

# ROUTE 15



## Route 15 Safety and Operational Study: Stakeholder Meeting 2

Loudoun County DTCl

Conference Room 2

September 14, 2017, 6:30 – 8:30 PM

### Summary of Comments and Questions

All questions and comments were answered at the stakeholder meeting unless otherwise specified.

#### Introductions

No Comments

#### Congestion Report Recommendations

1. *Question:* Will notes be taken during this meeting?

**Response:** Yes, meeting notes are being taken similar to the first meeting.

2. *Comment:* The previous turnaround for the meeting notes was last Friday. Could a draft can be sent to the stakeholders sooner than that? We need time to review and to schedule a meeting with the stakeholders

**Response:** DTCl will provide the meeting notes within two weeks of the stakeholder meeting.

3. *Comment:* One stakeholder said their group would like to see the improvements at Whites Ferry Road intersection prioritized over the King Street merge.

**Response:** Comment noted, the Board and DCTI will take this into consideration as the project moves forward.

4. *Comment:* A stakeholder group polled its members, 92% of them are for keeping the traffic signal, and based on the study, there would be more queuing from roundabouts on the side streets. The signal creates the gaps for side streets at Whites Ferry Road to get out. The removal of the traffic signal removes the “gaps” by spacing out traffic. There is concern that a roundabout will not provide gaps for traffic to exit from the neighborhood. Loved the phased approach of 1,2,3,4 with a signalized T-intersection to keep openings.

**Response:** Comment noted.

5. *Comment:* A stakeholder suggested that the majority of traffic is coming from Maryland and the traffic signal at Whites Ferry Road creates very long queues blocking intersections in Lucketts. The Lucketts area has been there for generations, our mission as a stakeholder was to collect their voices. Over 250 people responded and are really frustrated with the traffic. They cannot leave during rush hour, and maps tell people to take back way rather than 15 further creating issues with cut through traffic.

**Response:** Comment noted.

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6. *Comment:* A stakeholder reported that it is difficult to turn left out of Tutt Lane onto Route 15, the gap the Whites Ferry Road traffic signal creates is the only way in and out, with horse trailers it is almost impossible to make a left.

**Response:** Comment noted.

7. *Comment:* A stakeholder expressed concern that many property owners have driveways that are accessed from Route 15; they have difficulty turning left along with people who live on roads that are accessed from Route 15. The project is trying to balance the needs of access and congestion relief. We hope that the longer-term problems are taken into consideration, and if we do 4 lanes, consider how it will impact people making left turns onto Route 15 and driveway access. Balance and do the most good.

**Response:** Comment noted.

8. *Comment:* A stakeholder believes that the new roundabouts/bowties at the Route 9 and Route 7 interchange have not been an improvement and appeared to have crash issues. Drivers pass you in the roundabout or cut across lanes to get through more quickly.

**Response:** VDOT currently has a plan to address the safety issue at the Route 7 and Route 9 interchange. There are roundabout design features that can be used to address the passing and cutting across lane concerns.

9. *Comment:* A stakeholder believes that 2-lane roundabouts decrease safety. If there is a situation where we will have a 2-lane roundabout with a fender bender, traffic will be much worse. Based on the study, the traffic signal and the roundabout performed pretty equally, so it appears that the existing signal will function ok with smaller budget than a roundabout which costs a lot more money to install and will provide the same results. The traffic signal seems like the right idea.

**Response:** Comment noted.

10. *Comment:* Not all roundabouts are equal. The benefit of roundabouts are they create continuous flow all times of day. Signals tend to not be timed well and require traffic to come to a complete stop.

**Response:** Comment noted.

11. *Comment:* Numerous studies have been done since 1998 we need to move forward. This is affecting us for all different reasons, we need to preserve the landscape but also address safety and congestion. On January 24th two middle school children crossing to get to bus stops were almost hit, and there are 8 bus stops on Montresor Road. Another study and further research will not reduce congestion. We need to study the entire corridor and remove the cut through traffic.

**Response:** Comment noted.

12. *Comment:* A bridge should be proposed across the Potomac River at Route 28.

**Response:** Comment noted.

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13. *Comment:* It has been 30 years and the Potomac River bridge has been discussed and still nothing has happened. It is our home we need to take control of it and have a balance.

**Response:** Comment noted.

14. *Comment:* We talked to 80% of our homeowners, we bought housing out here before 15 expanded. They are strongly against another study, they just want to fix what they can with what information is available today instead of waiting for another study. If we phase it more issues may happen. We want to have widening and whatever option of intersection to get traffic flowing, any relief is better than none. They are concerned with the size and property impacts of roundabouts – how can you maintain the beauty?

**Response:** Comment noted.

15. *Comment:* Ten years ago, a median was installed at the entrance to Rose Hill Manor (a wedding venue) that is located on Route 15. Losing left turn access has not affected its business. Making a U-turn is okay if it is faster and safer.

**Response:** Comment noted.

16. *Comment:* A stakeholder expressed support for 4 lanes and concern about traffic flow around the Lucketts ES and antique store due to traffic backing up at the signal.

**Response:** The queuing at the Lucketts signal will be analyzed in the upcoming Safety and Operational study as a result of the concepts and designs for the corridor.

17. *Comment:* A stakeholder suggested that the roundabouts in Maryland are completely different and have smaller volumes and cannot be used as a comparison. The signal at Whites Ferry Road performs well through 2040 where the roundabout does not.

**Response:** The concerns from this feedback will be presented to the Board of Supervisors on October 18<sup>th</sup>, all are welcome to attend and it will be available online through the county website.

### Safety and Operations Study Vision

18. *Comment:* One comment heard is that businesses are happy to be considered in this study. Consider Route 15 as a parkway; make it more educational, improve the signage. Make vehicles move slower but still get through; widen the road to 4 lanes and reduce the speed to 35 mph; don't turn it into the I-95, although it's already the outer beltway. Focus on the bigger picture "Lucketts Lane" is part of Journey Through Hallowed Ground. The Vision Statement is missing the business community; add beauty and educational components. Treat Route 15 differently with an educational aspect, signage and how to drive the road

The trinity of good road function is safety access and flow, include wayfinding and complimentary to local businesses, does not want a lot of signs but smaller businesses way finding signs. A beautiful road with unified and consistent signage throughout the corridor.

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Think about this as a 12 mile stretch and how one affects another; we must make the people aware of what is being done make it something special and different “Brand It” play up the branding. Add education to the vision, education about the roadway, consistent guide signs.

**Response:** DTCI agrees that business needs to be a part of this study as design moves forward these ideas will be incorporated, we will insert “Education” into the Vision Statement

### Safety and Operations Study Public Input Summary

19. *Question:* In addressing tolling and other comments, can we remove some of these ideas that are not realistic or you do not like?

**Response:** We will get into small groups to determine what should be removed from the list of public input ideas or further analyzed.

### Safety and Operational Study Key Ideas

Small Group Exercise (summary of results will be provided separately)

### Wrap Up

20. *Question:* Is there a CTP amendment moving forward?

**Response:** As directed by the Board at the May 18, 2017 business meeting, the process to amend the CTP has already begun. DCTI’s goal is go back to the Board with the Congestion Report in October. The timing is important because the Board is beginning to discuss the budget and if the recommendations in the Congestion Report is endorsed, the Board can start trying to identify funding.

21. *Question:* Will this have to go to a bond referendum?

**Response:** It depends on what source of funding is identified. Potential funding sources are NVTA, Federal, local, or debt (bonds). The Board will need to decide how to fund the project.

22. *Question:* What are the top 3 County projects we are going up against?

**Response:** Other Board identified priority transportation projects are Shellhorn Road, the Battlefield Parkway and Route 7 interchange, and Northstar Boulevard.

23. *Question:* Does the Metrorail funding impact the Route 15 project?

**Response:** The County is confident that the Metrorail will come in within the expected budget. We are reasonably confident that we will be able to meet our funding requirements and therefore it should not impact the Route 15 project.

24. *Question:* Will the stakeholder group get a distribution of what you plan to distribute to the board?

**Response:** The County’s policy does not permit distribution of the Board item before it goes to the Board. The Board item will be available on the County website as part of the meeting packet. DTCI staff will notify the Stakeholder Committee when the item has been posted on the website.

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