

Battlefield Parkway/Route 15 Bypass Interchange Study

April 28, 2022 Virtual Meeting and Online Survey Summary

Survey Conducted April 28, 2022 to May 16, 2022

BACKGROUND:

The Town of Leesburg is developing an Interchange Access Report (IAR) for a new grade separated interchange (overpass) at the current signalized intersection between the Route 15 Leesburg Bypass and Battlefield Parkway. The Town Plan shows the segment of Route 15 Bypass within the Town of Leesburg being limited access, which involves the removal of all roads directly intersecting with the Bypass. The other two existing traffic signals on this corridor will be removed through the future construction of an interchange at Edwards Ferry Road and Fort Evans Road (Town Project #09307) which is planned to be constructed prior to the Battlefield Parkway/Route 15 Bypass interchange. The main goals for this project are to reduce intersection congestion, improve pedestrian and bicycle access across Route 15 Bypass and remove what will be the last signalized intersection on Route 15 Bypass within the Town of Leesburg.

Development of an Interchange Access Report (IAR) is the first step in the design of a new interchange. The IAR evaluates the project need and compares the alternatives with respect to effectiveness in meeting the project goals. Four alternatives have been developed that will meet the goals of the project. The next step in the process is for Town Council to endorse the selection of a preferred alternative. The preferred alternative concept will then be refined for inclusion in the IAR.

METHODOLOGY:

On April 28, 2022, Leesburg held a virtual Battlefield Parkway/Route 15 Bypass Interchange Neighborhood Meeting to share the alternatives under consideration and answer questions. Notification of the meeting was provided through social media, word of mouth and/or Town communications, which included the website, email, postcard, and portable message boards at the intersection. More than 220 people attended the virtual meeting with nearly 150 comments or questions posted. Approximately half of the questions were answered during the meeting before the meeting ended at 9:00 PM. A follow up document of questions and answers was prepared and posted to the webpage for easy reference.

At the Neighborhood Meeting and through online materials, four alternatives were presented to the public for consideration. Bullets with a check are benefits and bullets with an x are considered detriments.



Alternative A – Option 1: Double Roundabout w/ At-grade Pedestrian Crossings (Alternative A – Option 1)

- ✓ Low travel speeds
- ✓ No signals
- ✓ Maximized greenspace
- ✓ Direct pedestrian route
- ✗ Unsignalized pedestrian crossings
- ✗ Two-lane Battlefield reduced to single lane



Alternative A - Option 2: Double Roundabout w/ Grade-separated Pedestrian Crossings (Alternative A – Option 2)

- ✓ Low travel speeds
- ✓ No signals
- ✓ Separated pedestrian crossings
- ✗ Higher construction costs
- ✗ Two-lane Battlefield reduced to single lane
- ✗ Longer travel distance for pedestrians/bikes



Alternative B - Traditional Diamond (Alternative B)

- ✓ Direct Pedestrian Route
- ✓ Signalized Pedestrian Crossings
- ✗ Two signals added – Non-standard spacing to Fieldstone Drive
- ✗ Traffic flow disrupted by additional signals
- ✗ Left turn lanes require wider bridge



Alternative C - Diverging Diamond (Alternative C)

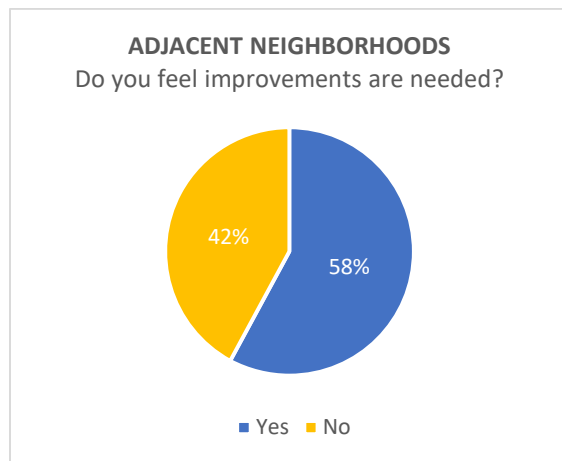
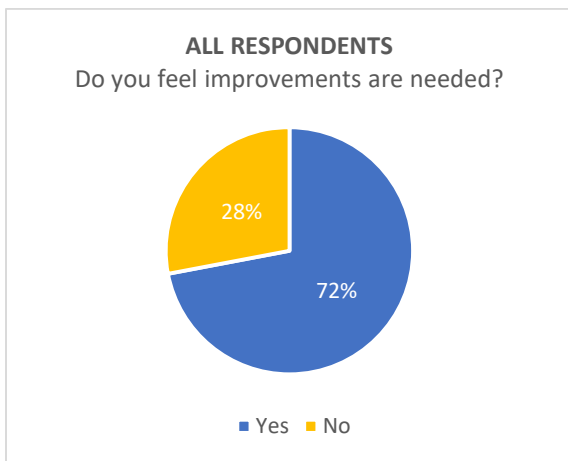
- ✓ Direct Pedestrian Route
- ✓ Signalized Pedestrian Crossings
- ✓ Fewer conflict points v. Traditional Diamond
- ✗ Direct Pedestrian Route
- ✗ Signalized Pedestrian Crossings
- ✗ Fewer conflict points v. Traditional Diamond

From April 28 until May 16, 2022, an on-line survey was provided to solicit public input to be provided to Town Council as they consider the endorsement of a preferred alternative. The survey was promoted at the neighborhood information meeting, on the Town website and via a geo-fenced digital display campaign. A total of 450 online surveys were completed during the comment period. This document reports the findings of the survey that was conducted during this period.

EXECUTIVE SUMMARY:

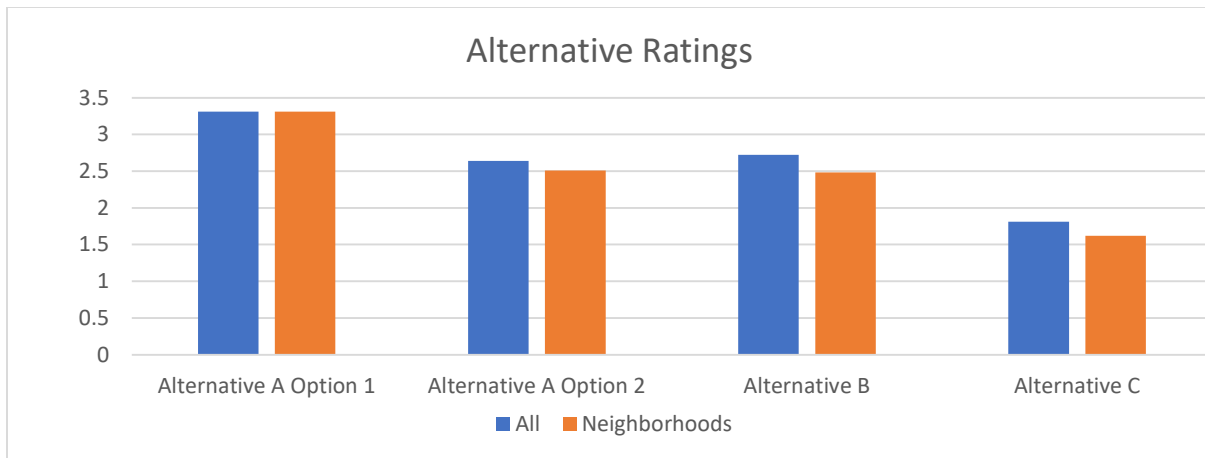
The survey asked the respondents to score each Alternative between 1 and 5 (5 being the highest score) and provided an opportunity for respondents to provide comments. Many thoughtful comments were provided by respondents concerning each alternative presented as well as in general about the project and can be reviewed starting on Page 25 below. The survey also asked about respondents’ locations, how they use the intersection and their relative proximity to the intersection. A summary of the survey results is provided below. For the purposes of this report, percentages have been rounded to the nearest percent.

Alternative Scoring: Most respondents (72%) feel that improvements are needed at the Battlefield Parkway and Route 15 Bypass intersection. While respondents who live nearby (including Exeter, Potomac Crossing, Edwards Landing, Fox Chase at Exeter, and Exeter Hills) also feel that improvements are needed, the percentage drops to approximately 58%.



All respondents rated Alternative A - Option 1 the highest out of all the alternatives presented with an average score of 3.3. The next highest rating was for Alternative B at 2.7, followed closely by Alternative A - Option 2 at 2.6. The lowest rated alternative is Alternative C with an

average rating of 1.8. The ratings of respondents who live in adjacent neighborhoods were consistent with the overall respondents' ratings.



Comments

The main themes of the comments on the alternatives were concerns about navigation through the interchange area, property impacts, pedestrian safety, and traffic impacts caused by the improvement. Many voiced concern that the improvements at this intersection would not address the root cause of the congestion, which they believe occurs on Route 15 north of the intersection and affects traffic flow through this intersection.

Pedestrian /Bicycle Accommodations Comments: For Alternative A - Option 1, 8% of respondents voiced concerns about pedestrian safety, primarily around the pedestrian walkway being at grade, not signalized and within the roundabout. For Alternative A - Option 2, nearly 14% of respondents were concerned about the long length of the pedestrian walkway and thought this may cause safety issues if pedestrians chose to cross at a more direct path off the walkways. On Alternative B, 5% of respondents felt that this alternative provided the most pedestrian friendly option even though it may be more impactful to vehicular traffic. For Alternative C, 4% of respondents felt that this alternative was too confusing and could be unsafe for pedestrians.

Intersection Usage: Nearly 60% of respondents live in a neighborhood adjacent to Battlefield Parkway with 32% living in the Exeter neighborhood and over 47% living in Potomac Crossing. Other adjacent neighborhoods included The Point, Edwards Landing, Fox Chase at Exeter, Exeter Hills, The Manors of Leesburg, Carrvale Subdivision, Dunrobin, Near LES, Lowenbaugh, Meadowbrook Farm, and across from Ida Lee.

Most of the respondents drive a personal vehicle through the intersection. Less than 20% walk and just over 13% bike through the study area. Over 17% of all respondents use the trails daily

and over 16% use the trails weekly, while more than half of respondents never or rarely use the trails. For those who rarely or never use the trail (159 respondents), the main reason is because they do not live in the area or that it's too far away (59 respondents). For those who rarely or never use the trail (safety concerns (42 respondents) with regards to the location of the trails and the traffic are the biggest deterrent, while others do not feel a need or interest to use the trail (44 respondents).

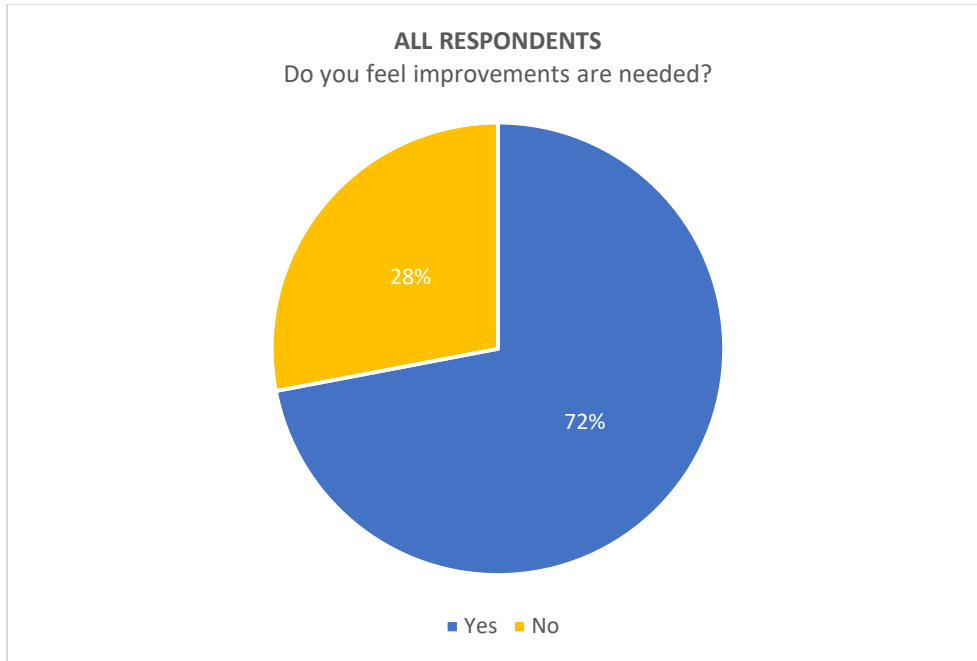
Additional Comments: When asked to provide additional comments or suggestions for the project, nearly 11% of respondents suggested improvements at other interchanges or along Route 15 to the north, which they believe is the root cause of the congestion. Additional comments followed the following themes: 6% are concerned with pedestrian safety; almost 5% do not feel that improvements are needed; and approximately 4% suggested alternate improvements to the intersection which included widening lanes, adding lighting, walking paths and mass transit options.

Detailed survey results for each question are shown below followed by a full compilation of the Additional Comments provided.

SURVEY RESULTS:

Q1. Do you feel that improvements are needed at the Battlefield Parkway/Route 15 Bypass intersection?

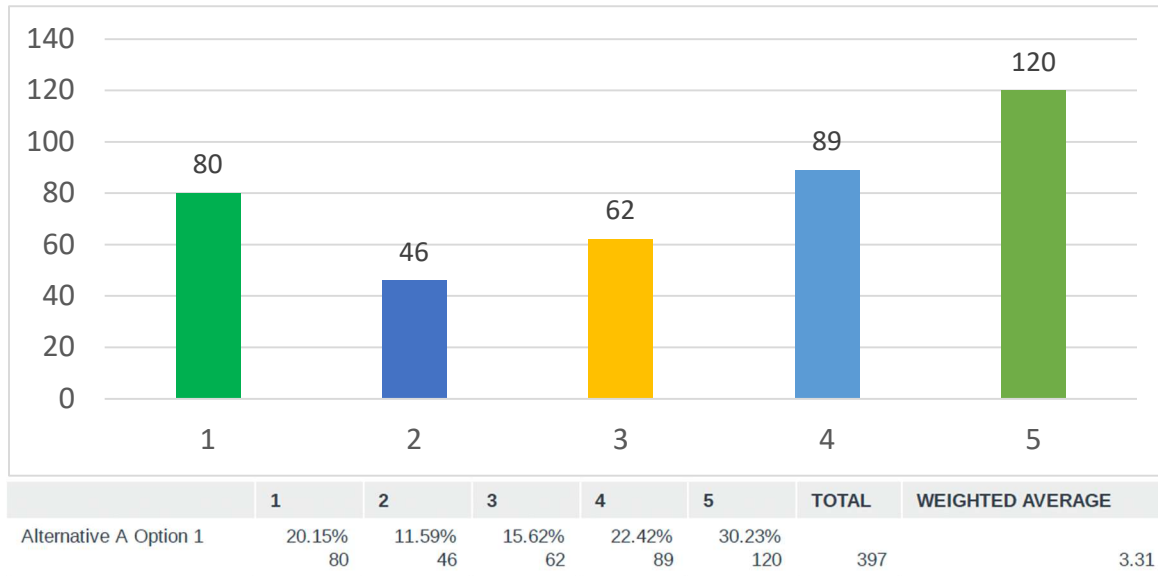
Answered: 450 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	72.00%	324
No	28.00%	126
TOTAL		450

Q2. Rate Alternative A Option 1: Double Roundabout with At Grade Pedestrian Crossings (with 1 being the worst and 5 being the best)

Answered: 397 Skipped: 53



Respondents	Number of Survey Ratings	Number of Survey Comments	Average Rating
All	397	153	3.31
Adjacent Neighborhoods	217	95	3.31

Optional Comments

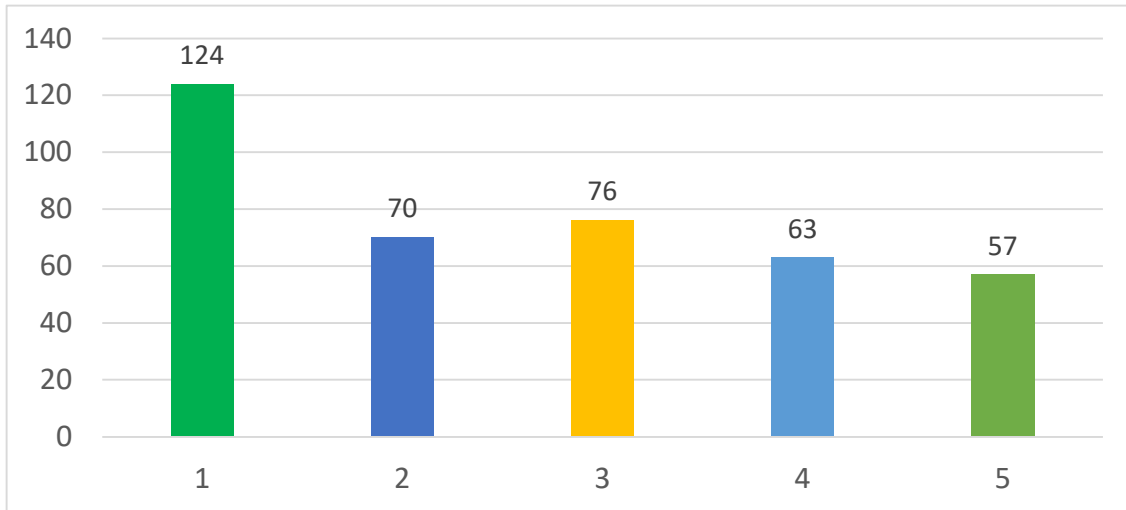
Out of 450 total respondents, 153 respondents provided comments on Alternative A - Option 1. Over 13% supported this alternative and felt like it was the best option. Other comments centered around pedestrian safety (8%), concerns about drivers navigating roundabouts (3%), property impacts (2%) and increased traffic impacts (2%). About 4% of respondents expressed that they believe the cause of the congestion was elsewhere and would not be addressed with improvements to this intersection. Reference Table Q2 for a summary of comment themes and review specific comments provided about this alternative starting on Page 25.

Table Q2. Summary of Comments (See full list of comments on [page 26.](#))

Comments	Count	%
Provided Comments on Alternative A Option 1	153	34.0%
Support for Alternative A Option 1	59	13.1%
Pedestrian Safety	36	8.0%
Congestion caused elsewhere	20	4.4%
Did not support roundabouts/Concern drivers can't navigate	13	2.9%
Concerns about property impacts	11	2.4%
Concerns the alternative would result in traffic impacts	10	2.2%
Other	7	1.6%

Q3. Rate Alternative A Option 2: Double Roundabout with Separated Pedestrian Crossing (with 1 being the worst and 5 being the best)

Answered: 390 Skipped: 60



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
Alternative A Option 2	31.79% 124	17.95% 70	19.49% 76	16.15% 63	14.62% 57	390	2.64

Respondents	Number of Survey Ratings	Number of Survey Comments	Average Rating
All	390	142	2.64
Adjacent Neighborhoods	216	89	2.51

Optional Comments

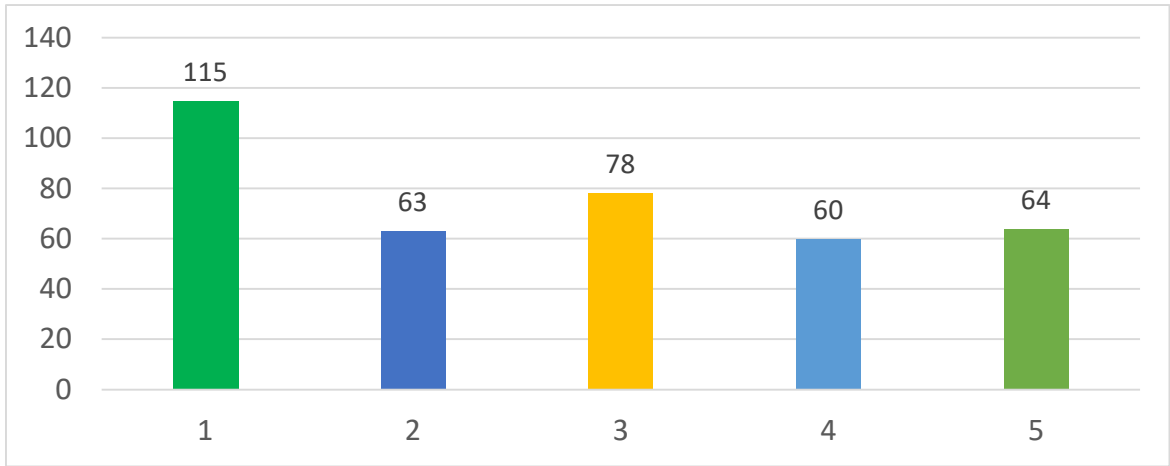
Out of 450 total respondents, 142 people provided comments on Alternative A Option 2. The most significant concern raised regarding this alternative is the distance of the pedestrian/bike path (nearly 14%) which would cause people not to use them or cross at an unsafe area. Another concern is safety concerns (5%) due to potential for criminal activity within the pedestrian tunnels. Just over 5% of comments voiced support this alternative, while 2% of respondents commented that they did not support this alternative. Reference Table Q4 for a summary of comment themes and review specific comments provided about this alternative starting on Page 36.

Table Q3. Summary of Comments (see full list of comments on [page 37.](#))

Comments	Count	%
Provided comments on Alternative A Option 2	142	31.6%
Concerns about pedestrian path distance	62	13.8%
Concerns about safety (i.e., criminal activities in tunnels)	24	5.3%
Support for Alternative A Option 2	23	5.1%
Congestion caused elsewhere	13	2.9%
Concerns about property impacts	10	2.2%
Did not support Alternative A Option 2	10	2.2%
Did not support roundabouts/Concern drivers can't navigate	9	2.0%
Concerns about cost	7	1.6%
Other (concerns about traffic, noise, environmental impacts due to alternative)	8	1.8%

Q4. Rate Alternative B: Traditional Diamond Interchange (with 1 being the worst and 5 being the best)

Answered: 380 Skipped: 70



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
Alternative B	30.26% 115	16.58% 63	20.53% 78	15.79% 60	16.84% 64	380	2.72

Respondents	Number of Survey Ratings	Number of Survey Comments	Average Rating
All	380	131	2.72
Adjacent Neighborhoods	206	82	2.49

Optional Comments

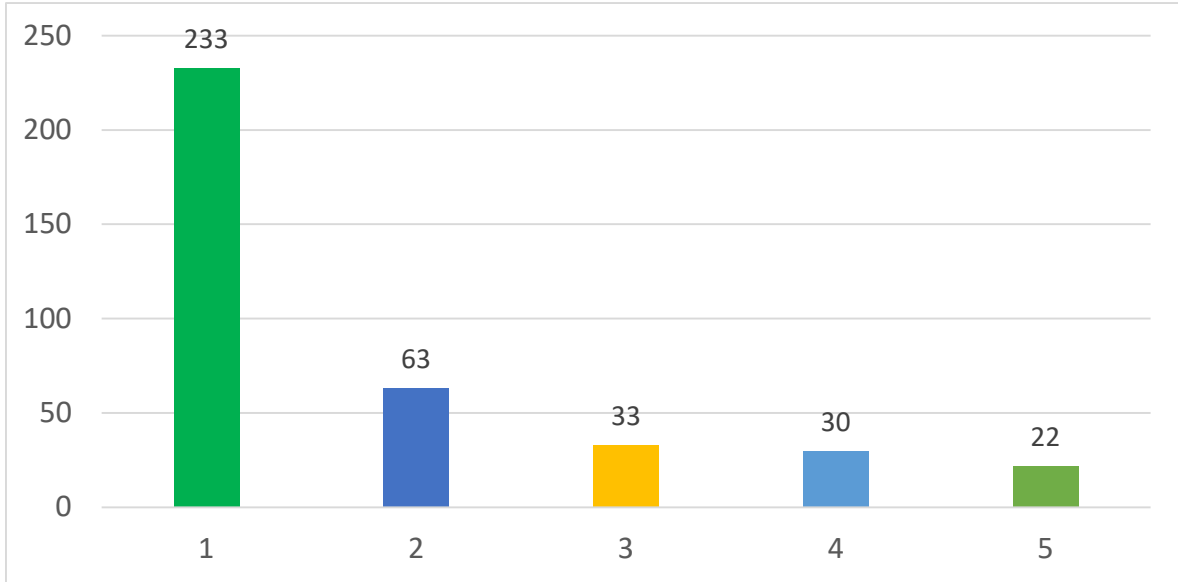
Out of 450 total respondents, 131 provided comments on Alternative B. Over 10% of respondents were concerned that this alternative would result in more traffic impacts due to the increase in traffic signals. Nearly 8% respondents voiced comments supporting Alternative B, while 3% of respondents provided comments that they did not support this alternative. Reference Table Q4 for a summary of comment themes and review specific comments provided about this alternative starting on Page 45.

Table Q4. Summary of Comments (see full list of comments on [page 47](#))

Comments	Count	%
Provided comments on Alternative B	131	29.1%
Concerns alternative would cause more traffic impacts (i.e., more traffic lights)	47	10.4%
Support for Alternative B	35	7.8%
Safer option for pedestrians	16	3.6%
Congestion caused elsewhere	16	3.6%
Concerns about property impacts	15	3.3%
Did not support Alternative B	15	3.3%
Concerns about pedestrian safety	5	1.1%
Other (concerns on noise and environmental impacts)	6	1.3%

Q5. Rate Alternative C: Diverging Diamond Interchange (with 1 being the worst and 5 being the best)

Answered: 381 Skipped: 69



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
Alternative C	61.15%	16.54%	8.66%	7.87%	5.77%	381	1.81
	233	63	33	30	22		

Respondents	Number of Survey Ratings	Number of Survey Comments	Average Rating
All	381	146	1.81
Adjacent Neighborhoods	206	90	1.62

Optional Comments

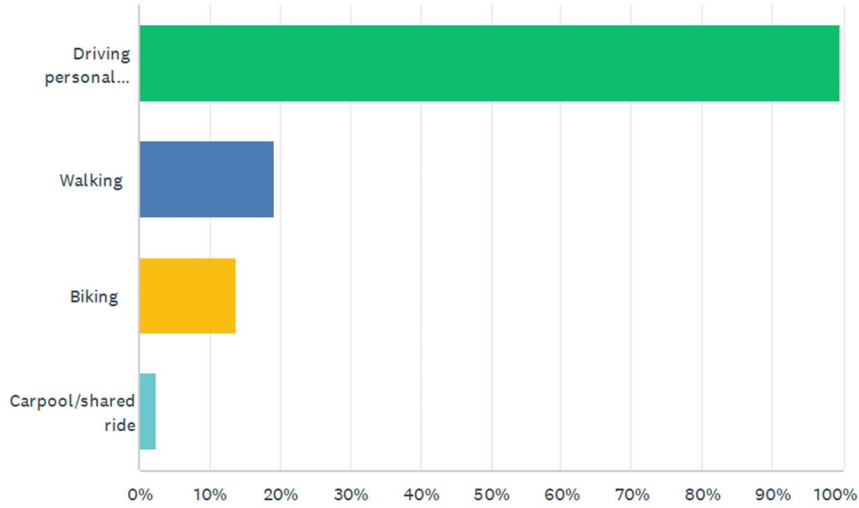
Out of 450 total respondents, 148 provided comments about Alternative C. Over 18% expressed that they did not support this alternative as they felt it was too confusing, while only 2% of respondents left comments supporting Alternative C. About 10% of respondents were concerned Alternative C could result in more traffic impacts. Reference Table Q5 for a summary of comment themes and review specific comments provided about this alternative starting on Page 53.

Table Q5. Summary of Comments (see full list of comments on [page 55.](#))

Comments	Count	%
Provided comments on Alternative C	148	32.9%
Did not support the alternative/felt it was too confusing	82	18.2%
Concerns around property impacts	24	5.3%
Concerns about pedestrian safety	15	3.3%
Concerns alternative would cause more traffic impacts	13	2.9%
Congestion caused elsewhere	13	2.9%
Support Alternative C	10	2.2%
Concerns about cost	7	1.6%
Other (concerns about noise and environmental impacts)	5	1.1%

Q6. How do you typically travel through the Battlefield Parkway/Route 15 Bypass intersection? (select all that apply)

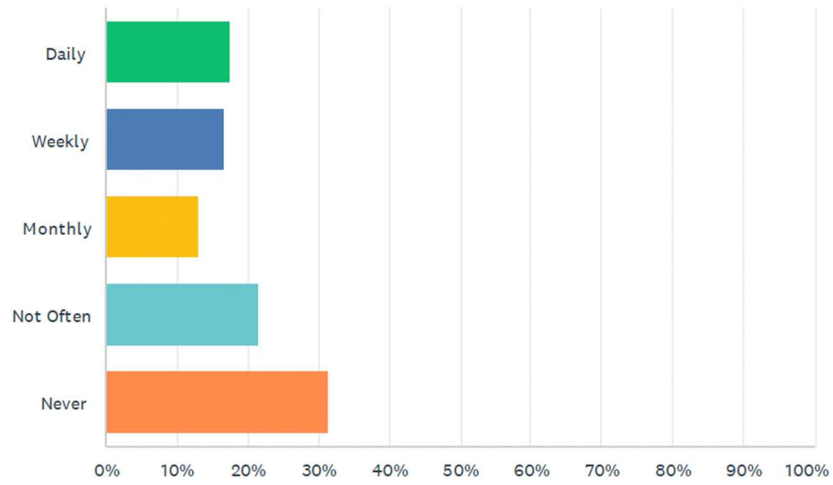
Answered: 386 Skipped: 64



ANSWER CHOICES	RESPONSES	
Driving personal vehicle	99.48%	384
Walking	19.17%	74
Biking	13.73%	53
Carpool/shared ride	2.33%	9
Total Respondents: 386		

Q7. How often do you use the trail along Battlefield Parkway to walk or bike?

Answered: 385 Skipped: 65



ANSWER CHOICES	RESPONSES	
Daily	17.40%	67
Weekly	16.62%	64
Monthly	12.99%	50
Not Often	21.56%	83
Never	31.43%	121
TOTAL		385

Q8. What prevents you from using the trail along Battlefield Parkway?

Answered: 159 Skipped: 291

The main reasons respondents do not use the trail are shown in Table Q8 below. Over 13% either do not live in the area or the intersection is too far away. The main deterrent to using the trail was safety concerns (9%).

Table Q.8 Summary of What Prevents Respondents from Using the Trail Across Route 15 Bypass (See full list of comments on [Page 63.](#))

Comment	Count	%*
Answered Q8	159	35.3%
Too far away/don't live nearby	58	13.1%
Safety	36	9.3%
No interest	29	6.4%
Other (Use another path, no time, access, etc.)	25	5.6%
Nothing	11	2.4%

*Percent calculated using the total number of respondents to Question 7

Q9. Please identify any additional information or suggestions that may improve safety and operations in the study area?

Answered: 151 Skipped: 299

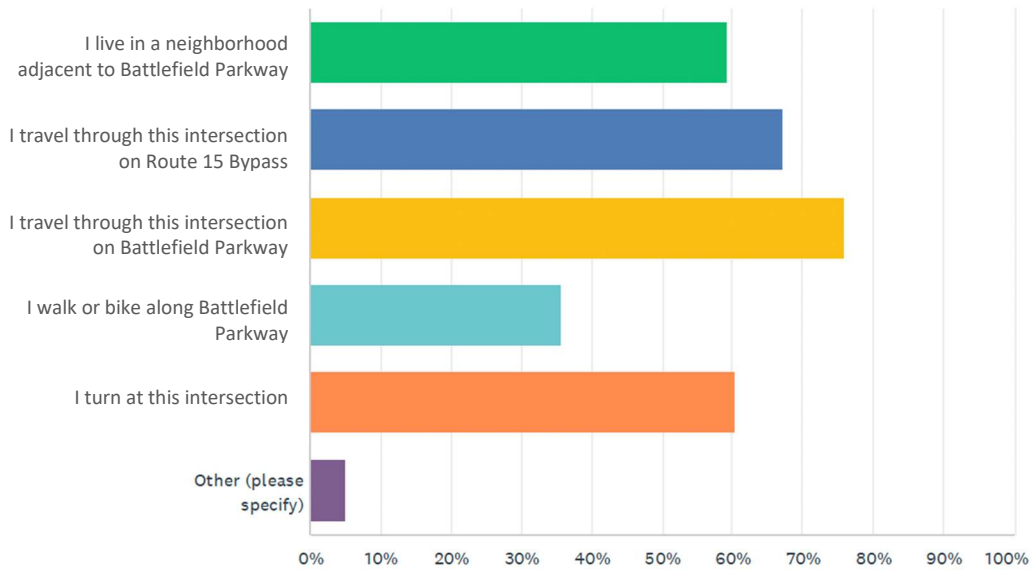
Of all respondents, 151 provided additional comments and/or suggestions regarding the project. Roughly 11% suggested improvements at other interchanges or along Route 15 Bypass, which they claim is the cause of the congestion. Just over 5% of respondents were concerned with pedestrian safety, with the majority of these comments reiterating the need for pedestrian safety in the interchange. Nearly 5% did not feel that improvements are needed in the interchange. Over 4% of respondents provided suggestions for other improvements within the intersection, including lighting improvements, improved traffic signal timing, flyovers, sound barriers, and widening. About 2% of respondents were concerned with property impacts. Nearly 2% provided support for the roundabout concept in their comments. The remainder of the comments relate to noise concerns, building for future need, environmental impacts, their preferred alternative, speeding and enforcement in the study area.

Table Q9. Summary of Additional Information or Suggestions (See full list of comments on [page 68.](#))

Comments	Count	%
Answered Q9 by providing additional comments	151	33.6%
Congestion caused elsewhere	48	10.6%
Pedestrian safety	25	5.6%
Why build	22	4.9%
Suggestions for other improvements in the intersection	19	4.2%
Concern about property impacts	10	2.2%
Support for roundabouts	8	1.8%
Other (Noise, build for future need, environmental, alternative selection, speeding and enforcement)	29	6.4%

Q10. Which of the following applies to you? (select all that apply)

Answered: 383 Skipped: 67



ANSWER CHOICES	RESPONSES	
I live in a neighborhood adjacent to Battlefield Parkway.	59.27%	227
I travel through this intersection on Route 15 Bypass.	67.10%	257
I travel through this intersection on Battlefield Parkway.	75.98%	291
I walk or bike along Battlefield Parkway.	35.51%	136
I turn at this intersection	60.31%	231
Other (please specify)	4.96%	19
Total Respondents: 383		

Other (please specify)
Also, bridges freeze before surface streets, which will create an additional safety issue for cars and pedestrians crossing the overpass.
Can Raspberry Falls get a round about to remove the light up rt 15??
During Rushhour i take plaza on Edwards Ferry
Gravel road runs behind my house that people use to try to avoid the current interchange.
I am aware of this area as I live and use it daily.
i drive from route 15 to battlefield and from battlefield to route 15
I live in a neighborhood in Lucketts.
I live in Leesburg North of this intersection.
I live in lucketts and frequest this are for solo pizza and other stores
I live in town (Leesburg).

I live near Leesburg Elementary School, not exactly adjacent to Battlefield Pkwy but I drive on Battlefield Pkwy frequently.

I ride a motorcycle and the light often feels unsafe

I use this intersection twice a day every single weekday.

I used to live in Potomac Crossing 30 years ago, and an interchange was needed then

I used to live in Potomac Crossing and now in Selma

I would be much more likely to use Battlefield Parkway for cycling if there was a safe way to cross Route 15

Leave it alone

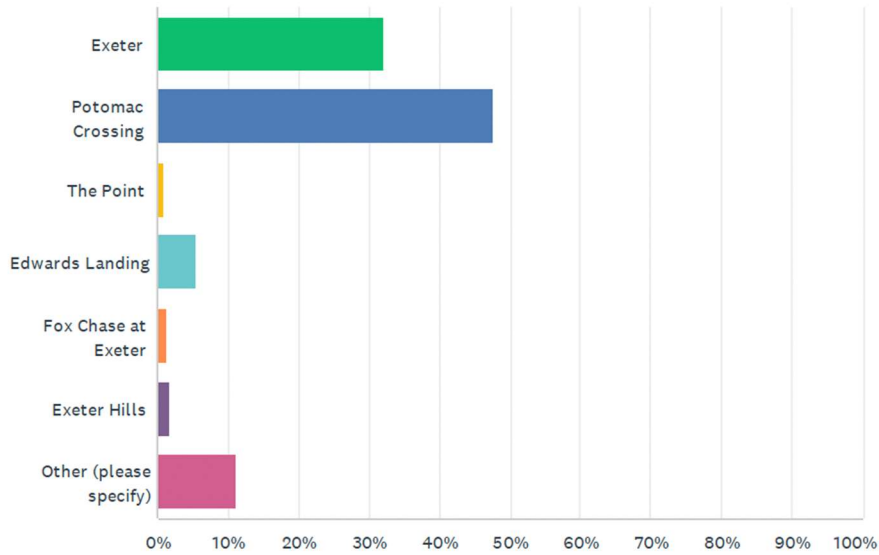
We are one of the homes close to Route 15. We can see and HEAR Rt. 15 traffic from our home, especially the TRUCKS!

we own a rental property in Exeter

Q11. In which neighborhood do you live? (Question was only asked for those who checked the “I live in a neighborhood adjacent to Battlefield Parkway above)

Answered: 225 Skipped: 225

The neighborhoods listed here are considered adjacent neighborhoods.



ANSWER CHOICES	RESPONSES	
Exeter	32.00%	72
Potomac Crossing	47.56%	107
The Point	0.89%	2
Edwards Landing	5.33%	12
Fox Chase at Exeter	1.33%	3
Exeter Hills	1.78%	4
Other (please specify)	11.11%	25
TOTAL		225

Other neighborhoods specified were The Manors of Leesburg, Carrvale Subdivision, Dunrobin, Near LES, Lowenbaugh, Meadowbrook Farm, and across from Ida Lee.

Q12. Name(optional)

Answered: 91 Skipped: 359

20% of respondents provided their name.

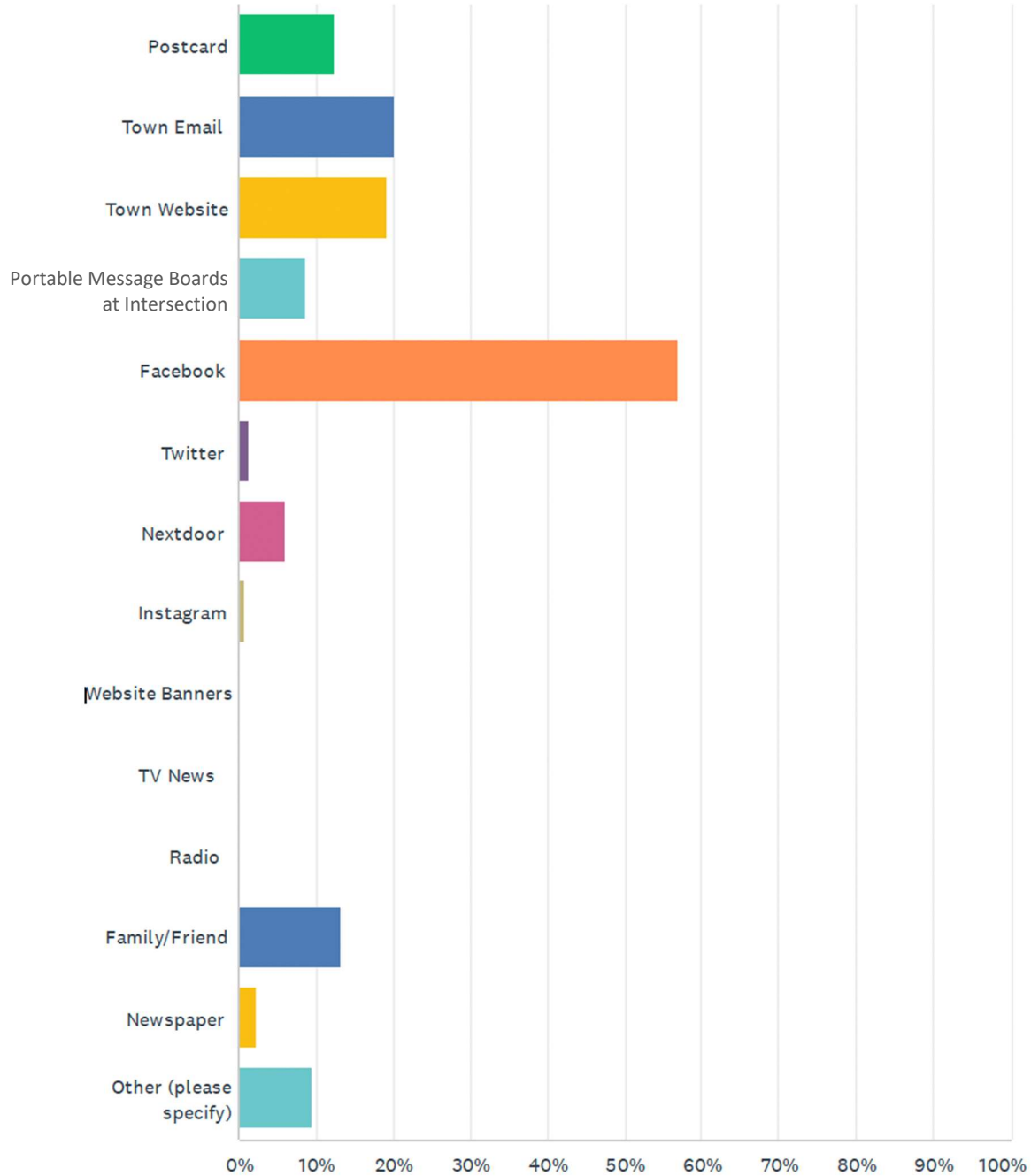
Q13. Please provide your email address if you would like to receive news and updates on the study (optional)

Answered: 116 Skipped: 334

26% of respondents provided their email address.

Q14. How did you hear about this survey? (select all that apply)

Answered: 336 Skipped: 84



ANSWER CHOICES	RESPONSES	
Postcard	12.30%	45
Town Email	19.95%	73
Town Website	19.13%	70
Portable Message Board at Intersection	8.47%	31
Facebook	56.83%	208
Twitter	1.37%	5
Nextdoor	6.01%	22
Instagram	0.55%	2
Website Banners	0.27%	1
TV News	0.00%	0
Radio	0.00%	0
Family/Friend	13.11%	48
Newspaper	2.19%	8
Other (please specify)	9.29%	34
Total Respondents: 366		

For the “Other” category, 17 came from the public meeting, 8 were informed by their HOA, 3 heard from neighbors/friends, 1 follows the Capital Projects, 1 from Reddit, 1 from a text message, 1 from someone’s Facebook post, and 1 from a surveyor.

TABLE Q2

Rate Alternative A - Option 1: Double Roundabout w/ At Grade Pedestrian Crossings (with 1 being the worst and 5 being the best)	
Rating Commenter Gave Alternative A - Option 1	Please provide any feedback or comments on Alternative A - Option 1
1	This is creating a safety concern for pedestrians. Sadly, this will create a safety hazard for pedestrians where there is not one currently.
1	People can't manage 1 round about. There's no way they can do 2
1	Lack of speed control and congestion further north on Rte 15 remain a concern.
1	We, those who live in Potomac crossing, do NOT want any paths right behind our houses.
1	Too big of a foot print for a minor problem.
1	If this project is to improve pedestrian safety, they should not be asked to dodge cars turning north or south onto the bypass. The bikers will stay in the road/traffic lanes, like they do now. Build a bike lane or a pedestrian bridge to cross the bypass.
1	Will slow down and back up traffic in every direction
1	Elimination of Traffic Signals at intersection will create a dragstrip on Rte 15 North & Southbound. Currently commuter traffic and tractor-trailers exceed posted speed limit and elimination of signals will further facilitate this. Ramping traffic northbound on Rte 15 from Battlefield will increase vehicle volume through Potomac Crossing and create traffic backups on the East side of Battlefield creating safety issues within these neighborhoods. Traffic will either backup on Rte 15 or on East Battlefield until such time that Rte 15 is widened to the MD line. This backups on East Battlefield were present and problematic, often extending to Balls Bluff Elementary, until the No Right Turn restrictions were implemented at the Rte 15 intersection. Much concern for Pedestrian Safety expressed by committee, yet this is not a major issue at this intersection with very few pedestrian crossing attempts as is supported by committee surveys. Community build-outs are completed on both sides of Battlefield, thus future pedestrian volume at this intersection will not increase. If accomodation for a pedestrian crossing is a must, this could be accomplished with a foot bridge over the intersection.
1	No roundabouts. No one knows how to navigate them
1	The congestion is caused by the merge into one lane further north on 15. This will not alleviate the problem.
1	Roundabouts should be avoided at all costs.
1	Does it allow for pedestrians to cross rt 15?
1	Shortest pedestrian path
1	Any of the options presented will continue to impact the neighborhood traffic in Potomac Crossing due to the ramp will be backed up - the problem is after the intersection, not the intersection itself
1	This is a residential neighborhood... no need for anything additional.

Rating Commenter Gave Alternative A - Option 1	Please provide any feedback or comments on Alternative A - Option 1
1	People in this county can't use roundabouts properly. This is a fatal accident waiting to happen
1	too huge and will be a monstrosity in that quiet area. Why not just a large roundabout? None of it will matter anyway as the Northbound back up on 15 only begins there.
1	This intersection is not the true root cause of congestion. To fix the issue, start with the reduction of four lanes to two lanes. Once that issue is resolved, then it could be determined if adding this monstrosity to our residential neighborhood would truly be necessary.
1	The issue is NOT Battlefield and Rte 15. The issues are: 1) Rte 15 is only 2 lanes 2) The merge after Battlefield/Rte 15 3) The light at Raspberry Falls!
1	It still does not deal with the traffic buildup on going from 2 to one lanes. It will back up traffic even further by having a merging circle
1	4 lanes to POR
1	Traffic circles are a terrible idea. The ones in Hillsboro haven't even been open a year and they've caused stuck tractor-trailers, traffic, and at least one direct death.
1	This adversely effects the residents of Potomac Crossing
1	It not clear!
1	Leave the intersection alone! Fix Edwards Ferry and 15. Fix Raspberry and 15.
1	Most people do not understand how roundabouts work, and there is potential for many accidents. This option does not look very pedestrian friendly.
1	This will not solve the bottle neck issue as drivers immediately still have to funnel down a one lane road on 15.
1	Is a beautiful design, but It's too complicated. Try to make it simple.
1	This would totally impact the value of my property that backs up to this monstrosity.
1	Please, no
1	A double round a bout will be far to confusing for the general population and would lead to more accidents.
1	The reduction in capacity (from two lanes to one) across the bridge is not that big an issue, considering the current configuration that effectively does the exact same thing. The issue here will be the same problem we have now - the light at White's Ferry Road WILL create complete stagnation at this intersection. The roundabouts will be totally stopped for two hours every weekday, and traffic will be blocked on Battlefield Parkway. It's bad now - this will make it worse.
1	I am opposed to any plan to requires building an overpass at this intersection

Rating Commenter Gave Alternative A - Option 1	Please provide any feedback or comments on Alternative A - Option 1
2	I dislike roundabouts and don't want them at this intersection. I live nearby and use this intersection frequently. Because traffic in a roundabout doesn't have to stop there's always an uneasy moment at entry into the roundabout where you have to judge the oncoming speed and exit intentions of other vehicles/drivers with limited margin if you judge wrong. Since these roundabouts would likely be small, the margin is extremely limited and highly stressful in my opinion. I'd rather the intersection be left signalized than to have roundabouts. I rate this 2 instead of 1 because the pedestrian access across 15 is more direct than A-2 and that is the only saving grace of this option.
2	Pedestrian and bike path should not be at grade.
2	No traffic lights, low safety pedestrian/bike path
2	Puts pedestrians and bicyclists at greater risk without signaled crossings. And how would this option handle the backup on northbound 15 (due to the light at White's Ferry - WHICH SHOULD BE A ROUNDABOUT!!!!)
2	No roundabouts please.
2	This will infringe on the neighborhood of Potomac Crossing and move the roads even closer to the houses near 15.
2	There used to be tunnels under Battlefield in the Exeter neighborhood to get to the pool. These were filled in due to crime so I do not think tunnels are a good alternative. They limit visibility and become a safety issue.
2	The at grade crossing may pose risk to pedestrians. Would be interested in elevated crossings for pedestrians.
2	While I am a huge proponent of roundabouts, I do not feel like drivers understand how to use them and I have concern when pedestrians need to navigate the area.
2	Traffic circles are accidents waiting to happen and tend to tie up traffic considerably for people who do not know how to navigate them well.
2	You are forcing all rt 15 traffic (north and south bound) onto the same exit, with single lane roundabouts that will bottleneck flow across 7. That will back up rte 7 exponentially. This system also does not address the fact that traffic coming from battlefield to 7 right before the 15N/s exits blocks off traffic getting ON the 15N/S exits. It also does not address the buildup of traffic shortly after getting on 15N due to lights and lane loss. The shared use path seems efficient although its hard to say as there is no indication as to where it leads
2	I don't like a pedestrian crossing at an area where people are still traveling at a good speed. Without a pedestrian signal or traffic light to stop traffic, its too dangerous. This is commuter traffic and not your slow neighborhood traffic.

Rating Commenter Gave Alternative A - Option 1	Please provide any feedback or comments on Alternative A - Option 1
2	The backup going north is caused by route 15 going from 2 lanes going to 1 lane. Ramps and circles are not going to help or change the root of the problem.
2	The problem is at the merge up the road of King Street into Rt. 15 and then again at Montessor Road.
2	Will create a bottleneck during busy traffic times as drivers would have the ability to take the ramp to 15 or go through the roundabout and then merge into ramp to 15 ... if there is traffic some drivers will surely do this and that will back up the roundabout
2	The problem isn't at this intersection. The problem is north of battlefield, so until that's fixed then everything else is pointless.
2	I don't like the idea of the roundabouts and having to share the road with the Pedestrians and Bicycles. A lot of times, they get tired of waiting and will just cross in front of the vehicles. It is not safe for them or for us.
2	it will be dangerous for pedestrians to cross because the cars turning can go quite fast
2	Too busy an intersection for at grade pedestrian facilities
2	The merging is the issue
2	Considering the amount of traffic that uses Battlefield Pkwy to get to the schools and Ida Lee Rec Center, those roundabouts will be a nightmare to navigate.
2	Battlefield traffic is a lot of people cutting through. This would promote the cut through
2	In my opinion, roundabouts do not work well, and cause driver confusion and accidents, and confused drivers will cause pedestrian accidents. If your goal is to increase pedestrian safety, this design will not do that.
3	Delete sidewalk on south side, it does not currently exist in Potomac Crossing or Exeter and is not needed.
3	Of all the options this is the only one that is not as infuriating.
3	As for all options, the Ft Evans and Edwards Ferry logjams must be fixed first before any work is done on Battlefield. Otherwise, Battlefield Parkway will become a convenient short-cut at rush hour, endangering the many children who live along and cross Battlefield Parkway.
3	This looks sensible for the overpass itself, but what about the cars coming down the long ramps that will be ending near Balls Bluff Rd and Fieldstone? Will there be lights so that the many children living in this residential area can safely cross Battlefield? Also, if the overpasses on Fort Evans and Edwards Ferry aren't completed first, then cars WILL be taking a shortcut from Rt 7 down Battlefield to Rt 15--which will make it dangerous for pedestrians and bicyclists crossing the ramp.

Rating Commenter Gave Alternative A - Option 1	Please provide any feedback or comments on Alternative A - Option 1
3	The shared use paths look insanely dangerous for pedestrians! There are TWO walk zones that drivers need to be aware of when turning - seems very dangerous.
3	I'm concerned that these options may just move the traffic congestion to somewhere else on 15. Not actually resolve it.
3	I'm a local resident and cross Battlefield Pkwy by car twice a day to drive my son to Tuscarora HS. The roundabout is not ideal for HS kids who also drive and are not used to them in the US. This isn't Europe. The disadvantage with this alternative is that there is no traffic control signal and traffic will be worse when it goes down to one lane in the roundabout.
3	Putting the crosswalk so close to the road could be dangerous. But it's a better idea than a complicated stoplight.
3	No interchange. Should be a flyover like at Sycolin and bypass
3	Roundabouts are statistically more environmental friendly. Better on car emissions and gas mileage. There will be little to no idling as well. Traffic flows freely. This may also be a financially a better alternative to more traffic lights which have operating costs. Roundabouts also while disliked by many are actually safer than using traffic lights. The Federal Highway Administration says roundabouts reduce crashes that cause serious injury by 78 to 82 percent when compared with traffic-signal intersections. Not as safe for pedestrians since it's at grade pedestrian crossing.
3	I like the design, but think the sidewalk crossings are too close to the circles. If the sidewalk crossings are farther away, it may make people slow down more prior to the circles, making them more safe.
3	It is the second most simple design to get the job done and potentially allow for and modifications
3	Concern about pedestrians and people trying to speed through roundabouts
3	The light at Raspberry is the problem. Put roundabout there!
3	I think this option will cause congestion on Battlefield. Often two lanes of traffic are crossing Battlefield heading west with both lanes several cars deep.
3	This doesn't discourage commuters to drive through Battlefield.
3	I'm not certain I am comfortable with pedestrian traffic near roundabouts.
3	Looks messy, but since the double roundabout works for 50 and 15, doable
3	Not helpful to have pedestrians walking across the road
3	Not sure about a big ramp right by the entrance to my neighborhood (Exeter)

Rating Commenter Gave Alternative A - Option 1	Please provide any feedback or comments on Alternative A - Option 1
4	I don't care about traffic going down to one lane. Pedestrian convenience is probably better than added safety concern
4	No stop lights is a bonus.
4	Roundabouts are best
4	Roundabouts are generally effective and safe. I appreciate that the ramps stay pretty close to the main road and don't remove too much of the green space on each corner.
4	Love the bike lanes
4	I'm glad the shared use path and sidewalk will get expanded on both sides.
4	A sound barrier (wall or embankment) needs to be a part of the design to decrease the noise from traffic. It needs to be placed between the Potomac Crossing development and the road.
4	All of these options completely take away the neighborhood feel and impact green space. Believe will negatively impact property values of Exeter and Potomac Crossing
4	Prefer roundabouts so as to not have signals that potentially stop travel momentarily
4	I think this works well at route 7 and 9.
4	If there was a flashing pedestrian sign (similar to that at Balls Bluff/ Battlefield intersection) this may help mitigate the risk to pedestrians at a crossing without a full signal. This also has the least impact on the surrounding space (intrusion into the green space surrounding community developments
4	I like that this one also provides traffic calming to help with speeding on Battlefield.
4	I feel like this leaves a great amount of green space between the interchange and the neighborhoods
4	No new bridge is needed. The traffic backs up at the Raspberry light. Adding more lanes to the light will not help. Raspberry is getting a smart light. If they are so great add one here.
4	I am concerned for the safety of pedestrians and bicyclists. But I like the roundabouts for residents driving through here.
4	Concerned about the at grade pedestrian crossing given the amount of traffic volume that currently flows through this intersection.
4	shared use path is too close to where a constant stream of vehicles could create conflicts
4	I don't love that the crosswalks are so close to the entry of the roundabout. I feel that the entry of the roundabout is the most dangerous place in a roundabout.
4	Ramp is shorter, the bridge is smaller and the traffic flow seems relatively simple to follow. Pedestrians and bikers also have crossing access.

Rating Commenter Gave Alternative A Option 1	Please provide any feedback or comments on Alternative A - Option 1
4	Looks good but the construction is going to be a nightmare
4	put a shared use trail on both sides
4	Concerns about at-grade pedestrian and bike crossings. This is one of the few places to cross route 15 (this is a general comment for the project).
4	make sure there are adequate pedestrian safety measures, particularly on the southwest slip lane (do we really need that? I feel that it's redundant and inhibits pedestrian connectivity, particularly with the two crossings needed). work on sightlines for the on-ramps to make sure that cars are actually paying attention to the pedestrians. Also 15 ft wide lanes seem a bit overkill. 10 ft wide lanes are smarter, as they would slow down drivers. I know that's what they taught you in engineering school, but I would prioritize safety of road users (both auto/non-auto) rather than efficiency
4	Pedestrian crosswalks seem risky in this model.
4	I like that there are no traffic lights on the flyovers. Traffic lights at the Battlefield/Rt 7 and other newer Rt 7 flyovers are a bit frustrating, and the very wide/large intersection on the bridge part is sometimes confusing as to where we're supposed to go on the other side. I know it's ridiculous, but better signage/paint on the roads on those flyovers would be helpful. Thanks for providing the memo field :)
4	Pedestrian and biking traffic not safely addressed
4	Pedestrians could still have a hard time trying to find gaps in traffic to cross the roundabout.
4	Alternative A is decent because it eliminates lights and is much preferred to B or C
4	As a family with young children who often uses pedestrian crossings in this area, we are concerned with the uncontrolled pedestrian crossings. We don't trust drivers in this area to yield to pedestrians as we have seen over and over with local crossings. However, we prefer this option over a diamond as it minimized footprints to the neighborhoods.
4	This would be the best if the pedestrian crossings were elevated above the on/off ramps to RT 15. This could address the ADA by getting the level of the bridge and elevated walkway the same without the extended walkway proposed in Alt A Option 2. An uncontrolled crossing is not safe given the drivers we regularly experience on Battlefield and RT 15 B/P.
5	Whatever keeps traffic flowing
5	Maintains the most green space at a fair cost.

Rating Commenter Gave Alternative A Option 1	Please provide any feedback or comments on Alternative A - Option 1
5	This alternative creates a great deal of chaos around the eastern traffic circle where 2 lanes are merging onto rt. 15 bypass and there's an at-grade pedestrian spanning the merge lanes. This looks very dangerous to me and puts people on foot at considerable risk. The people using Potomac Crossing as a shortcut to go North on Rt. 15 tend to be very fast moving and not concerned with the movement of people in our PC neighborhood. I want to deter the use of Battlefield as a such a shortcut. This type of use only degrades our neighborhood. I also don't see this alternative as good option for school bus traffic.
5	Look at Carmel Indiana. They have over 100 roundabouts and still continuing to add more. They use them over lights and it's way more efficient. This is exactly what they have for main heavy traffic areas. Keystone road is an exam and it has a bunch of roundabouts on it. It's easy to figure directions out too
5	At this point the walkers are only dealing with local traffic and not the current high speed of rt 15. I don't think the tunnels of option 2 are needed.
5	Of the options proposed I view this as the best--roundabouts should be the least disruptive to Battlefield's flow of traffic, the ramps should help channel traffic onto and of Rt 15, and if the pedestrian crosswalks have manually triggered flashing lights, pedestrian safety is addressed.
5	This is a no-brainer. If the Town insists on making expensive and disruptive changes to the intersection, this is the best alternative.
5	This option is the least intrusive on residential properties, and the old existing trees. It also would slow down the Battlefield traffic which seems to consistently exceed the 35 speed limit
5	This appears to be the best combination for pedestrian, cyclist and motorist movement.
5	This can't happen before widening 15 and dealing with the merge of 15/King street.
5	All good, this will help the community.
5	I travel often on battlefield through this intersection, and dual traffic circles with no lights seems like the best option
5	Love this option as it gets rid of lights which slows down traffic. Also most drivers on 15 are familiar with roundabouts as we already have several on 15.
5	take pedestrians at grade level out. elevate. Too busy for roundabouts during rush hours.
5	Best Traffic Flow!
5	I can't see many pedestrians needing to cross here.

Rating Committer Gave Alternative A Option 1	Please provide any feedback or comments on Alternative A - Option 1
5	I like: flow (no traffic lights), noise (ramps closer to 15), cyclist/pedestrian route (efficient), smallest impact (maybe we can keep some of our trees?) and speed impact (circles enforce lower speed) I am neutral on: pedestrian/cyclist crossings. The double-circle at Paonian Springs seems to work well, and I've navigated that successfully as both cyclist and driver. I see no problems here. Future concern: Will this keep up with traffic demands by 2030? Neither neighborhood (PC nor E) has any room for growth, so the only increase in traffic would come from thru-traffic, which I would love to see disappear entirely. My vote is for this option on the assumption that improvements to 15 will fix future traffic issues and discourage all the Maryland plates that are currently careening through PC from 5-6 pm each night. Or cameras. Cameras are good, too.
5	Makes the most sense for the traffic we get.
5	I like that there are no lights and getting onto east bound Battlefield when traveling south on 15 is relatively easy
5	This is (by far) the best option of everything listed. It takes up the least amount of space, furthest from homes and the church building, and it uses roundabouts instead of lights. This is fantastic!
5	I think the round snouts are an excellent solve. Currently there is so much open space. People who are not familiar with the traffic patterns are confused and three times people have almost crashed into me because they are in the wrong lane. I travel that bridge weekly.
5	No traffic lights will help keep traffic continuously moving
5	Roundabouts work well elsewhere in the county. They slow traffic without lights. The footprint of these changes is so much smaller too; seems to fit environment in that intersection. Finally, I get pedestrian safety risks compared to Option 2. But I weigh that against risk that, in option 2, pedestrians will cross at roundabouts anyways (instead of tunnels) and/or not use paths at all because of circuitous route.
5	Pedestrian and shared-use path crossings should be signaled for safety.
5	I feel like this will keep traffic moving most efficiently and I like the bike lanes
5	This keeps traffic on 15 moving, provides an efficient way for pedestrians to travel while only crossing local traffic roads, and doesn't require traffic lights.
5	This looks like a good option. Better than stoplights.
5	I think this set up allows for vehicles to remain in motion, though concerned about the pedestrian crossings.
5	Least impact to surrounding property and low speed vehicle safety. Pedestrian crossings are manageable given single traffic direction at crosswalk.

Rating Commenter Gave Alternative A Option 1	Please provide any feedback or comments on Alternative A - Option 1
5	I feel out of all of the options, this one is less intrusive to the grassy area behind the houses in Potomac Crossing. With having slower traffic in the roundabouts - I feel this will also help with noise. This one has the smallest amount of environmental impact to the open areas.
5	Least invasive correction
5	We need this!
5	I think this is likely the best solution to balance traffic flow and pedestrian/bike safety. Pedestrian crossing warning lights could be added to alert drivers to pedestrians waiting to cross/in the crosswalk to increase safety for pedestrians.
5	I like the lack of lights along Battlefield, which should decrease the travel time across rt 15. While the pedestrian paths are uncontrolled, the distance is short encouraging use of the path.
5	This is the best option, please do this. Hire any traffic professional and they should agree.
5	Roundabouts are an excellent choice. Continuous flow improves traffic and the configuration is much safer than traditional intersections. One of the potential downsides listed is having a single lane each way across the bridge. This may actually be a benefit (as long as traffic along Battlefield isn't too great) since most complaints about drivers unfamiliar with roundabouts concern what to do with multiple lanes. I believe Virginia had a requirement that roundabouts be considered first for any new intersection design, so Alternative A should be the default consideration unless there is significant evidence in favor of another option.
5	A circle will prevent any Exeter resident from being able to get to work or get home during rush hour. We all know how bad of driver and how self righteous MD people. They will not let us get to work or get home. We will be forced to go through downtown or through plaza
5	This is very similar to the interchange - double roundabout - at Route 9 and Route 7. It is favorable for drivers because there are no stoplights when exiting which relieves congestion. Pedestrians only need to consider traffic from one direction and drivers have clear line of sight to pedestrians in areas where the majority of their attention should be traveling forward versus looking for incoming merge traffic
5	The ability to keep traffic rolling will provide better throughput on main road to hopefully help alleviate some of the congestion that the lights constantly interfere with. Additionally, traffic use on Battlefield may decrease non-residents if the main route remains open and moves smoothly. Of course dependant on the widening project; however, if congestion still occurs beyond the interchange due to the RT15Business/Bypass intersection, this could just generate back up on Battlefield roundabouts but would hopefully keep at least one lane open for through traffic across 15.

Rating Commenter Gave Alternative A Option 1	Please provide any feedback or comments on Alternative A – Option 1
5	If it has to change this is the best option for keeping traffic noise down and making it reasonable and safe for walking and bicycling across 15.
5	This option appears the most pedestrian friendly and easiest to navigate for vehicles.
5	I believe this would be the best solution for the intersection in that it eliminates the traffic signal(s) and controls traffic speed with roundabouts
5	Best option
5	This is NOT a better option than “NO BUILD” – but the other options are awful. This one is just not quite as awful.
5	This is the best option with regard to balancing functionality, safety, and expense to construct. However, consider maintaining four lanes of Battlefield Parkway through the interchange.

TABLE Q3

Rate Alternative A - Option 2: Double Roundabout with Separated Pedestrian Crossing.(with 1 being the worst and 5 being the best)	
Rating Commenter Gave Alternative A Option 2	Please provide any feedback or comments on Alternative A Option 2
1	4 lanes to POR
1	Again, it is not smart to make a double round a bout. Too much confusion.
1	Again, this isn't where the problem lies.
1	All of the same problems with Option 1 EXCEPT this one will cost more money. We took out the tunnel under Battlefield Parkway in Exeter - why would we build new tunnels?
1	Any of the options presented will continue to impact the neighborhood traffic in Potomac Crossing due to the ramp will be backed up - the problem is after the intersection, not the intersection itself
1	as a pedestrian an bicyclist this is the worst option. I am not comfortable with tunnels and the excess distance to get where I want to go.
1	Considering the amount of traffic that uses Battlefield Pkwy to get to the schools and Ida Lee Rec Center, those roundabouts will be a nightmare to navigate. Plus I doubt any pedestrians would use this really long path
1	Crosswalks on the ramp will cause accidents
1	Egad... What a convoluted mess. Non-vehicular traffic needs to travel so far out of the way to cross, it makes no sense whatsoever. Traffic circles are simply inefficient and impractical, too.
1	Good idea, but not a fan of the roundabouts and I agree that you run the risk of people crossing at the roundabouts versus staying on the paths.
1	Higher cost, longer walking for pedestrians and they will take the shortest path of least resistance. The tunnels also will be a new place for the homeless.
1	I dislike roundabouts and don't want them at this intersection. I live nearby and use this intersection frequently. Because traffic in a roundabout doesn't have to stop there's always an uneasy moment at entry into the roundabout where you have to judge the oncoming speed and exit intentions of other vehicles/drivers with limited margin if you judge wrong. Since these roundabouts would likely be small, the margin is extremely limited and highly stressful in my opinion. I'd rather the intersection be left signalized than to have roundabouts. I rate this 1 because the pedestrian access across 15 is too indirect and I believe too many pedestrians will seek to take more direct shortcuts undermining safety for everyone.
1	I think pedestrians are unlikely to use these paths and instead will take the more direct but uncontrolled route across the roundabouts.

Rating Commenter Gave Alternative A Option 2	Please provide any feedback or comments on Alternative A - Option 2
1	It would be dangerous
1	Leave this intersection alone! Fix 15 and Edwards Ferry! Fix 15 and Raspberry!
1	Opposed to any overpass construction
1	Pedestrian paths/tunnels add too much walking distance. Historically in the area Pedestrian tunnels increased criminal activity around tunnels and have since been removed.
1	Pedestrian tunnels create too many opportunities for crime. It's a long distance and I feel pedestrians will take the automobile right of way anyway.
1	pedestrian vrs traffic not a solution!
1	people will not walk all that way when they can just cross the road
1	Roundabouts should be avoided at all costs. And if you think folks are going to go out of their way for those crossings with a fence forcing the issue, you are are crazy!
1	Same as prior comment
1	See previous.
1	Sidewalks too far and long and too big a footprint.
1	Similar to Option 1, but now the pedestrians and bicyclists are severely inconvenienced, and put in additional harms way, with having to go out of their way and through dark tunnels and ill lit sidewalks. Kidnapping is a serious issue in this area, and this design is not safe.
1	The backup going north is caused by route 15 going from 2 lanes going to 1 lane. Ramps and circles are not going to help or change the root of the problem.
1	The encroachment on green areas and being so close to private homes are awful ideas!!
1	The issue is NOT Battlefield and Rte 15. The issues are: 1) Rte 15 is only 2 lanes 2) The merge after Battlefield/Rte 15 3) The light at Raspberry Falls!
1	The shared use path would likely be avoided bu the intended users
1	The walkways in this option are so long that no one would use them at all. So you would have pedestrians dangerously crossing.
1	This crosswalk is a horrible idea. Why is the Town so concerned about pedestrians at this intersection anyway? I've seen very few cross here. With this design, there's only 1 lane and in 1 direction to cross at a time. Put in flashing crossing lights for the pedestrians. There are far more truly dangerous crosswalks than this, such as, Battlefield/Balls Bluff or Battlefield/Smartts Lane.
1	This design is weird, would sidewalk makes no sense and people using them would have a very hard time crossing if cars don't stop

Rating Commenter Gave Alternative A Option 2	Please provide any feedback or comments on Alternative A - Option 2
1	This intersection is not the true root cause of congestion. To fix the issue, start with the reduction of four lanes to two lanes. Once that issue is resolved, then it could be determined if adding this monstrosity to our residential neighborhood would truly be necessary.
1	This is a stupid idea!
1	This is creating a safety concern for pedestrians. Sadly, this will create a safety hazard for pedestrians where there is not one currently.
1	This is just dangerous putting these sidewalks and shared use paths so far away from where law enforcement, first responders, and others can access. Those bridges will become places where people could be attacked or incapacitated with little ability for people to get to them at night and help them.
1	This large footprint infringes on neighborhood green space, extended pedestrian crossings are not warranted and will not be utilized, tunneling across Rte 15 creates safety issues, as noted by the fill-in of the pedestrian tunnel across Battlefield on the Exeter side due to teenage drinking, drug use and pedestrian harrassment. This option creates a dragstrip on Rte 15 with the removal of signals and the ramping of traffic northbound from the east side of Battlefield will encourage addtional vehicle traffic and create traffic back-ups and safety issues within the Potomac Crossing neighborhood. Traffic will back-up on either Rte 15 or on Battlefield until Rte 15 is widened to the MD line. Leave the traffic on Rte 15. Pedestrian crossing requests at this intersection are minimal, will not increase in the future, but could be addressed with a foot-bridge over Rte 15 if this is a must do.
1	This looks too confusing and not pedestrian friendly at all. Everything is too spread out. There will be lots of accidents at roundabouts.
1	This option is exactly what we don't need!!
1	This takes people walking away our of their way to get across and crossing where cars are accelerating to get into the bypass
1	This walking pass is ludicrous
1	This will not solve the bottle neck issue as drivers immediately still have to funnel down a one lane road on 15.
1	Too complicated for walkers/bikers
1	Too long of a walk for those of us using the existing crosswalk.
1	Tunnels are an additional safety hazard for pedestrians. Build a pedestrian bridge instead.
2	2 roundabouts is crazy. Most people can't manage the thought of one. They sure can't drive through 2

Rating Commenter Gave Alternative A Option 2	Please provide any feedback or comments on Alternative A - Option 2
2	You are forcing all rt 15 traffic (north and south bound) onto the same exit, with single lane roundabouts that will bottleneck flow accross 7. That will back up rte 7 exponentially. This system also does not address the fact that traffic coming from battlefield to 7 right before the 15N/s exits blocks off traffic getting ON the 15N/S exits. It also does not address the buildup of traffic shortly after getting on 15N due to lights and lane loss. Path is too long.
2	2 roundabouts is crazy. Most people can't manage the thought of one. They sure can't drive through 2
2	A sound barrier (wall or embankment) needs to be a part of the design to decrease the noise from traffic. It needs to be placed between the Potomac Crossing development and the road.
2	As pedestrian, I would definitely just hop a rail to avoid going that far out of my way. And as a cyclist, I would probably just try my chances with the road. The long path is extremely discouraging. If we're going to do this, just connect the Edward's Landing neighborhood trail with the Potomac Crossing neighborhood trail at the creek underpass just south of where this photo ends.
2	Battlefield traffic is a lot of people cutting through. This would promote the cut through
2	Bike and pedestrian paths too complicated
2	Cars will be accelerating or decelerating at these pedestrian crossings. Not smart. Additionally, sidewalk diverges too much and users will likely just use the road. Again, not safe.
2	distance a pedestrian would need to walk is wildly inconvenient.
2	I think that that bikers and pedestrians are really having a lot of extra distance added and therefore I think there are better options that achieve the same goals
2	It takes up a lot of the open space of the neighborhood. Seems unnecessary. (I like the roundabouts)
2	LONG ped path. Use traditional diamond.
2	Pedestrians path isn't very direct and I imagine a lot of people will avoid the path and cross where they aren't suppose to cross.
2	Pedestrians will not use the the long paths and tunnels.
2	People don't like walking in tunnels (Town staff should know this w/ the Exeter tunnel under Battlefield Parkway (tunnel was filled and street crossing provided). Also delete sidewalk on south side, does not currently exist in Potomac Crossing or Exeter and is not needed.
2	Still does not fix the issue of the 2 to one lane issue that causes the backup now
2	The problem is where King Street merges into Rt. 15 and then again at Montessor Road. It id not at this intersection.
2	The sidewalks and paths are very out of the way at points

Rating Commenter Gave Alternative A Option 2	Please provide any feedback or comments on Alternative A - Option 2
2	The underpasses are incredibly overkill, and I almost guarantee that no one will use them. This probably would extend the walk by 5 minutes and would cost significantly more. Literally, just remove the slip lanes, and narrow the lane widths so that people actually slow down. Possibly add hawk signals on ramps? for the amount of time that it takes a pedestrian to walk 10 feet, i think it will have a trivial effect on level of service for the onramp.
2	The walkways cut through the green space excessively and the path is elongated that may dissuade usage.
2	This alternative is a bit convoluted by placing the sidewalk/shared use path too far away from the intersection. This would not be a good choice for pedestrians by making them walk a longer distance to cross the intersection
2	This is a terrible option. Look how far out of the way pedestrians are expected to walk just to cross the street. They are NOT going to follow that. This option would result in pedestrians crossing unsafely to avoid the ridiculous crossing route proposed.
2	This option is way too busy, and will cause too much of an environmental upset. Pedestrians will not use the "longer way around" as these longer paths illustrate. Pedestrians will find the shorter way to reach their destination.
2	This seems excessive.
2	Very few pedestrians will ever use this path because it takes them far out of the way from crossing Rt. 15 bypass. No one will go this way just for extra safety. This is a complete waste of money because it will not be used by pedestrians. The roundabouts still have the same problem as option 1 because they narrow traffic to one lane and are not familiar to local residents.
2	You are presenting this project in terms of how it will benefit pedestrians and bicyclists crossing Rt. 15 at Battlefield. Therefore, these LONG winding ramps are about as un-userfriendly as you can get. And again, if the overpasses on Ft. Evans and Edwards Ferry aren't completed before Battlefield, people will be taking shortcuts down Battlefield--further impacting this lovely, quiet residential area. And again, what about where the long ramps end near Balls Bluff and Fieldstone? Will there be lights there so children can safely cross?
3	All of these options completely take away the neighborhood feel and impact green space. Believe will negatively impact property values of Exeter and Potomac Crossing. Concerned about tunnels and safety
3	Alternative A option 1 makes much more sense than this.
3	As for all options, the Ft Evans and Edwards Ferry logjams must be fixed first before any work is done on Battlefield. Otherwise, Battlefield Parkway will become a convenient short-cut at rush hour, endangering the many children who live along and cross Battlefield Parkway.

Rating Commenter Gave Alternative A Option 2	Please provide any feedback or comments on Alternative A - Option 2
3	Better but I think people will forgo walking so far and just cross where they already do. But as drawn here, now without crosswalks.
3	Costs More, not as safe
3	Could create danger if peds try to shortcut the tunnels.
3	I don't like this option as a pedestrian. It forces pedestrians to breath more car exhaust from acceleration lanes.
3	I have lived here and commuted here over 20 years and the back up breaks up AFTER the light at Raspberry consistently
3	I think the ped tunnels are overkill for only local traffic is being by passed. Option A-1 already handles the rt 15 case so a walker would be dealing with town traffic only.
3	I'm unclear why the tunnels couldn't be closer to the roundabouts. This would seem to solve many of the negatives of this plan (other than cost). With regard to safety in tunnels, Reston, VA has had pedestrian tunnels since its establishment
3	Just more work. Too many separate paths
3	make the sidewalk shorter
3	More invasive, larger footprint, more expensive
3	Most pedestrians would probably avoid using either of the two paths due to the increased travel distance and wariness about tunnels. For pedestrians this option would be worse than doing nothing. Cyclists probably would use the shared-use path.
3	No interchange.. Should be a flyover like Sycolin and bypass
3	No new bridge is needed. The traffic backs up at the Rassberry light. Adding more lanes to the light will not help. Raspberry is getting a smart light. If they are so great add one here.
3	No one will ever use the cross walks if they have to walk the paths that look like that.
3	Pedestrian traffic would likely be discouraged due to the longer route to cross intersection meaning more risk pedestrians cross at the roundabout. Bikers would just use main lanes on the roundabout instead of the designated path. This would likely lead to increase of accidents with pedestrian/bikers.
3	pedestrians are being routed too far and tunnels present a safety hazard
3	Pedestrians will instead find a way to walk less distance and try to cross road even without crosswalks. So probably even less safe than previous option.
3	Pedestrians will try and cheat across Route 15 and not take the longer, safer travel path as designed. This option is less safe than option 1.

Rating Commenter Gave Alternative A Option 2	Please provide any feedback or comments on Alternative A - Option 2
3	Same comments made for vehicular traffic flow on Option 1 apply. The pedestrian routes are cumbersome to the point that I suspect many--especially younger pedestrians-- will jaywalk, just as they do crossing Rt. 15 at the Outlet Mall.
3	Same doesn't discourage commuters racing through battlefield
3	Seems a bit awkward
3	That's enough detour that I easily imagine people on foot bypassing the intended route.
3	This forces pedestrians to walk two times as far.
3	Tunnels on both the north and south side of Battlefield seem excessive. Maybe have tunnels on one side of the roadway?
3	walking path is a bit much, but not bad.
3	Would like to avoid tunnels which could end up with graffiti or wildlife/individuals spending time in them.
4	All the benefits of Alternative A, Option 1 but slight drawback for pedestrians. Yes, safer if pedestrians actually use tunnels. But seems risk they will cross at roundabouts anyways, frustrated by circuitous route.
4	Consider maintaining four lanes of Battlefield Parkway through the interchange.
4	I like the roundabouts but don't like the pedestrian path.
4	I'd like this best if the pedestrian crossings weren't so far out of the way. pedestrians are not going to walk that far. They are just going to dart across traffic closer to the roundabouts.
4	keeps people away from moving traffic
4	Long pedestrian paths discourage use
4	Makes for a longer route for pedestrians
4	More money to appease very few pedestrians.
4	No one is going to walk the extra distance and instead try to cross in other places. Concern with tunnels, closed them off in Exeter for reason under Battlefield years ago!
4	Roundabouts would be a effective and safe option. I do not see the lengthier shared use paths as a negative. I can see this intersection from my back yard and a very small percentage of pedestrians would be inconvenienced - almost all are crossing while running/walking/recreation and will not be bothered by a slightly lengthier path.
4	The pedestrian path is rather long just to cross the road
4	The shared use path in this option isn't quite as good as option 1.
4	This is fine

Rating Commenter Gave Alternative A Option 2	Please provide any feedback or comments on Alternative A - Option 2
4	This seems much safer but very inconvenient for walk/bikers.
4	This still provides the same double roundabout as option 1, and has the advantage of separating the pedestrian traffic from the vehicles, but at the expense of a longer pedestrian path. I think the significantly increased pedestrian path will discourage its use and we'll just end up with pedestrians crossing the road anyway.
4	This would have less of a negative impact on the residents of Potomac Crossing that are close to 15.
4	This would only be accepted if the tunnels were changed to elevated walkways. Tunnels are unsafe, tend to get flooded and are regularly turned into urinals. Tunnels are not an option in my view.
4	Too costly. Potential danger if PEDs cut across roads instead of using paths
4	Too long of a walk for pedestrians.
5	A circle will prevent any Exeter resident from being able to get to work or get home during rush hour. We all know how bad of driver and how self righteous MD people. They will not let us get to work or get home. We will be forced to go through downtown or through plaza
5	Although safer from a traffic/pedestrian perspective, I don't think underpasses placed so far away from the intersection would be used and they also would present a risk for crime with their remote location...even with cameras and patrolling. I also feel the double merge north bound with the flow from the roundabout and Battlefield Parkway from the east will cause dangerous situations for motorists trying to merge onto Rt. 15 Bypass going north. Also do not see this as a good option for school buses.
5	Best for pedestrians and bikes and no traffic signals needed.
5	Best smooth traffic and pedestrian flow No one has to stop and waste fuel Pedestrians less likely to get run over
5	I don't think there are too many pedestrians, but they will not like the longer walk, although it is much safer. I love the roundabouts for drivers.
5	I like the idea of the shared use paths being more distant from the road and below-grade. It seems safer and more pleasant to walk.
5	It may be a slightly longer distance for pedestrians but it's a much safer option for everyone. Put landscaping or nice fencing to discourage people cutting through and crossing at the roundabouts.
5	Probably the best solution overall
5	Roundabouts are best
5	Keeping pedestrians away from speeding vehicles is best represented here.

Rating Commenter Gave Alternative A Option 2	Please provide any feedback or comments on Alternative A - Option 2
5	Look at previous answer and then read about pedestrian crossing. This will be safer for everyone and safety should be just as important as environmental concerns. Roundabouts are always more environmental friendly. Less idling at lights and better fuel mileage for cars. Also it's safer when there's an accident. The Federal Highway Administration says roundabouts reduce crashes that cause serious injury by 78 to 82 percent when compared with traffic-signal intersections.
5	Love the raised pedestrian crossing. Seems safer for people and will allow smoother vehicle traffic flow.
5	Love the roundabouts and the bike lanes - keep traffic moving
5	No lights, more safe pedestrian/bike path
5	Option A is the absolute best choice - it would be so nice to cross with my family without needing worry about cars - the little extra wrap around is not a big deal at all, especially on a bike or scooter, which accounts for almost all pedestrian traffic - very few people actually crossing here on foot, so the extra distance is going to be a non-issue. I seriously hope the town will choose this option.
5	Pedestrians should be separate from vehicular traffic to accommodate possible drunk drivers not being anywhere close to pedestrians. Pedestrian traffic would not have to worry about crossing any part of the interchange at grade.
5	Personally I like this option the most, but it may not be worth the added cost. As noted in the briefing, it's likely that pedestrians may attempt to take the shortest path regardless and cut across the intersection. However, if pedestrian and cyclist traffic is expected to be significant, this is the better option long-term. Either roundabout option would be far better than a traditional intersection.
5	Prefer roundabouts and this option provides safe travel for pedestrians.
5	Safest option for pedestrians and bicyclists. Yes, the path is longer but soooo much safer. And how would this option handle the backup on northbound 15 (due to the light at White's Ferry - WHICH SHOULD BE A ROUNDABOUT!!!!)
5	Safest, most efficient design for all users of the interchange.
5	There should be signage that discourages Pedestrians and Bicycles from taking the Most Direct Path. Going further out of their way is safer for them as well as for the Vehicles. If they take the Most Direct Path and cause an accident, it should not be the vehicles fault.
5	This is my preferred option for the safety of people using the crosswalks and sidewalks
5	This is our favorite option next to doing nothing. We appreciate the secure pedestrian crossings and minimization to the neighborhood buffers. We believe this is the safest options for pedestrians, of whom there are many crossing to access downtown Leesburg, Ida Lee, other parks, the library, and more.
	No overpass

TABLE Q4

Rate Alternative B: Traditional Diamond Interchange (with 1 being the worst and 5 being the best)	
Rating Commenter Gave Alternative B	Please provide any feedback or comments on Alternative B.
1	2 lights to cross over 15 on battlefield parkway is not desired. Will cause traffic backup on battlefield Parkway. Roundabouts desired
1	4 lanes to POR
1	A sound barrier (wall or embankment) needs to be a part of the design to decrease the noise from traffic. It needs to be placed between the Potomac Crossing development and the road.
1	A sure-fire way to ruin the current inviting neighborhoods of Exeter and Potomac Crossing without ever improving traffic, since Maryland has made clear they are not going to make adjustments to the bridge. The bottleneck will continue. And now, with this option, you add more insult to injury by bringing highway ramps even closer to our houses.
1	Adding an extra light would back traffic up even further not help with the flow of traffic.
1	Any of the options presented will continue to impact the neighborhood traffic in Potomac Crossing due to the ramp will be backed up - the problem is after the intersection, not the intersection itself
1	As for all options, the Ft Evans and Edwards Ferry logjams must be fixed first before any work is done on Battlefield. Otherwise, Battlefield Parkway will become a convenient short-cut at rush hour, endangering the many children who live along and cross Battlefield Parkway.
1	brings rush hour traffic right into homeowners yards, would take much longer to complete, and cost more, double traffic lights could potentially create back ups, and encourage some drives to run the second light
1	Cars are closer to homes, no go.
1	Feel that the traffic lights will encourage high speed traffic on battlefield as people try to beat lights
1	For those traveling on battlefield, this turns one light into two, so not much better than what currently exists
1	Honestly, think we're making more work than necessary.
1	I actually like the idea of the lights rather than round abouts
1	Leave this intersection alone! Fix 15 and Edwards Ferry! Fix 15 and Raspberry!
1	No
1	No additional lights preferred
1	No interchange should be a flyover like Sycolin and bypass

Rating Committer Gave Alternative B	Please provide any feedback or comments on Alternative B.
1	No need for a light.
1	No new bridge is needed. The traffic backs up at the Rassberry light. Adding more lanes to the light will not help. Raspberry is getting a smart light. If they are so great add one here.
1	Noooooo lights
1	Opposed to any overpass construction
1	Please do not install a traditional intersection. It's clear from the listed pros and cons that this is the worst option.
1	Possibly the least expensive and streamlined option
1	roundabouts are way safer and vehicles are going at slower speeds for pedestrian crossings.
1	Roundabouts could solve a lot of problems. Mistimed traffic signals are not a good answer.
1	Size, time to build and cost are going to be prohibitive to quality of life in this area. Also, it takes up more green space.
1	Stoptlights are another area of hazard for pedestrians, especially for drivers who are focused making right turns off and onto Battlefield.
1	The backup going north is caused by route 15 going from 2 lanes going to 1 lane. Ramps and circles are not going to help or change the root of the problem.
1	The issue is NOT Battlefield and Rte 15. The issues are: 1) Rte 15 is only 2 lanes 2) The merge after Battlefield/Rte 15 3) The light at Raspberry Falls!
1	The Town of Leesburg and Loudoun County sure LOVE traffic lights. I would guess that 90% of the lighted intersections in this county would have been better served with roundabouts. Stop putting in more damn traffic lights!
1	There are enough stop lights at major intersections, we do not need more. Keep traffic flowing.
1	This intersection is not the true root cause of congestion. To fix the issue, start with the reduction of four lanes to two lanes. Once that issue is resolved, then it could be determined if adding this monstrosity to our residential neighborhood would truly be necessary.
1	This is awful - I would rather see nothing done than this. Why spend all the money and put everyone through all the inconvenience of building a bridge only to add more lights. This should not be an option at all.
1	This is creating a safety concern for pedestrians. Sadly, this will create a safety hazard for pedestrians where there is not one currently.

Rating Commenter Gave Alternative B	Please provide any feedback or comments on Alternative B.
1	This is VERY unsightly and we already have like 10 lights on battle field parkway, do we need more?
1	This takes away too much land and interferes with the residents of Potomac Crossing living near 15.
1	This will not solve the bottle neck issue as drivers immediately still have to funnel down a one lane road on 15.
1	Too many bridge lanes! Reduce bridge lanes to two (see Option A). Delete sidewalk on South side, does not currently exist in Potomac Crossing and Exeter and is not needed.
1	Too many lights going across and taking up too much space
1	Too much disruption to the land surrounding the road
1	Too much in such a small area!! I see this as the worst option!!
1	Traffic lights to speed up a bypass????? They only SLOW TRAFFIC down....opposite of what you are trying to achieve
1	Traffic signals are inefficient
1	Ugh two lights, negatively impacting neighborhood residents who are the ones needing to use Battlefield versus the out of town and out of state residents who are using the ramps.
1	Worst option. Terrible footprint infringing on neighborhood greenspace, continues to create a dragstrip on Rte 15, encourages more vehicle traffic through the Potomac Crossing neighborhood creating traffic back-ups and safety issues on the eastside of Battlefield. Traffic back-ups on east Battlefield extended to Balls Bluff Elementary prior to No Turn On Red restrictions being implemented at the Rte 15 intersection. Traffic back-ups will continue to occur on either Rte 15 or Battlefield until Rte 15 is widened to the MD line. Leave the traffic on Rte 15. Pedestrian crossing requests at this intersection are minimal, but could be addressed with a footbridge over Rte 15 if this is a must do.
2	dangerous for both persons and vehicles and not functional for vehicles heading north off of BPWY
2	I dislike this option, as it places ramps in the middle of the open grassy areas, causing a negative environmental impact.
2	I don't like traffic lights but this is better than what we have now.
2	I don't want to see stop lights. Too many already and they all take too long. Roundabouts work so much better.
2	If we need one, this is the least offensive.
2	Lights less efficient

Rating Committer Gave Alternative B	Please provide any feedback or comments on Alternative B.
2	No lights
2	No stop lights
2	Not a fan of traffic lights. I think roundabouts will allow traffic to flow unimpeded.
2	Only 2 lights is worse than no lights but certainly better than 4 lights on Alternative C.
2	Requiring 2 traffic lights to cross over 15 is an added burden.
2	Stop lights back up traffic
2	Taking away one light just to add 2 lights doesn't make sense when traveling along battlefield
2	The problem is where King Street merges into Rt. 15 and then again at Montessor Road
2	This cuts way to close to the existing Potomac crossing community. I'm going to see a ramp out my kitchen window.
2	This is a large construction undertaking with large implications for the nearby houses, with cars routed through what is currently buffer space
2	This plan destroys the environment the most. The entrances to the two residential areas are beautiful. This plan would completely destroy them.
2	This will impede the flow of traffic on Battlefield Parkway-- even if the lights are nominally well timed, I can foresee cars hitting both.
2	Traditional...it works....but there would likely be more congestion on battlefield if congestion further down near the 15 intersections are backed up and the bridge likely won't be wide enough to support left turns.
2	Traffic lights are completely unnecessary and could cause a lot of traffic on either the ramp or at Battlefield Pkwy to try to beat the yellow light and a wider bridge is required.
2	Traffic lights, whilst better than roundabouts, are not a good solution.
2	We don't like how close the ramps are to existing subdivision. We feel a roundabout better preserves the community.
2	We need to move beyond traffic lights as a traffic management solution, especially when roundabouts are a viable option.
2	Why introduce two traffic lights where there is currently 1? This option makes more sense for a 6+ lane intersection in both directions.
3	Acceptable alternative to roundabouts but impedes travel because of signals
3	Adds more complexity to the local town traffic while helping the rt 15 - non town traffic. Also if lights are green adds more intersections and may not slow down the speed on battlefield

Rating Commenter Gave Alternative B	Please provide any feedback or comments on Alternative B.
3	As much as I hate more lights (I contest that this intersection + the one at Raspberry + Lucketts are the only reasons it's hard to get out of town) this seems the easiest for pedestrians. Unless the ramps back up and then this will be a cluster all over.
3	I agree that the 2 intersections near each other will create more traffic jams.
3	I HATE traffic lights. Having said that, this is far superior for two hours every day, because of the light at White's Ferry Road. For the other 22 hours, this is basically the same as what we have now, except twice as slow because there are two lights instead of one. Again, this study ignores White's Ferry Road at it's own peril. The 'excuse' that White's Ferry Road is a VDOT problem wears thin on taxpayers who pay to both entities, as well as the County.
3	I like the pedestrian accommodations but having a light there seems like it would increase the risk of backups and people trying to run it.
3	I like: pedestrian/cyclist crossings I dislike: ramps are closer to neighborhood (noise), 2 lights here + potentially 2 more at Balls Bluff and the 7-11 = 4 lights within the 3/4 mile between my house and the ice cream/pizza/7-11 center. That seems ridiculous.
3	I think this is the best alternative to roundabouts. Adding signals isn't the most desirable, but it does provide safe and direct crossing points for pedestrians.
3	Lights will still slow down traffic
3	Local people are inconvenienced with MORE lights! Plus, idling at lights is bad for the environment!
3	Nice to have more lanes of traffic along battlefield. Nice shorter pedestrian paths and clearer, signaled pedestrian paths. Two traffic lights are annoying and second will probably back up into first intersection
3	No one wants more lights, safety is diminished when there are accidents. More dangerous for pedestrians too. Safety matters.
3	None of this will help until you put roundabouts at Raspberry. Listen to the people who drive this road every day please.
3	Overall, this looks like the safest plan for cars and pedestrians alike. By getting rid of the circles and putting in traffic lights, you're getting rid of the long pedestrian ramps in plan 2, and it will be safe for pedestrians (and bicyclists) to cross the overpass. And, of course, traffic lights discourage increased traffic on Battlefield itself. But again, if Ft. Evans and Edwards Ferry overpasses aren't completed first, there will still be significantly increased traffic on Battlefield. Finally, with the long ramps ending not far from Balls Bluff Rd and Fieldstone, will there be traffic lights so children (and everyone else) can safely cross? But the problem is that if there will be, then instead of the ONE traffic light across Rt 15 that is there now, there will be 4 traffic lights. So I don't see how this is doing us any favors.

Rating Committer Gave Alternative B	Please provide any feedback or comments on Alternative B.
3	Please stay put of the fields our kids use for neighborhood activities. Takes away from WHT we moved here, the small town feel.
3	possibly an a decent alternative but I don't think this is as efficient at the diverging intersection plus if my information is correct this alternative will cost more taxpayer dollars.
3	Too many lights to turn left onto Battlefield when traveling south on 15
3	We need to fix the Edward's ferry and 15 area that backs up and the merge up 15. Ultimately need a new bridge for Maryland people to go through
3	Would prefer roundabouts over traffic lights
3	You MUST make a way that people cannot use the ramp to go straight and cut off traffic. Building this overpass will not make traffic on 15 move faster. It's only a solution to help residents get around town. Those ramps WILL back up. If people can use the exit ramp from 15, to go straight, to then merge back onto 15 to cut people off, they will.
4	All of these options completely take away the neighborhood feel and impact green space. Believe will negatively impact property values of Exeter and Potomac Crossing. Safer for pedestrians
4	better
4	Better pedestrian and bicycle safety than most of the alternatives.
4	Change the pedestrian crossing to elevated walkways. If they are designed to be at the bridge level, then the ADA rules should be satisfied.
4	easier to understand and for the truck traffic that uses the roadway
4	Has nobody heard of a cloverleaf? Why all the extra roadway? This is definitely an improvement over the traffic circle ideas, but still an awful lot of extra road.
4	I don't love the two traffic lights, but it might be the best option for pedestrians.
4	Lights would still create a back up... keep in mind people don't know how to use the zipper method and the MD drivers don't typically give the curtesy of allowing cars to merge
4	Much better than the roundabout proposals.
4	Not a bad alternative for pedestrians/bicyclists. As far as throughput on Battlefield, would the lights be timed so that traffic going straight on Battlefield wouldn't have to stop for both lights? That would be frustrating. And how would this option handle the backup on northbound 15 (due to the light at White's Ferry - WHICH SHOULD BE A ROUNDABOUT!!!!)
4	Not bad. Still like option A better
4	Second favorite, but would love to see no traffic lights here.

Rating Commenter Gave Alternative B	Please provide any feedback or comments on Alternative B.
4	There's a learning curve that's not shown; otherwise, this is surprisingly good
4	This alternative is my second favorite. The best thing about this design is that it is fairly simple, clean, and keeps the intersection in a more traditional layout, which is beneficial for pedestrians. It does not have roundabouts but, rather, signals at the apex of the ramps which would make it a feasible alternative to the first choice (with the two roundabouts)
4	Two traffic lights are inconvenient.
4	We use a lot of these around Leesburg and they generally seem to carry the volume of cars well
5	Better able to accommodate heavier traffic times
5	Clean simple and allows for more room if route 15 needs to add lanes north/south. We don't need to complicate things which makes this the best.
5	Direct access for pedestrian with crosswalks. Safer than circles where drivers are watching for cars more than people. Also paces out cars entering bypass to hopefully lessen congestion.
5	Good close in/ narrow ramps that don't encroach too much on side land. And keep noise further away from houses - IS A MUST!
5	Good design for cars, bikes and walkers. Direct, no confusion and moves traffic well.
5	Like this one from a pedestrian/bike perspective.
5	Look easy for follow directions, and probably is the fastest option for this project.
5	Moderate cost relative to other options. Most drivers familiar with this type interchange. Loudoun County just finished Battlefield Parkway and Rte 7 interchange.
5	Most effective based on other interchanges around town or state that seem to have work.
5	No lights!
5	Please DO NOT make any diamond intersections. This is an overkill alternative and will only serve to severely disrupt the Potomac Crossing and Exeter neighborhoods, and bring down property values. We do not need to create an expressway format for our residential community. This option really only serves Rt 15 bypass north and southbound through traffic at an expense of the adjacent communities.
5	Safest with population's driving skills.
5	This configuration is what most drivers are used to and would be beneficial to all.
5	This design is the simplest, with the best safety for pedestrians, lowest driver confusion, and more distance to the next intersections of Balls Bluff.

Rating Commenter Gave Alternative B	Please provide any feedback or comments on Alternative B.
5	This is my preferred alternative. It is essentially the same design as the new Route 7/Battlefield Pkwy interchange and I think design consistency for both interchanges along Battlefield Pkwy is a good thing since many commuter motorists will be using both.
5	this is optimal, especially for pedestrian safety. you already see scant turns at this intersection from what ive observed (mostly right turns from west battlefield to north 15), so this is optimal for thru traffic. Significantly easier to construct, and significantly easier for pedestrians to use. Also less complicated bridge. I dont understand the need for two lanes on ramp c. Do this please for the love of god VDOT please do not build a diverging diamond that is greatly overkill. Im begging you
5	This is similar to what is at Rt 7/Battlefield now, and that interchange works fine without undue delays on Battlefield Parkway
5	this is the best option
5	This is the best option because it's the most familiar traffic pattern that local residents understand how to use. A traffic light on the ramps is ok as long as Battlefield Pkwy still has 2 lanes of traffic. Maintaining 2 lanes of traffic is of critical importance since it will better handle the traffic volume than a one lane roundabout. The traffic light can have a smart sensor so that it will be timed to change only when there is actual cars on the ramps. This is the most understood traffic pattern by many teenagers who will be driving to Tuscarora HS from the neighborhoods across the bypass. This is by far the SAFEST option of all the alternatives because people (especially the frequent teens on this road) actually understand how to use this.
5	This looks the most streamlined. No roundabouts and looks pedestrian friendly
5	This seems the most simple solution.
5	This would be easier for all foot traffic as well as Vehicles
5	This would be the best alternative if I have to choose. Much more information regarding the Bus15 / N15 interchange and the remainder of N15 needs to be completed before a decision on the Battlefield / 15 interchange or if it is even needed.
5	Traffic is only going to get worse. All the overpasses on Rt 7 have cut down congestion. I think the same should be fine on US 15 bypass and Battlefield.
	No
	No over pass

TABLE Q5

Rate Alternative C: Diverging Diamond Interchange (with 1 being the worst and 5 being the best)	
Rating Commenter Gave Alternative C	Please provide any feedback or comments on Alternative C.
1	4 lanes to POR
1	A sound barrier (wall or embankment) needs to be a part of the design to decrease the noise from traffic. It needs to be placed between the Potomac Crossing development and the road.
1	A sure-fire way to ruin the current inviting neighborhoods of Exeter and Potomac Crossing without ever improving traffic, since Maryland has made clear they are not going to make adjustments to the bridge. The bottleneck will continue. And now, with this option, you add more insult to injury by bringing highway ramps even closer to our houses. Why not just make a racetrack in our back yards?
1	Adding light will not help traffic flow. Widen the road after the battlefield 15 light instead.
1	Again, more work than necessary
1	Another bad choice for the residents of Potomac Crossing.
1	Any of the options presented will continue to impact the neighborhood traffic in Potomac Crossing due to the ramp will be backed up - the problem is after the intersection, not the intersection itself
1	As for all options, the Ft Evans and Edwards Ferry logjams must be fixed first before any work is done on Battlefield. Otherwise, Battlefield Parkway will become a convenient short-cut at rush hour, endangering the many children who live along and cross Battlefield Parkway.
1	Complicates the intersection unnecessarily. Don't like where pedestrians end up in median either.
1	Confusing design for motorists.
1	Consumes most land area close to private property. Additional lights will slow traffic trying to cross 15 along battlefield. Slower pedestrian crossings given more signals/intersections
1	Diverging diamonds have proven not to be successful from a functionality standpoint (i.e. the intersection of I-66 and US-15). A diverging diamond is not necessary at this intersection.
1	Diverging roads are unnecessary here. Let's keep it residential feeling with the roundabout options.
1	Don't make this like Prince William county's confusing intersection on R-15/I-66.
1	Double the signals? Traveling on the wrong side? Too confusing. Too many signals.
1	Hate this one. Just too confusing. Plus unsafe for pedestrians.
1	Heavy car use cutting into green space.
1	I don't like traffic lights and this seems over-engineered but this is better than what we have now.

Rating Commenter Gave Alternative C	Please provide any feedback or comments on Alternative C.
1	Driving on the left side of the road is very confusing and the worst from a safety perspective. The few diverging diamond interchanges in Leesburg have many accidents and near-misses. For example, a recently severe accident on Battlefield Pkwy and Rt. 7 (East Market St) occurred on such a diverging diamond interchange. Especially, with so many teenage drivers using Battlefield Pkwy to cross Rt. 15 bypass to get to Tuscarora HS, it is a huge risk to have new and young drivers forced to drive on the left side of the road. Even adults have a hard time with driving on the left side and it is very confusing and dangerous. I would rather there be zero improvements to the road than this awful alternative.
1	I find this the most confusing and going thru Haymarket/Gainesville is always tricky and dangerous. Cannot be cost effective
1	I find this type of overpass to be confusing and cumbersome to navigate.
1	I hate this in Haymarket - very confusing at night with headlights. I like the route 9/rt7 round about better.
1	I like: absolutely nothing I dislike: noise (ramps much closer to houses), size, impact (this thing is huge), confusing (I don't want to hear sirens 24/7 because people are going the wrong way), cost, multiple pedestrian/cyclist crossings
1	I've used similar intersection in the Gainesville area of 15S and the amount of confusion from drivers and increase of people running lights creates more opportunity for accidents. Additionally, pedestrians/bikers crossing roads with these types of angles reduces visibility and could lead to additional accidents.
1	Ineffective option due to complexity in all aspects with traffic lights and also lanes.
1	Infringing too much on the neighborhood land.
1	Is there any rating that is worse than 1? how about -10! Confusing access to 15 south going into Leesburg from Battlefield. Four traffic lights! --awful! Confusing roads seem to go every which way. Would require removal of many old growth trees. Cumbersome, expensive, lengthy construction, very disruptive during building. And totally unnecessary for the alleviation of traffic backups on 15. It's like firing a cannon to swat a fly.
1	It is a waste of public funding in Loudoun county and most likely will only benefit Maryland drivers.
1	Least future proof design, new drivers from outside the area will potentially be confused at night and get on the wrong lanes and cause an accident, and expensive.
1	Leave this intersection alone! Fix 15 and Edwards Ferry! Fix 15 and Raspberry!
1	Lights will negatively affect traffic flow
1	Looks complicated, Go to Frederick Md route 81, same concept, is a mess during the high traffic times. Some accidents report already. Just check the data 1st.

Rating Committer Gave Alternative C	Please provide any feedback or comments on Alternative C.
1	Looks like a nightmare
1	Looks like nightmare for vehicles and pedestrians. Reduce bridge lanes (see Option A). Also delete sidewalk on south side, does not currently exist in Potomac Crossing or Exeter.
1	No
1	No
1	No additional lights preferred
1	No interchange. Should be a flyover like Sycolin and bypass
1	No lights
1	No no no! This works at 66 and 15.... Not nearly the traffic volume and impacting neighborhood residents. Ramps close to houses. If 0 was option should have that score here!
1	No to stop lights
1	Nope. Nope. Nope. The cross over lanes are too crazy for as small as Battlefield Pkwy is. And add in walkers/bicyclists and it's just not as safe at all. The ramps also put traffic way too close to the houses.
1	Not a fan of the diverging diamond interchanges.
1	Opposed to any overpass construction
1	Ramps with cars only 100 feet from residences in Potomac Crossing? Seriously -- do you have the actual community interest in mind at all?
1	Route 15 and Battlefield do not deserve the same attention as I-66 and Route 15. There is far less traffic impacted here for a 'new' design for town residents.
1	Same comments as on previous option--only with three lights, this makes Battlefield Parkway a potential nightmare to cross. This intersection is overly complex and likely to confuse motorists, especially those encountering it for the first time.
1	So many cars have almost hit head on. Many drivers confused with how to even use this. I've seen lots of cars driving in wrong directions with this and drivers panicking on where to go
1	takes up too much right of way space and confusing for this volume of traffic crossing route 15.
1	Takes up too much space
1	Terrible design, not even worth a comment.
1	The backup going north is caused by route 15 going from 2 lanes going to 1 lane. Ramps and circles are not going to help or change the root of the problem.
1	The issue is NOT Battlefield and Rte 15. The issues are: 1) Rte 15 is only 2 lanes 2) The merge after Battlefield/Rte 15 3) The light at Raspberry Falls!

Rating Commenter Gave Alternative C	Please provide any feedback or comments on Alternative C.
1	The one by 66 and Gainesville is poorly timed so you wait forever to cross and feel like you're driving on the wrong side of the road.
1	The ramps are way to close to the homes in Potomac Crossing. Pedestrians should not have to dodge cars on the ramps. That is a worse safety hazard than the existing crossing.
1	The worst design ever. It's so bad, so convoluted that I hate even wasting my time listing the problems with this design.
1	The worst option! Terrible footprint impacts homeowners and greenspace on both sides of Battlefield. Elimination of traffic signals creates a dragstrip on Rte 15. Ramping is excessive, confusing and creates a structural disaster at this intersection. Traffic back-ups northbound on Rte 15 will continue until it is widened to the MD border. This option does not fix this. Ramping of traffic northbound will encourage additional vehicle traffic through the Potomac Crossing neighborhood, creating traffic back-ups and safety issues on eastside Battlefield. Traffic back-ups to Balls Bluff Elementary existed before No Turn On Red restrictions were implemented at the Rte 15 intersection. This will return with this option as traffic will continue to stall and back-up from the narrow portions on Rte 15. This option simply takes the vehicles off of Rte 15 and puts them into the surrounding neighborhoods. Pedestrian crossing requests at this intersection are minimal based on surveys, will not increase due to subdivision build-out, and could be addressed with a footbridge over Rte 15 if this is a must do.
1	There are enough stop lights at major intersections, we do not need more. Keep traffic flowing.
1	There are four light signals here and the intersections are getting close to the neighborhood church and houses.
1	There is no need to make an interchange with reverse directions of travel similar to roads in the UK. It's confusing for drivers and could cause accidents.
1	This alternative is very confusing. It appears that the proposed sidewalk disappears into the road. It would also take up the most space in order to construct.
1	This design is dumber than dirt. This option falls under the category of 'Let's throw in one that everyone will hate'. This option gives new meaning to Forrest Gump's Mom's favorite saying: "Stupid is as stupid does".
1	This intersection is not the true root cause of congestion. To fix the issue, start with the reduction of four lanes to two lanes. Once that issue is resolved, then it could be determined if adding this monstrosity to our residential neighborhood would truly be necessary.
1	this is a gigantic waste of money. dont do this.
1	This is completely overcomplicating traffic patterns. There is one like this in Haymarket and it's horrible and confusing

Rating Commenter Gave Alternative C	Please provide any feedback or comments on Alternative C.
1	This is by far the worst option out of all of the alternatives. The purpose stated in the meeting was to remove the traffic light at 15 and Battlefield. This option shows 4 lights. As was discussed in the meeting - this design is much like the interchange at 66 and 15. From experience - that interchange is horrible to navigate. For motorists who are not used to the area, it is slightly confusing which results in last minute lane changes and greater potential for incidents. I feel this option will have the worst environmental impact. This option will cause more work and resources than is truly necessary.
1	This is convoluted and, based on watching traffic at the new battlefield and 7 intersection by Best Buy, this is the least logical option
1	This is creating a safety concern for pedestrians. Sadly, this will create a safety hazard for pedestrians where there is not one currently.
1	This is just a lot for the amount of traffic and makes it harder for pedestrians and bikes to cross
1	This is just ridiculous. All of the green space would be gone. There would be four stoplights. I'm confused just looking at the diagram and I'm a geometry teacher. This looks most like the overpass on Battlefield/Rt. 7, which is a disaster. Avoid this.
1	This is terrible. Too many roads, too much traffic and an eye sore. This ruins a community
1	This is too complicated to understand - I can't even zoom in on the graphic.
1	This looks like a total mess
1	This one is just asinine. It adds lights to bridge that is installed to eliminate lights (any bridge with lights is a failure in planning and design), and it's confusing as all hell for vehicles and pedestrian/bike traffic. This will cause accidents and be a safety hazard to pedestrians and bikes. Option B and C should not even be on the table for consideration - it would be better to do nothing than this.
1	This option creates four signaled intersections for pedestrians/bicyclists - what a pain if you are on a bike! As far as throughput on Battlefield, would the lights be timed so that traffic going straight on Battlefield wouldn't have to stop for all of the lights? That would be frustrating. And how would this option handle the backup on northbound 15 (due to the light at White's Ferry - WHICH SHOULD BE A ROUNDABOUT!!!!)
1	This seems unnecessarily complex. Minimal buffer for communities. High cost doesn't seem justified for the few benefits over other plans
1	this seems way too complicated and unnecessary. It also seems to take up the most amount of land that is a buffer to the neighborhoods.
1	This will not solve the bottle neck issue as drivers immediately still have to funnel down a one lane road on 15.

Rating Committer Gave Alternative C	Please provide any feedback or comments on Alternative C.
1	This would be horrible for pedestrians
1	Too many lights for our area.
1	Too complicated and as I said before, completely destroys the entrance to the residential areas.
1	Too costly. Take too much space. Would be ugly. Driver confusion.
1	Too many added lights. This plan eliminates a lot of green space and adds more roads.
1	Too many lights
1	Too many new traffic lights. Hard to coordinate and keep them coordinated. Pedestrian crossings are more problematic than the other options.
1	Too many traffic lights!
1	Too much confusion for drivers and pedestrians - I feel accidents will occur
1	Too much!
1	Too much. This is confusing at the interchange in Haymarket. Plus, idling at lights is bad for the environment!
1	Too nonstandard traffic pattern. Pedestrians need to cross without signals
1	Traffic flows crossing over one another causing us to drive on the "wrong side" temporarily and so many lights will be confusing. There's something like this down near 15/66 that is really tough to navigate for some reason.
1	Traffic lights on road slow down traffic Pedestrians next to road.... Unhealthy fumes from traffic LOUD UNBEARABLE on hot or cold weather days..... no one will want to use it
1	Uses too much land and too complicated
1	very confusing for drivers
1	Way too big of a footprint for a small problem. Too confusing for drivers. Horrible at 66
1	Way too close to the Potomac crossing community, cuts too far into the field. unacceptable for the residents with homes that back to this intersection.
1	We don't like how close the ramps are to existing subdivision. We feel a roundabout better preserves the community. This is also seems overly complicated for both vehicles and pedestrian traffic for no reason. This does not seem like a good option for anyone.
1	We have this on 66/15 and it's a mess
1	We need to move beyond traffic lights as a traffic management solution, especially when roundabouts are a viable option. While diverging diamond intersections exist elsewhere in the Northern VA area, I don't think their use in this situation is appropriate.
1	What the heck!! Crazy!!

Rating Commenter Gave Alternative C	Please provide any feedback or comments on Alternative C.
1	Worst option. Dislike this as this confusing for drivers and pedestrians alike
1	You are making something simple into too much. Do not complicate the matter of a simple intersection.
1	You have GOT to be kidding! This looks like a plan for major accidents...and lawsuits.
2	Again, concern about lights causing some high speed driving
2	All of these options completely take away the neighborhood feel and impact green space. Believe will negatively impact property values of Exeter and Potomac Crossing. Too many traffic signals
2	Battlefield traffic is a lot of people cutting through. This would promote the cut through
2	Complicated for motorists
2	I can't even make sense of this picture, can't imagine driving it.
2	I'm not very experienced with these layouts and find them confusing. I used to feel the same way about roundabouts, but now love them.
2	Not a fan of the traffic lights.
2	Pedestrians would likely be discouraged from traveling across the bridge between traffic lanes.
2	The problem is where King Street merges into Rt. 15 and then again at Montessor Road
2	This is very confusing
2	This style becomes confusing for many.
2	Too complex
2	Too many lights and confusing
2	Traffic lights don't speed up traffic
2	Whilst better than roundabouts, this is still not good.
2	Your problem is 15 traffic, not battlefield traffic. A DD seems to look to address a problem that doesn't exist, and adds more traffic signals.
3	Better than roundabouts but needlessly complex for the primarily residential areas along Battlefield Pkwy in this area. It's also not consistent with the design of the new Rt 7/Battlefield Pkwy interchange and I think design consistency is good since a lot of commuter motorists will be using both interchanges.
3	Doesn't discourage commuters from racing through Battlefield
3	Mass confusion...and yes it appears to work near I-66 but not a fan.
3	Morning & Afternoon traffic with the buses would be bad. In my opinion, Alternative B - Traditional Diamond would be the best choice.

Rating Commenter Gave Alternative C	Please provide any feedback or comments on Alternative C.
3	None of it will work to ease the congestion until you address the choke point that is the light at Raspberry- I see it every day. Traffic flies after that light.
3	OMG... What a mess. I can only imagine the signage for this type of arrangement. Again, cloverleaves are so simple and so functional. I just don't understand why they are not the first choice for these situations.
3	This can be confusing to many people at first. It's also not that fun to drive and can cause road rage. I've seen people do some dangerous maneuvers at the Rt. 15 and Interstate 66 diverging diamond interchange. Some resulted in accidents and I only travel that way a handful of times a year.
3	This design is better than the roundabout designs, but does not have any of the advantages of the traditional diamond design. This takes up more room, and is closer to the nearby intersections, still has unprotected pedestrian crosswalks, and can cause driver confusion.
3	This type of interchange is overkill for this application.
3	Too big
4	Anything but roundabouts, that will just slow things down more on 15.
4	At first glance I did not like this solution at all. But this would absolutely prevent people from using the ramps to cut off traffic as their only option if they use the ramp would be to turn. I also like that the shared use path is quite direct across the street.
4	Best of all options but I'm still weary of so much construction
4	I'm a big fan of diverging diamond interchanges, and they're growing in popularity across the country so more drivers are becoming familiar with them. This would be a great choice if the majority of the traffic coming from Battlefield is turning onto 15. However, given the emphasis on the pedestrian crossing, this may not be the best option. Roundabouts are still the better choice, but a diverging diamond would be far better than a traditional diamond.
4	Probably very expensive.
4	Seems like too many traffic lights. More potential for accidents. But this is better than Alt A&B
4	Similar to other intersections in area, Battlefield and Route 7
4	Some drivers would inevitably drive on the wrong side of the road. Not as safe for pedestrians.
5	Absolutely love this option. improved traffic flow, safety of pedestrians and cyclists. Allows for increase in capacity in future years.
5	Best Both for traffic throughput and pedestrian friendliness.
5	I like this because it minimizes possible traffic light chokepoints but makes things easiest for pedestrians.

Rating Commenter Gave Alternative C	Please provide any feedback or comments on Alternative C.
5	I love this design, drive it all the time in Haymarket. However I don't think the residents that drive this stretch of road are capable.of figuring this out. Too many drivers under the influence.
5	No way can local drivers do this without killing someone.
5	NO. NO. NO. Confusing and chaotic. Worst alternative! Again, DO NOT make any diamond intersections. This is an overkill alternative and will only serve to severely disrupt the Potomac Crossing and Exeter neighborhoods, and bring down property values. We do not need to create an expressway format for our residential community. This option really only serves Rt 15 bypass north and southbound through traffic at at expense of the adjacent communities. Don't prioritize the traffic on Rt. 15 bypass over the neighborhoods. We don't want to be living in a concrete jungle.
5	This looks very confusing, but, it looks more protected for the Pedestrians and bicycles.
	Again, all of these options are making the surrounding neighborhoods very unsightly. ANY multi-level solution will be ugly.
	No over pass

TABLE Q8

Q. 8 What prevents you from using the trail along Battlefield Parkway?
Absolutely nothing! The traffic light across 15 is a minor hindrance, there has never been an accident involving a pedestrian or bicyclist there, and an overpass to solve problems that aren't problems will only benefit all those people who live in those big fancy houses north of Leesburg--not to mention the developers, who want to go gang-busters and so want an easy commute for new residents. By the way, there's NO WAY you'll ever be able to widen through Lucketts (the stores and houses are much to close to the 2-lane road there now) and it will be a major engineering challenge to widen down the steep and winding down-grade to the Potomac River bridge. Therefore, this is obviously about making the developers happy at the expense of the beautiful and safe residential neighborhoods on both sides of 15 off Battlefield.
Access
Access
Access to it
Access to trail system (parking), not knowing trail system exists, trail along a main road with high speed traffic, alternatives to trail system with better scenery, safety, and access
always congested
Because it's a terrifying death trap. Please just give us a pedestrian overpass or straight overpass.
Because it's too dangerous and close to traffic traveling at high speeds.
Busy, heavy traffic and dangerous intersection
Can't cross safely on 15 to get to Ida lee
Cannot bike or walk due to disability
Cars speeding
Crossing at 15 is not safe.
Crossing Route 15
Crossing the bypass on foot is too risky.
Dangerous to cross 15
Distance from home but this is needed
Distance is far
Distances to shops or parks on the east side of Route 15 is much too long for walking or biking coming from the west side.
Do not live close
Do not live near
Does not connect to my neighborhood.
Don't live in the area
Don't live on that side of town
Don't live right there.
Don't live there.
Don't have time. Either working or need to be somewhere
Don't know where to get on it.

Q. 8 What prevents you from using the trail along Battlefield Parkway?
Don't live close enough to have a need to walk there.
Don't live in that area
Don't live near it
Don't live near there
Don't live there
Don't live there so there isn't a need
Don't need to
Dont live there
Have never had an interest in using the trail.
Having to cross very busy roads like the US Route 15 Bypass.
High speed traffic and busy crossings. Safety.
High traffic area and congestion
I am not comfortable using the at grade intersection crossing. Aggressive drivers and distracted drivers present a hazard to people crossing both Rt. 15 Bypass and Balls Bluff Road/Battlefield Parkway.
I do not live in that part of town. I just drive through it.
I do not live near that neighborhood so I'm typically walking or biking elsewhere.
I do not live near there and there are better trails and paths in Leesburg to use for exercise
I do not walk along a busy road or highway.
I do t live near that trail
I don't feel safe biking anywhere alone in Loudoun County. 1. the drivers/it's just not set up for bikers in this area. 2. As a female, I don't feel safe on any of the trails around here. But I think it's critical that there is are walkways for residents that don't have cars.
I don't live near it, but it also seems too dangerous to cross the bypass.
I don't live nearby
I don't live nearby
I don't live over there and use the W&OD instead
I don't need it!
I don't own a bicycle. I am 71 years old and driving for me is better.
I don't live close enough to be able to walk it. I do drive 15 daily to take my children to school
I don't live in that side of town
I don't live in the area.
I don't live near it and it seems too dangerous to cross the bypass.
I don't live near there
I don't live near there.
I don't live near there.
I don't live over there
I dont go near Rte 15 Bypass on foot, but sometims use trail in other direction towards Rte 15 Business.
I feel perfectly comfortable using the trail along Battlefield Parkway.

Q. 8 What prevents you from using the trail along Battlefield Parkway?
I have a darm
I have no need to go there as a pedestrian. The only pedestrians that I see crossing 15 are a very occasional jogger, and the "flag guy" that will stand on the median strip and put up his flags while traffic whizzes by on both sides
I have no need to go to the other side of Battlefield (coming from Exter to Potomac Crossing)
I have no need to walk across the 15 Bypass.
I just don't really have a need to use it beyond how I use it currently. I walk my dog within my neighborhood and don't generally cross the parkway on those walks
I live 15 miles away
I live further north. My children do use it when they visit with their school friends, and I've been driving that area for over 10 years now
I live in Lucketts, no need for me to walk the trail
I live in Maryland.
I live in Potomac Station. It's not in my area that I use for local walking/biking.
I live in selma. Too far.
I live in the SE part of the town and am typically not on fit in this area of the town.
I live on the west side of the intersection. There is nothing on the east side I wish to go.
I live on west side of town. Too far distance.
I live to the west of the intersection. The east side is primarily residential and (except for the Balls Bluff Battlefield which I drive to now and then) there's nothing special to go see or do there.
I love in the other side of town. Before when I lived on that side it was safety crossing.
I prefer to walk in areas with less traffic
I tend to use other trails closer to home
I use shorter trails, don't like to walk near traffic since I am usually with pet
I use the existing trails within the Potomac Crossing/Edwards Ferry subdivisions. I have never had a need to cross Rte 15 at Battlefield.
I usually walk into town by using King Street.
I walk downtown
I walk in this area a few times a week, but I never actually cross this intersection bc it's just too busy and I don't trust the drivers.
I'm driving.
It ends too abruptly on the west side of 15. The intersection at 15 as well. I've seen way too many blown red lights.
It is too dangerous, cars drive way too fast down 15.
It isn't close to my residence. If it was I would use this trail.
It's a newer trail. With our children going to the middle and high school (with the need to cross Rt 15) we would use the trail more now than we have in the past.
It's not convenient for me to use

Q. 8 What prevents you from using the trail along Battlefield Parkway?
It's not practical for my
It's not very close to my house. Sometimes I use that trail during a long run.
Jus do not use it. Do like to walk around.
Knowing of it's existence
Lack of friends near enough by to make use of it.
Live out route 15 and cars do not pay attention to walkers or bikers. Very dangerous.
Location - never over there
Moved out of the area to walk.
My car
My health
No issues
No need
no need
No need
No need to cross Rt 15--I walk on the trail alongside Battlefield in the direction of Edwards Ferry Rd. as a leisure activity.
No need to get to the east side of 15 by foot
No need to use it.
No need to walk across (or bike across) Rt. 15 along Battlefield Parkway.
No need to.
No need to. I live in Exeter. I am usually driving not walking.
No need.
No personal need to cross to reach any destination that distance by foot
No reason to.
No reason.
No safe crossing
No safe crossing
No safe with many MD cars flying down Battlefield to get to bypass at 10 plus miles over the speed limit. Aldo trucks and tractor trailers using Battlefied to avoid the bypass and 7 interchange.
No time
Not a part of our walking habits.
Not a walker
Not enough sidewalk.
Not how I would access locations by bike from 15N.
not interested, live further out and have no reason to use it
Not my walking route
Not necessary
Not part of routine commute

Q. 8 What prevents you from using the trail along Battlefield Parkway?
Nothing
Nothing
Nothing
Nothing it's totally fine
Nothing prevents me, it just isn't a pathway that I travel whether walking, or biking.
Nothing, just don't live near it.
Nothing.
Nothing.
Nothing. I just have no reason to use it.
Only use a portion of the western trail near 15 business on runs. too far from home.
Security concerns.
There is not really a need to walk there. While there is a shopping center across Battlefield Pkwy, most the of the need to cross Rt. 15 using Battlefield is to drive to the high school or other neighborhoods which are too far to walk anyway.
There is nothing to walk to. Also, what would be the destination of people walking in that area that they couldn't get on their side of route 15?
Too busy
Too dangerous to cross 15
Too far away
Too far out of my way
Too hard to cross safely
Too much traffic at high rates of speed, aggressive driving
Too much traffic on 15, especially upset drivers cutting each other off to get over when it changes to one lane at the light.
Too much traffic, I don't want to get killed.
Traffic
traffic
Traffic
Traffic in the evening
Unsafe
Use the W&OD trail closer to my house
Usually weather, or the distance from where we live to crossing over RTE 15 to let's say Ida Lee Park, is long for my wife and I.
What trail?

TABLE Q9

Q9 - Please identify any additional information or suggestions that may improve safety and operations in the study area?
A sound barrier (wall or embankment) needs to be a part of the design to decrease the noise from traffic. It needs to be placed between the Potomac Crossing development and the road.
A traditional overpass would be wonderful. Roundabouts in this intersection would be so difficult with the amount of traffic that flows through here.
Add a camera and flashlight if people drive past the red light. Also need to add an orange flashlight for people who walk on the sidewalk. Don't forget that we have a deaf community in that area.
After the crosswalk and sidewalk were installed, there is no issue with pedestrian safety at this intersection. My family, including two young children, cross here all the time without incident. Further, as someone who lives at this intersection, I understand there is traffic. However- 1) the traffic will not be resolved by removing this light, it is further north, 2) the community does not want this interchange converted as it would destroy the local feel of the neighborhoods nearby, 3) if this were a massive interchange, the community would be even less likely to want to cross regardless of pedestrian safety, 4)for the cost of a major interchange you could install a pedestrian bridge, and 5) this is a giant waste of money, time, and our community's patience all in the name of removing a signal just to remove a signal.
All of these options completely take away the neighborhood feel and impact green space. Believe will negatively impact property values of Exeter and Potomac Crossing
All of these options will contribute to the traffic on Battlefield. People are not going to suddenly stop using this "shortcut" now that it will be an official and even more convenient access point to 15. If safety is the main concern, then people install a straight overpass only.
Also look at the lights at Raspberry and Lucketts. I've literally never experienced a back up at the MD bridge. Only at these three lights. It's all a VA problem.
Anything to help with the traffic jams in the evening, it's so awful being stuck with kids just trying to get home
Are there able to be at grade roundabouts at 15/Battlefield, Whites Ferry/Raspberry Falls & Lucketts/15 to maintain traffic flow without building imposing high overpasses that provide an industrial eyesore to existing green spaces?
As an interim measure, simply adjusting the timing on the traffic light at 15 and Battlefield could improve vehicular traffic flow.
As I've already pointed out, but will do so once more, if the overpasses on Ft Evans and Edwards Ferry aren't done first, then why pick on Battlefield--because it won't make any difference. And also, have you noticed that Ft. Evans dead-ends at Rt 15, so there's no way you can put an overpass there. So what's all this talk about an overpass on Ft. Evans? And it's a long light because of the outlet mall and Home Depot.
Avoid anything that is at grade.
Battlefield parkway is a residential neighborhood.. there are schools and crosswalks that are already ignored by daily commuters.

Q9 - Please identify any additional information or suggestions that may improve safety and operations in the study area?
Build a pedestrian bridge now, instead of waiting 10 years. Extend the right turn lane from the north bypass onto battlefield parkway NOW. Put in traffic cameras to catch drivers who "block the box". Once the improvements north of town are made, and the Edwards Ferry intersection are completed, the battlefield/bypass overpass may not be needed.
Build a pedestrian only overpass over Rt 15
Build not for today's congestion but anticipate tomorrows. Let's get it right the first time.
Can you plant more trees?
Consider a hybrid of Alternative A options 1 and 2, where the sidewalk on the south side of Battlefield Parkway crosses the ramps at grade via crosswalks, and the mixed-use path on the north uses tunnels.
DDI with center ped/Mike FTW!
Dig a tunnel.
Divergent diamond is not intuitive. Horrible choice.
Do not change anything please!
Do nothing, that is the option for now. Keep this as project in books but don't move forward with analysis until after seeing the 15 improvements and what VDOT does north of town. Don't block the box has worked so residents get across Battlefield. The options and ramps are going to put traffic closer to house, honking horns and other noise when the vehicles and trucks are still stacked up because of Raspberry Falls light!
Don't waste money on this or a roundabout at Montresor just study the traffic once it is through the light at Raspberry and you will see.
Drainage should be looked at so that this construction does not create flooding areas on the roadways
Even with the signage about not blocking the box, cars and trucks constantly still do so
Expansion of lanes
Fix the Fort Evans and Edwards Ferry intersection first please.
For any proposed changes at the Battlefield intersection, we would request sound barriers on both sides of Route 15 for residential areas. The new on/off ramps will add additional accelerating and decelerating traffic noise to an already busy road.
Get the cut through the neighborhood and fix 15 as a whole northbound as it is a nightmare at times and it's not due to battlefield
I appreciate the pedestrian crosswalk being added across Rt-15 Bypass.
I don't understand why a single traffic light like the new one for battlefield over route 7 is not under consideration
I feel improvements will only encourage more traffic and more building down 15
I have never had an issue with safety
Ideally would have another lane if travel to improve congestion

Q9 - Please identify any additional information or suggestions that may improve safety and operations in the study area?

I appreciate that the Town is looking for public input. I apologize if my comments in the body of this survey have a strongly negative tone but I feel it is important to express the intensity of my reaction as I have strong feelings on the matter and want to be sure they are heard. I understand a decision has already been made on altering the intersections of Rt. 15 Bypass with Fort Evans Rd, Edwards Ferry and Montessor. I do not yet know how those changes will affect the Battlefield and Rt. 15 bypass intersection. I believe it is important to prioritize and protect the neighborhoods of Potomac Crossing and Exeter and the local residents that move on foot and bike within the Town. Things that could be done to support this movement and the residential communities would include: creating traffic lights at Balls Bluff Rd and Battlefield Parkway, Smarts Lane and Battlefield, and Fieldstone and Battlefield. There have been many near misses of pedestrians at these intersections...including my family, friends and pets. Installing traffic lights along Battlefield would prioritize pedestrians while also making it much less attractive option to drivers looking to use Potomac Crossing as a shortcut to Rt. 15 Bypass northbound. Also, to improve pedestrian circulation in our town, it would be best to build a pedestrian overpass over the Rt. 15 bypass, facilitating safer movement between the east and western sides of town. We heard at the public meeting that this concept was not popular for the Fort Evans or Edwards Ferry intersections; however, those areas are heavily commercial in nature (not residential) and therefore likely would require a different solution compared with Battlefield Pkwy and Rt 15 Bypass intersection. Regarding the Rt 15 Bypass and Rt 15 north and south, these roads are serving a large amount of traffic that flows through the town - both commuters and freight transported by large trucks. A better regional traffic alternative needs to be sought out. For example, regional and state authorities should revisit a solution that brings together northern Virginia with Montgomery County (e.g., Germantown, Gaithersburg, Rockville). Extension of Virginia's Rt. 28 across the Potomac River with a bridge to Maryland and development of a Parkway in Maryland (much like Fairfax County Parkway here in Virginia) would bring considerable relief to commuters and trucks. As electric vehicles become more dominant in the landscape, this alternative could be less objectionable than it was in the past on the Maryland side. Given the timing of this public comment period (proximity to Mother's Day, graduations, and more), I would advise extending the timeframe for comment and alert residents of this extension. My husband plans to complete this survey to share his views on Monday May 16. Thank you for your consideration.

I don't want an overpass at all, BUT... if I have to have an overpass, option A1 is the lesser of the evils. Suggestions/Comments: 1. Elementary schools desperately need a road safety program to teach students how to appropriately use whatever crossing options exist. That's outside the scope of this project, but with all the bike paths around here, it's definitely needed. 2. Speed cameras (are they legal in VA?) would be nice to help certain commuters understand that 35 mph is the max speed, not the minimum (looking at you, Maryland). 3. Roundabouts seem to encourage slower driving. Prefer that over stoplights, which seem to be optional for some drivers (*cough* Maryland) around here.

I drive a school bus through the intersection several times a day. The congestion causes me to be late for pickups and drop offs at nearby schools. Roundabouts are not the solution since most people don't understand how they work and I'd probably be t-boned.

I have seen that Pedestrians take chances in crossing the roads - they don't care what the cars are doing and they expect you to stop even though they don't have the right away. It is scary being a driver in some of these areas.

I've long hoped for a pedestrian / bike bridge crossing 15 at balls bluff / dry hollow rd :-)

Q9 - Please identify any additional information or suggestions that may improve safety and operations in the study area?
<p>I highly dislike this whole idea. The entrance to Exeter and the other residential area are so beautiful and have wonderful signs and trees. This intersection, no matter which option you choose, will destroy that beautiful entrance and the environment. We chose to live in Exeter 20 years ago because of its beauty in its environment. Removing the main entrance to such a wonderful living complex is absolutely ridiculous. Someone should be thinking about how to change this intersection while keeping the beautiful entrances.</p>
<p>I honestly do not see a problem with the intersection as it is now. Yes, sometimes it backs up a bit. But I think if the road is widened further up 15, it won't ever be an issue. I've lived in Exeter for over 10 years and NEVER thought there was a problem with traffic or this intersection. And I love using the walking path! I don't want to lose that- I know none of the plans get rid of the path, but having it wind all over hell and back for roundabouts and bypasses to me feels like it would be a loss.</p>
<p>I listened to 2 hour meeting but still dont know anything about alternativ(s) for Dry Hollow Rd. I would adamantly oppose any alternatives which increase traffic, or open up Dry Hollow Road to through traffic.</p>
<p>I think before you finalize any sort of improvement to this intersection, you need to think about traffic flow on 15 North. Without widening 15 North, not sure if any improvements to this intersection, would be worth it. Option 1 would help, even if nothing is done wrt traffic flow on RTE 15 North.</p>
<p>I think the circles are great, and less disruptive to the homes around the area. The diamond idea works great in Haymarket at the Route 66 interchange, however, it will cost more and have a major impact on the homes in the area.</p>
<p>I think they could reduce congestion at this intersection by changing the timing of the traffic signal at Whites Ferry Rd to more heavily favor Rt 15. Since the ferry isn't running anymore the long time for ferry traffic feeding onto Rt 15 isn't necessary or helpful.</p>
<p>I was hoping that the intersection would be transformed into a simple roundabout. Prior to moving to Leesburg, I lived in Southern Maryland where they removed traffic signals in favor of roundabouts to alleviate traffic flow on an extremely congested road. The road had issues with heavy traffic due to workers coming and going from Patuxent River Naval Air Station. After constucting the roundabout, the traffic congestion disappeared. This is why I am a fan of roundabouts.</p>
<p>I would like to see the vehicle traffic cleared up more than I would like to see pedestrian options. While a overpass would be cumbersome and an eyesore, it might be the best solution to ease congestion. Maybe adding another lane to rt 15 would be useful.</p>
<p>I'm grateful any considerations are being made to improve this area. It's been a very long time coming.</p>
<p>If you want to improve safety, there is a very simple solution. Install a tunnel or a walk way bridge through across rt 15. This really seems to not be about safety though because that would be very easy. Getting rid of this light is a complete waste of money, that also majorly detracts from the surrounding neighborhoods. All of the proposed solutions are unsightly. We have a really nice park along the Potomac, that this noise will disturb. RT15 is already loud, however by raising the traffic up, it will be even louder. All of these negative things and this intersection is not currently a traffic problem. This light does have traffic through it, however, this light is NOT the cause of that traffic. The traffic is backed up through both ends of the intersection. The high volume of traffic is the problem.</p>

<p>Q9 - Please identify any additional information or suggestions that may improve safety and operations in the study area?</p>
<p>Improvements should be considered in conjunction with the planned widening of Rt. 15 north of the Leesburg City limits. Much of the bottleneck occurs because of the constriction of two lanes of Rt 15 at nearly the same point Battlefield Parkway traffic (from both directions enters it). If the flow of Rt 15 is not as restricted at the current point where Battlefield Parkway intersects it, much of the problem is likely to be alleviated.</p>
<p>In the presentation comparing alternatives, showed environmental impacts were “fair” for the build options and “favorable” for no-build. Alternative A especially would seem to reduce a lot of idling on both roads and I’d think we’d see environmental benefits from that.</p>
<p>Intersection at Outlet Mall and Bypass needs dealt with before this one.</p>
<p>Issue is not with the intersection</p>
<p>It’s a waste of taxpayers money with no added benefit for pedestrians or bicyclists. Construction will cause significant inconvenience for residents in nearby communities. I firmly object as a tax payer on two properties in Exeter community for tax funds to be wasted on this project.</p>
<p>keep in mind that this will do nothing to actually improve the problem of traffic along the 15 corridors. maybe Frederick (which is where the source of the traffic is) county officials should actually start investing in proven means of traffic mitigation, such as uh, the robust public transportation corridors already present in the county, rather than putting the job on the state of virginia and trying to (and failing to) make every single intersection magically LOS a. before we spend 300 million dollars on something that wont do anything, I think we need to actually solve this problem by digging deeper. Pressure MTA to fund more MARC trains, pressure the county to have less of a mediocre public transportation system, etc. I know my comments will be laughed at (particularly because of my sarcastic snark and my apathy towards traditional engineering methods, I'm also an engineer for the record), but we are at a crossroads here. We can either pour more money into this dark hole of widening, or we can actually solve the problem. Choose wisely, and realize that traffic engineering needs to evolve into the 21st century.</p>
<p>Keep that flag guy from stopping there and putting up his crap.</p>
<p>Leave it alone</p>
<p>Leave it as is. Stop building houses.</p>
<p>Lucketts is the issue not battlefield. Why are you wasted taxpayer money??? Remove the Lucketts light and you’ll resolve all the traffic issue on 15!!! Speechless</p>
<p>Make light at raspberry n whits ferry flash during rush hour. This will solve the problem</p>
<p>Make the best selection for the most impacted (80/20 rule). No really good options have been identified so God Bless you...</p>
<p>No roundabouts, they do not solve traffic congestions, it just slows things down more.</p>
<p>None of these fixes the problem and simply wastes money. But you already know that and simply don’t care</p>
<p>No traffic lights. Minimize pedestrian crossing of vehicle lanes. Deter through traffic coming from route 7 from cutting through battlefield to connect to 15 - keep them on 7 Including a plan to minimize battlefield through traffic while the future bridges on ft Evans and Edwards ferry are built.</p>

<p>Q9 - Please identify any additional information or suggestions that may improve safety and operations in the study area?</p>
<p>Make this a flyover like what was done at Sycolin and the Bypass. There are several other options to get to the bypass other than going down Battlefield. The flyover would be safer for pedestrians, cost less and be less disruptive to the developments and people living close to this corner. People still try to cut to the bypass through Potomac Crossing by taking the gravel road behind our house. Even with the no outlet sign there. Usually 10 or more people fly down that road daily, how many more will do that to avoid the circles or lights at the interchange?</p>
<p>Making sure drivers reduce speed on Battlefield (heading towards balls bluff elementary especially) should be a critical part of any improvement here. In my opinion it is already dangerous for pedestrians at the intersection of balls bluff and battlefield. I hope whatever solutions considered here result in drivers either going more slowly, or taking a different route altogether.</p>
<p>Merge at 15 north of battlefield causes traffic racing and competing for position prior to single lane. The removal of the light may drive higher speed issues at the merge. Please try to plan to keep the merge area safe.</p>
<p>Most drivers go much faster than the 45 MPH speed limit on US-15 between Edwards Ferry Road and Battlefield Parkway. Please think about everyone's safety as these dangerous drivers approach this intersection.</p>
<p>No changes needed. Please do not ruin the Potomac Crossing neighborhood.</p>
<p>No changes should be made unless there is a guarantee that the location of the bottleneck (MARYLAND) will actually be corrected. If this is truly about safety, create a pedestrian bridge only. Keep Battlefield a NEIGHBORHOOD.</p>
<p>None of these option will do anything to alleviate the backups at the Battlefield intersection. The problem lies NORTH of this intersection. I drive this route daily. Too much traffic from Maryland. Until 15 is 4 lanes from MD to Leesburg this is all futile and a waste of local taxpayer dollars. Not to mention the eye sore it will be.</p>
<p>None of these options address the backup on northbound 15 due to the light at White's Ferry - WHICH SHOULD BE A ROUNDABOUT!!!! Increasing throughput on Rt 15 without addressing the White's Ferry intersection is a waste of money and time.</p>
<p>None of these proposals look to solve the problems: safe crossing across 15 and reduce the traffic at the intersection.</p>
<p>Option 2 is the best as it reduces pedestrian/bike and vehicle crossings</p>
<p>pedestrian/cyclist safety first and foremost. need better trail conditions on battlefield west of 15. route 15 conditions improved in all scenarios. why not put multi use trail on both sides? 6' sidewalk vs 10' asphalt trail is miniscule in grand scheme of a grade separated interchange. Majority of bike/car accidents occur at intersections, a trail on both sides reduces need for cyclist to cross battlefield.</p>
<p>Plane for the future in the event 15 needs to get wider especially as Leesburg is expanding and the greater DC metro area and grow. This re-design will also attract more commuters to through this area as they currently dodge it now due to congestion. It will look more favorable.</p>
<p>Please choose the most pedestrian-friendly design.</p>

<p>Q9 - Please identify any additional information or suggestions that may improve safety and operations in the study area?</p>
<p>Please consider a flyover for Battlefield with alternative access to Rt 15. Residents of Potomac crossing would like to keep the Maryland drivers out of the neighborhood that drive very fast. Folks can still cross over, and take a right on 15 N by the high school to get to 15.</p>
<p>Please consider flashing lights for pedestrians and widen the road after the battlefield light to improve traffic flow.</p>
<p>Please consider making changes further North and then seeing that impact before disrupting an entire neighborhood for a percent that starts further up the road where it's only one lane in each direction. You could also consider doing something on the other side near Tusc and Smarts where the road merges onto 15. It would have less of an impact on houses at that point.</p>
<p>Please do your best to avoid creating an obstructed view on the grade if going with the traditional diamond. There is one near Wegmans that you can't turn right without a green and the light is too long making that annoying.</p>
<p>Please focus on noise mitigation measures for the residents of Potomac Crossing and Exeter. I have lived in Leesburg for over 30 years and protection of residents from the Rt. 15 noise should now be the primary focus of the Town Council and Town staff. The staff presentation on April 28 seemed to delegate noise mitigation to a minor "future" consideration. Noise mitigation needs to be included in the first cost estimate prepared for the project. Consider holding a symposium about road noise / mitigation measures that could utilize the expertise from the many Colleges and Universities located in Virginia and metro area. Please focus less on how to speed interstate truckers through Leesburg. The truck traffic is bad now and is going to get worst because Leesburg and Loudoun County are turning Rt. 15 into the Outer Beltway. Please focus on noise mitigation now !!!!</p>
<p>Please keep the homes near this intersection in mind, many families with children enjoy walking across Rt 15 to go downtown or to Ida Lee</p>
<p>Please look at safety studies and environmental studies. Both need to be thought about when making changes to roadways. Our planet needs that. Our future needs that. People that walk and drive both need that. You can then label it as a safe and environmentally friendly interchange.</p>
<p>Please more roundabouts in general</p>
<p>Please take into account the large volume of teenage drivers, compared to the standard population on any given road, that use Battlefield Pkwy to cross Rt. 15 bypass in order to get to Tuscarora HS from the Potomac Crossing and Edwards Landing neighborhoods. There is no other direct way to get to school for these teens! They need the safest approach which is the basic traffic signal they understand how to use. The roundabouts and diverging diamonds are much more complicated for the teens and far more dangerous than a normal traffic light.</p>
<p>Please widen the roars all the way to point of rocks, or these traffic issues will never improve</p>
<p>Potentially the issue could be solved with a simple round about.</p>
<p>Promote CONTINUOUS VEHICULAR traffic flow and PEDESTRIAN flow AWAY from traffic</p>
<p>Put up fencing and treat it as a highway that doesn't allow pedestrians. Add walking paths along route 15 towards town to be able to cross in a safer place.</p>

<p>Q9 - Please identify any additional information or suggestions that may improve safety and operations in the study area?</p>
<p>Regardless of jurisdiction, the Town of Leesburg should demand a turnabout be installed at Raspberry Falls before this project is funded and approved. Don't let politics and bureaucratic procedures get in the way of solving problems for the community. The very first question during the community presentation on 4/28/22 asked about the source of the traffic problem, Raspberry Falls, and it was quickly dismissed by all of the hosts as "not my problem". That is a poor way to approach this problem and does not serve your community. Without the lane widening and removing the traffic signal at Raspberry Falls, the Battlefield project is unnecessary.</p>
<p>Remove Flag Guy from intersection. He is a dangerous distraction! The issue is NOT Battlefield and Rte 15. The issues are: The congestion is not caused by this intersection. It is caused by... 1) Rte 15 is only 2 lanes 2) The merge after Battlefield/Rte 15 3) The light at Raspberry Falls!</p>
<p>Remove the merge and make it two lanes to raspberry falls</p>
<p>Roundabouts allow for faster traffic flow than having lights. Having lived in areas with many roundabouts similar to option A1 these are the simplest option for motorists and pedestrians alike.</p>
<p>Route 15 North needs to a four lane highway between the Town of Leesburg and the Maryland border. Until that happens traffic in this area will be congested no matter what type of intersection you construct.</p>
<p>Route traffic to use a bridge across the Potomac at 28.</p>
<p>School buses, cyclers, and pedestrians are a real concern. The unsightly impact the proposed changes will on nearby green spaces will more likely than not have a negative impact on property values as well!</p>
<p>Signage and road markings will be KEY to the success of a DDI here. The town still lacks proper signage for the Pennington garage as I witnessed during the Leesburg Garden/Flower festival. You absolutely must utilize arrows and other roadway markings to help drivers understand where their lane is heading. Bike lane or multi use lane is a must.</p>
<p>Something needs to be done asap</p>
<p>Sound barriers. No traffic lights because too many people blow through them.</p>
<p>Speeders an issue on battlefield esp at crosswalks, lack of stop and go traffic will make this worse</p>
<p>STOP IGNORING WHITE'S FERRY ROAD ! ! ! ! ! Yes, it's in the County. Yes, VDOT has the lead. Yes, taxpayers are sick and tired of government people passing the buck. The VDOT/LOCO plan briefed to the Town Council last week was beyond tone deaf - it was ignorant. And, THAT plan will doom any of these options. Why spend this money? It's a waste of time until White's Ferry Road is fixed.</p>
<p>Take out the raspberry light too!!!</p>
<p>Thank you for creating this survey!</p>
<p>Thanks for ask the Town residents for feedback. That's meaning you are thinking in our commuter's.</p>
<p>The best solution for this interchange is the one that causes the least disruption to the neighborhoods surrounding the proposed interchange, while keeping the traffic flow going. Roundabouts are a great solution to busy intersections. In New England, roundabouts are the norm and traffic moves smoothly through them.</p>

Q9 - Please identify any additional information or suggestions that may improve safety and operations in the study area?

The alternatives went from "do nothing" to the first Alternative A. Nothing in between. Why was that? There was no mention of keeping the intersection 'as is' in conjunction with adding a another north-bound lane and then improving the right and left turn lanes (making them longer in length and have them exit traffic sooner). Of course, if the traffic lights remained at the intersection, the Town would still need to add another north-bound lane to the end of the Town limits that will then tie into the two lanes the County will be adding to Montessor Road. The entire reason for the backup at this intersection is because of the bottleneck. Two north-bound lanes almost to Lucketts will solve the bottleneck, right? In addition to the extra north-bound lane, the right-angle right-turning traffic lanes could be eliminated by using lanes that are much like what is shown in Alternative C (ramps A-D). Adding these ramps prior to the intersection would remove right-turning traffic from Battlefield and 15 more quickly and allow drivers to merge into traffic further ahead. Have there been any studies on traffic flow if the intersection remained lighted, but these other improvements were made?

The biggest concern we have is the travel speed along Battlefield given how residential the area is and strongly believe that the roundabout approach is the only option that will mitigate speeding effectively

The Ft Evans and Edwards Ferry logjams must be fixed first before any work is done on Battlefield. Otherwise, Battlefield Parkway will become a convenient short-cut at rush hour, endangering the many children who live along and cross Battlefield Parkway. It's also likely this will create additional safety problems for those who cross Battlefield Parkway at Balls Bluff Road. Also, the real problem is the backup on 15, not the Battlefield crossing.

The interchange should be designed to keep pedestrian traffic out of drunk drivers' way.

The intersection is safe with the traffic lights / walk lights (that were recently installed). The traffic backup is due to the merging / narrowing of N15 / Bus15 and further north.

The main thing I have noticed is the truck drivers who use their jake brakes to slow down as 15 goes from 4 lanes to 2. The merge is always a bit of an issue (especially, since our house is located across the grassy berm from that merge).

The more roundabouts the better! Carmel Indiana has the right idea!

The most dangerous aspect right now is the "no turn on red" for cars turning from battlefield north onto 15 bypass. Because they have to wait for a green light, they pay little mind to anyone trying to cross the crosswalk during the green light. Twice in the last month, I have been within a foot or two of being hit by a car while running in the crosswalk.

The only way to resolve traffic congestion on Rte 15 is to widen it to the MD border. None of these proposed intersection changes will fix that. These proposed changes will do little more than shift traffic from Rte 15 into the surrounding neighborhoods, creating back-ups and safety issues on community streets. The perceived pedestrian safety issue at the intersection is overstated, with minimal crossing requests as indicated by committee surveys. This foot traffic will not increase as these neighborhoods are fully developed, with no future influx of residents. If pedestrian crossing is a must do, this can be accomplished with an unobtrusive footbridge over Rte 15. Furthermore each of these plans will have an adverse effect on residential tranquility, community greenspace and aesthetics, while not resolving the core issue.

<p>Q9 - Please identify any additional information or suggestions that may improve safety and operations in the study area?</p>
<p>The problem is where King Street merges into Rt. 15 and then again at Montessor Road</p>
<p>The root of the issue is not the intersection, but the fact that 15 north of Leesburg is long overdue to be widened.</p>
<p>The Town's Green Bike path goes through this intersection and there has been large bike groups on weekends on Battlefield crossing at rt 15. Might be worth also having a bike lane similar to Plaza in width and marking in Option A. A single bike might stay on path, but a large group would use the road.</p>
<p>These changes will not help until the back up problem north of the intersection to Point of Rocks is fixed. There will just be more cars waiting for longer periods at the Battlefield intersection.</p>
<p>This fix will not alleviate the traffic problem. The problem is with the light at the Raspberry falls intersection.</p>
<p>This intersection is effective as is, and all problems at this intersection regarding safety from a pedestrian or driving perspective are a result of volume/flow issues north of battlefield. Suggest prioritizing all resources to those areas.</p>
<p>This intersection is not the problem. Areas north of town should be prioritized and addressed first, which would then enable better decision making.</p>
<p>This intersection is not the true root cause of congestion. To fix the issue, start with the reduction of four lanes to two lanes. Once that issue is resolved, then it could be determined if adding this monstrosity to our residential neighborhood would truly be necessary.</p>
<p>This is creating a safety concern for pedestrians. Sadly, this will create a safety hazard for pedestrians where there is not one currently. There are children's safety to consider. These proposals will create a safety issue where there is not one now on three places on either side of the bridge.</p>
<p>This is not in the best interest of the homeowners or residents in this community. 1) this will not improve traffic if the bottleneck at the Maryland Bridge remains, and they've made clear they will not expand the bridge. 2) There has been no actual evidence presented that the current setup is unsafe to pedestrians. The panel neither presented pedestrian involved accident information voluntarily nor did they provide it when asked in the chat.</p>
<p>This is ridiculous, the issue is 15 being a two lane highway, this does not solve the problem and will only make it worse. Also, is someone going to buy the house I just moved into at marker price because I signed up to live in a small community with walking paths not at some useless interchange.</p>
<p>This project doesn't make sense to me, not to mention the amount of tax funds to be spent, considering the inflation rate and increasing cost of the building materials. Maryland drivers will benefit from it and we will pay the higher taxes here in Loudoun/Leesburg. Please cancel it.</p>
<p>This project needs to be started. I drive through this traffic daily with an infant in the car preventing me to be home by 5pm when I leave work at 3:30. It's absolutely ridiculous.</p>
<p>This whole area is terrible for traffic. Real mitigation and safety would only occur if VA and MD would negotiate other crossings of the Potomac River. Until then, these actions will not result in much real change to safety and traffic concerns.</p>

<p>Q9 - Please identify any additional information or suggestions that may improve safety and operations in the study area?</p>
<p>Traffic signals break up the traffic for downstream intersections. There needs to be a plan with the County and state for Whites Ferry Rd, 657, Lucketts/Stumptown Rds, Vanish driveway, Lovettsville Rd, and even Maryland with Rt 28 at Point of Rocks. Battlefield and 7 is great but now it's just uninterrupted traffic clogging up the flyover and bypass with queues back to River Creek.</p>
<p>Unfortunately for Exeter residents, due to mandated Exeter storm water pond revisions, all large traffic, noise and trash blocking trees were already cut down. (Most not to be replaced.) *Doing anything at this intersection will just again further increase noise, activity, traffic, speed for nearby residents. Also concerned about on ramps becoming the view. An interchange in our backyard will certainly reduce our property values. Please don't replace beautiful green space with more concrete for a non-existent problem. The current intersection actually controls speed, traffic, noise and safety!</p>
<p>We live pretty close to the intersection and since Covid I have not seen backups like the past. Except for a Friday or Thursday before a major holiday. With more people working from home still, it's not the problem it used to be.</p>
<p>we need more lighting along the road, simple as that, please put more lights on at night, and good road signs</p>
<p>We need to address other parts of route 15 in northern Loudoun County</p>
<p>We need to wait until 15 North is widened to see what impact that has on the intersection.</p>
<p>We need to widen the road up to the bridge. As long as there is a back up there will be racing commuters through Battlefield who are angry that people are going the speed limit.</p>
<p>What about the 15 and Edwards Ferry intersection? This is a very dangerous intersection.</p>
<p>What about wildlife and nature? This will only create destruction</p>
<p>What is the statistical significance between the 4 designs relative to pedestrian-auto accidents? There are different possibilities of accidents because of the number of times a pedestrian has to walk across the road and whether the crossing is controlled or not. I would expect a good crossing system that is safe will encourage increased foot traffic, especially for kids during the spring, summer, and fall.</p>
<p>What about the intersection of the bypass and 15? Any ramps for Battlefield will leave little time to get to the ramp for the bypass from what I can see.</p>
<p>Whatever option is chosen, we need to minimize congestion at Balls Bluff Road - I often have trouble getting home because cars block that intersection and I cannot make the turn.</p>
<p>While I'm against traffic lights at the Rt 15 intersection, I do believe a light is worth considering for the Balls Bluff/Battlefield intersection. It can be very challenging to exit onto Battlefield during morning/evening weekdays.</p>
<p>Why don't we charge a toll from out-of-state drivers passing thru?</p>
<p>Widen 15 all the way to Maryland border</p>
<p>Widen it in conjunction with any improvements.</p>

Q9 - Please identify any additional information or suggestions that may improve safety and operations in the study area?

Without the RT15Bus/Bypass intersection and the widening of RT15 being completed, congestion will still be an issue, it will just be pushed further north on RT15. For Leesburg residents, that is a plus, for through traffic.

While we acknowledge that there are some traffic concerns as is, we don't feel it warrants any changes at this point. The bottle necking will not be prevented from this change alone. It seems wise to see what the effect of Loudoun widenings would do, then proceed with a plan for this intersection. However, of the options presented, we like the roundabout with pedestrian tunnel the best. We are very glad to see that pedestrian access is a priority. Since the opening of the crosswalk at Battlefield and 15 our lives have changed in an amazing way. A family walk to downtown Leesburg for ice cream on the weekends or a mid week jaunt with the kids by foot to go to the library and have a picnic in Ida Lee has given us a new love for the town of Leesburg and given us a desire to go downtown more, explore restaurants and shops and just really enjoy everything that the town has to offer. That being said, we are also residents of Potomac Crossing. While we understand that the fields on the corner of 15 and Battlefield were never part of the subdivision, it has become a vital part of the community. Kids sled there in the winter. They fly kites in the summer, or catch fireflies in the evening. The community holds their Easter Egg hunt and other activities there. So we as a community would strongly prefer the option that least disturbs this buffer between 15 and the community. It seems the roundabout offers that. Should additional land need to be used for stormwater purposes, etc, we are anxious that it could be an eye sore and a detriment to the community, especially the houses that back up. We would certainly appreciate that being considered, and landscaping/recreational space be preserved in a way that benefited the community (for example, if a pond was added, perhaps an option for it to be stocked, gazebos, trails, or just safe green space preserved for the community to continue enjoy. We realize that might not be possible but it certainly would mean a lot to the Potomac Crossing community for this to be considered, and we know the board and community members would be happy to provide more input on this. In reference to the idea of a light at Balls Bluff and Battlefield, we would like to comment that the current pedestrian access can be dangerous. Cars rarely yield, and with the community pool right there, there is a lot of access. While we aren't sure the impact on us as we come out of Balls Bluff Road, we would like to see some safety measures implemented at this intersection. We do see many drivers using Battlefield as a detour to 15 and expect that could be cut down significantly with changes, so it may no longer be as much of an issue in the future should changes happen at the interchange. We also applaud the idea of a sidewalk along 15 going towards Edwards Ferry Road. This access would help walkability from both neighborhoods to local shopping and businesses tremendously. Thank you for receiving input!

You MUST account for the backup on 15 Northbound every weekday evening. There's no point building this huge interchange if the whole thing is going to be snarled by traffic that can't get on to the road headed to Lucketts and Frederick. Something has to be done with that merge where the bypass and 15 Business come together north of town. The public will go nuts if they deal with construction at this intersection for a year plus only to have the same problems they had before.

Neighborhood Information Meeting Questions/Comments
The Rt 15 light is currently not really an issue since the traffic backs up from the Raspberry Falls light. What is being done to remove that bottle neck? And have we investigated if after removing the Raspberry Falls light we still NEED a bypass? It's only 2 hours in the afternoon that this is an issue.
i can hear you
yes audio is fine thanks
What will you do to discourage more development along Rt 15 if the road is widened? We can keep widening the roads and ruin the scenery forever and it will NEVER be enough if you keep allowing more development
Why are we trying to make it easier for people from MD to commute over POR, instead of pushing back and making them agree to a bridge that extends 28 across the Potomac
you should use the current orientation of balls bluff road not the abandoned right of way
What will you do to mitigate noise pollution that is caused by the increased traffic on 15? It is already noisy as it is, and at least now cars have to stop along the way.
What impacts are anticipated to the church property east of the interchange? Will land be needed for the sidewalk?
When construction happens, will the Battlefield Pkwy/US Route 15 intersection close for a detour route similar to the Battlefield Pkwy/Virginia Route 7 SPU when that interchange was constructed?
Option 2 won't work - people will take the shortest path &. no one thinks that tunnels are safe for pedestrians
Will the bridge over the US Route 15 Bypass have a bridge support pier in the middle?
How will people get across RT 15 while the construction is going on?
why not roundabout option 1 with a red signal on demand on the ramps for pedestrians
What would any option do for the traffic just north of the intersection that backs up to the light at Whites Ferry Road?
Opening up the intersection at Battlefield and 15 will further enhance the Drag-Strip that exists today. Tractor Trailers and others fly down 15 through these areas. Also considerable money and focus given to pedestrian crossings when there is little need for same!
Why can't all the bypass projects be moved further north past Battlefield and nearer the Business 15 merge?
Who are you aiming to serve here? Are you prioritizing vehicles and out-of-state travelers, or people who live here? Your proposals mostly prioritize cars, not the people who live here?
Until such time that Rte 15 is widened north of Battlefield, these changes will do nothing but expedite traffic to the congestion area where 15 narrows.
How will the current Battlefield Pkwy/US Route 15 Bypass intersection handle the extra traffic once the 66 Outside the Beltway Express Lanes open to traffic?
How does this align with national and state Vision Zero goals and has the Virginia Highway Safety Improvement office guided the design alternatives?
Was driver confusion (like with roundabouts or DDI) considered when determine the relative pedestrian safety analysis?
Are you answering questions publicly?

While this project is awaiting funding, is there a plan in place to extend Safe-T Ride operating hours to allow pedestrians safe transportation across Route 15 (most employees/patrons of businesses East of RT 15 work beyond the 7PM weekday/ 6PM weekend cutoff)?
The land acquired from the Potomac Crossing developer in the 1980's for this intersection is large enough to accommodate a classic cloverleaf interchange. That was the largest thing they thought they'd need to accommodate. If you don't need all that land for Alternatives A or C, what would become of the right of way originally acquired?
Detailed diagrams of all options to vote on?
I have little confidence that the road towards point of rocks will be fixed and free flowing. what happens to these options when the traffic northbound stops
Alt A looks similar to the double roundabout near Paonian Springs. Would that interchange be similar?
I am a resident living off Balls Bluff and having a backyard facing 15 Bypass, I am not for any of these options without further study of the traffic impacts north of battlefield as this appears to be the largest issue
My concern is all of the additional traffic along Battlefield - it is already a racetrack. How will pedestrians safely cross Battlefield near the elementary school?
I listened to the briefing given by LoCo & VDOT to the Town Council, and they're planning on adding yet another traffic light at 15 Bypass/King Street intersection. Adding more traffic lights here doesn't make sense. Have these plans taken their planning into account?
For option A-1, will the pedestrian crossings include pedestrian alert buttons (sounds, lights) to indicate to the incoming traffic right of way?
Will studies be done to analyze the need for sound barriers at the interchange?
Why is this even being considered? There is no issue at this light that a non-signalized intersection is resolving.
Can you share - What are the pedestrian counts ? Week days vs weekends?
What is the difference in distance for the pedestrian options for Alternative A?
Both sides of Battlefield Parkway are residential areas. How will you address additional increase in traffic recklessness, speeding?
Why can't we just have an overpass? No traffic from Battlefield onto and off of 15? Remove that access?
Has there been thoughts about combining the ped. walkways before the RT 15 crossing, so only one is required rather than two?
It sounds like the entire project is only aimed at removing a light in the name of removing a light. Has anyone reported any issues with bike or pedestrian access ever since the crosswalk and sidewalk were added?
If the option is chosen that affects Fieldstone, would a pedestrian light be added? People already threaten pedestrians there.
I would like to ask about Dry Hollow Road, as I believe that who owns the road has not been determined. What road or land would be developed in the Dry Hollow Road Alternative (which John Maddox referred to) ? My house backs to the undeveloped road and that would negatively impact the natural beauty, abundant wildlife, school climate, and property value.

What type of traffic backup or issues do you anticipate from school buses if you build Alternative A with the two roundabouts?
If pedestrian safety is the main goal - why not build a pedestrian bridge/walkway over 15?
how have the various interchange designs been rated/received? example - RT66/RT15 interchange - how successful has it been found? ditto with RT7/RT9 interchange? both of these designs are being considered here.
Why is there not an option to eliminate access to 15 from Battlefield? I am sick of not being able to leave my development because of every Maryland license plate speeding down Battlefield. I would rather drive further to access 15 than have this speedway get even more dangerous.
If pedestrian and bicycle safety is an issue, why not just build an overpass for non-motorized vehicles?
It is incredible that this project is not coordinated with the Rt. 15 segment. Retention of the signal will make this a wasted project. To say that its not your problem is absolute nonsense. How is this good planning and good expenditure of public funds.
When do you anticipate Request for Proposal to be released and construction be started?
At this point do you have an order of magnitude cost comparison for the options that show a higher cost?
For Option A-2, given that the pedestrian tunnels are significantly removed from view, what design elements have been considered to reduce security concerns in the tunnels at night.
Why do the tunnels in AltA Opt2 have to be so far out of the way?
Adding this improvement will create more traffic through the Potomac Crossing neighborhoods without really solving the traffic issue upstream. If the goal is pedestrian, why not just create a pedestrian bridge.
While not part of this project, but you mentioned surveys all the way up to Maryland border. Have there been any plans about widening/replacing the Point of Rocks bridge to/from Maryland?
With all options will a signal get added at Balls Bluff Rd? Our community pool is there, and it is already like playing a version of frogger to get across Battlefield.
At the present time, there's little incentive for people to use Battlefield Parkway as a shortcut in the afternoon. What makes you think that by making it easy to go from Battlefield Parkway to 15 that this will not become a convenient shortcut. Battlefield Parkway has many children. So it seems that a problem that does not exist is being exchanged for a safety problem for children.
Why aren't we reading all questions and comments posted?
Would it be possible to entertain a Bike/Walk path that runs south from Battlefield to Edwards Ferry Rd. alongside Rt 15.
were any proposed changes to the intersections of Plaza Dr/Battlefield and Catoctin Circle/Battlefield reviewed? i missed a few minutes at the beginning?
Pedestrian tunnels often lead to crime opportunities of many types - what type of lighting? Will there be a recommendation for increased police patrol on foot/bicycle in the pedestrian tunnel if that option is chosen?
What is the panel's response to the fact that while ""doing nothing"" impacts traffic, environmental impacts are least negative (according to your chart) by not doing anything. And given that this entire redesign is on the assumption traffic will be improved, what evidence is there that it will improve traffic if further north remains congested?
Are Balll Bluff residents going to lose Battlefield access to RT 15 for all options?

Is there consideration of aligning this project with widening RT 15 to north town limits. Has there been any consideration of removing the business interchange north of town and have that traffic funnel to this interchange removing the choke point north of town.
How long is the projected time for completion, and how much will the local traffic be disrupted .
Furthermore, direct ramping from Battlefield North will only push traffic congestion slightly North, and will increase traffic back-up on the East Side of Battlefield into the Potomac Crossing neighborhood. Until 15 is fully widened traffic will either stall on Rte. 15 or on Battlefield
What will be done to discourage those traveling west on Battlefield, from turning right onto Balls Bluff road, and by passing the intersection at 15 Bypass and Battelfield. You'll be surrounding the homes NE of the intersection with traffic.
You say it will ultimately help residents, but you are prioritizing allowing drivers from out of state to have less delay, increasing expanse to local residents--at the same time you are reducing safe access on local roads (Dry Hollow, etc.).
It is unclear on why the pedestrian issue is being focused on Battlefield. It seems that there are more pedestrians attempting to cross 15 at the Edwards Ferry road to get to the target shopping area now that Walmart no longer exists. Are there plans to provide pedestrian crossing at that intersection?
How close will the on and off ramps be for the residents at the intersection of battlefield and 15 - specifically the homes that back to rte 15 in the Potomac Crossing neighborhood?
Slide 5 and 8 refer to Balls Bluff Rd. Slide 5 / I assume closes unused openings on 15 Bypass?? / great Slide 8- do either access alternative use current Potomac Crossing property in back of Barksdale homes from Battlefield to 15 Bypass ?'
What changes are under consideration for the Battlefield Parkway intersection w/ Balls Bluff Road?
Have you compared the relative environmental impact of each of these alternatives (emissions, limestone karst, etc.). How do alternatives rank in the reduction of emissions?
It appears that all options would require elimination of the existing community monuments on both sides of battlefield parkway. Is that correct?
Regardless of what, if anything is done for this exchange, the bottleneck will always be the bridge which is owned by Maryland which will create a bigger parking ;to The larger the footprint means the closer this noisy traffic is to my house 24 hours a day to address traffic issues which only occur a couple hours a day, why would I or any of my neighbors think this sacrifice by us for thru traffic is a reasonable idea?
Why are you stating that roundabouts mean uncontrolled pedstrian access? You make the rules-- pedestrians in the RAB means drivers stop.
Are alternatives being explored that do not remove the signal?
Why not have Rt 15 go under Battlefield in a tunnel?
What factors will impact the decision for lights at Fieldstone and Balls Bluff Road?
You could incorporate the walk lights at the roundabout by just moving it a bit further away from the roundabout itself and a bit further into the straightaways, reducing potential driver confusion.
Based on all of the options, the open green area in the Potomac Crossing neighborhood will be lost. Am I looking at the diagrams correctly?
If the 4 lane expansion of route 15 north does not happen / get funded, will the battlefield interchange not happen since that project supercedes this interchange?

<p>What would be the height of the overpass and slope of Battlefield on approach to the overpass? Thinking from a pedestrian/cyclist perspective... the overpass at Rt. 7 and Battlefield is rough for the casual cyclist/pedestrian. I guess there's no options to route pedestrians and cyclists under Rt. 15?</p>
<p>have you differentiated b</p>
<p>If option 2 for the roundabout option is selected, what would need to be done to mandate all pedestrian traffic use the safer pedestrian tunnel?</p>
<p>Are there any major utility relocations anticipated?</p>
<p>pedestriance and bikes from cyclists that use the road like a car?</p>
<p>Why not just build a bridge from Rt 28 in Sterling across to MD? The new traffic light at Battlefield and Rt 15 light has improved pedestrian/bike crossing.</p>
<p>Will this presentation will be available on the Town's website? I missed the first 15 minutes.</p>
<p>Where would this funding come from? Will town taxpayers and property owners along the route be responsible for this project?</p>
<p>Level of Service is being replace in forward-looking jurisdictions with Vehicle Miles Traveled metrics. It looks like Leesburg engineers are wedded to the expensive, outmoded Level of Service metric. Please comment.</p>
<p>We are making unwanted modifications in Leesburg that will not solve auto traffic because the towns up 15 will not widen 15. If the focus is pedestrian, one option for a ped bridge should be present vs just building more roads on green land. Why isn't it?</p>
<p>as part of this project will you remove the invasive trees growing along Rt 15 (e.g. Bradford pears and Autumn Olive)? And will you plant native trees in their stead?</p>
<p>Will the speed limit of 15 North stay 45 mph? Will noise pollution be same for alternatives? If noise is not considered until design, how do we consider alternatives not knowing of walls will or will not be included? What could be speed limit of the associated ramps in alternatives?</p>
<p>Will there be an auxiliary lane between the Edwards Ferry Rd Interchange and the Battlefield Pkwy Interchange?</p>
<p>Why not open White's Ferry? That would lessen the traffic build up at Battlefield.</p>
<p>Related to stormwater management, has there been any preliminary review to understand what may be required (ie ponds) and where they may be constructed in relation to the four quadrants?</p>
<p>Are any of the presenters familiar with the many national studies on how facilitating highway expansion to the detriment of local communities is futile, in terms of congestion reduction? Where is the leadership here? Loudoun's transportation planners are sticking with these failed policies, but Leesburg doesn't have the data center revenue to continue to finance expansions. The lack of forward-thinking is financially onerous.</p>
<p>What is the statistical significance between the 4 designs relative to pedestrian-auto accidents? there are different possibilities of accidents because on the number of times a pedsetian has to walk across the road.</p>
<p>If Edwards Ferry intersection becomes an interchange, and Battlefield Pkwy be comes and interchange, what happens at the White's Ferry signal, which the county is going to retain (despite public preference for a roundabout). Can you share how these \$160M projects are going to work with a signal instead of a roundabout at White's Ferry? Please share the studies and the coordination.</p>
<p>What is the impact of any of these alternatives on the houses that back up to Battlefield between 15 and Shanks Evans Road? Specifically, will turn lanes be constructed behind the houses on the north side of Battlefield?</p>

<p>Vehicle storage on the ramps and exiting speeds - which design best addresses the related safety factors?</p>
<p>how will people visit the businesses on Rt 15 North if there is no break in traffic caused by the lights further South?</p>
<p>Have pedestrian bridges been removed from consideration? They seem to be an excellent way to remove pedestrians from traffic?</p>
<p>How many accidents (vehicular/ pedestrian) have occurred at this intersection that requires this interchange?</p>
<p>If pedestrian safety is truly the justification for this process, then please present to us now what statistics you have on pedestrian-involved accidents at this intersection. We need to hear evidence supporting your rationale.</p>
<p>Does Alt A 2 pedestrian crossing have a bridge or an underground? Not obvious by drawing</p>
<p>Those of us who daily travel this intersection to points north know that the backups at Battlefield are just an extension of the backups at the White's Ferry Rd signal. It looks like there hasn't been any coordination between the jurisdictions. If I'm wrong, can you detail what coordination has occurred?</p>
<p>What are you doing to address the environmental impacts (the limestone karst geology)?</p>
<p>Several times there has been mention that these improvements are for pedestrian and bicycle safety. I used this crossing frequently and never consider it "unsafe" if I follow the signals. I also have not heard of any pedestrian accidents at this intersection. Have there been any? Hard to understand this expenditure if it is really for pedestrian and bicycle safety.</p>
<p>All of this is over 25 pedestrians per day?</p>
<p>No easy answer to speeding." The engineer who leads Strong Towns.org says a road's safety issues are not an enforcement issue, but a design issue. Please comment, and please review Charles Marohn's videos and then comment. Speeding and safety is are design issues.</p>
<p>Please better explain Balls Bluff alternatives (slide 8). Where does alternative 1 and 2 go to meet up with Bypass? - through Nancy Conner property? or behind Barksdale homes?</p>
<p>These proposals all mask the real issue of a need to have additional crossings into Maryland. What are you doing to A) reopen White's Ferry and B) build a bridge that accommodates Maryland bound traffic from 28? This proposal just encourages increased thru-traffic at the expense of safety and quality of life for Leesburg.</p>
<p>Why aren't you reading all comments/questions posted?</p>
<p>I had to put my kids to bed so not sure if this has been asked ... will a noise barrier wall be installed particularly on the NE corner of the intersection? It seems like this could be done long before the interchange is actually built.</p>
<p>I would like to ask about Dry Hollow Road, as I believe that who owns the road has not been determined. What road or land would be developed in the Dry Hollow Road Alternative (which John Maddox referred to) ? My house backs to the undeveloped road and that would negatively impact the natural beauty, abundant wildlife, school climate, and property value. Exeter and Balls Bluff are established communities, for the past 30 years.</p>
<p>So to make sure I understand Ms. LaFollette's statement, a pedestrian bridge was considered too expensive but a full overpass is not?</p>
<p>the fieldstone drive area had a tunnel that was closed due to crime, why are we considering four new tunnels</p>

<p>Could the local school curriculum include anything for road safety as a pedestrian and/or cyclist? Thinking of both the German education system which has this in elementary school, and thinking of a boy I saw who almost got hit at the 15/Battlefield intersection when he ignored the crossing signal and simply darted out into traffic.</p>
<p>Thank you :) Very thoughtful and informative!</p>
<p>since this is essentially a residential interchange, what considerations are being given to aesthetic impacts on adjacent neighborhoods?</p>
<p>Please remember that the pedestrian tunnel under Battlefield (in Exeter) was totally closed off due to safety concerns about 15 years ago.</p>
<p>What about another bridge - not just a wider one.</p>
<p>Why does the Alt A O2 not have an option for a pedestrian bridge vice an underground? This could reduce the distance needed per ADA.</p>
<p>Have you considered a hybrid of Alternative A options 1 and 2, where the sidewalk on the south side of Battlefield Parkway crosses the ramps at grade via crosswalks, and the mixed-use path on the north uses tunnels?</p>
<p>We did have a tunnel across Battlefield from N-S and it has been filled in and covered. I think that was an unsafe tunnel.</p>
<p>Why are talking about building more pedestrian tunnels when the tunnel under Battlefield in Exeter was filled in?</p>
<p>Do you anticipate a backup for people from Battlefield trying to get onto Rt15? Without a light it will be really hard to get onto RT15 when it's heavily travelled</p>
<p>If this goes down to one lane how does that impact emergency vehicles</p>
<p>Why did Dana just ignore my environmental question?</p>
<p>If the widening of Rt 15 will remove back ups, then why are we doing all of this?</p>
<p>What do you think the removal of signals on Rte 15 will do to the speed of traffic through this area. As is, commuter vehicles fly down this strip</p>
<p>How would the ramps affect residents in Exeter, who live along Dry Hollow Road, in the Exeter subdivision? What would be the proximity?</p>
<p>Have you considered the possibilities of sinkholes in your design plan? Given this area has had numerous geological occurrences in the last decade, is this capable of being safely planned for?</p>
<p>Do all alternatives result in elimination of the Exeter and Potomac Crossing monuments?</p>
<p>Why does it make sense to spend money on widening Rt 15 when all the traffic from MD comes South, only to turn and head towards Dulles/Herndon</p>
<p>This project is NOT in the best interest of neighbors in this community. NO BUILD IS OUR VOTE.</p>
<p>The current Pedestrian crossings are not always heeded by motorists on Battlefield.</p>
<p>Thank you all for taking the time to attempt to answer questions. The online format, although great in some ways, does hinder a civil back-and-forth that would make for a richer interchange.</p>
<p>Would there be no thru trucks on battlefield with constructing any alternative? If yes, could the design significantly reduce the current engine braking/jake brake</p>
<p>Given all the projects being discussed or referred to - is anyone responsible for watching the scheduling and how they might impact each other</p>
<p>If the overpass is 17 feet in height and a 4 degree angle of incline. How far does the expanse increase?</p>

Thank you!
Thank you for your time.
Thank you. look forward to updates.
Thank you for your time everyone.
Nice Job
Emailed Questions
Will the Battlefield Pkwy bridge over US Route 15 have a bridge support pier? I have seen the Route 234/Balls Ford Rd interchange bridge over Route 234 be constructed without any bridge support pier.
Will the bridge be wide enough to accommodate 3 or 4 lanes in each direction on US Route 15 if this road is to be widened in the future?
As discussed in our previous emails, my concern was with the property behind our homes along Barksdale Drive from the Battlefield Regional Park out to the 15 Bypass. If I understand slide 2 from the presentation, the access on the Bypass would be closed. Is that Correct?
I was confused by the information on slide 8. Where do alternatives 1 and 2 for Balls Bluff Road go, and why are they necessary since current "access" was never used? -through Nancy Connor estate property?
I am curious about accommodation for handicap access for the pedestrian portion of the designs. I know there is a powered wheelchair person that uses the current at grade crossing between Exeter and Potomac Crossing.
With the different designs, will the recent fiber optic cables require relocation? I mention this because there is very little fiber traffic now but with the time frame of the project, this could result in a cost over run if there is an impact.
has LCSO and Leesburg Police been contacted for input?
I don't visually understand what they are trying to do, but I am concerned with the language on the project that specifically says that one of the main purposes of this project is to discourage pedestrian crossing - basically cutting Potomac Crossing and Exeter from each other by foot or bicycle. How does this promote community, how does this help the businesses on the west side of Route 15, and how does this help the environment and wellbeing of the community if it discourages physical outdoor activities?