



# **Route 15**

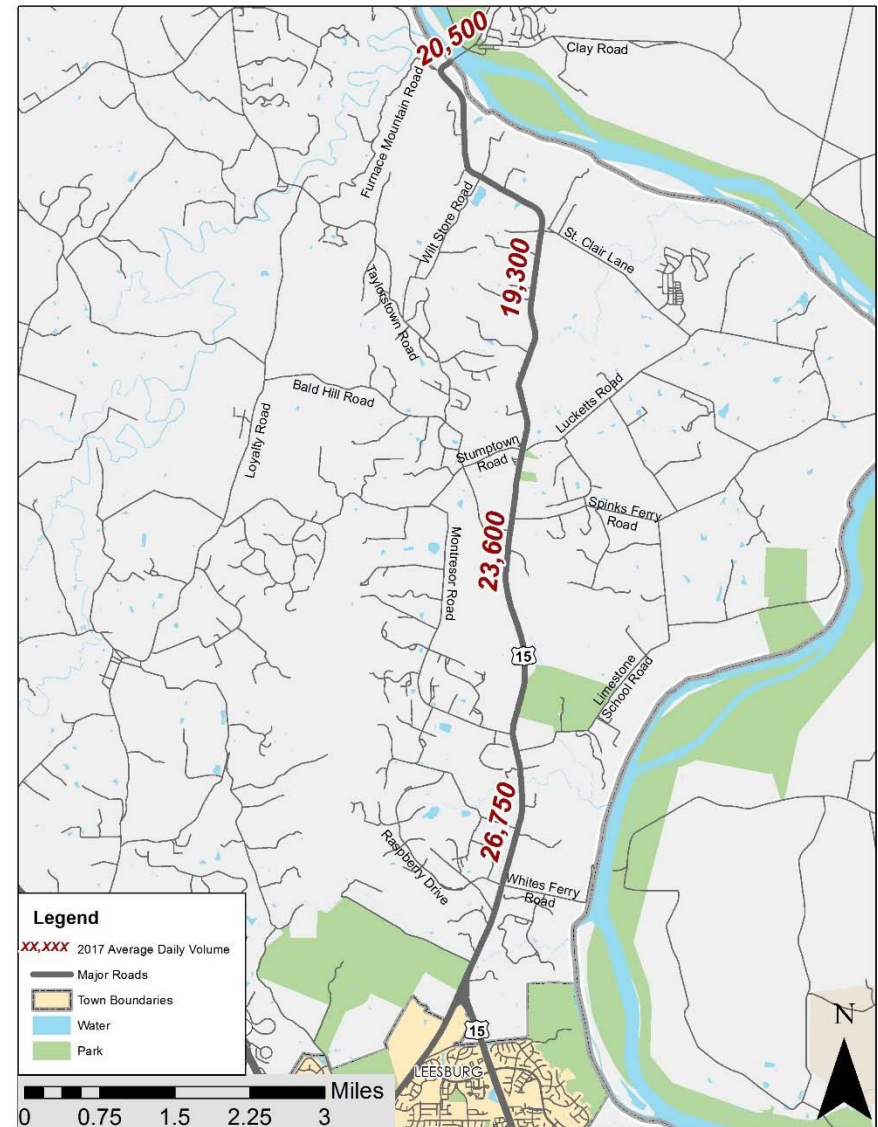
## **Stakeholders Committee Meeting #4**

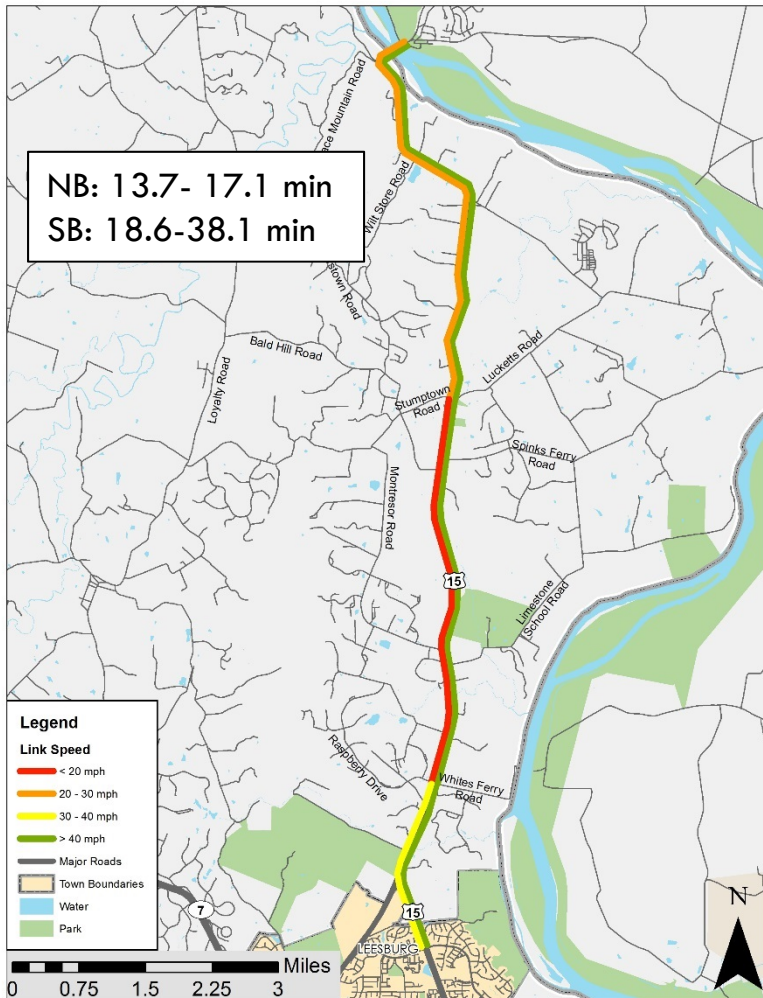
**(February 28, 2018)**



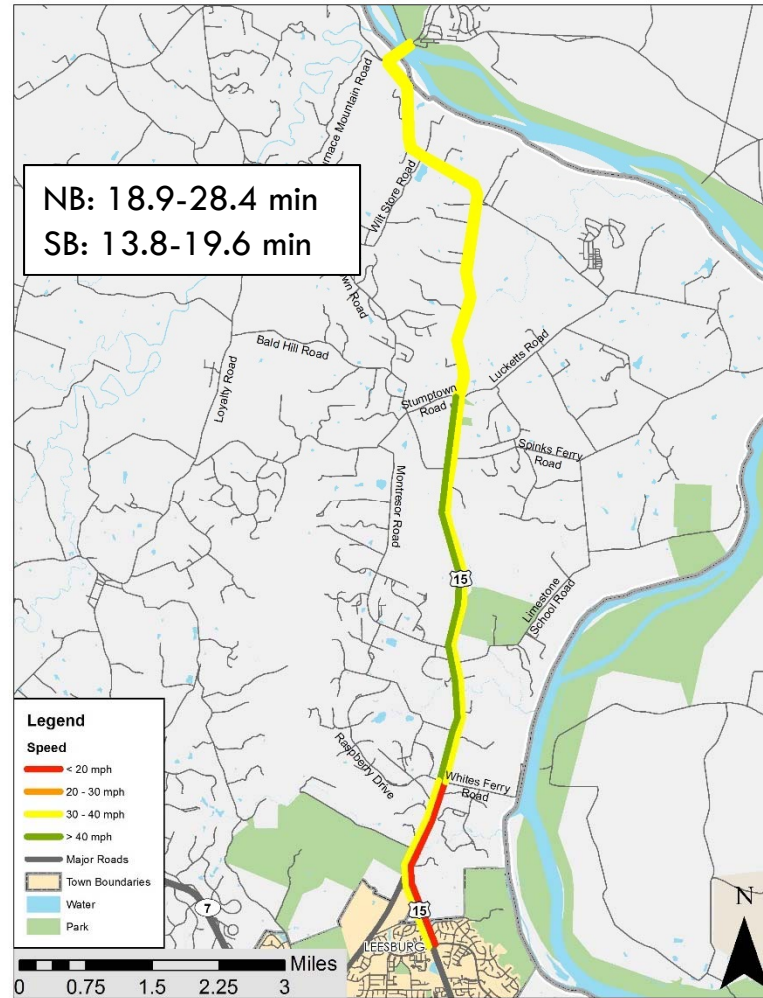
# Safety and Operations Study – Existing Conditions

## Daily traffic volumes





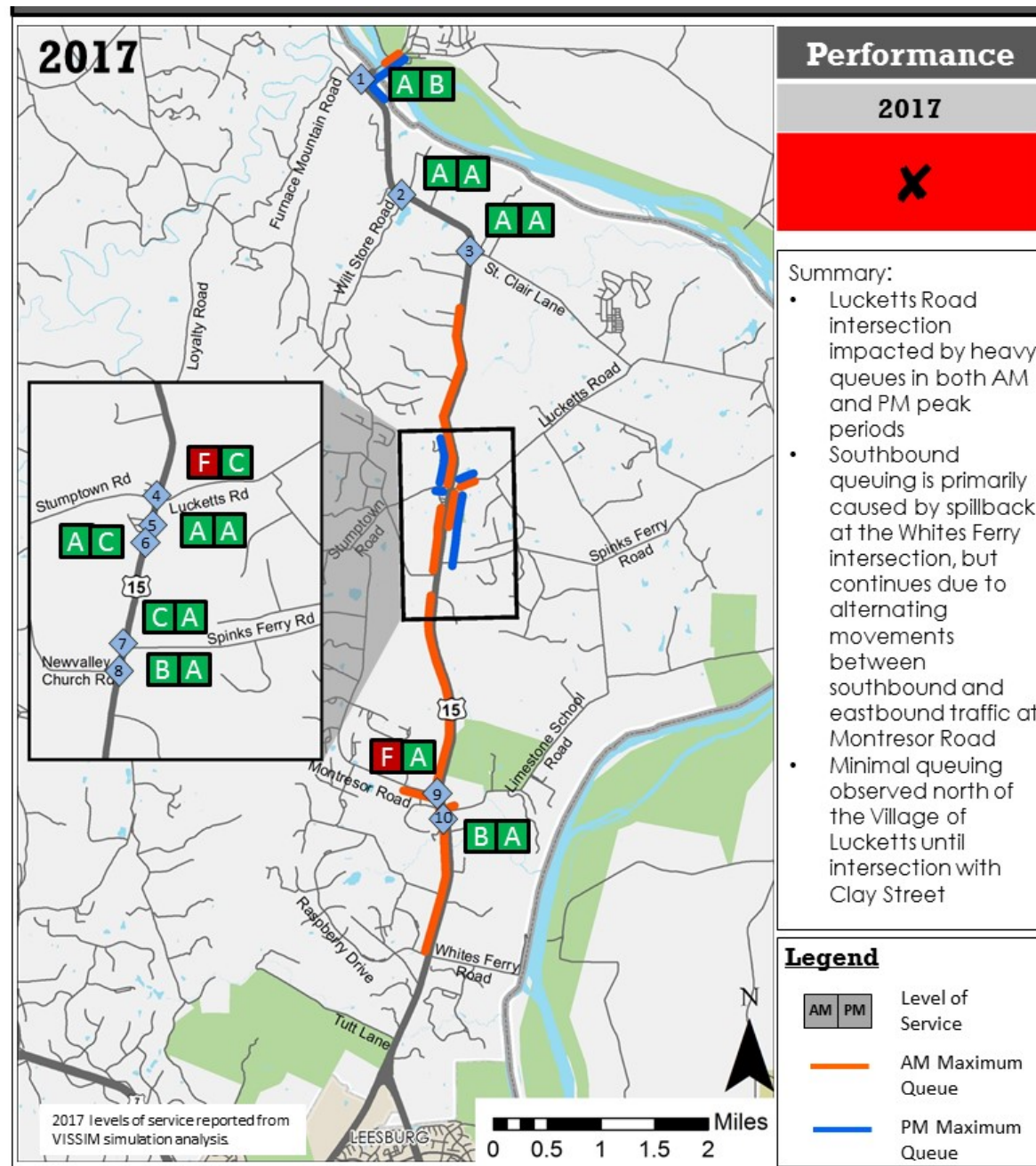
AM



PM

Travel Times





## Traffic Analysis Results



# Safety and Operations Study – Existing Conditions

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

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

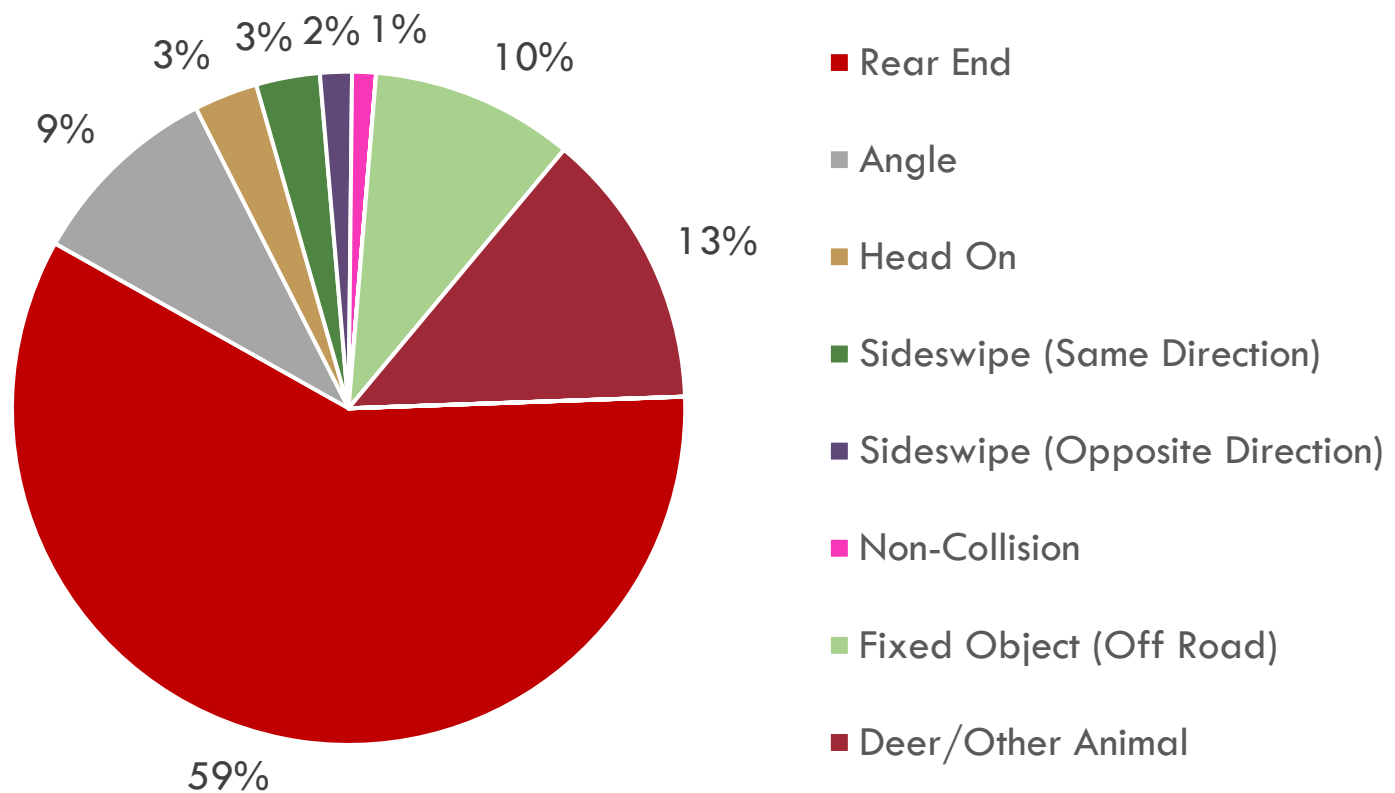
**Note: 2017 crash data was only available through June 30, 2017**





# Safety and Operations Study – Existing Conditions

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



## Partner Agency Meetings

- VDOT
- The Town of Leesburg
- Loudoun County Planning and Zoning
- Economic Development
- NVT
- Frederick County, MD
- MDSA
- 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 Agencies – Summary of Input

- 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 DTCL 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](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





## 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

