



Town of Leesburg
September 21, 2022

Public Info/Input Meeting
2nd Neighborhood Meeting

Battlefield Parkway / Route 15 Bypass
Interchange – (IAR development)

TOL Proj No. 0015-253-356

UPC: 118422

Meeting Description

Project Name: Battlefield Parkway / Route 15 Bypass Interchange – (IAR development)

Project Location: Battlefield Parkway and Route 15 Bypass Intersection

The Town of Leesburg held a Public Info/Input Meeting for Battlefield Parkway / Route 15 Bypass Interchange – (IAR development) on September 21, 2022 from 6:30 PM to 8:30 PM. The meeting was in person with stations set up for different topics and a Feedback Form available for participants to provide input.

The following representatives of the project team attended the meeting:

Town of Leesburg:

Phil Jones, Assistant Director of Capital Projects
Calvin Grow, Transportation Engineer
Tom Brandon, Parttime Senior Project Manager
Karin Franklin, Senior Project Manager
Christine Roe, Senior Project Manager

Town's Design Consultants (Whitman Requardt and Associates)

Tyler Long, Project Manager
John Maddox, Dana Trone, Mark Gunn, Nicholas Nies, Nikhil Deshpande, Jimmy Street, Ha Kohler,
Ashley Carpenter

Exhibits & Documents Presented at Meeting

The following topics and materials were presented at different stations within the meeting space. Engineers were present at each station to answer questions and explain the project. Attendees had the opportunity to review the stations and ask questions. They were then given the chance to fill out a Feedback Form.

Alternatives Station

Boards showing:

- Alternative A - Option 1: Double Roundabouts with At-grade Pedestrian Crossings
- Alternative A - Option 2: Double Roundabouts with Grade-separated Pedestrian Crossings
- Alternative B: Traditional Diamond
- Alternative C: Divergent Diamond
- Alternatives Screening Comparison
- Alternative A: Site Rendering
- Alternative B: Site Rendering
- Handouts – 11x17 copies of the Alternative boards

Environmental Station

Board Summarizing Environmental Considerations for the IAR

VDOT Noise Policy handout

Traffic Station

Design Year Traffic Model simulation for Alternative A Option 1 and Alternative B

Alternative Access Station

Board illustrating the change in Limited Access and the proposed/potential Alternative Access locations

Handouts of the proposed and potential Alternative Access locations and descriptions

Survey Station

Alternative Comparison Board

Handouts of the Spring 2022 Survey Results

Summary of the Meeting and Feedback/Input Received

A total of 56 attendees were signed in during the meeting period of 6:30 to 8:30 PM and 30 attendees completed and turned in Feedback Forms during the meeting. The Town received 12 additional Feedback Forms via email before the October 3, 2022 deadline for submission and received email feedback both before and after the meeting from 16 interested parties. All Feedback Form and email input is compiled and is attached for review (Attachment A). A summary of the feedback/input is discussed below.

Table 1 and Figure 1 below provide the results of Question 1 of the Feedback form. “Which Interchange Option do you prefer?” Respondents were asked to choose one. The split between those in favor of some sort of interchange was 27 wanted some sort of interchange and 25 preferred to keep the existing intersection.

Table 1. Number of Respondents Choosing Specific Alternatives

Alt A – Option 1	Alt A – Option 2	Alt B	Alt C	Any Alternative	Keep Existing	No Answer
11	3	8	1	4	25	1

Which Interchange Option Do You Prefer?

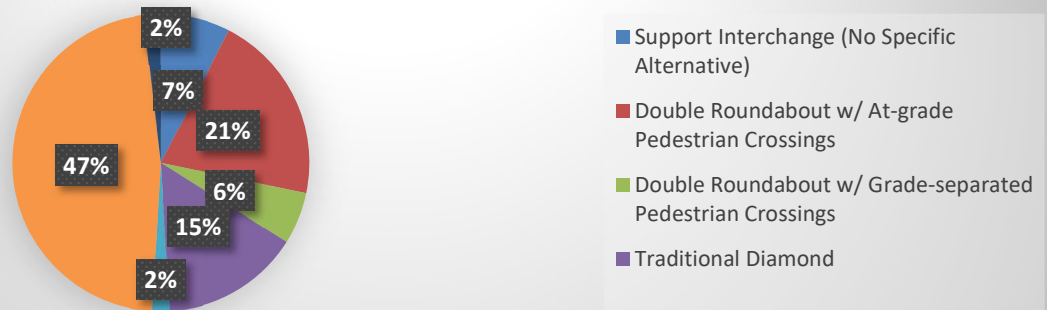


Figure 1. Breakdown of Alternative Interchange Preference

The main reasons against an interchange included:

- An interchange is unnecessary.
- It is a waste of money.
- Traffic is not a problem at this location once the Route 15 North Widening is completed.
- The existing pedestrian crossing is sufficient (it is safe or there aren't a lot of people using the crossing).

The main reasons for those selecting an interchange option identified the following benefits of the interchange:

- An interchange will reduce congestion
- Will provide easier pedestrian crossings
- Roundabouts minimize speed and provide better traffic flow
- Traditional Diamond provides better pedestrian safety

Additional considerations presented in the feedback:

- Greenspace, tree impact and changes in property values because of the project
- Noise issues and the desire for barriers
- Public awareness of changes to traffic patterns during construction

Attachment A - Battlefield Parkway/Route 15 Bypass Interchange Study September 21, 2022 Email and Feedback Results

SI - support an interchange - Based on comments
A1 - Roundabout w/ at-grade Ped
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E - Email
FB - Facebook Post

Respondent #	Q1. Preferred Option							Q2. Describe what you like about your preferred option?	Q3. Describe concerns you would like considered for your preferred option	Q4. Please offer any additional information or suggestions that may improve the completion of this project	Source	
	SI	A1	A2	B	C	NB	NA					
	Totals											
	4	11	3	8	1	25	1					
1				1				If there was a raised walkway for Pedestrians, I would 100% prefer the diverging diamond, due to fewer traffic interactions for cars. But since we walk a lot, the traditional is best	School children needing to cross 15 still must contend with crosswalks. Despite much increased expense, a raised walkway should be considered.	Just considering a raised pedestrian walkway. In lieu of this, the Town has been very transparent so far. Oh, almost forgot - please please please put up noise barriers!!!	F	
2							1	I live in Exeter and am writing to express my utter disgust at the idea of town planners managers itching to waste a huge amount of money on an overpass at battlefield and rt 15 just so they can spend more money. There is no one outside of town hall who believes this will solve the problem and no one outside of town hall who does not believe the town will screw this up as they did the battlefield overpass over rt 7.	Come talk to us in the neighborhood here. Most of us cannot make your meetings so don't take low attendance there as a sign of agreement with this insane plan.	I urge you to look at the root problem and not be so quick to spend on a nonsensical project	E	
2									My question is how will the overpass solve the traffic problem? What simulations and studies have you run and where can we see the results? Or if you have not run these yet, when will you do so before spending on a project that you don't know will fix the problem?	And I hope you did not use the same consultants for a study who will profit by construction.	E	
2								Responses to Q&A Posted: You continually state that the issues our neighborhood faces now will be addressed in the future. For instance, you state that the leesburg police will be engaged at some point to address traffic in the neighborhoods-but it has been years and you have yet to engage them for the current traffic problems-why should we expect you will do this in the future when you have chosen to ignore the problems today.	You state that the goal is the provide pedestrian access over rt 15 but you have not shown a need for this-there is not that many people who want to cross over in bike or foot You state that you will look at noise in the future-again, why is this not part of the study now actually, you state that a study has not occurred yet-so why start building before you know the answers.	Just stop pretending you care about our neighborhood-how do you expect us to believe you are worried about anything other than spending money	E	
2								Thanks but you missed the point- If you are only concerned with pedestrians and bikers, you could building a pedestrian bridge instead of this enormous project Fixing traffic must happen first before you go forward with this. Why waste time and money now on such a huge project that does not fix the root problem	The police are part of the town so your attempt to distance your decisions from them is concerning. The town must be giving directions to the police department. The lack of traffic enforcement has been an issue for years. Responses to your surveys and town meetings are plagued with all sorts of bias. Your insistence on using them to justify this spending shows how little the town truly wants yo understand and represent the neighborhood	Bottom line is that this is project has already been decided despite so many open questions and opposition	E	
3							1	I use this intersection every day (2-3 times a day) and don't see any problem with it.	It's not cost effective to fix a non-existing problem, because covid reduced traffic at this intersection in half.	Please don't do it.	F	
4				1				Our neighborhood experience has been that the traffic that uses Battlefield as a shortcut from Rt 7 to Rt 15 b/p, especially during commuter times is generally more concerned about getting home faster and do not pay as much attention to pedestrians and bicyclists as appropriate. The number of tickets given at that spot should be an indicator of the situation. For safety reasons the peds and bicyclists should have positive control to cross the street and that right of way should be clearly communicated to the motorists.			E	
5		1						Roundabouts keep traffic moving, Signals do not. Roundabouts are safer than people running red lights.	Is it possible to install crossing signals for pedestrians?	I don't think people will use path and sidewalk in the double roundabout pedestrian option 2. The diverging diamond is overkill for this location.	F	
6	1									As a long time Leesburg resident living in Sycamore Hill and as someone who works in Leesburg and suffers from the congestion caused by insufficient roadways, I fully support an overpass (NOT any type of traffic circle). We have seen the success of the overpasses added at Belmont ridge and Battlefield and Rt.7. We have also see the long lines and congestion and slow traffic [intentionally] caused by the circles added on Rt. 15, that cannot handle the volume or normal speed of travel on these roads. I'm sorry that I cannot attend the meeting, but please express my, my families, and many of my neighbors support for an overpass and the addition of lanes. P.s. I certainly hope the intersections of Rt.15 and Edwards Ferry and Rt.15 and Fort Evans are next.		E
7		1						I think this will be the least intrusive, most efficient way to move traffic through this intersection. Given the proximity to already existing homes, including my own, I think that this interchange type will give those on 15 easier north/south access as well as allow quick access for those looking to cross over 15	All of the above said, there isn't a ton of room to work with in that space. Other than keeping the current intersection (which would be an absolutely terrible plan), this one looks like it offers the smallest footprint while allowing traffic and pedestrians to move easily across and onto 15 from Battlefield. I have seen traffic back up at the roundabouts at 15 and 50 further south during times of heavy traffic, however those are all at grade instead of the raised double roundabout system so I think we should mitigate that issue here. There is nothing any of us can do about people that still don't understand how roundabouts work though, which is unfortunate.	I'm very glad this construction is looking like it will finally happen. I've lived in Leesburg since 2013 and this intersection has been incredibly heavily trafficked that entire time and only become more so as more homes have been added north of town. I wasn't able to attend the public forum, so looked up the interchange types myself to weigh the pros and cons. Clickable links on this form to VDOT and NHTSA videos about the interchange types might be helpful to folks when making their decision.	F	

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8						1	I tried to pick one but I can't. All are necessary!!!!	The existing intersection is <u>not</u> a problem! Overbuilding residential & commercial is a problem.	Complete the widening of Rt 15 first. Make a safe pedestrian walkway for Edwards Ferry first. Also provided input via email: Leesburg has had tremendous growth in the past few years. The growth in housing needs to STOP. New building spaces needs to STOP. Leesburg has enough business spaces, some not filled because businesses have closed- get them filled. Current businesses do not have enough employees, so Leesburg has jobs and no need to create more of the same jobs that are not being filled. Work on widening rt 15 and make 4 lanes up north to Raspberry Falls or as far as feasibly possible. Changing from 2 lanes to 1 lane leaving the town of Leesburg is what causes backup. The traffic light is not the cause of backup. Do not unnecessarily build a monstrous costly overpass at Battlefield and rt 15. And overpass will not help the backup of traffic problem. Have you tried walking across a busy 2 lane traffic circle before where cars are constantly coming with no light stopping them and you never know when a car will whip around? I many times crossed at the traffic circle along the WO&D trail crossing over rt 9 and it scares me. I wish there was something to let cars know to not turn off because of walkers. Traffic is smooth for cars, but not safe for bike riders or walkers. The intersection of rt 15 and Battlefield can be considered an entryway to our lovely town of Leesburg and it would not be pretty to have a huge overpass taking away from the beautiful landscape that currently occupies around that intersection	F	
8									Leesburg has had tremendous growth in the past few years. The growth in housing needs to STOP. New building spaces needs to STOP. Leesburg has enough business spaces, some not filled because businesses have closed- get them filled. Current businesses do not have enough employees, so Leesburg has jobs and no need to create more of the same jobs that are not being filled. Work on widening rt 15 and make 4 lanes up north to Raspberry Falls or as far as feasibly possible. Changing from 2 lanes to 1 lane leaving the town of Leesburg is what causes backup. The traffic light is not the cause of backup. Do not unnecessarily build a monstrous costly overpass at Battlefield and rt 15. And overpass will not help the backup of traffic problem.	E	
9		1					Easier pedestrian crossings - more logical	Make sure to manage layout of ramps to slow cars down for pedestrian crossing the bypass from east to west (ramp going north on bypass)	NP	F	
10		1					No traffic lights means better situational awareness/safety. Lowers Traffic speed on Battlefield Pkwy. This section of Battlefield Pkwy residential.	Pedestrian crossings do not appear to support 2-way traffic.	Widen the pedestrian crossing along 100% of Battlefield Pkwy: allows 2-way, higher speed bicycle traffic.	F	
11						1	Do not change the intersection until after the N. Widening is completed.		Changes to the intersection should not be considered until we see the impact of the 15 N. Widening. NO changes may be needed. The environmental footprint of all proposed options is too big and not needed for a residential subdivision entrance.	F	
12		1					The bridge does not need to be very wide and having just one traffic lane in each direction for Battlefield Pkwy traffic is enough. Roundabouts minimize speed forcing slower speeds. Pedestrians and bike users won't necessarily want a longer detour and want a more direct route around the interchange area. Separating the Battlefield Pkwy traffic from the Leesburg Bypass traffic without any traffic lights around the interchange area is the best option.	There will always be drivers and/or pedestrians/cyclists that are going to be reckless around the interchange area often at very inappropriate speeds. Separating the US 15 Bypass traffic from the Battlefield Pkwy traffic makes the most sense for safe, considerate drivers. If option 2 of the double roundabout interchange is the preferred selection, there must be a way to mandate all pedestrian and bicycle traffic to use the separator instead of through the traffic lanes.	The bridge for Battlefield Pkwy over the Leesburg Bypass should be constructed as a single-span bridge just like the Balls Ford Rd bridge over the Virginia Route 234 Bypass. The bridge would need to be wide enough to accommodate 3 or 4 travel lanes in each direction of US 15 even if the bridge is to be constructed as a single-span bridge. The 66 Outside the Beltway Express Lanes being open would accelerate the need for this interchange and the Edwards Ferry Rd/Fort Evans Rd interchange, removing all 3 traffic lights. All of the traffic lights on Virginia Route 7 between Virginia Route 28 and the US 15 Bypass have since been removed which also necessitates getting the interchange finished urgently. An auxiliary lane would be needed in both directions of US 15 between Battlefield Pkwy and Route 7 with the auxiliary lane ending for US 15 South traffic at the exit to Route 7 East.	F	
13				1			Best safety for pedestrians, most direct for walking, less confusion that circles and islands, less distractions for drivers. Flow of traffic is consistent.	none - when looking at the options meaning 1 7 2 and the Diamond.	Get Ft Evans and Edwards Ferry fixed first	F	
14				1			I recommend Alternative Option B because as a pedestrian and bicyclist I find this choice to be safest. When vehicles exit Battlefield onto 15 bypass North it puts pedestrians & bicyclists in danger. Its been my experience that the motorists are rushing to their destinations. Personally, I want some type a pedestrian crosswalk light that legally gives me the right of way to cross. Presently I find that the amount of time allowed can differ and be too short at times.			E	

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15							1	As an Exeter homeowner, who this project will directly affect I would like my disagreement in this project known. It is easy to see the problem is not the overflow of traffic trying to exit into Balls Bluff or Exeter towards downtown but that all traffic has to merge into a two lane road with stop lights that ends with a two lane bridge.		The only logical solution is to widen Rt. 15 and have another access point into Maryland which we all know is never happening. This proposed project will be a detriment to Leesburg and as a voting constituent I do not want it to be carried forward, as it is a waste of time and money.	E
16	1									As a resident of Exeter in Leesburg, I am very happy that something is being considered that could help reduce commuter traffic through downtown King St. Decreasing traffic on the bypass will route traffic around downtown Leesburg as intended. Currently during rush hour, the travel time to cut through downtown Leesburg is the same as taking the bypass. I am IN FAVOR of a bypass that will allow commuters to go around Leesburg faster than through it.	E
17		1						Visually appealing, traffic calming, continuous flow	Pedestrian safety. Should have flashing lights at crosswalks.	NP	F
18							1			The backups are caused further north which will be resolved with planned construction already in progress. Foot traffic/ADA compliant - some models need more traffic lights for pedestrians to be safe. Semi trucks navigating intersection (the constructed Battlefield for heavy vehicles that are prohibited now but in the future?) some models indicate tight turns - under bypass safety from crime drug dealing, drug drops, muggings, homeless malfeasance, panhandlers - eyesore in residential area decreasing property values	FB
19			1					Foot traffic & Cyclists - very low impact smoothest traffic flow	Noise?	Keep us in the loop. Good luck!	F
20							1	It has worked fine in the past (traffic not caused by Battlefield light) It costs less and doesn't take up a bunch of area to make a bridge.	My second option, Double Roundabout, looks to work well with keeping traffic moving so may help traffic once expansion north happens.	Traffic is from 3 lanes coming into 1 lane near light, not from the light at Battlefield. Not many bicyclists cross 15 Not many cars back up on Battlefield so bridge isn't needed. Fully? Now, just make right for 15 longer if concerned. During rush hour, light can be green and barely any cars get through. I would agree, Ft Evans/Edwards Ferry has more traffic/pedestrians.	F
21				1				Traditional Diamond is most commonly understood by most drivers. It is the <u>safest option</u> because people know how to use standard traffic lights. The sensors keep traffic moving. Also, the 4-lane bridge is better for traffic flow than 2-lanes.	I have no concerns for the traditional diamond but extremely worried about double roundabout or divergent diamond because they are less familiar.	The divergent diamond is the worst alternative because driving on the left side of the road feels instinctively wrong and people will try to over-correct and go in the wrong lanes to drive on right side of road. Rt 15 and I-66 is an existing diverging diamond and it is a disaster. So is Belmont Parkway and Rt 7. The concern with the double roundabout is that it's not well known. (only a few in Northern VA), and people get confused as to who as right of way entering and exiting the roundabouts. Also, the bridge going to 2 lanes instead of 4 lanes is going to cause more backups which will cause more accidents. A critical issue is that this project impacts young teenage drivers heavily because those teens that live in Potomac Crossing neighborhood or Edwards Landing neighborhood drive across Rt 15 on Battlefield Parkway to get to Tuscarora High School. They use this interchange at least twice a day, everyday. They are a key group disproportionately impacted.	F
22				1				Pedestrian safety	NP	Liked the Dry Hollow Rd Alternative Access & Old Balls Bluff Alternative Access using Little Spring Rd	F
23							1	The other options will not be needed once 15 is widened to 2 lanes. Options get too close to property lines and ruin aesthetics of community. The issue is RT 15, not Battlefield Parkway. Too expensive with no real benefit to residents.	Look at traffic calming at Balls Bluff / Battlefield intersection. Add a speed bump and crossing signals in the crosswalk. This is needed now.	Extend the Rt 15N right turn lane onto Battlefield <u>now</u> . Make it easier for residents to get out of 15 N traffic.	E

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24	1							Overall, I have little to offer regarding the "big picture" at this stage. Any of the four alternatives will work and I don't have strong feelings regarding any of them.	To me, the core challenge is preparing the driving public for the extended period of traffic changes, inconvenience, and distractions that modification of a large-scale interchange like this entails. Many times each week I traverse the Battlefield Parkway/Bypass 15 intersection and invariably I observe abysmal driving behaviors. Unfortunately, correcting driver behavior is beyond the scope of the project. I do however applaud Town of Leesburg Police Department and Loudoun County Sheriff Office for their traffic control efforts in the vicinity of that intersection.	I received a postcard in the mail announcing the Public Information / Input Meeting. This is a great way to communicate and the info on the card is very helpful. I know many consider this "snail mail" to be outdated mode of communication, but the postcard summarizes all the relevant facts, references, dates and yes, links which provides interested persons a starting point for researching further. Yes, I am aware postage rates have gone up significantly, but I don't believe cost of postcard is a deal breaker when it comes to this project. I would encourage the Battlefield Parkway / Route 15 Bypass design team to dedicate efforts early in project schedule to evaluate and ensure high quality wet reflective markers are incorporated in the final product. Few things are more nerve wracking than to be driving at night in heavy downpour and not be sure where the road path is. Additional comments concerning current issues forwarded to the Transportation Engineer.	E
25						1		The current intersection is not problematic for Town Residents. The problem presented resolves around commuters. The area to focus on for improving pedestrian safety is the Bypass/Edward Ferry Road/moncet?? Street area, which is traversed by residents in higher density housing, who often walk to employment and shopping daily.	I am concerned about the scale of this project and impact on people who live within Town limits. A series of uncontrolled pedestrian crossings seems unsafe to me (as in Alternative A - Option 1). A tunnel is unsafe - the tunnel under Battlefield Parkway was closed about 14 years ago for that reason, so Alternative A Option 2 is unsafe as well. In addition, the lengthy graded access is not practical.	Alternative B would be the best, if we had to choose. Two lanes in each direction and the two lights would be more to scale. Alternative C is a behemoth and would not be to scale - more like the Riverside Parkway/Belmont Ridge Road. The largeness is disrespectful to neighboring communities, taxpayers and... <can't read need to look at original> The best "solution" to this intersection would be to keep it simple. - No tunnels - No ridiculous ramps. - fewer uncontrolled pedestrian crossings - simple design - no behemoth design - fewer roundabouts Therefore, I think that Alternative B is the one option that would be better than the others.	F
26			1					Keeps vehicles and pedestrians separate	NP	Do not put stoplights up.	F
27						1		The existing at grade intersection is not problematic. According to the Town's research, there were an average of five accidents per year with none involving pedestrians over the observation period. Traffic flow on Battlefield will not improve as motorists will face red lights, traffic circles, and/or reduce travel lanes under the alternatives. Traffic flow on the bypass will continue to feign the	<Continued from Q2> Traffic flow on Battlefield will not improve as motorists will face red lights, traffic circles, and/or reduce travel lanes under the alternatives. Traffic flow on the bypass will continue to feed into the red light at Whites Ferry Road, so removing the intersections will not improve traffic. Traffic flow on the bypass will continue to feed into the red light at Whites Ferry Road, so removing the intersection will not improve traffic. There is no reason to fundamentally damage the surrounding residential areas when the changes will not improve the flow of traffic or increase safety for pedestrians.	The proposed alternatives would each negatively impact the surrounding residential areas. These long-standing residential areas should not be sacrificed for commuters.	F
28						1		The newly installed crosswalk improvements. The interchange seems to work well for most traffic. Only during rush hour is the northbound traffic heavy.	The improvement options will come with a high cost for little benefit. The improvement options take up additional land space with the long entrance/exit ramps.	The improvement options provided seem excessive for the interchange. The amount of traffic on Battlefield does not warrant such a large and expensive solution. The cause of backups on Route 15 is the land reduction north of the Battlefield intersection.	F
29					1			Overall better flow and can handle growth	Closure during construction	NP	F
30			1					Has only 2 traffic lights (people are more used to TL than roundabouts) Pedestrian/bike routes are a straight shot across intersection	I wonder if we are going to just have a bigger traffic build-up at the intersection if the 15 N Point of Rocks bridge is not improved and finished first	Complete 15 N of Leesburg first	F
31						1		Cost justification for a problem which isn't Keep Leesburg - Leesburg not Fairfax	The construction upheaval to the environment, wildlife and nature growth	Please rethink these plans, there are so many other worthy projects for the community & citizens.	F
32	1							I think it makes the most sense. Not that much traffic for diverging diamond. Ped option 2 - I feel people won't want to take the long route and will still go on road.	see above	NP	F
33	1							Slows traffic across Battlefield. Least impact to houses north of interchange.	KEEP TREES! MITIGATE SOUND FROM TRAFFIC & LIGHT!	Very few pedestrians cross, not worth huge investment for extensive crossings! This interchange will not fix any traffic problems. The backups are caused by merging lanes north of this intersection.	F
34	1							Least disruptive. Looks more logical in traffic flow	Need sound barriers when close to residential areas and possible light mitigation (if tall street lights/lights if cars on overhead ramps)	NP	F
35	1							Simple design, good intersection spacing, safer intersection operations, at-grade pedestrian crossings are fine with the single lane roundabout.	none while the grade-separated path would be nice, the longer route is not great	As a gateway into Town, it would be great to include aesthetic features in the bring similar to Route 7/Battlefield.	F
36						1		None of the options would improve Battlefield. Route 15 Bypass will still be congested.	NP	This is a solution in search of a problem.	F
37						1		Less cost to taxpayers. Other options won't help congestion until 15 North is fixed. Won't inconvenience Potomac Crossing residents trying to get to middle and high schools, Ida Lee and Rust Library.	other options: new teen drives trying to get to high school.	This project should not go forward. It is not necessary to have every light removed. Traffic lights can be the safest way to access turns. Roundabouts and merges make me nervous and I am an experienced driver.	F

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38						1	Everything - No build is less cost to taxpayers	This should <u>NOT</u> even be considered until Route 15 is expanded <u>and</u> a 4 lane bridge crossed the Potomac.	Nothing to offer regarding this project. Potomac Crossing residents will suffer markedly <u>and</u> the congestion will not be fixed until Route 15 is fixed. Taxpayers should <u>NOT</u> be burdened with this ill conceived project.	F	
39						1	Peace and Quiet	Increased noise (construction and traffic) Possible decrease in value of nearby houses <u>not</u> the best use for public money	Please, do not build!	F	
40			1				NA	NA	NA	F	
41		1					It is not the diamond design and there is no traffic signals	How many trees will be cut down on either side of Battlefield Parkway and Route 15 to make this project a reality.	Don't cut down any trees to get this done. Build around them.	F	
42						1	Cost no money - keeps Leesburg as Leesburg Looks after the environment	No concerns	The money for this project would be well spent on other more important and pressing issues for Leesburg such as : Improving poor housing, converting unused office space into affordable housing, improving parks, improving the Town of Leesburg. Too much money is being spent on the love of the automobile. \$50,000,000 to help minor congestion between the hours of 8:30 -9:30 am and 4-6 PM is outrageous and disrespectful to Leesburg residents. Stay tuned... more to come! - Robert	F	
43				1			I feel like this is easier for all skill levels of drivers and preferred for safe pedestrian crossing and when it is dark.	There a lot of young & new drivers that use this intersection. Even though I like the diverging diamond better. I feel like it would cause more issues with less experienced drivers and when it is dark.	With other recent environmental changes in the area (removing the tree line between Exeter retention pond & Rt. 15 Bypass) noise is a huge concern as well. This new intersection may relieve us of the extra noise, but feel other neighbors will bear the same burden we have now.	F	
44						1	This interchange does not need any construction improvements. The issue with traffic is occurring further north on 15 where the roads converge into two lanes. Our tax dollars would be better spent to address widening the lanes on North 15 as well as fixing that bizarre interchange on N. King St. at 15.	Installing a large overpass at this intersection will adversely affect property values in this area. I moved here from Houston where this is a common structure. I can assure you the neighborhoods near these decline significantly in value and in beauty.	Please do not waste our tax dollars on this project and divert the funds to improving traffic flow further north on Highway 15 where it is much needed.	E	
45						1	It does not destroy the value/character/environment of the property and does not encourage additional pass-through MD traffic.	NP	The other options will destroy the integrity of the area without adding value to Leesburg/Loudoun. It only pushes traffic down the road. To "solve" the traffic issue will require extensive widening all the way to 2 lane bridge. _____ at grade Roundabout would be a reasonable alternative.	F	
46						1	Cost- It costs \$0. This cannot be undervalued as an advantage of this option. The light adequately maintains traffic flow for people attempting to go straight through the intersection on Battlefield, or head south on 15. The FAQs seem to indicate crossing 15 is a problem at certain times. I disagree. I have never had a problem crossing this intersection or going SB on 15. The delays at this stoplight heading north on 15 is not caused by this light. Rather, it is the subsequent merge from 2 lanes to 1. The traffic is often relieved once you get passed the light at Raspberry Falls. The existing layout provides significant distances from the yards of several adjacent homes and 15. While you may improve the situation for the people crossing 15 (which I don't believe has been justified as being a significant issue) you will bring high speed traffic closer to homes.	There are no concerns regarding this intersection. Is it a relatively dangerous intersection for someone to cross? Of course it is. But I am having a hard time understanding who needs to cross 15 to live their lives. <Continued from Question 4:> Finally, I believe the two communities who would most likely benefit from the improved pedestrian access are Exeter and Potomac Crossing, and if you were to survey the residents in those two communities, they would vote, as I have, to eliminate the project altogether. While I personally have no interest in crossing 15 walking or biking, if there is in fact a large demand, I could be convinced to "not oppose" the project (while I don't believe I would personally support it). I recommend publishing the information that is available documenting how many individuals have an interest in walking or biking across 15. I'd recommend that as part of the survey, you include a "Would you support spending [INSERT DOLLAR FIGURE HERE] to construct an overpass that would allow for safer pedestrian crossing at 15 and Battlefield?" I believe there would be very little support for this project if everyone understood that it is essentially for pedestrian traffic.	In general, I take exception with the goals that you have stated in your FAQs. This project doesn't in fact address goal 1 (relieve traffic) and I don't believe that goal 2 (improve pedestrian traffic) is really all that necessary. Goal 1: to relieve traffic. The only traffic at this intersection that is unreasonable is the traffic NB on 15. The FAQ essentially acknowledges this. In response to the question: "Will this project be needed once these other congestion issues are resolved?" The FAQ says: "The improvements to Route 15 north of Leesburg currently under design by Loudoun County is expected to significantly improve traffic congestion on the Route 15 Leesburg Bypass. Traffic studies indicate that the project will eliminate the northbound traffic queues that regularly occur as far south as Battlefield Parkway." In conclusion, you agree that this project does not address goal 1, as it will already be addressed by the NB 15 improvements. Goal 2: To assist with Pedestrian Traffic. I question the need to improve Pedestrian traffic, and why this is so important to the town. I don't believe there is a tremendous amount of interest for pedestrians to cross this intersection. There is no destination (other than Solo's Pizza and an ice cream shop) that most people would be interested in walking or biking to. <continued under Q3>	F	
47						1	Keep the trees and entrances as they are. Do <u>Nothing</u> to this intersection. Widen Rt 15 North, this will alleviate traffic.	NP	DO NOTHING!!!	F	
48						1	But if Town intends to proceed with elevated bridge, then option A1 seems to be the better option. For keep existing grade option - Need sound barriers to reduce noise. An elevated interchange will allow more trucks & vehicles to <u>speed</u> through Leesburg, creating more noise.	Extend the "Residential Noise Line" to cover more homes in Potomac Crossing & Exeter. The truck noise currently goes well beyond the "line" shown on the "Environmental" map. If bridges 20' high, cars will speed down the steep road slope, so need traffic calming at Balls Bluff Rd/Battlefield in Potomac Crossing.	Please help the residents of Potomac Crossing by focus on reducing truck noise, reducing speeding on Rt 15 & Battlefield and reducing "cut-thru" MD and PA vehicles on Battlefield in Potomac Crossing. Focus on <u>traffic Calming, speed reduction, noise reduction. Thanks</u>	F	

Attachment A - Battlefield Parkway/Route 15 Bypass Interchange Study September 21, 2022 Email and Feedback Results

SI - support an interchange - Based on comments
A1 - Roundabout w/ at-grade Ped
A2 - Roundabout w/ grade separated Ped
B - Traditional Diamond
C - Diverging Diamond
NB - No Build - Keep Existing at Grade Intersect
NA - no answer

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FB - Facebook Post

Respondent #	Q1. Preferred Option						Q2. Describe what you like about your preferred option?	Q3. Describe concerns you would like considered for your preferred option	Q4. Please offer any additional information or suggests that may improve the completion of this project	Source	
	SI	A1	A2	B	C	NB					NA
	Totals										
	4	11	3	8	1	25	1				
48							<p>Comments from 48: in response to "Project Overview" document handed out at 9/21/22 meeting: Town Statement, 1st paragraph - "Currently, the Route 15 Bypass acts as a barrier which discourages pedestrians and bicycles from traveling between the residential and recreational areas east and west of Route 15 Bypass". My comment - This is not an accurate statement. The Town built a pedestrian crossing w/ pedestrian lights (stop, go, flashing timer) w/ timer push-button activator to switch the traffic light to red. This safety feature seems to work very well and allows sufficient time for the few pedestrians and bicycles that choose to cross the Bypass. Most people drive thru the intersection, as your survey data indicates. There has been no indication that this safe crossing feature "discourages" pedestrians and bicycles and is a "barrier" for crossing the Bypass. And there has been no data provided by the Town that shows more pedestrians and bicycles will cross over the Bypass because of the proposed Overpass options. I recommend you revise the statement in the "Project Overview" or provide the data the Town collected to support the Town's statement.</p>	<p>Cont. comments: Town Statement, 2nd paragraph - "The purpose of this project is to reduce congestion and vehicle delays at the Route 15 Bypass and Battlefield Parkway Intersection....". My comment - as many residents have already stated several times to Town staff and elected officials, the congestion on Route 15 Bypass at Battlefield Parkway is controlled by road conditions / issues located between the Leesburg corporation limits and the Point of Rocks bridge. An overpass for Battlefield Parkway does not change in anyway the controlling conditions / issues on Route 15 north of Leesburg. I recommend that the Town acknowledge this fact in the "Project Overview". It's been stated too many times by too many residents to be ignored.</p>	<p>Cont. Comments: Town Statement, 2nd paragraph, last few lines - "... as well as provide safe access across Route 15 Bypass for pedestrians and bicyclists...". My comment - this statement implies the current pedestrian crossing at the Bypass is not safe and the proposed options are better. The pedestrian crossing at the Bypass works very well and seems to provide very safe access. It also provides a traffic calming feature that is urgently needed on the Bypass and Battlefield Parkway to reduce speeding. On the other hand, the proposed Overpass options will actually increase the number of locations that pedestrians and bicycles will interact w/ vehicles / trucks traveling on proposed bridge roads and ramps. I recommend that the Town revise the "Project Overview" and acknowledge the trade-off of additional pedestrian / bicycle road crossing locations with all Overpass options.</p>	E	
48							<p>Cont Comments from 48: Alternative A - Options 1 & 2 Maps (11"x17" maps, color) provided last night. The maps indicate Battlefield Parkway will expand from one lane to four lanes past the eastern rotary in Potomac Crossing. The eastern segment of Battlefield Parkway will be on a steep downhill slope approaching Balls Bluff Road. The two lanes going straight downhill will allow / encourage vehicles to speed and continue speeding (as they do now) on the flat pavement of Battlefield Parkway traveling towards Smarts Lane and Balls Bluff Elementary School. The Potomac Crossing community pool is located at the southeastern intersection of Balls Bluff Road and Battlefield Parkway. The Town needs to show on all proposed Overpass maps a traffic calming feature at the intersection of Battlefield Parkway and Balls Bluff Road.</p>			E	
49						1	<p>Interchange options will NOT alleviate traffic backups on Rte 15 - but will create back-ups on the Potomac Crossing side of Battlefield which presents a safety issue within the neighborhood.</p>	<p>In addition, the elimination of stop lights at intersection will create a drag strip for vehicles travelling North and South. The number of daily pedestrian crossings at the intersection is minimal and could be resolved with a pedestrian overhead walkway!</p>	<p>Proposed interchange plans will infringe on Greenspace and create blight at both neighborhood entrances. This in and of itself will adversely impact property values in both Exeter and Potomac Crossing.</p>	F	
50						1	<p>Question 1 additional comment - only if some changes are made. •Bess money being spent, and less disruption for the local Leesburg residents, which should be the Town's main concern. •Traffic is forced to slow down through that stretch of road that passes Exeter/Potomac Crossing neighborhoods. Yes, slower speeds are needed here. It would be great if everyone drove the posted speed limit of 45 mph, but they don't. If drivers are already traveling well over 55 mph (10 to 20 mph over the speed limit is average), how fast do you think they will drive if they don't have to stop at an intersection? Has the Town thought about the excessive speeds that would occur on that stretch of 15? Will the Leesburg police be posted there every week day from 3-6 pm to keep the speeds down?</p>	<p>Since drivers would need to stop at the intersection, the continued use of air brakes (Jake Brakes) by big trucks is my main concern, despite the apparent signs prohibiting their use. The signs are either not big enough, not numerous enough or not conspicuous enough. A possible solution to this would be to warn both north and south-bound traffic that the light is about to turn. The Town needs to install flashing yellow warning lights about an 1/8 of a mile away from intersection warning these truck drivers that the light at the intersection will turn red prior to reaching it. That flashing light will let them know that they need to start slowing down without using air brakes. Examples of these flashing lights are installed on 15 in Frederick County, Maryland prior to the Mountville Road intersection.</p>	<p>For this option to work, north-bound left and right turn lanes onto Battlefield would not only require significant lengthening (beginning at the Cattail Branch), but also be separated from the north-bound through-traffic using a lane divider curb system. Separating these turn lanes from the through-traffic would not only allow local traffic to get out of any backed-up traffic at the light, but would also prevent north-bound through-traffic from using the turn lanes to get ahead and then cut back into the through-lanes. Same goes for Battlefield traffic from Exeter wanting to turn south onto 15. Get them off of Battlefield so that both lanes can now go straight across 15 again. The left-turning lane from Battlefield (Exeter side) to north-bound 15 also needs to be lengthened significantly. On numerous occasions, I've seen left-turning traffic spill into the through-lane that crosses 15.</p>	F	
50							NA	NA	<p>Additional Comments: Even if the Alternative A, Option 1 is chosen (my hunch is that the Town is hellbent on choosing this option, regardless of resident input), for crying out loud, do NOT put in yet another light at Battlefield and Balls Bluff Road. This intersection needs a round-about, with the right lane exiting north-bound Balls Bluff and the left lane either continuing straight or to south-bound Balls Bluff. I personally am so sick and tired of seeing the Town of Leesburg constantly installing traffic lights when round-about would work so much better. What is an example of one of the worst offenders? The traffic light at the Giant grocery on Battlefield between Route 7 and Potomac Station Drive. Another is the intersection at the Costco exit. But there are many others in the Town, including "major" intersections that would operate more efficiently with round-about. When the ION ice skating center was first opened, it took me 25 minutes to drive from my house in Potomac Crossing to ION at 8:30 am. That's an outrageous amount of time to travel such a short distance. All because the Town insisted on installing traffic lights all along Battlefield instead of round-about. I would estimate that at least 80% of the intersections within the Town's limits could have been round-about instead of traffic lights. Battlefield and Fieldstone Road is another intersection that should have a round-about instead of a traffic light.</p>	F	

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Respondent #	Q1. Preferred Option							Q2. Describe what you like about your preferred option?	Q3. Describe concerns you would like considered for your preferred option	Q4. Please offer any additional information or suggestions that may improve the completion of this project	Source
	SI	A1	A2	B	C	NB	NA				
	Totals										
	4	11	3	8	1	25	1				
51							1	I currently reside in northeast Leesburg for 30 years. I've seen the proposals put out and disagree with most plans. I would prefer to leave it as it is, with no major construction. I have always believed that a solution is a bridge to Maryland from route 28. This would solve many of the issues concerning the commuters from North. These are just my opinions.			E
52							1	I think Route 15 needs to be widened first. I don't believe that the intersection at Route 15 and Battlefield parkway causes congestion, it is going from 2 lanes to 1 north of the intersection that causes the congestion. I believe this project would NOT help the problem.	If Route 15 continues to have a merge from 2-lanes to 1-lane, the congestion will continue. It is a waste of money to do something that will not help the problem.		F
53	1							Email Comments: The proposals made to modify the Battlefield Parkway / Route 15 Bypass Interchange are fine; except I don't believe that they address the evening rush hour backup problem, which is caused by the 4-lane road narrowing to a 2-lane road on its way to Raspberry Falls. I don't believe that any interchange modification is going to alleviate that. However, if we assume that northbound traffic congestion will remain until the road is expanded to 4-lanes past Raspberry Falls, then we can instead solve a different problem in the interim. The problem that can be solved is that drivers who want to exit the bypass at Edwards Ferry Road or at Battlefield Parkway are stuck in the back-up even though they do not want to continue north.	Email Comments, Cont: The solution is to provide a separate service road that goes north between the existing two lanes, but ends at Battlefield Parkway. That will allow drivers who do not want to continue north, to use the service road to exit at Edwards ferry road or at Battlefield Parkway without getting stuck in the backup. It will also allow drivers to easily drive from Edwards Ferry Road to Battlefield Parkway during that time of northbound traffic congestion as well. The key is to not allow any merging from the service road back onto Route 15 Bypass northbound. If this is not allowed, then drivers who want to continue north will have no reason to attempt to use the service road to bypass the backed-up traffic; and, thus, the service road will remain free of any traffic backup. Note: Placing the service road in the center will allow entrance ramps to the backed-up Route 15 Bypass northbound lanes to remain on the far right side of the crossing roads (Battlefield Parkway, Edwards Ferry Road and Route 7) so as not to interfere with entrance ramps to the service road (i.e. no crossing of backed-up exit lanes would be required).	Email Comments, Cont: I have attached a modified version of your option 2 Battlefield Parkway / Route 15 Bypass Interchange solution as an example. (See Attach 53A) I also made a copy of that interchange with additional exit ramps and entrance ramps shown in a configuration that could be used at the Edwards Ferry Road / Route 15 Bypass Interchange. (See Attach 53B) In order for this to work, the Route 7 exit road adjacent to the Outlet Mall would need to be extended past Fort Evans Road and raised up and over the existing north-bound lanes so as to end up between the two existing lanes prior to reaching Edwards Ferry Road. In summary, I don't believe that any modifications will alleviate the northbound congestion short of extending the 4-lane road past Raspberry falls. In lieu of that, the proposed central service road would allow local traffic to flow freely at all times without causing any drivers to get stuck in that northbound congestion.	E