

- Two public input meetings were held in Loudoun County during March 2018
- In addition to the two public input meetings, an online interactive survey was conducted
- Supervisor Higgins' office mailed letters to 950 households on all non-HOA roads along Route 15 and used sponsored content on social media to publicize the public meetings

- Survey participant data was mapped to highlight the density of responses by zip code. Approximately 75% of the responses came from the 20176 zip code directly adjacent to the Route 15 corridor. Less than 2% of responses came from outside Loudoun County

247

attended three public meetings

671

unique online survey responses

875

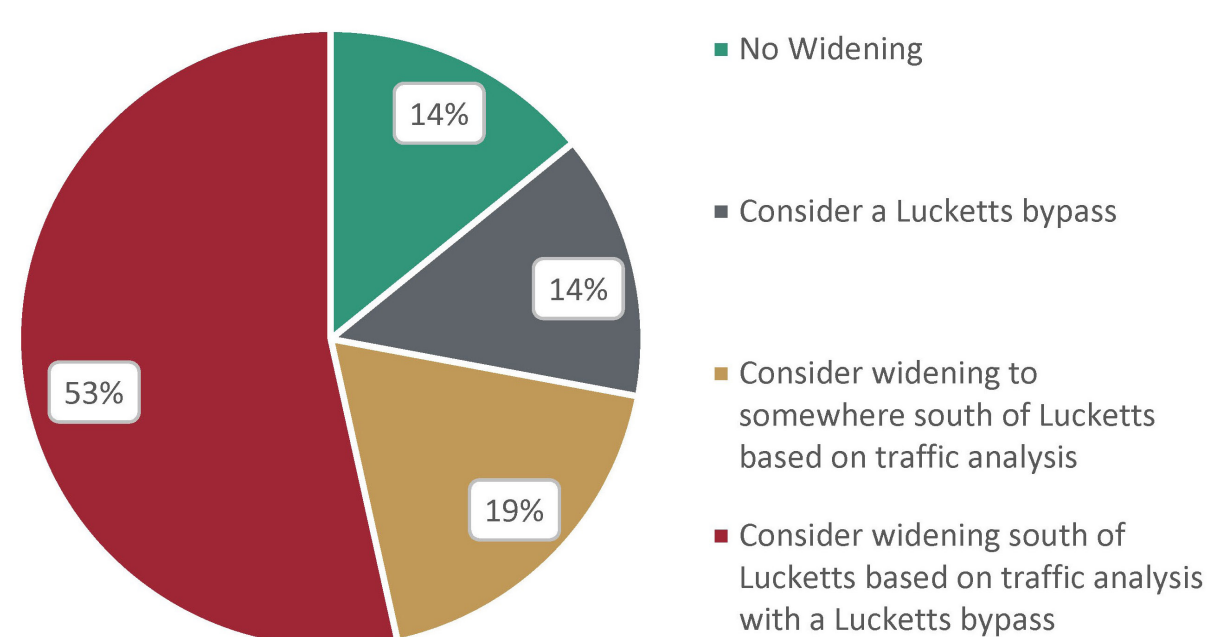
total unique survey responses

53

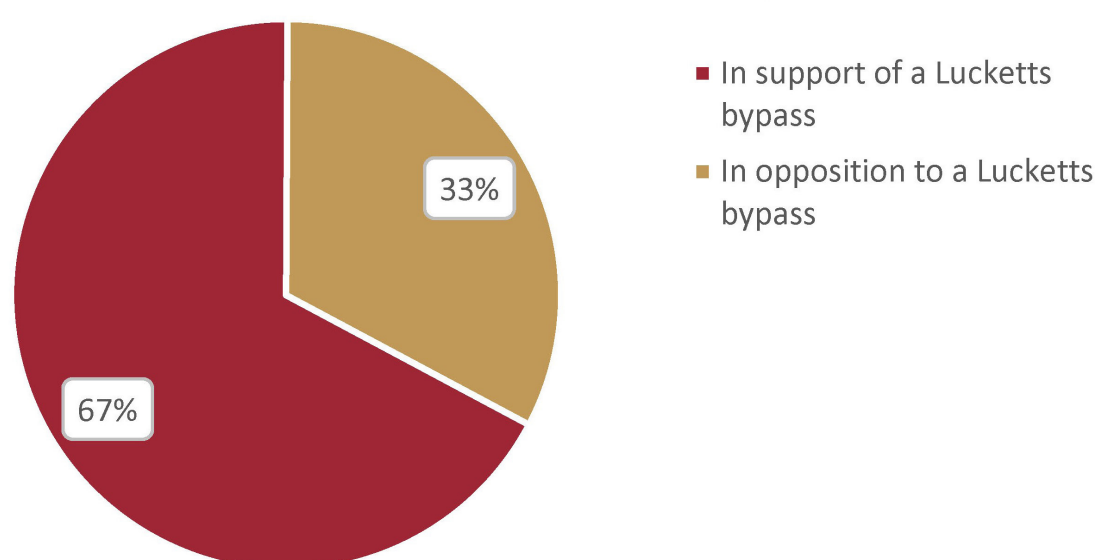
supplemental comment cards

Public Input Results

Preference for Widening: North of Montresor Road

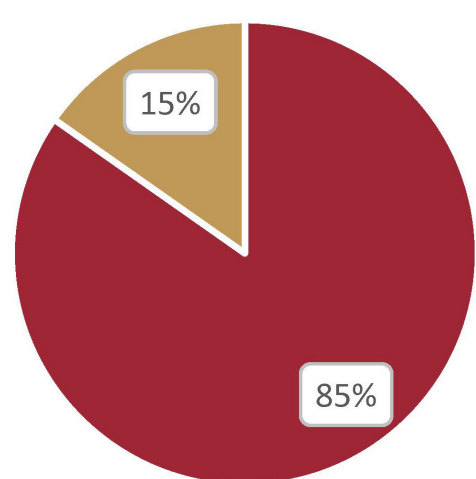


Preference for Lucketts Bypass

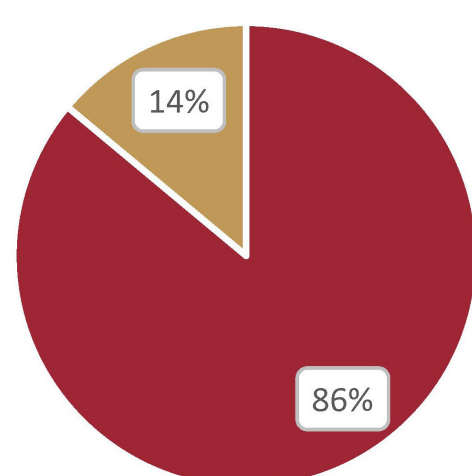


Realignment Preferences:

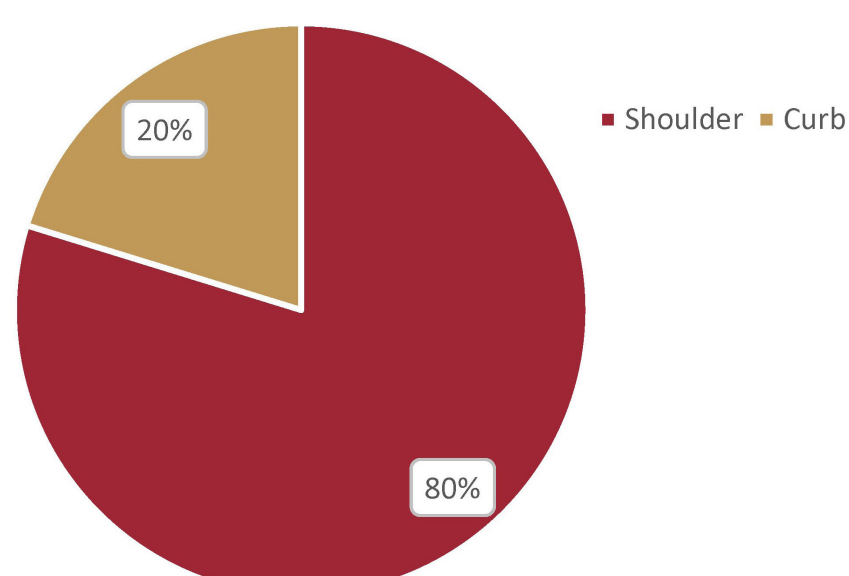
At Newvalley Church Road and Spinks Ferry Road?



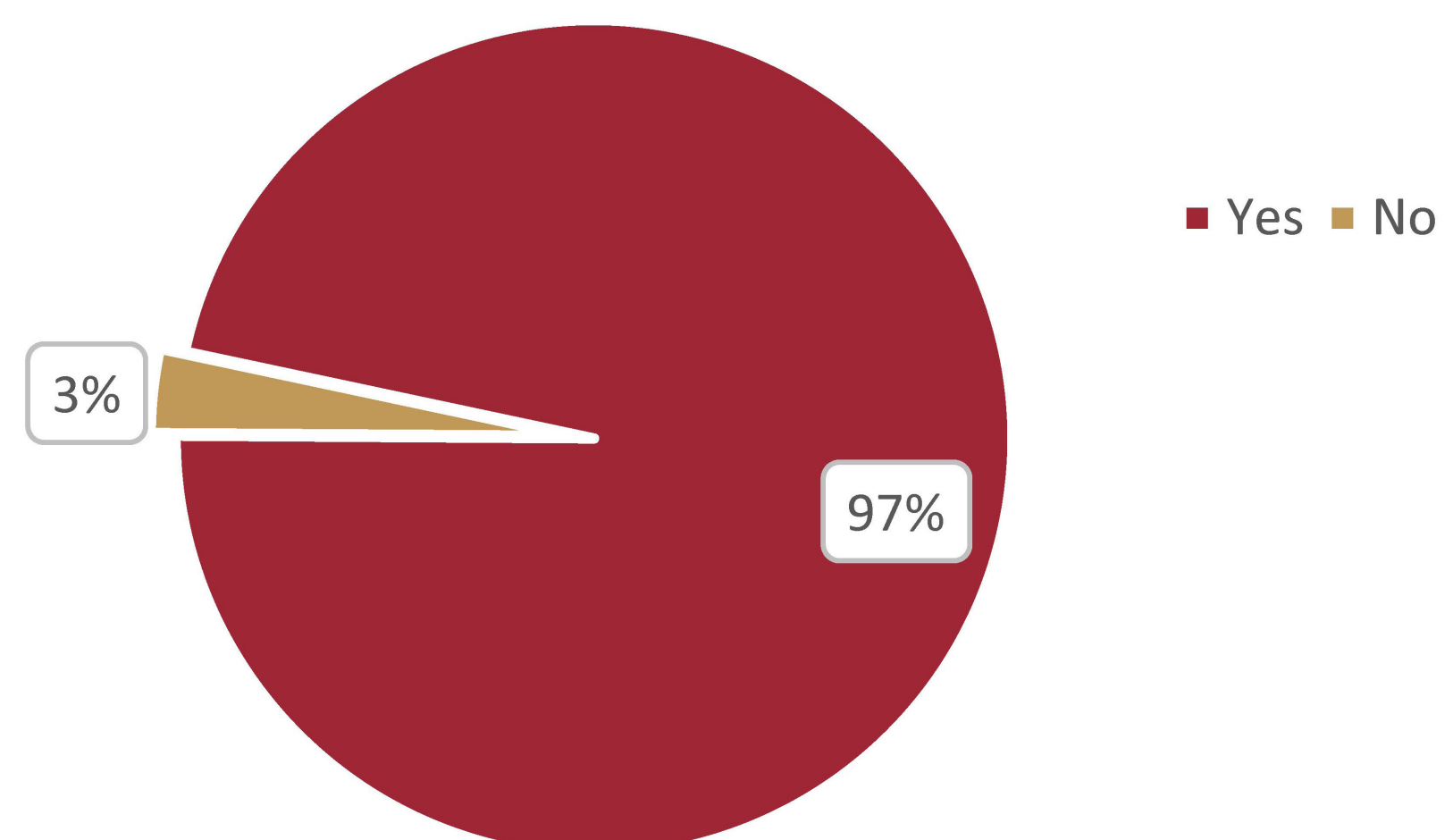
At Montresor Road and Limestone School Road?



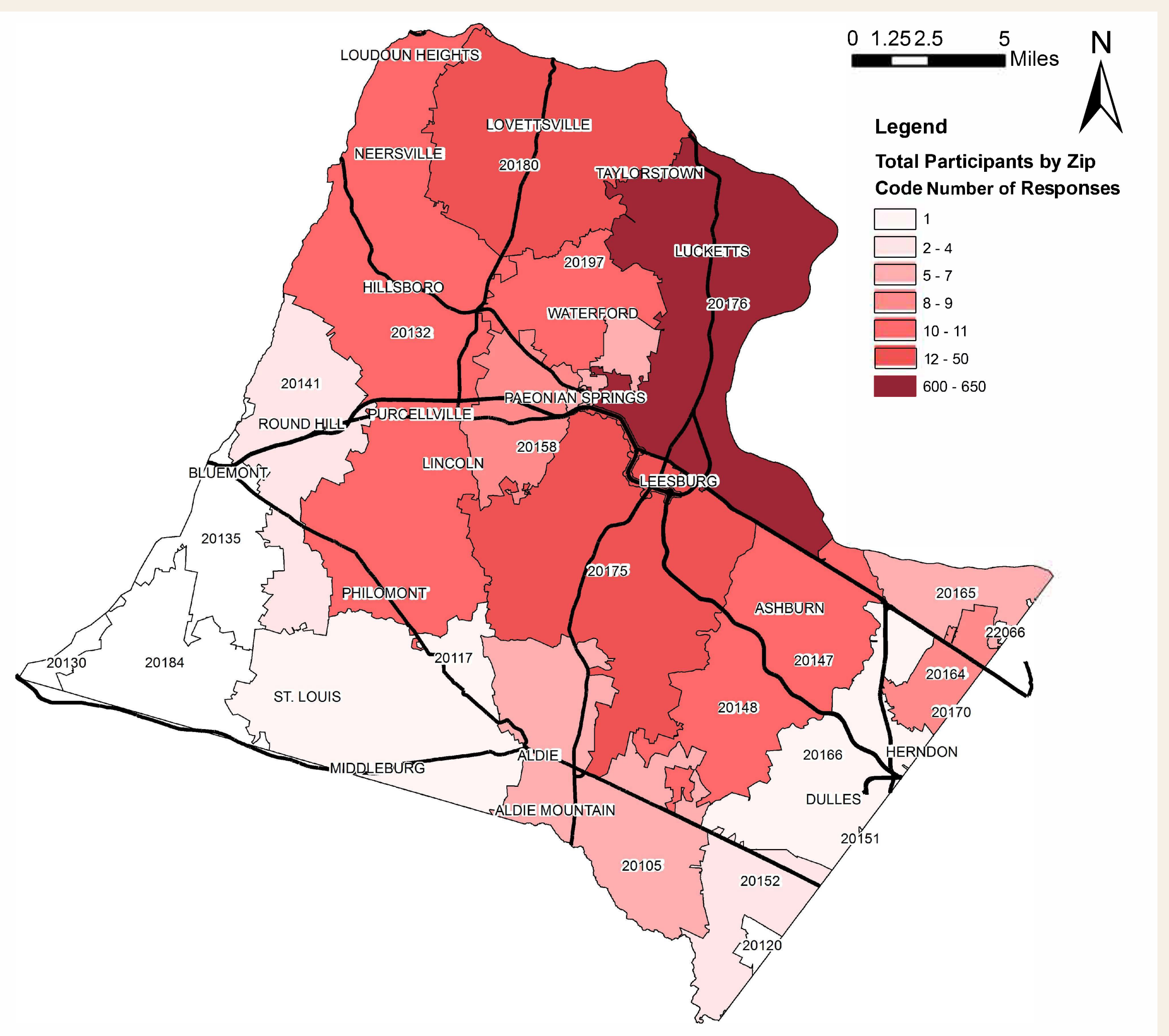
Preference for Curbs or Shoulders



Preference for Action to Improve the Route 15 Corridor From its Current Condition?



Map Note: The darker shading on maps indicates a higher concentrations of input



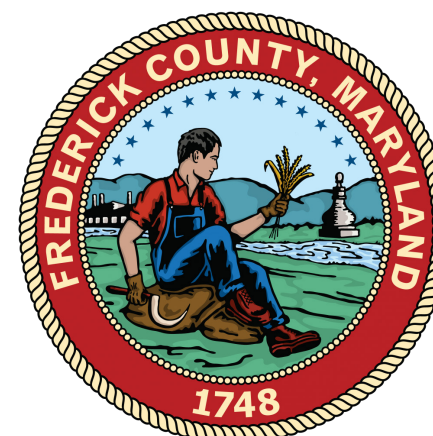
Partner Agencies

Eight rounds of meetings with partner agencies have been held and coordination will continue as the project progresses. Agencies/groups that have participated include:

- Virginia Department of Transportation (VDOT)
- Town of Leesburg
- Loudoun County Planning and Zoning
- Loudoun Economic Development
- Northern Virginia Transportation Authority (NVTa)
- Frederick County, MD
- Maryland State Highway Administration (MDSHA)
- NOVA Parks
- Journey Through Hallowed Ground
- Bike Loudoun
- Morven Park
- Loudoun County Parks, Recreation and Community Services (PRCS)
- Loudoun County Sheriff's Office (LCSO)
- Loudoun County Public Schools (LCPS)
- Loudoun County Fire and Rescue Department (LCFR)



Northern Virginia Transportation Authority

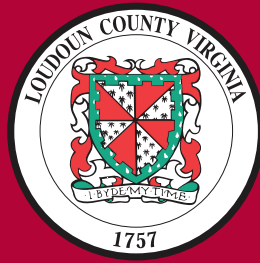


1st Round: November 2017/February 2018

- 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
- Interest was expressed in bus transit options and commuter parking along the corridor to link MARC in Point of Rocks, MD, to Leesburg and Metrorail stations 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

2nd Round: August 2018

- Shoulders and additional lanes provide emergency responders more space to maintain traffic during incidents
- Lucketts bypass will move traffic away from the Lucketts Elementary School, which will improve safety
- Opportunity to make Lucketts a bicycle destination
- Both LCSO and LCFR preferred full-paved shoulders to provide the greatest safety and maneuverability for their vehicles
- LCSO preferred medians to discourage traffic from crossing over the center of the roadway to avoid head-on collisions
- LCSO desires shoulders to allow safe enforcement along Route 15
- LCFR requests that the design accommodates the largest emergency vehicle
- Bike Loudoun desires a shared-use path to Lucketts to create a tourist destination



Stakeholders

On August 1, 2017, the Loudoun County Board of Supervisors established a Route 15 Stakeholder Committee in order to provide community input on the Route 15 Corridor Study from Whites Ferry Road to the Maryland State border. Stakeholders represent resource groups along the corridor including: community and civic groups, homeowner associations (HOA); businesses, and environmental/historic groups. The stakeholders met six times between August 2017 and September 2018.

Stakeholder Charter

The Route 15 Stakeholder Committee signed a charter to fulfill the following responsibilities:

- Serve as an advisory group to professional project staff and partner agencies
- Attend each Stakeholder Committee meeting. In the case of absence, the committee member must designate an alternate to take their place in the meeting
- Encouraged to attend the Public Meetings
- Provide recommendations on Route 15 improvements based on technical analysis and discussion of public input comments
- Seek feedback from the organization you are representing prior to each stakeholder meeting
- Advocate for project success

Summary of Feedback on Concept Development

Stakeholder Affiliation	Preferred Concept				
	No-Build	Concept A	Concept B	Other*	No Preference Provided
Exeter HOA			✓		
Raspberry Falls Golf and Hunt Club			✓		
Raspberry Falls HOA			✓		
Village Green HOA			✓		
Loy Estates			✓		
Lucketts Business Collaborative		✓			
Catoctin Coalition				✓	
Lucketts Ruritans				✓	
Selma Estates			✓		
Taylorstown Community Association				✓	
Lees Crossing HOA			✓		
Big Spring Owners Association			✓		
Saddlebrook					✓
Potomac Crossing					✓
Big Spring Farms Community Association					✓
Glynn Tarra Estates					✓
Journey Through Hallowed Ground					✓
Morven Park					✓
Loudoun County Chamber of Commerce					✓
Percent of Responses	0%	8%	67%	25%	

**Other concept is a context-sensitive concept similar to No-Build, submitted by the Lucketts Ruritans and Catoctin Coalition to the Board of Supervisors*

- Three public input meetings were held in Loudoun County during June and July 2017
- In addition to the three public input meetings, an online interactive survey was conducted

- Congestion relief, safety, and access were the three top priorities for the Route 15 corridor at the previous public workshops
- Comments from the online survey and meeting activities were digitally mapped to highlight the most frequently identified areas of opportunity or concern along the corridor

239

attended three
public meetings

2,006

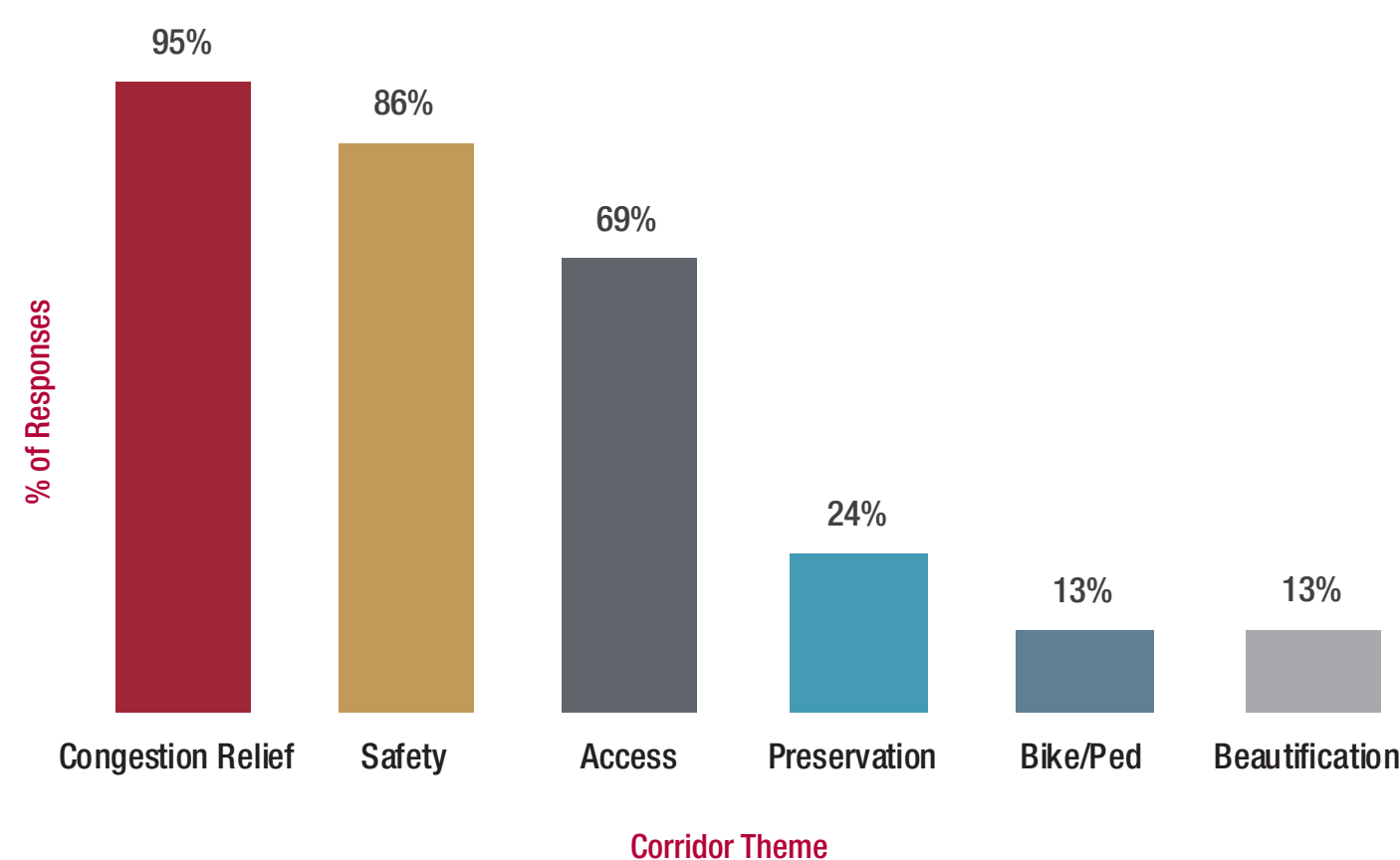
unique online
survey responses

4,000+

total comments

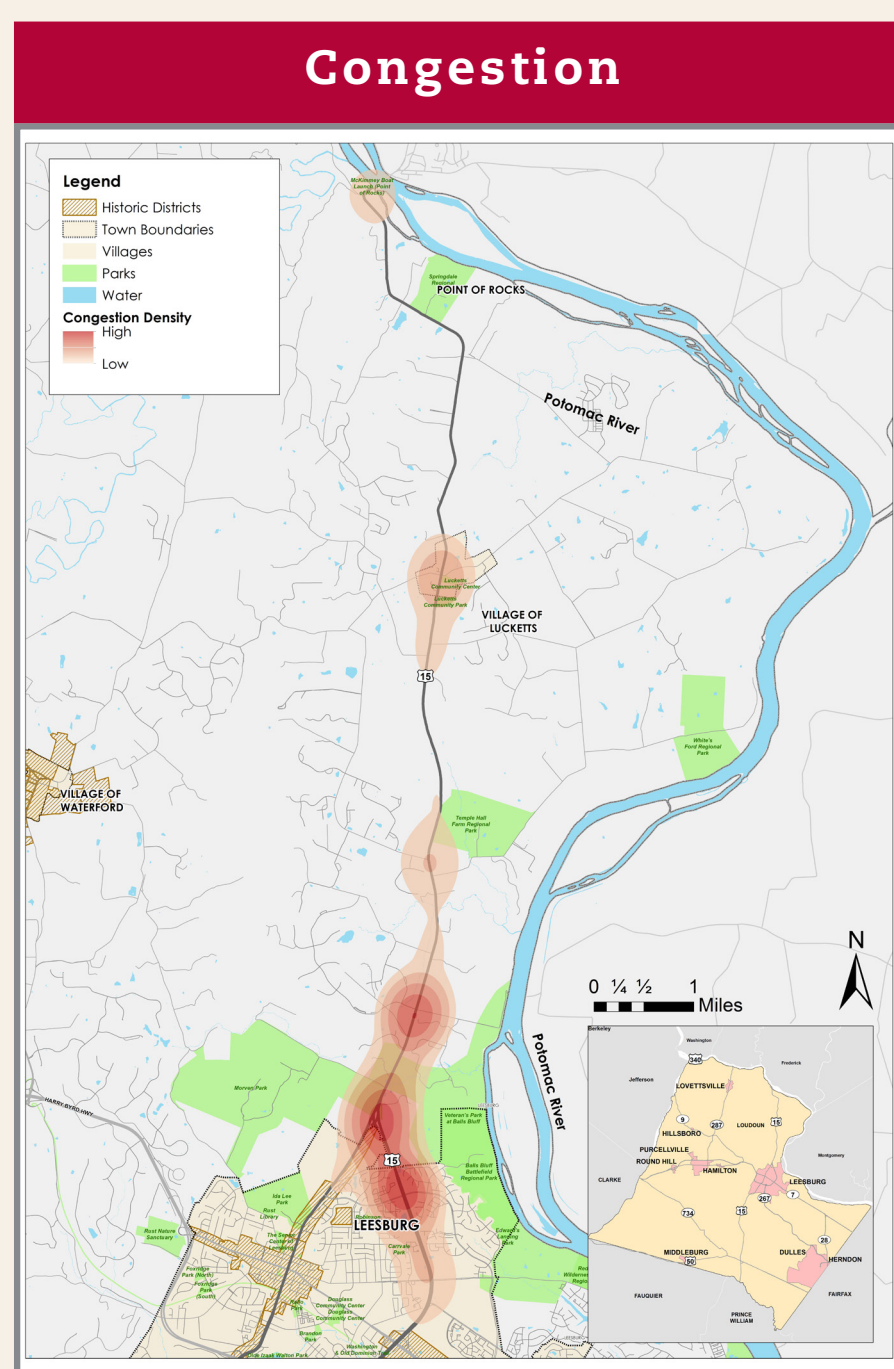
Major Themes - Public Input

This summarizes issues, opportunities, and key suggestions identified by the public.

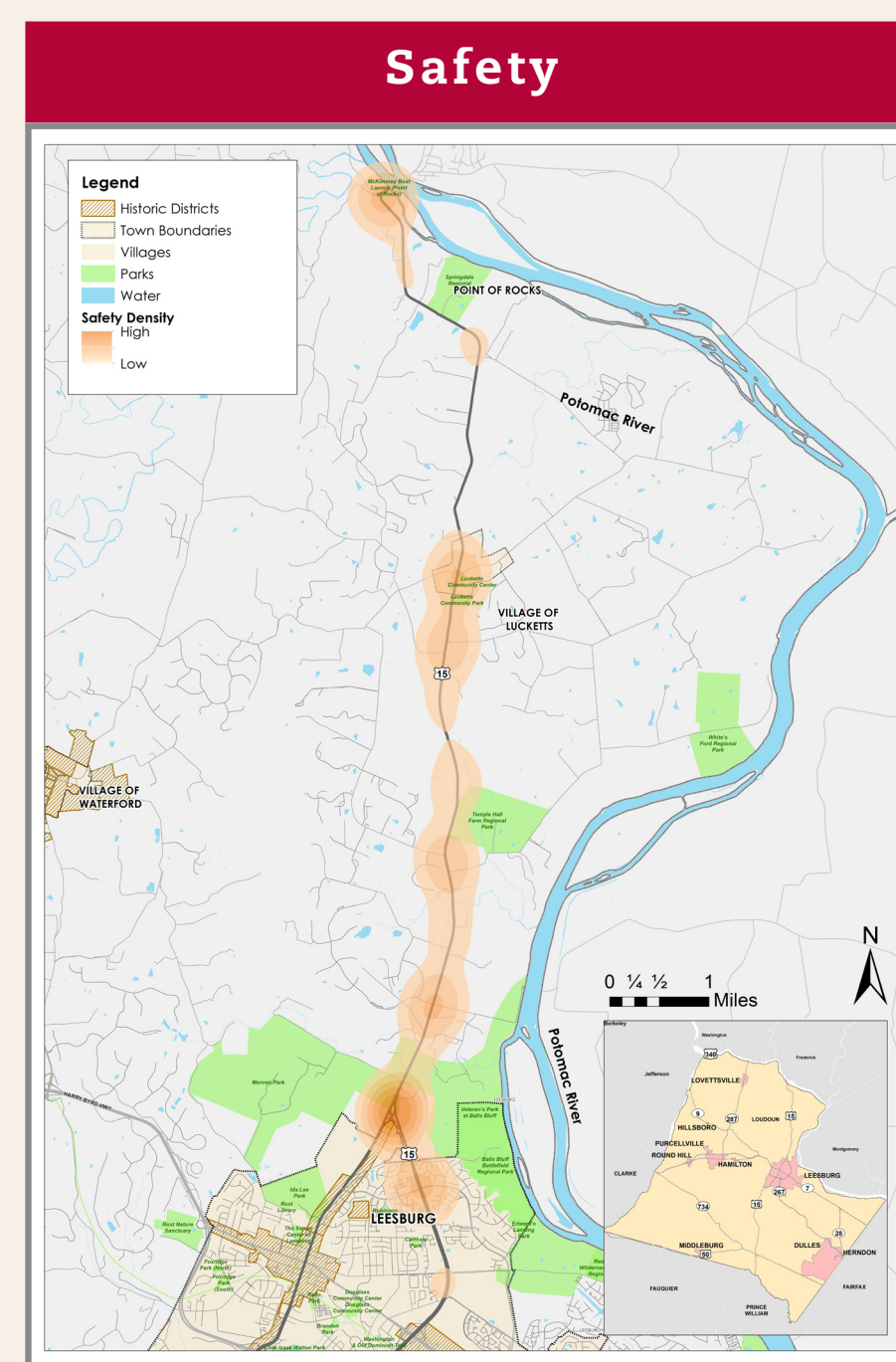


The bar graph shows the relative importance of six themes, according to survey respondents' top three priorities for the corridor.

Map Note: The darker shading on maps indicates higher concentrations of input



Intersections of Route 15 with Battlefield Parkway, North King Street, and Whites Ferry Road as well as the Village of Lucketts were noted as key locations for congestion relief



Opportunities to improve safety were spread throughout the corridor

Congestion Relief

Issues/Opportunities

- General frustration with traffic backups throughout the corridor, especially at Whites Ferry Road and the merge near Battlefield Parkway

Key Suggestions

- Commuter lots and bus routes in Leesburg and north in Maryland to encourage carpooling and “slugging”
- Toll traffic at the Maryland State line
- Another Potomac River crossing between Route 15 and I-495
- Route 15 Bypass of Lucketts
- Widening at least some portion of Route 15 to four lanes

Land Use and Economy

Issues/Opportunities

- Loss of local business due to congestion
- Value of money wasted due to traffic
- Increased housing developments along the corridor have made the situation worse

Key Suggestions

- See congestion relief, access, and intersection control sections for related suggestions

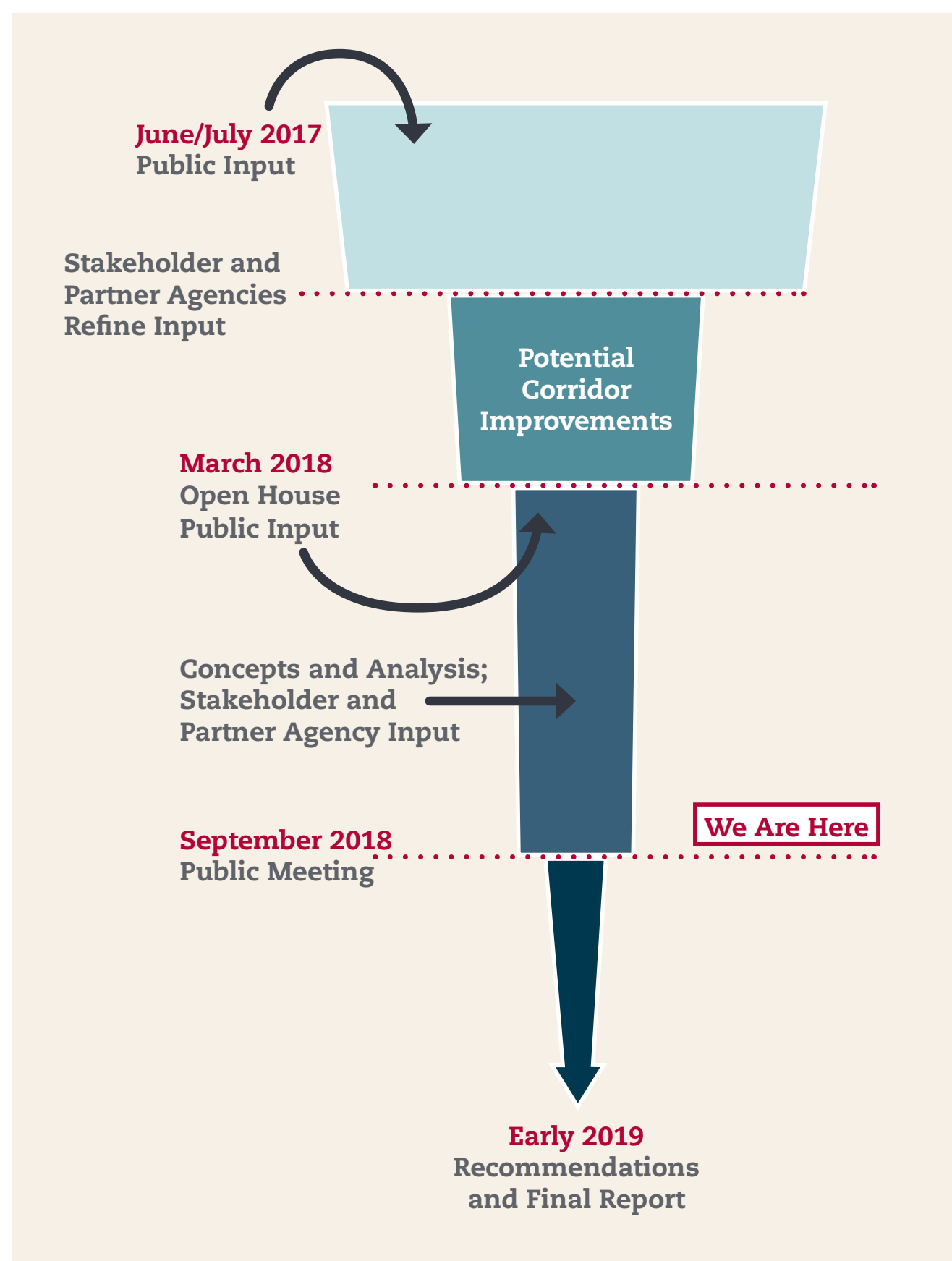
Safety

Issues/Opportunities

- Poor sight distance for merges and side streets
- Lack of safety infrastructure (lighting, rumble strips, signing, markings)
- Lack of shoulders for breakdown situations and emergency vehicle use
- Lack of pedestrian/bike facilities

Key Suggestions

- Widen the shoulder to eight feet to accommodate emergency vehicle access
- Lower the speed limits along Route 15
- Median-divide all of Route 15
- Utilize speed humps and traffic calming measures along common “cut-through” roadways
- Increase police enforcement
- Prohibit passing along the two-lane sections
- Add rumble strips along the shoulder and centerline
- Place limits on or “banning” trucks



Access

Many participants addressed the difficulty of turning movements on and off Route 15.

Issues/Opportunities

- Difficulty of left turns on/off Route 15 (existing and future)
- Additional bike and pedestrian access from Leesburg to the Chesapeake and Ohio (C&O) Canal Trail in Maryland via Whites Ferry Road.

Key Suggestions

- Better access to communities with acceleration, deceleration, and turn lanes
- Installation of a left-turn lane on Route 15 at Lovettsville Road
- Add median U-turns (also known as Michigan lefts) instead of roundabouts, with the entire corridor being right turn in/right-turn except at controlled intersections
- Realign all cross streets at intersections removing skew

Beautification

While beautification was not a top priority for most, preserving rural character was noted as important in many comments.

Issues/Opportunities

- Preserve the scenic and rural character of the area as much as possible

Key Suggestion

- Prevent any changes in zoning and prohibit new development or retail along the roadway

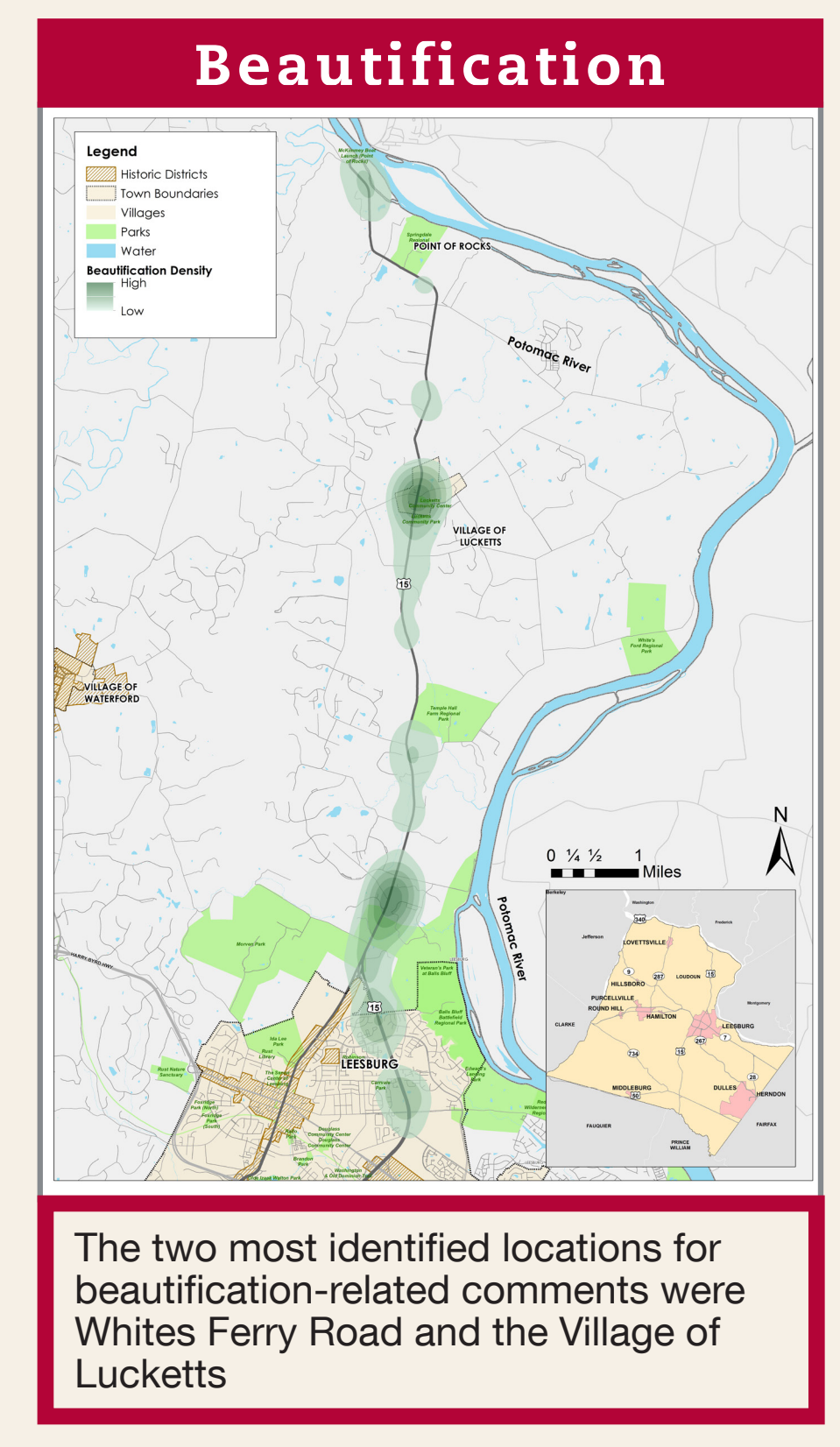
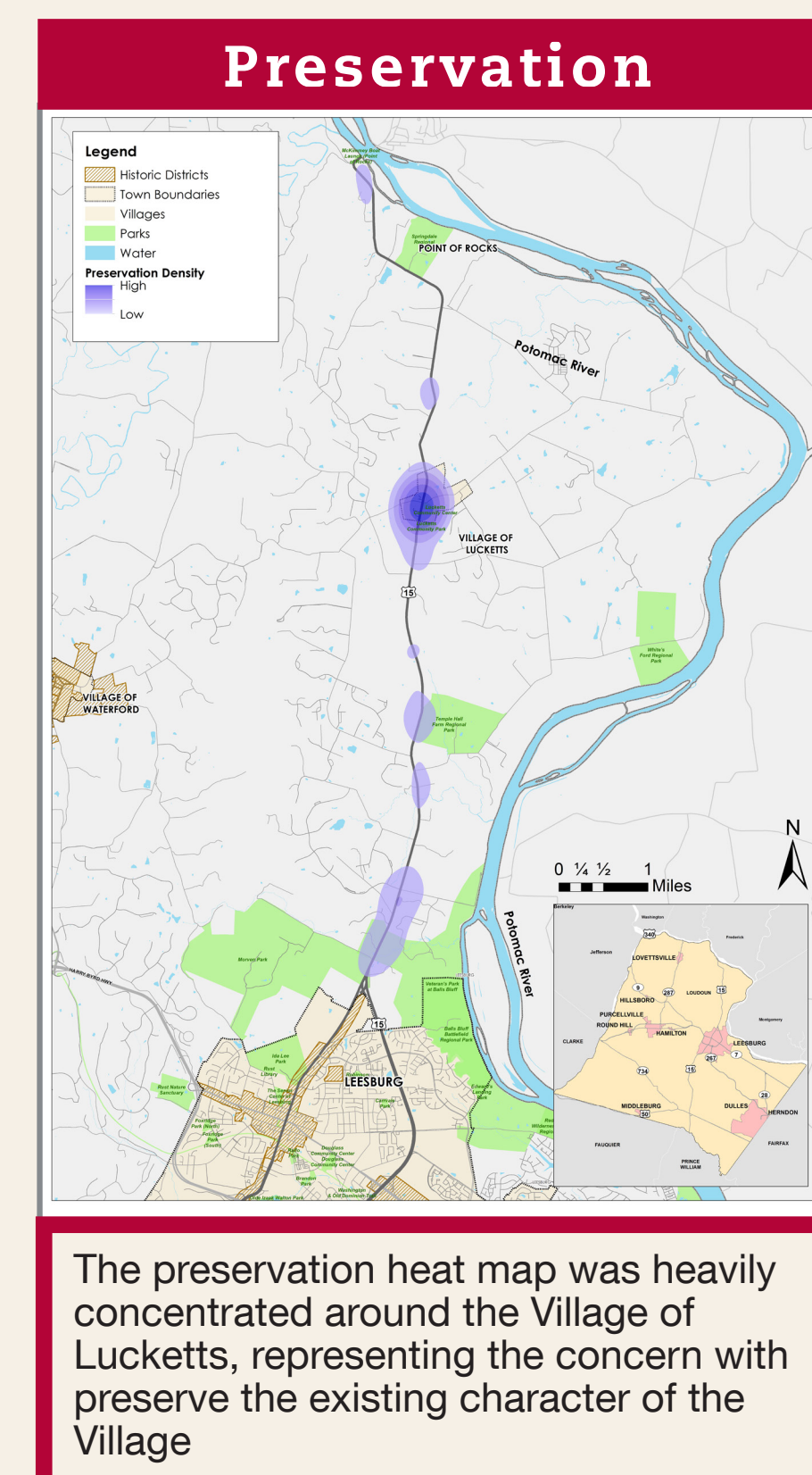
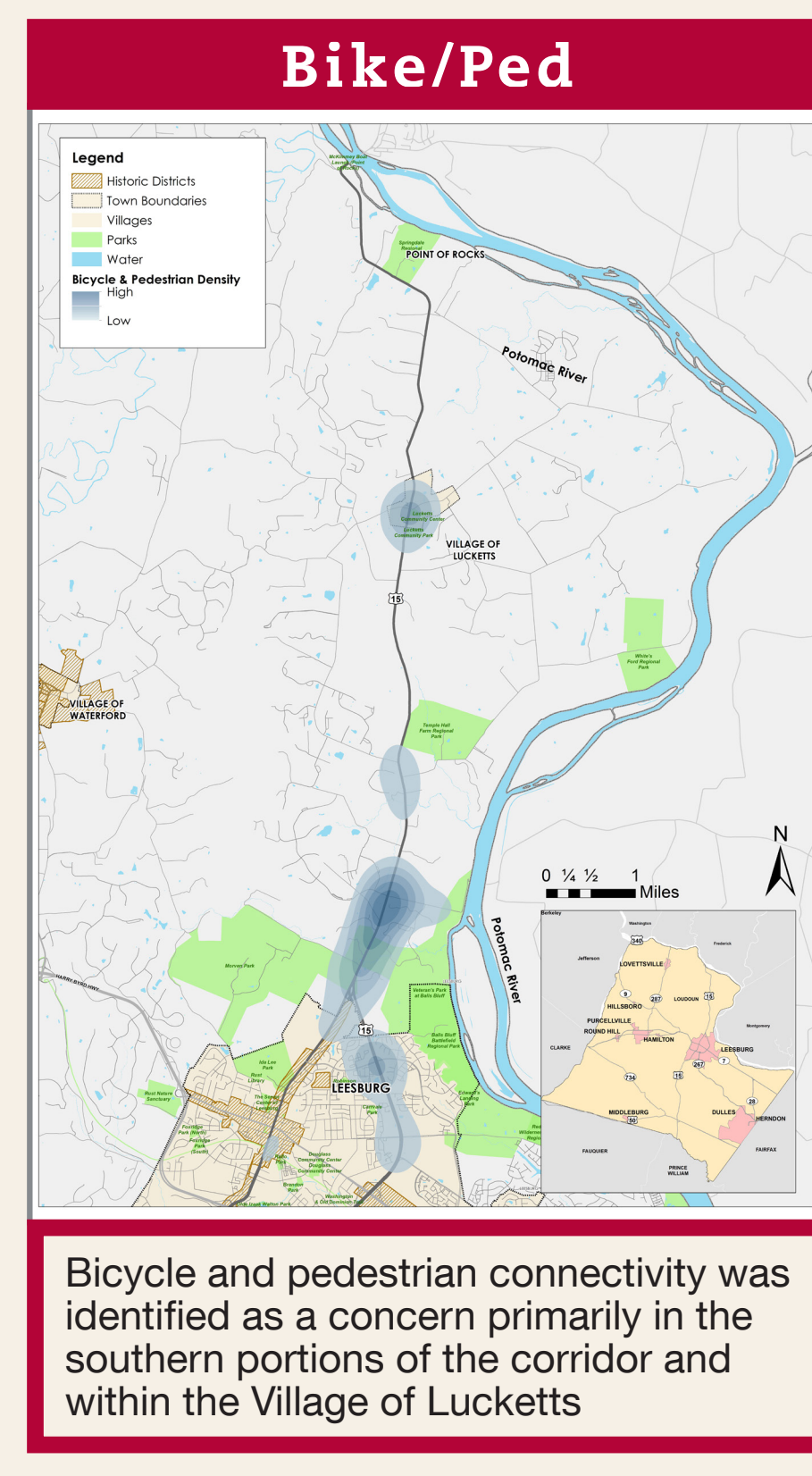
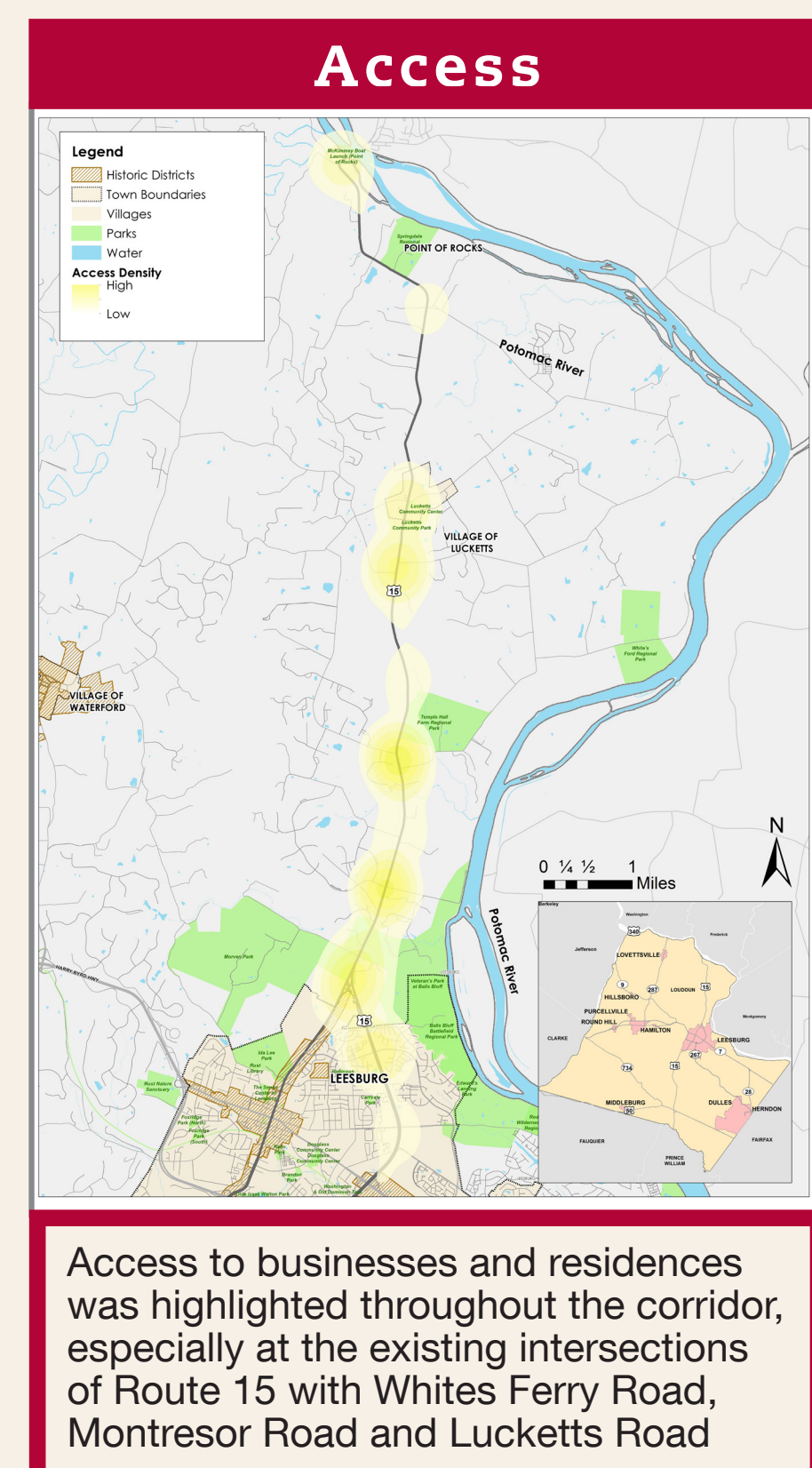
Environment

Issues/Opportunities

- Concern over historic preservation on the corridor
- Limestone Overlay District and negative impacts due to construction
- Decreasing air quality and property values due to congestion

Key Suggestions

- Protect the areas environmental and historic resources



Widening

Positions on the widening of Route 15 were variable

Issues/Opportunities

- Most expressed a desire to widen at least some portion of Route 15
- Some expressed concern that widening would simply push the bottlenecks further up Route 15
- Noted that the Point of Rocks Bridge is only two lanes
- Concern that widening would invite more traffic onto Route 15 and issues would not be relieved
- Impacts of widening on local property and historic resources

Key Suggestions

- Widening Route 15 from two to four lanes from Battlefield Parkway to a location north of Whites Ferry Road (comments suggested a variety of limits up to the Maryland state line)
- Consider three-lane solutions such as a reversible or center-turn lane

Intersection Control

Issues/Opportunities

- Many intersections are currently skewed/offset which make it difficult to turn
- Concern with roundabouts and the maneuverability of larger vehicles
- Confusion regarding the navigation of two-lane roundabouts

Key Suggestions

- Many comments were in favor of grade separation at King Street
- While there was no clear consensus on roundabouts, many people discussed a preference for slower, continual flow

Timing and Phasing

Issues/Opportunities

- Frustration over time it will take to implement improvements to the corridor

Key Suggestion

- Congestion and safety improvements are needed immediately