next 3 years than waiting for decades since Northstar road is reality in next year.
- 45) Adding a round about to the intersection of Ryan Road and Belmont ridge is a horrible idea. The light is sufficient and a round a bout will just cause further issues.
- 46) Thank you for providing an opportunity for comments on the Phase Two of the BRR Safety Study. Brambleton Community Association would like to submit comments of overall support for the phase two enhancements. Please see attached letter. We will also submit a copy via the County Online Form. Sincerely, [Name Removed], LSM General Manager at Brambleton Community

Association 42395 Ryan Road, Suite 210 | Brambleton, VA 20148 Office: (703) 542-6263 | Fax: (703) 542-6266

- 47) From: [Name Removed]. Dear Sir/Madam, As a local community leader who brought together many Brambleton neighbors living alongside Belmont Ridge Road to present our joint concerns to the Brambleton Community Association and having personally presented these concerns at a County Board of Supervisors meeting, I am glad and grateful for the plans proposed by the County. Loudoun County has listened to our valid concerns, which were especially elevated after the fatal crash near Legacy Elementary in 2019. Bringing this section of Belmont Ridge Road in line with its residential nature has been long overdue, and residents have patiently waited for about a decade for Northstar to complete. At this point, I would like to emphasize my support for the County plans, however, there are two areas I would request the County to revisit: (1) Project Timelines: The exact timeline of the proposed changes is not clear. I would kindly request that the project timeline be accelerated so we can finally enjoy our neighborhood as we had imagined. It is unclear why the community has to potentially wait an extra 15 years (given the 2040 projection) when we know that the Northstar extension will complete by 2025. I kindly implore the County to complete this project soonest and in alignment with the 2025 Northstar completion date (2) Road Name: This section of Belmont Ridge Road should be renamed since Northstar is its natural Southern extension. Leaving this neighborhood road with the same name as a major thoroughfare is very confusing for through-traffic which will naturally follow a route with the same name despite it not being designed for this purpose. In closing, we appreciate the County's efforts and are hoping the projected milestones of this project can be accelerated. Looking forward to future productive collaborations between the County and the Brambleton community. Please feel free to reach out as needed. I am including BCA general manager and Blue Ridge Supervisor on this email for situational awareness Thank you and best regards, [Name Removed].
- 48) We are all for it. Better sooner rather than years from now. {Name Removed}
- 49) Dear Loudoun County: I agree and support the request of our neighbor [comment #47]. Thank you very much. [Name Removed] Virginia Resident since 8/2004

3. Responses to Common Themes from the Comments:

Common themes that are prevalent in the public comments are presented in this section along with a summary of study findings related to the comment.

3.1 2040 Implementation Year

Several comments indicated that the study implies that 2040 is the implementation year for long-term improvements. The Belmont Ridge Road Corridor Study is a planning level study to identify viable recommendations for further consideration. Year 2040 was chosen as the analysis target year for evaluating the operational performance of the long-term improvements, but that year is not intended to indicate a timeline associated with implementation. Actual implementation will depend on whether the Board of Supervisors accepts the recommendations, whether the improvements are funded, and how they are prioritized among other transportation improvements across the county.

Similar to how Loudoun County has executed other corridor studies, the recommendations of this study will be presented to the Board of Supervisors for their consideration and endorsement. Assuming they endorse the proposed improvements, the improvements will need to be considered for further development during future budget deliberations. At this time, it is not known whether the improvements would be added to a proposed budget's list of Projects Identified for Future Development or whether there would be capacity for them to be programmed in a Future Fiscal Year.

3.2 Proposed Ryan Road Roundabout

Public comments indicated a concern for the roundabout recommendation at the intersection of Belmont Ridge Road and Ryan Road. Roundabouts offer safety and operational benefits over traditional intersections operated by traffic signals. Some of these benefits, as documented on the VDOT website, include:

- **Improved safety:** Reduces the number of points where vehicles can cross paths and eliminate the potential for right-angle and head-on crashes
- **Increased efficiency:** Yield-controlled design means fewer stops, fewer delays, and shorter queues
- **Safer speeds:** Promotes lower vehicle speeds, giving drivers more time to react
- **Long-term cost-effectiveness:** No traffic signals mean lower long-term costs for operations, utilities, and maintenance
- **Aesthetics:** Allows for landscaping and beautification.

More information on roundabouts is provided on this information web page:

[VDOT Innovative Intersections and Interchanges - Roundabout](#)

Different alternative configurations and traffic control were considered at the Ryan Road intersection, with quantitative and qualitative criteria in mind. The quantitative criteria were related to the vehicular traffic operational performance and relative safety measured by the number of vehicle conflict points, whereas the qualitative criteria considered the following, which were mentioned in the presentation: Access, Safety, Pedestrian and Bicycle Improvements, Right of Way, and Relative Cost.

Multiple alternative intersection configurations and control were evaluated. The first alternative was endeavoring to assess whether the intersection could operate sufficiently with minimal impacts/changes to the control and configuration in place today. That alternative included maintaining the existing traffic signal

configuration and extending the turn lanes on Ryan Road along with traffic signal timing updates to address the turning vehicle queues and delay (congestion). The quantitative results of this alternative indicated that these improvements would not address the future congestion issues that are estimated to worsen in the future as Ryan Road traffic volumes increase. Furthermore, this signalized intersection alternative does not address the existing rear-end crashes caused by vehicle queueing/congestion and angle crashes caused by turning vehicles opposing through vehicles.

The second alternative evaluated was a roundabout. The quantitative operations analysis showed a significant reduction in vehicular levels of congestion for all movements at the intersection and notable reductions in queueing. The proposed 2x1 or hybrid configuration (described in detail in response to Q9), is proposed to meet the capacity needs for future conditions as Ryan Road traffic volumes are estimated to increase in the future and will require the additional lanes and space for interaction between turning vehicles to/from Belmont Ridge Road. The 2x1 roundabout will also prevent the long queues on Ryan Road that are currently causing rear-end crashes and reduce angle crashes between turning vehicles in opposing directions, which are prevalent today. Therefore, the improvement is proposed in support of both safety and operations.

Roundabouts can provide safety benefits for pedestrians compared to traditional intersections, including lower travel speeds. Traffic speed at any road or intersection is critical to the safety of bicyclists and pedestrians. Lower travel speeds are associated with better driver yielding rates, reduced distance needed for a driver to stop, and lower risk of collision injury or fatality. Should the roundabout at Ryan Road be endorsed by the Board of Supervisors and funding approved, the ultimate design of the configuration will be explored further considering all users, and it could be determined that fewer slip lanes or crossing points are needed, which could also present a reduced number of pedestrian-to-vehicle conflict points.

Additional alternatives were evaluated, as well, but did not reveal the positive outcome demonstrated by the roundabout evaluation, and the other alternatives came with greater impacts to right-of-way and higher costs, among other negative outcomes.

3.3 Speed Limit on the Corridor

Comments referenced the desire for a lower speed limit on the Belmont Ridge Road Corridor. If these Phase 2 long-term improvements are endorsed by the Board of Supervisors and ultimately funded, the future design project for these improvements will determine the speed limit of the new roadway conditions. According to the *VDOT Roadway Design Manual*, this would include an evaluation of the appropriate Design Speed for the new roadway conditions as well as a formal engineering study that would need to be completed following the construction of the narrowed roadway conditions to determine the new posted speed limit.

The existing posted speed limit on Belmont Ridge Road is 45 MPH. The Countywide Transportation Plan indicates that Minor Collectors such as Belmont Ridge Road are intended to feature a 35 MPH Design Speed. As such, the narrower cross-section and corridor context recommended in Phase 2 long-term improvements would benefit from a reduction of the posted speed limit.

In summary, a reduction in speed limit can be considered as part of any formal design and construction project for the implementation of the recommended improvements along Belmont Ridge Road and would satisfy the requirements of the formal engineering study. It should be noted that reducing the posted speed limit alone does not reduce vehicular speeds along a corridor.

3.4 Accommodating Traffic with Narrowed Belmont Ridge Road and Related Impacts

Public comments indicated a concern that future traffic volumes would not decrease sufficiently in the future along Belmont Ridge Road and that the proposed narrowed conditions may not be able to accommodate future traffic conditions. Other comments indicated a related concern as to whether traffic projections justified such a major change in roadway configuration (e.g., reversing what was previously constructed). And lastly other comments indicated concern as to whether a reduction in lanes on Belmont Ridge Road would divert traffic to the side streets.

A. Accommodating Future Traffic with a Narrowed Belmont Ridge Road.

The future traffic projections were developed from the Loudoun County Travel Demand Model. This model incorporates the latest future land use and roadway network improvements, which were documented, approved, and adopted in the Loudoun County 2019 Comprehensive Plan. The study team also considered historical traffic data and growth trends, as summarized in the forecasting methodology, which was developed in accordance with VDOT guidelines and standards of practice. The methodology and forecasts were reviewed by VDOT, and they concurred with the findings. The methodology and forecasts will be provided in the final report, which will be available for public review when it is attached to the Board Item as part of the Board of Supervisors Business Meeting where the study findings will be presented.

The analysis year 2040 traffic volumes were analyzed using a traffic operations analysis tool and findings revealed that recommended configurations, including a reduction in travel lanes on Belmont Ridge Road, would sufficiently accommodate traffic volumes with acceptable traffic operations.

The final report will include a recommendation that the traffic volumes and forecasts for future year conditions be re-evaluated after the adjacent roadway network is built out, including the extension of Northstar Boulevard and potentially other improvements in the Arcola area, prior to initiating the design and to confirm the anticipating volume reductions will be realized.

B. Justification for Major Change in Roadway Configuration (Reversing Widening Project)

Some comments indicated concern as to whether the reduction in the vehicular travel way was practical and appropriate as it would “undo” original roadway work. The purpose of this corridor study is to improve multimodal safety and connectivity and to identify improvements that better align the Belmont Ridge Road corridor context with the vision in the Countywide Transportation Plan for this roadway designation as a Minor Collector. The Countywide Transportation Plan indicates such a road would emphasize the needs of bicyclists and pedestrians while considering the needs of vehicles. This corridor study has endeavored to do just that: recommending improvements that would provide a neighborhood collector roadway “feel” that emphasizes active transportation modes while still providing sufficient roadway for vehicular traffic operational needs.

C. Impact of Narrowed Belmont Ridge Road on Other Adjacent Roadways

Concern was raised as to whether a narrower Belmont Ridge Road would encourage traffic to divert to the side streets such as Legacy Park Drive and Creighton Road, and/or would have an impact on parallel roadways such as Northstar Boulevard. The estimates of future traffic volumes were developed for two scenarios:

- Four-lane Belmont Ridge Road in 2040 (two through lanes in each direction)
- Two-lane Belmont Ridge Road in 2040 (one through lane in each direction).

The comparison of these two scenarios revealed negligible differences in side street traffic volume estimates for roadways intersecting the study corridor, and some roadways showed a reduction in volume.

Looking at the Countywide Transportation Plan, alternate roadways such as Northstar Boulevard, Arcola Boulevard, and Loudoun County Parkway are classified as Minor Arterials and Principal Arterials and are more appropriate for intra-county traffic and longer-distance trips at higher speeds. Diversion of through traffic from Belmont Ridge Road to these alternate routes would enable the vision in the Countywide Transportation Plan.