Survey Code: WO15699

Fred,

Thanks for gathering this input. I would be happy to help you consolidate the information you receive if you need help.

Pat Logue

15699 Woodchester Court

[patlogue99@gmail.com](mailto:patlogue99@gmail.com)

973-214-9345

Congestion Relief: Top 5 Priorities

1. **Complete a study and strategic plan for the entire length of Route 15 north of the Town of Leesburg before implementing any design effort north of the Town of Leesburg.**  Doing any less simply will push the congestion further north. This should include approaching Frederick County and the State of Maryland regarding replacement of the existing Point of Rocks Bridge. Proceeding with the current plan will simply push the morning congestion into the center of Lucketts. This will place an even heavier burden on Montresor as a cut-through. People will increasingly find the turn on to Stumptown Road to access Montresor in order to by-pass congestion north of Montresor on Rt. 15.
2. **Exhaust the evaluation of Roundabouts at key intersections as alternative solutions to traffic lights.** VDOT has some great information about Roundabouts on their website. Their data seems to make it clear that they are the preferred choice when Congestion Relief and Safety are the top priorities. This is reinforced by the Federal Highway Administration. They can be applied in four-land as well as two-lane roads and naturally promote traffic flow through design.
3. **A solution for Raspberry Falls residents even if that means creating an overpass at White’s Ferry.** If you think about the evolution of Route 7 East of Leesburg, it is clear that having Riverside Parkway running parallel to Route 7 has addressed local congestion and has resolved many access issues. The only road that serves a similar purpose for Route 15 is Montresor to the west and Spinks Ferry/Limestone School to the East. The light at Raspberry Falls is important to our neighbors because it is their only way out. They have NO access out of their development other than that intersection. (Not sure who approved that!) We need to support their concerns but an even better solution may be giving them additional egress. Selma at least has access to Stumptown Road. Raspberry Falls residents are cut off if a problem occurs at the entrance to their development.
4. **Evaluate improvements to intersecting roads along the corridor to create multiple options for traveling through the area for local congestion relief.** We all use WAZE and it won’t go away any time in the near future. Better connections of the local secondary roads must be part of the congestion relief plan. Residents and businesses on the east side of Route 15 need a plan that allows for more than one way in and out of this area through improved secondary roads. The Loudoun County School Board should be engaged in this process to make sure that we improve school buss access.
5. **Continue to pressure the State of Maryland to add a Potomac River crossing northwest of the American Legion Bridge and consider making that a car and Metrorail crossing.** Metro is not an effective commuter solution unless you commute in and out of the District of Columbia. Montgomery, Loudoun and Fairfax counties create a high –tech/bio-tech corridor that should have a better mass transit solution than the bi-directional Silver Line and the Red Line.

**Somewhat Support – Reserving comment until more data is shared from the study now being prepared for the entire corridor.**

**No Support For - Disbanding the Stakeholder Committee before the Design Process is Complete. The public needs to be educated, engaged and informed through the design process and they must have confidence that they have a vehicle for expressing concerns.**

**Safety Concerns**

1. **Do the math to look at the safety enhancement of roundabouts versus traffic light intersections.** VDOT and the Federal Highway Administration have tools that allow you to measure congestion relief and safety improvement with roundabouts. Use more than one tool to do the analysis with the same data. Only use traffic lights where they demonstrate through analysis that they improve safety. Do the math and share it with the public.
2. **Make sure that the entire length of the corridor has adequate, safe shoulders for both the northbound and the southbound lanes of traffic.** VDOT is adding Rumble/Mumble strips this year to the shoulders and will be doing shoulder improvement as part of the process. Where a median is put in place, the median should be designed to serve as shoulder in the event of an emergency. Jersey wall separation is not acceptable anywhere in the corridor. They are unsafe as well as ugly.
3. **Evaluate speed limits and reduce if possible.** A larger, more open road will foster higher speeds when there is no congestion on the road. Be honest – we all do this when we drive and make transitions to more open areas. Four lanes will increase speeds unless limits are evaluated and enforcement is realistic. Speed cameras like the ones in Poolesville are not legal in Virginia. Maybe they should be.
4. **Work with Loudoun County Sherriff to make sure officers can enforce speed limits based on the redesigned road.** Speed limits and unsafe driving practices are difficult for local authorities to enforce. Enforcement can be a powerful tool in modifying driver behavior. Speed limits need to be evaluated on secondary roads to discourage high-speed cut-through traffic. Walk on Montresor between 6:30 and 8:30 AM if you don’t know what high speed cut through traffic is.
5. **Find a way to enforce weight restrictions on interstate truck traffic. Overweight trucks are unsafe and they drive on the road all the time now.** Enforcement is a challenge – improve enforcement as part of the plan.

**Somewhat Support – Nothing to add here.**

**No Support For – Jersey wall separation anywhere north of Leesburg. Roads designed for speed limits above current posted speed limits.**