



**Belmont Ridge Road Corridor Planning Study
Phase 1
Blue Ridge District**

**Public Comment Period
September 21, 2022 through October 5, 2022**

Summary of Public Comments & Questions Received with Responses

Introduction

The primary goal of this public comment period was to provide the community a summary of the Route 659 Corridor Study approach and findings, and to receive and evaluate feedback from the public regarding the study. This document summarizes the input received and includes three sections:

1. Questions asked during the public comment period with a response provided for each question.
2. All other comments received during the public comment period.
3. Responses and additional information regarding topics that were prevalent as common themes throughout the comments and questions.

1. Questions & Answers

This section of the document includes all questions asked during the public comment period and responses from the study team.

Q1. Thanks for the initiatives. I've two homes in Brambleton. Both are on Belmont ridge rd. I've few concerns: 1) Why 45 speed limit in residential road? Should be 35? 2) At Legacy park dr & Belmont ridge rd intersection it took 3-5 min to turn left turn and very scary to as the vehicle approaching at ~50 miles speed. Please focus on more improvement at that intersection. Thanks	
A1:	1) In the Adopted Loudoun County 2019 Countywide Transportation Plan, Belmont Ridge Road is classified as a Minor Collector. This roadway type serves to provide connections within communities. A residential road – or local road – is typically within neighborhoods where residences connect to the road via driveways. Information on how VDOT sets speed limits can be found https://www.virginiadot.org/info/faq-speedlimits.asp . More

	<p>information on speed data collected as part of the corridor study as related to existing speed limit, can be found in Section 3.1 of this document.</p> <p>2) Interest in improvements at the intersection of Belmont Ridge Road and Legacy Park Drive is acknowledged. The future phase of this corridor study – Phase 2 – will consider further improvements relative to traffic operations and delay.</p>
<p>Q2. What can be done to prevent speeding on Belmont Ridge? Should random police speed traps, digital speed signs, cameras, speed bumps, and other speed control mechanisms be considered?</p>	
<p>A2:</p>	<p>Many speed management techniques such as speed humps and pole mounted speed display signs that flash driver’s speeds in real time, are typically applied on residential roadways. Speed cameras are not enforceable in Virginia unless they are for active school zones or work zones. This is described in the Virginia Code § 46.2-882.1, for which further details can be found here: https://law.lis.virginia.gov/vacode/title46.2/chapter8/section46.2-882.1/. For these reasons, speed cameras would not be enforceable along most of Belmont Ridge Road. As the use of speed cameras for school zones and work zones is a fairly new law, Virginia counties are currently exploring potential pilots of such applications.</p> <p>While increased enforcement can have an impact on travel speeds, more roadway improvements are being explored in Phase 2 of this study that would contribute to reducing travel speeds on the corridor. For roadways like Belmont Ridge Road, other speed management techniques that could be applied include narrowing lane widths, introduction of roundabouts, and/or a road diet where the number of lanes are reduced.</p> <p>Please see also Section 3.1 for more details regarding travel speeds on the corridor.</p>
<p>Q3. Mechanisms to enforce speed limit - due to frequent overspeeding, can digital speed signs, cameras, speed bumps, and other speed control mechanisms be considered?</p>	
<p>A3:</p>	<p>Please see response to Q2 above.</p>
<p>Q4. Safe pedestrian crosswalk solution at Legacy Elementary Intersection - did the traffic control warrant study consider that this particular intersection prohibits residents and children from safely crossing the street to directly get to their Elementary school, Legacy Park, Farmers Market, and Town Center? Have flashing signals for crossing been considered? Do all County schools with traffic lights/flashing signs meet the same standard?</p>	
<p>A4:</p>	<p>The traffic signal warrant screening that was conducted is based on the federal Manual on Uniform Traffic Control Devices (MUTCD), which specifies requirements for signals on public roadways. The purpose of the MUTCD is to provide uniformity of traffic control devices to promote highway safety and efficiency on the nation's roadways; improvements are bound by the requirements in the MUTCD. Such a warrant considers pedestrian crossing volumes, but not crossing conditions as described in this question.</p> <p>The pedestrian crossing study that was performed at Legacy Park Drive considered the “flashing lights/signals” such as Pedestrian Hybrid Beacons and Rectangular Rapid Flashing Beacons (RRFB). At the time the study was conducted, the warrants for these treatments were not met</p>

	<p>due to the pedestrian crossing volumes being lower than the minimum threshold, pursuant to VDOT policy. Since the time of the study, updates to the VDOT policy have been made and additional treatments such as RRFBs may be further explored (if improvements are approved by the Board of Supervisors and funded) and at such time when they reach future design stages.</p> <p>As to whether all school crossing devices meet the same standard, traffic control devices installed on publicly maintained roadways should be evaluated and installed based on consistent federal and state standards, although there are site-specific conditions that may justify differences from those standards of practice.</p>
<p>Q5. Project timeline acceleration - Since 2040 is a long time away, can the County provide a timeline for early improvements so that the Community can expect changes sooner? As mentioned, Community has been always waiting very long for the Northstar extension.</p>	
A5:	<p>The year 2040 is a target year for the future Phase 2, long-term analyses, such that any proposed improvements could accommodate those traffic volumes further out on the horizon. The actual timeline for implementation of improvements would depend on whether the Board of Supervisors approved the improvements and if/when funding is identified.</p>
<p>Q6. Reduction of an already very high-speed limit - What is being done to address points noted in the Brambleton Community Association (BCA) road survey that highlights inconsistencies with similar roads in Ashburn, and what is being done to bring this road in line with the Loudoun County 2019 Countywide transportation plan classification as a Minor Collector - Level 6 with a 35-mph speed limit?</p>	
A6:	<p>The Brambleton Community Association desire to bring the corridor more in line with the Minor Collector roadway classification in the Adopted Loudoun County 2019 Countywide Transportation Plan was an impetus to this study and is the focus of Phase 2 of the study, which will be presented to the public in a later stage and separate public comment period.</p>
<p>Q7. Mechanisms to enforce speed limit - due to frequent speeding, can digital speed signs, cameras, speed bumps, and other speed control mechanisms be considered?</p>	
A7:	<p>Please see response to Q2 above.</p>
<p>Q8. Through truck restriction sign - can VDOT Through truck restriction criteria be evaluated ? Highly recommend that a No Through Trucks sign be put in place for this residential road.</p>	
A8:	<p>As Belmont Ridge Road is a public roadway and is classified as a minor arterial according to the Virginia Department of Transportation roadway classification, as well as a Corridor of Statewide Significance, its function for serving general through traffic is critical to the performance of the overall roadway network.</p> <p>To implement a Through Truck Restriction, Virginia policy indicates that any local governing body can request VDOT to restrict the use of through trucks on any part of a primary or secondary highway that is under the jurisdiction of VDOT if there is a reasonable alternate route that is provided. For example, the alternate route would need to have the same or better roadway conditions for the additional trucks. For more information on VDOT's Through Truck Restriction</p>

	<p>Program please see the following Frequently Asked Questions and Adopted Guidelines links below.</p> <p>VDOT Through Truck Restriction Program – Frequently Asked Questions VDOT Through Truck Restriction Program – Adopted Guidelines</p> <p>Through Truck Restrictions are not being considered as part of this particular County study, as the adjacent roadway network is not yet completely built out.</p>
<p>Q9. Safe pedestrian crosswalk solution at Legacy Elementary Intersection - did the traffic control warrant study consider that?</p>	
A9:	Please see response to Q4 above.
<p>Q10. Reduction of an already very high-speed limit: What is being done to bring this road in line with the Loudoun County 2019 Countywide transportation plan classification as a Minor Collector - Level 6 with a 35-mph speed limit?</p>	
A10:	Please see response to Q6 above.
<p>Q11. Mechanisms to enforce speed limit missing: can digital speed signs, cameras, speed bumps, and other speed control mechanisms be added?</p>	
A11:	Please see response to Q2 above.
<p>Q12. Through truck restriction sign missing: VDOT Through truck restriction criteria should be evaluated to put a No Through Trucks sig. This is a huge concern</p>	
A12:	Please see response to Q8 above.
<p>Q13. Further safety in Legacy Park pedestrian crosswalk solution: this intersection prohibits residents and children from safely crossing the street to directly get to their Elementary school, Legacy Park, Farmers Market, and Town Center. Can flashing signals for crossing be added? Do all County schools with traffic lights/flashing signs meet the same standard? At what times/duration was the signal warrant study taken; was it at peak times when school traffic is at its most?</p>	
A13:	<p>Please see response to Q4 above.</p> <p>Regarding the additional part of this question as to what times/duration the signal warrant screening was conducted, turning vehicle traffic counts used in the analysis were collected from 6-10 AM and from 3-7 PM. Mainline traffic counts on Belmont Ridge Road were collected for all hours of the day. At this particular intersection, additional engineering observations were conducted to capture the school release activity as well, between 2-3 PM. The signal warrant screening revealed that additional turn movement counts conducted from 2-3 PM would not change the outcome or results of the findings, nor would they reach levels to meet the required number of hours for the signal warrant thresholds.</p>

	<p>The Virginia Department of Transportation also conducted a signal warrant study using turn movement traffic counts from all hours of the day in January 2020, and a signal was not warranted.</p> <p>Section 3.3 provides additional details on the signal warrant screening and federal requirements. The intersection of Legacy Park Drive will be evaluated further as part of Phase 2 of this study.</p>
<p>Q14. Missing School Zones Speed Limit (SZSL) signs near Legacy Elementary: SZSL are on other roads in the area that are next to a school, and there are no obvious warning signs for Legacy elementary school. The signs on Legacy Park Drive do not make sense as the road is already at 25mph. How can these signs be installed on Belmont Ridge Road?</p>	
A14:	<p>Virginia Code Section § 46.2-873 defines and describes the characteristics of such school areas that justify the establishment of a School Zone Speed Limit and the location of such zones as well as certain signage and operational requirements.</p> <p>The Virginia Department of Transportation conducted a School Zone Speed Limit study and determined that such a signed zone would not be applicable at this location because: (1) there is no direct entrance into or out of Legacy Elementary School from Belmont Ridge Road and (2) there is no school walk zone along Belmont Ridge Road where children are required to walk across Belmont Ridge Road or walk parallel along the multi-lane roadway. There are existing reduced school speed zones on Legacy Park Drive and Minerva Drive where the children do walk.</p>
<p>Q15. Sound Study missing: can concrete or landscape barriers be added to shield pedestrians and homes?</p>	
A15:	<p>A formal sound or barrier study is not part of this corridor planning study, although alternative concepts being evaluated in Phase 2 of the study may result in reduced traffic volumes, reduced noise, increased space between existing residences and the travel way, as well as opportunities for additional landscape buffers.</p> <p>Information on noise walls and sound studies, and their applicability to different project types, can be found on this VDOT webpage: https://www.virginiadot.org/projects/pr-noise-walls-about.asp.</p>
<p>Q16. Reduction of an already very high-speed limit – What is being done to address points noted in the Brambleton Community Association (BCA) road survey that highlights inconsistencies with similar roads in Ashburn, and what is being done to bring this road in line with the Loudoun County 2019 Countywide transportation plan classification as a Minor Collector – Level 6 with a 35-mph speed limit?</p>	
A16:	<p>Please see response to Q6 above.</p>
<p>Q17. Mechanisms to enforce speed limit missing- due to frequent overspeeding, can digital speed signs, cameras, speed bumps, and other speed control mechanisms be added?</p>	
A17:	<p>Please see response to Q2 above.</p>

Q18. Through truck restriction sign missing- can VDOT Through truck restriction criteria be evaluated and a No Through Trucks sign be put in place for this residential road? This is a huge concern

A18: Please see response to Q8 above.

Q19. Robust Barrier solutions missing – similar to other areas, can concrete or landscape barriers be added to shield pedestrians and homes close to the edge of road from debris, pollution, and sound effects?

A19: Please see response to Q15 above.

Q20. Reduction of an already very high-speed limit – What is being done to address points noted in the Brambleton Community Association (BCA) road survey that highlights inconsistencies with similar roads in Ashburn, and what is being done to bring this road in line with the Loudoun County 2019 Countywide transportation plan classification as a Minor Collector – Level 6 with a 35-mph speed limit?

A20: Please see response to Q6 above.

Q21. Mechanisms to enforce speed limit missing- due to frequent overspeeding, can digital speed signs, cameras, speed bumps, and other speed control mechanisms be added?

A21: Please see response to Q2 above.

Q22. Through truck restriction sign missing- can VDOT Through truck restriction criteria be evaluated and a No Through Trucks sign be put in place for this residential road? This is a huge concern

A22: Please see response to Q8 above.

Q23. Further safety in Legacy Park pedestrian crosswalk solution – did the traffic control warrant study consider that this particular intersection prohibits residents and children from safely crossing the street to directly get to their Elementary school, Legacy Park, Farmer’s Market, and Town Center? Can flashing signals for crossing be added? Do all County schools with traffic lights/flashing signs meet the same standard? At what times/duration was the signal warrant study taken; was it at peak times when school traffic is at its most?

A23: Please see response to Q4 and Q13 above.

Q24. Missing School Zones Speed Limit (SZSL) signs near Legacy Elementary – We see SZSL on other roads in the area that are next to a school, and there are no obvious warning signs for Legacy elementary school on this road. The signs on Legacy Park Drive do not make sense as the road is already at 25mph. How can these signs be installed on Belmont Ridge Road?

A24: Please see response to Q14 above.

Q25. Unclear basis for the expected decrease in North-Sound traffic along Belmont Ridge – Since travel patterns have been established over time, can County share some data that backs the expectation that volumes will decrease with the Northstar extension and by how much?

A25: Changes to the adjacent roadway network in this area of the county is expected to divert traffic volumes to other new roadway links including the Northstar Boulevard extension. The resulting estimated decreases in traffic volumes along Belmont Ridge Road in the future will be explained in more detail in Phase 2 of this study.

Q26. Missing solution for Legacy park westbound delays - Why are solutions to this intersection being delayed to phase 2 when it was noted that this westbound movement does not operate at acceptable traffic conditions? Requesting expedited resolution of westbound movement delay issues.

A26: The operational issue and westbound delays at Legacy Park Drive need to be investigated more closely in Phase 2 of this study, because the decision on the ultimate traffic control and intersection configuration should consider longer-term, future traffic volumes. The purpose of Phase 1 was to explore shorter-term solutions based on existing traffic volumes.

See also Section 3.3 of this document for more information regarding the Legacy Park Drive intersection.

Q27. Missing dates/times/durations used for speed limit measurement and truck volume- can it be clarified what times, durations the speed limit rates and truck volumes were measured? Was it measured at peak volumes?

A27: Speed data was collected for continuous 24-hour periods during all times of day (including peak volumes) over a three day period from September 21 – 23, 2021. This is the same time period and dates during which traffic volumes and truck volumes were measured.

Q28. Sound Study missing - can a sound study be conducted to address loud roadway sounds?

A28: Please see response to Q15 above.

Q29. Robust Barrier solutions missing - similar to other areas, can concrete or landscape barriers be added to shield pedestrians and homes close to the edge of road from debris, pollution, and sound effects?

A29: Please see response to Q15 above.

Q30. Pedestrian Accommodation missing- can we get some early thoughts/options on what may be recommended regarding pedestrian pathway improvements since current walkways are so close to the edge of the road near Legacy park?

A30: One of the primary purposes of Phase 1 of this study was to evaluate opportunities for pedestrian crossings across Belmont Ridge Road. Alternative roadway configurations for Belmont Ridge Road, including the parallel pedestrian facilities, will be evaluated further in Phase 2 of the study.

Q31. Bicycle Accommodation missing- can we get some early thoughts/options on what may be recommended regarding bike lanes?

A31: The Adopted Loudoun County 2019 Countywide Transportation Plan calls for Belmont Ridge Road in this section of the corridor to have a sidewalk on one side and a shared use path on the opposite side; on-street bicycle facilities are not included. However, the specifics for accommodations of bicycles along Belmont Ridge Road are being considered further in Phase 2 of the study, such that the accommodations can be considered holistically along with potential changes in roadway configuration.

Q32. Road name change missing - Can this roadway's name be changed since Northstar is the natural extension linked to the rest of Belmont ridge road north of Northstar?

A32: There is a formal process required for seeking a change to a roadway name, according to the Loudoun County Code of Ordinances, Section 120.07. [https://codelibrary.amlegal.com/codes/loudouncounty/latest/loudounco va/0-0-0-6409](https://codelibrary.amlegal.com/codes/loudouncounty/latest/loudounco_va/0-0-0-6409)

Additional roadway configuration alternatives for Belmont Ridge Road that are being considered in Phase 2 of this study would also help drivers recognize Northstar Boulevard as the primary north-south arterial, and the more natural extension of Belmont Ridge Road.

Q33. Project timeline acceleration requested - Since 2040 is a long time away, can the County provide a timeline for early improvements so that the Community can expect changes sooner? As mentioned, Community has already been waiting very long for the Northstar extension.

A33: Please see response to Q5 above.

Q34. In-person/Live meetings between County and Community members requested - is there a plan for live interactions, and can we request a dialogue between the County team and the Community on the mentioned issues?

A34: To discuss the study with the County study team, contact information can be found on the study webpage loudoun.gov/belmontridgeroadstudy. The findings of Phase 2 will be presented in a second public comment period and the format for that outreach is currently being evaluated and this input will be considered.

Q35. As a resident of Brambleton since 2003, I am so grateful you are finally pursuing some safety measures for Legacy Park Drive at Belmont Ridge Road. I approve of the crosswalks as a short term solution (a bridge or tunnel would be ideal for the long term). Driving this stretch of road yesterday, it occurred to me that there are very few signs indicating the speed limit. Is it possible to install a solar-powered sign (like downtown Aldie) that posts the speed limit and then flashes what speed the driver is actually going? It is so easy for cars to speed here without realizing it.

A35: The signs referenced in this comment are Pole Mounted Speed Display (PMSD) signs. In accordance with VDOT policy, these devices are typically allowed on roadways with one lane in each direction and lower speed limits, although other site-specific allowances and exceptions

	<p>may be considered by VDOT leadership. Additional roadway improvements are being explored in Phase 2 of this study that would contribute to reducing travel speeds on the corridor.</p>
<p>Q36. With the installation of the crosswalk, there needs to be some public education about who stops and doesn't when a pedestrian is at the crosswalk on a 4-lane divided road. Are the rules the same as stopped school buses (only one direction stops?) Whatever the rules are, someone will be confused.</p>	
A36:	<p>Virginia Code sections § 46.2-924 and § 46.2-926 provide information on laws regarding pedestrians crossings and driver interactions, which do not come with the same requirements as school buses, where vehicles have different stop requirements depending on whether the roadway is divided or undivided.</p> <p>In the divided section of the Belmont Ridge Road corridor, the proposed marked pedestrian crossing includes a refuge island in the median where a pedestrian can pause during their crossing and then continue across the other direction of travel.</p>
<p>Q37. Is the Legacy/BRR intersection not on track to receive a traffic light in 2028 based on the below link which shows design phase beginning in 2024? What is different now vs. expected in 2028 that would qualify it for a traffic light? http://portal.loudoun.gov/LFPortalinternet/0/edoc/300638/Belmont%20Ridge%20Road%20-%20Legacy%20Dr.%20Traffic%20Signal.pdf</p>	
A37:	<p>The Loudoun County Budget and the Capital Improvement Program (CIP) includes allocation of funding for a future traffic signal at the intersection of Belmont Ridge Road and Legacy Park Drive. The funding is intended to cover the required signal warrant study, design, and construction.</p> <p>Incorporation of this signal improvement into the County Budget and CIP was established with the expectation that traffic volumes and conditions would reach levels warranting a traffic signal by the time that the funds were made available, but those conditions have not been realized over time. In order for a traffic signal to be installed, the intersection must meet minimum roadway and traffic conditions based on federal guidelines in the Manual on Uniform Traffic Control Devices (MUTCD). And in accordance with VDOT requirements, the signal must be warranted, justified, and recommended by a licensed engineer. For more information on traffic signals and this process, visit the VDOT webpage: https://www.virginiadot.org/info/faq-trafficsignals.asp.</p> <p>See also Section 3.3 of this document for more information regarding the Legacy Park Drive intersection.</p>
<p>Q38. Were proximity to elementary school, legacy park, high speed/high volume/heavy traffic BRR part of the criteria that scored the Legacy/BRR intersection on the intersection safety ranking system? Do all County schools with a traffic light meet the same standard?</p>	
A38:	<p>Please see response to Q4 above.</p> <p>Regarding the intersection safety ranking system, or the Loudoun County Intersection Improvement Program, the intersection of Belmont Ridge Road and Legacy Park Drive is a rank</p>

	<p>5 intersection and funded for a traffic signal installation under this program. See also response to Q37 above.</p> <p>See also Section 3.3 of this document for more information regarding the Legacy Park Drive intersection.</p>
<p>Q39. We find an Underpass at the intersection of Creighton and Belmont Ridge, and a new traffic light and crosswalk at the intersection of Ryan Road and Airmont Hunt Drive. Does the same justification (or even more so) not apply to the Legacy/BRR intersection?</p>	
<p>A39:</p>	<p>Each intersection is evaluated separately and in order for a traffic signal to be installed, the intersection must meet minimum roadway and traffic conditions based on federal guidelines in the Manual on Uniform Traffic Control Devices (MUTCD). And in accordance with VDOT requirements, the signal must be warranted, justified, and recommended by a licensed engineer. For more information on traffic signals and this process, visit the VDOT webpage: https://www.virginiadot.org/info/faq-trafficsignals.asp.</p> <p>See also Section 3.3 of this document for more information regarding the Legacy Park Drive intersection.</p>
<p>Q40. Speed Limit: Status on alignment of this segment of BRR with Loudoun County 2019 Countywide Transportation Plan classification as a "Minor Collector road – Level 6" ? (Reference BCA Letter)</p>	
<p>A40:</p>	<p>Please see response to Q6 above.</p>
<p>Q41. A reduction of the Belmont Ridge Road speed limit from the current 45 mph limit. This would increase the safety of pedestrians and vehicles when crossing Belmont Ridge Rd and while walking along the side of the road. Wouldn't this reduction be necessary to implement the three recommended crosswalks? If a lowering of the speed limit is not an option at this time, please increase enforcement and add an "additional fine" zone.</p>	
<p>A41:</p>	<p>See Section 3.1 of this document for more details regarding travel speeds on the corridor and the speed limit.</p> <p>A reduction in speed limit is not required for implementation of the crosswalks across Belmont Ridge Road. Installation of a crosswalk and the additional crossing treatments recommended under the existing speed limit, volume, and roadway conditions meets the standards of practice outlined in VDOT policy for uncontrolled pedestrian crossings.</p>
<p>Q42. We moved here in 2008. And since then, we have been told BRR will one day slow down - when Northstar connects to 50. Yes, it's on the CTP. Yes, BUILD funding was granted in 2018...but when? BRR is frogger. In the summer, it is worse. Kids running both ways: to the town center / to the pool. 5 years ago, the Legacy Principal made a petition for pedestrian help: https://tinyurl.com/BelmontRR</p>	
<p>A42:</p>	<p>Construction of the Northstar Boulevard connection to Route 50 is scheduled to be substantially completed by spring 2024.</p>

Q43. Why can't an overpass be installed? There is an ROI! Most of the kids are <1 mi from school and can walk.	
A43:	The evaluation of an overpass for the purpose of students crossing to and from school, across Belmont Ridge Road, was conducted at one time by Loudoun County Public Schools and deemed too costly to justify the improvement.
Q44. Common Sense ... Can anyone tell the Brambleton Community and LCPS (particularly Legacy ES) why approximately \$400,000 +/- is too much to spend to save a student's/child's, teacher's/educator's, citizen's life???????	
A44:	Question/statement acknowledged.
Q45. Did "the" Traffic Analysis Contractor read / study this https://www.virginiadot.org/info/faq-trafficsignals.asp ? Did ""the"" Traffic Analysis Contractor interview LCPS Bus Drivers that drive this four times a day?	
A45:	<p>The consultant who conducted the signal warrant screening followed guidelines in the appropriate state and federal publications and is familiar with the VDOT traffic signals webpage noted. The Virginia Department of Transportation also conducted a signal warrant study using traffic data from January 2020, and a signal was not recommended.</p> <p>The study team met with Loudoun County Public Schools for feedback and site-specific input regarding travel along the corridor and two school locations, Briar Woods High School, and Legacy Elementary School.</p>

2. Comments from the Public

The following section includes comments received in writing during the public comment period. The comments are listed in no particular order. The comments were captured verbatim, and no changes were made to what was submitted. Some of the comments below include questions, and those questions are also included above in Section 1, where answers are provided.

- 1) There should be pedestrian tunnels under Belmont Ridge Rd at Legacy Park Dr.
- 2) I think the improvements are going to improve safety considerably. Disappointing that more people are not using the tunnel and wonder if it is lit well enough at night.
- 3) There needs to be a traffic light at Legacy Park Drive and Belmont Ridge Road, as well as a tunnel going under the road for pedestrians. There is Legacy Elementary right there, and many pedestrians using this intersection. It is very dangerous, especially at night where cross traffic lights are right in each other's eyes and you can't see blinkers.
- 4) I think there should be a heavier law enforcement presence to run radar along Belmont Ridge Road. I just moved to a neighborhood off BRR and have already had several experiences where other drivers are traveling upwards of seventy to eighty miles per hour on this road. Other than that I have no complaints. Thank you for this opportunity to share my opinion.

- 5) Creighton road and NorthStar crossing is very narrow. cars turning left (from all directions) have less room as compared to other intersections in the county. This intersection badly needs to be widened.
- 6) Thank you for the presentation and all the work that made it happen. I support all the recommendations, both the actions and the decision where action is found not to be necessary at this time.
- 7) Bicycle and pedestrian safety would be enhanced greatly by:
Lowering the overall speed limit - 60 mph traffic with no policing is commonplace;
Red light cameras and monitoring - rolling stops at lights and stop signs is common, I have a close call with vehicles regularly on Belmont Ridge, Creighton, Northstar, Evergreen Mills Road there is no policing in the Neighbour hood to speak of;
Belmont Ridge is a thoroughfare, high speeds, little police presence - adds up to unsafe environment.
- 8) Speeds in the Brambleton section are way too fast - we were promised it to drop and traffic would be routed via north star but this has not happened. It is unsafe and doesn't make sense to be as fast as parkways in the area. The sidewalk is very close to the road and there is history of cars jumping the road and hurting those on the sidewalk. It needs to be safe to walk on the sidewalk and traffic should be diverted and encouraged to North Star as it has large barriers between the sidewalk/road.
- 9) I am in agreement with the safety improvements
- 10) Hello, I just completed watching the Belmont Ridge Road Corridor Safety presentation. My wife and I are homeowners in the Brambleton community and are extremely please to hear about the improvements being made to road safety along Belmont Ridge Road. We are particularly happy to learn about the improvements being made to the intersection with Legacy Park Drive, as we have personally observed how unfriendly this area is for pedestrians, and extremely difficult for cross-traffic. In fact, I had to alter my commute to get to Ryan Road via a different route, as turning left from Legacy onto Ryan Rd northbound is very difficult.
We fully support the creation of a pedestrian crosswalk at the Legacy Park intersection, which would make the area much more friendly to foot traffic. However we would also urge the county to consider building traffic lights at this intersection as well. Because of the high speed of vehicles along Belmont Ridge, drivers may not yield to pedestrians without a red light. Particularly southbound traffic moves at a high speed on the slight bend prior to the intersection coming into view. Thank you very much for your time and taking our comments.
- 11) One item I did not read in the Belmont Ridge study was a need for an arrow light coming from creighton road to turn onto North Star. In the morning especially coming out of school there is a delay in traffic turning because everyone is going straight through. I have also encountered on several occasions a car make a last minute change to go straight vs turning right coming from the schools. Drivers trying to anticipate if they can turn may look at the lane the car is in because there isn't an arrow.
- 12) The intersection of Belmont Ridge Dr and Legacy Park Dr is the most dangerous in Brambleton. Heavily used by children and adults going both ways to and from Legacy Park Elementary School and the Brambleton Town Center and Park.

It is dangerous because traveling south on Belmont Ridge is a downhill curving road which is difficult to judge traffic on the Town Park side because of the curve and from the Legacy Park

Elementary School side because of the speed some cars are traveling. Almost as bad is the traffic traveling north on Belmont Ridge as it too is traveling downhill and cars tend to become faster as they approach the intersection.

No one likes more stoplights with a crosswalk but I can't think of a more urgent need than this intersection. Even if the light makes crossing traffic wait a little longer that would be so much better than rolling the dice every time a person or car attempts an unprotected crossing. A tragedy is a certainty that can be avoided if we have a stoplight installed. We shouldn't wait until that dreadful day arrives and then install it - we should do it now!

- 13) Hello, We have three schools in Creighton Rd / Learning Circle (Independence, MadisonTrust and Bramblton middle). There is so much traffic around the school opening/ closing time. There is no left turn from Creighton Rd to North Star; I have seen some close call head-on collision avoided at the last minute for the vehicle that is taking a left turn to North Star. We need an additional lane with Left only a turn light or a traffic circle. It's crazy in the morning and evening. I had already complained about this in the past, and it's pretty bad after this year's school time change. Please refer to the previous ticket we opened about this issue.

https://iframe.publicstuff.com/#?client_id=1295&request_id=11958961

- 14) I live off of Belmont Ridge Road and when I am traveling north on Belmont Ridge Road, I need to turn right on Regal Wood Road to get to my street. There is not a separate right turn lane and even with putting on my turn signal and slowing down well in advance, it's very stressful when there's other cars behind me. The speed limit is 45 MPH, but many drivers regularly exceed that speed and coupled with increased distracted and aggressive driving, I've almost been hit by a car behind me many times in the 9 years that I've lived in Brambleton. I would love to see a turn lane added to allow safer right-hand turns.
- 15) In addition, we chose our home because it's close enough for my family to walk to the Brambleton Town Center. However, it requires us to cross Belmont Ridge Road at Ryan Road, which can be a dangerous experience even with a crosswalk and signalized pedestrian crossing. When we get the walk signal to cross Belmont Ridge at that intersection, we have to contend with cars turning right on red onto Ryan Road or cars turning left from Ryan onto Belmont Ridge Ridge heading south. The cars turning left still have a green light (though not a protected green turn arrow) when we are crossing so in some instances, cars have basically swerved around my family. Unfortunately, many Brambleton/Ashburn community members still have a suburban car-centric mindset and many drivers look at pedestrians as an inconvenience or a hindrance to getting where they are going. I find that my family ends up driving over to the Town Center more than I like (less than a mile) because of our pedestrian safety concerns. I would love to see a pedestrian bridge or tunnel or at the very least, a red light that doesn't allow cars to turn when the walk signal is activated. Thank you.
- 16) Please please please put a tunnel or bike bridge at the intersection of Belmont Ridge and Legacy Park/Elementary. I see too many kids running across that dangerous road or barely missing being hit by a car on their bike there. We also live close enough to the elementary school to be walkers which would be such a healthy choice, but don't dare take the risk crossing there and have to add more children to the buses.
- 17) Hello,
The intersection at Legacy Park Drive and Belmont Ridge Rd has been a problem since it was made, primarily because of speed. The curve on Belmont Ridge Rd just north of Legacy Park Drive makes

it hard for eastbound drivers on Legacy Park Drive to decide when it's safe to enter the intersection because you can't see the cars coming southbound until they pop around the curve, and it's too close for comfort. This is the only segment of Belmont Ridge Rd that has this visibility issue.

I have two solutions that would help traffic at this location:

1. On Belmont Ridge SB, just north of Legacy Park Drive, install an asphalt speed breaker with a gentle slope as to allow cars to continue safely at 30 MPH without forcing drivers to stop or slow down too much, which would be aggravating. This would help both pedestrians drivers crossing Belmont Ridge Rd.

2. Build a tunnel, like so many others in this area, under Belmont Ridge to join the two sections of Legacy Park Drive. In addition to reducing traffic at this intersection, this would have two great benefits: (A) allowing kids in the entire section of Brambleton on the west side of Belmont Ridge Rd to walk or bike to school, which they currently can't do because crossing Belmont Ridge Rd on foot is impossible for them (this was our personal situation); (B) encourage teenagers and other residents to ride bikes and/or walk to the Brambleton Town Center, instead of hopping in their cars to avoid this dangerous intersection.

Thank you for your consideration.

- 18) Sidewalks are a must as well as biking lanes. If we are sincere about cutting down on energy usage, we have to provide safe options to walk and bike versus using a car.
- 19) Belmont ridge has become a very dangerous road. The speed limit is not adhered to. People often do not properly stop when either turning onto our going across Belmont Ridge, especially in the Brambleton area. Many drive this area with cell phones in hand. I have almost been t-boned multiple times of people running the red light at Creighton and Belmont ridge because they are in a hurry to pick up their kids at school. Police presence needs stepped up on both Belmont Ridge and Northstar due to racing. This area also has a high presence of people that i believe either don't understand the traffic laws or don't have a license.
- 20) Thank you for providing this opportunity to give our suggestions/comments about Belmont Ridge road expansion project. Please consider the following request:
we live in Briar Field estates, intersection of Belmont Ridge road and Arcola Mills Road. We request you to consider completing the path way / Footpath for pedestrians to walk from Briarfield to Belmont Ridge Road to go towards Rayan Road. The current pathway ends at Evergreen Mills Road, We are unable to cross the intersection and there is no walking path to walk on Belmont Ridge road that goes towards Rayan Road. Would appreciate your support for this footpath construction. Thanks.
- 21) I'm in favor of the recommended changes to the Ryan Rd intersection. Restricting left turns to green arrow only will be so much safer for pedestrians and cyclists using the crosswalks. My son was nearly hit by an SUV, taking a left from westbound Ryan to southbound Belmont, who wasn't paying attention to the crosswalk. Since then we've avoided this intersection and opted for the tunnels and intersections that restrict left turns when walking and biking around the area. In general, left turn yields are very dangerous for pedestrians since drivers are often watching oncoming traffic and not the crosswalk. I've lobbied VDOT in the past to make left arrows red while the walk signal is active, specifically at the northern intersection of Loudoun County Parkway and Evergreen Ridge Dr, but have not been successful. I'm happy to see this change being implemented here.

- 22) I would definitely recommend traffic lights be installed at the intersection of Belmont Ridge and Legacy Park. But I don't think that's part of the presentation that I saw. I do agree with the recommendations suggested for all three hot spots.
- 23) Thank you for taking on this study. This is an issue that I've been concerned with for several years as a Virginia State Delegate, and I support safety improvements to Belmont Ridge Road, especially when it comes to the pedestrian crossing conditions at the intersection between Legacy Elementary School and Legacy Park. I am strongly in favor of a crosswalk or other safer pedestrian crossing option in that area, and have previously pursued state funding for that purpose through requested budget amendments. Please consider addressing the pedestrian conditions in that area as a conclusion of your final study.
- 24) You have GOT to be kidding me - who thinks that Legacy Park Drive in FRONT OF AN ELEMENTARY SCHOOL doesn't need a light where it intersects Belmont Ridge? The amount of crazy turns, risky pedestrian efforts, and near misses that have been happening for the 12 years I've lived here are insane. PLEASE reconsider - this is one huge fatality accident waiting to happen, the county is lucky it hasn't yet. We can put lights in front of all intersections that have a Harris Teeter but not in front of a school? Just ridiculous.
- 25) Of particular concern is the intersection of Belmont Ridge Road and Evergreen Mills Road. There is excessive speed from all directions entering the intersection. The limit on Evergreen Mills is 35 and on Belmont 45. I estimate speeds in excess of 50 to 60mph are common. In addition, that intersection is adjacent to the Arcola Fire Station and a Loudoun County Sherriff's office on the SW corner. Frequently emergency vehicles must emerge from the station and transit the intersection. I walk in the mornings and twice this year I have had to avoid right turning vehicles who fail to stop at the red light and I am also in a cross walk with a "walk signal.
- 26) Thanks so much for your great work on this (and throughout the County!) I think a road diet would be a great option to consider in the future. The volumes should be low enough for it to work. Thanks again!
- 27) I have been a police officer for 30 years. We recently moved to the area. I have worked traffic division for almost 20 years. I understand what it means to be productive at a location for enforcement. So maybe this area is not productive but it does have serious issues with speeders, AND vehicles with illegal exhaust systems racing down the roads. It is also a quality of life issue here! I don't think the majority of vehicles are speeding on Northstar and Creighton Rd. However, I would say there is a good number of reckless drivers 20mph over the speed limit. All of the residents around here are so tired of the loud exhausts and drivers speeding on Creighton (from Loudoun Pkwy to Northstar-both directions) and speeding on Northstar (from Evergreen Mills to Ryan road. Please, please, please have more speed enforcement AND now that illegal exhaust is a primary offense, start enforcing it!!!!!! Please and THANKS!!!!
- 28) I live off of Belmont Ridge Road and the 45mph speed limit is way too fast, there are children, dogs, bikes, etc. that walk along the sidewalk and path and there are barely any police to make sure drivers are going 45mph. The speed limit needs to be reduced, we've had multiple car accidents along the road right in front of my house with cars coming up onto the sidewalk. I put in a VDOT request after the car accidents happened 3 times and they brushed it off stating it was a police issue and they needed to police the speed, which was very unfortunate as it is a multitude of issues. There is also no cross walk except for the lights that are very far apart, there are other places in Ashburn that have pedestrian cross walks with signals alerting drivers, there is no reason why we cannot get that, at least for crossing over to the Legacy Park that is very frequented by all.

- 29) Please consider putting a light and pedestrian crossings in at Briar Woods High School. I have had to make a left turn from Redeemer Terrace after picking my son up from Winwood Daycare center hundreds of times. It is unsafe because drivers feel like they can drive at high speeds down Belmont Ridge towards Northstar. Many also don't stop at the bottom of the hill either. They do a slow down and turn right whether or not cars are coming towards them which have the right of way. Protect our children. Slow these high speed drivers down. Legacy park also needs a light as that is a dangerous intersection right now too. The possibility of accidents is high due to the curve in the road. Slow down traffic on this road in my community please.
- 30) I appreciate the county for conducting the study. While the study's findings are a step in the right direction, I don't go they go far enough to alleviate current risks associated with the corridor.
- The study mentions that traffic is expected to decrease in the corridor and I think it's a wrong assumption. With the rise of residential and business units, I am afraid that traffic volume will only increase and the study's recommendations will fall short very quickly.
 - The recommendations do not address the speeding observations discovered during the study. With two schools located within this short corridor, if traffic speed is not addressed, we will continue to see high rate of accidents
 - The study does not address how close the walking trails are to the road, especially when compared to speed to traffic. There have been multiple accidents involving pedestrians. As a resident, I avoid the walking trail along BRR as it does not feel safe. This negates the purpose of having walking trails and making our communities more accessible and health-friendly. The barriers between walking trails, BRR and feeder streets are not adequate in several areas - an issue ignored by the county and Brambleton builder/HOA both.
 - A traffic light at Legacy park drive intersection is highly recommended as several students and parents cross the street twice a day during school days.
 - A stop sign (or other appropriate alternative) is recommended on BRR at the legacy park drive intersection. Northbound Vehicles are always speeding to make Ryan Road intersection so vehicles turning on legacy park are at a high risk of being rear ended.
- Thank you for allowing the opportunity to comment on this study. My humble request to take safety issue along this corridor seriously and in a timely manner. The residents along the corridor don't feel safe with the volume and speed of traffic in the study corridor and are concerned about their safety and quality of life.
- 31) The crosswalks at Briarwoods HS and Legacy road will give a false sense of safety for pedestrians since they are not controlled by a traffic signal. Belmont Ridge Road also has a vertical curve near the Briar Woods HS and having an unsignalized ped crossing will become dangerous. In addition, during school times, a lot of vehicles are looking to turn in and out of thr school and having unsignalized ped crossing will make it unsafe for pedestrians. I think the engineers need to take a better look at the existing topography and usage before suggesting bunch of uncontrolled crosswalks and signs. Belmont Ridge road in general is a high speed road with a curb. Having unsignalized ped crossings and refuge areas in the median will create a false sense of safe crossings for pedestrians but because of the vehicle speed on this road, these band aid solutions will further create unsafe conditions for pedestrians.
- Please post signs to encourage pedestrians to use the underpasses which are safer. They were constructed for a reason.
- 32) Based upon the study results, this corridor appears safe for competent and attentive drivers and pedestrians. The Phase 1 recommendations are reasonable enhancements, and I would urge BOS

to support. I would not like to see more extensive changes than those proposed. There is a measure of responsibility that rests with both drivers and pedestrians.

33) We've lived in Brambleton on Emperor Drive for over 16 years and frequently cross Belmont Ridge Road by foot or bike to access Legacy Park or the Brambleton Town Center. The Creighton Road intersection has traffic lights and a tunnel which allow for safe crossing. However the Legacy Park Drive intersection has always been dangerous to cross. With how Belmont Ridge Road slopes and curves near this intersection, both driver and pedestrian visibility can be challenging especially with vehicles speeding at 50+ mph. Since it's a fairly wide intersection it's often necessary to run across to ensure safe crossing. Anything that can be done to improve pedestrian crossing safety at this popular pedestrian intersection will be greatly appreciated!

34) To Whom It May Concern,

Thank you for providing the safety study which was very beneficial and needed for our community. I agree with everything in the study, especially the pedestrian crosswalk on Legacy Park Dr and Belmont Ridge. The sign that will alert incoming vehicles are a must especially that this crosswalk is right next to a school. Pedestrians should be able to press a button and a light should alert incoming traffic of pedestrians crossing.

Additionally, street lights should be installed on all of Belmont Ridge Road, and not only at intersections. It's totally dark at night and is dangerous as visibility is limited. Therefore, I would suggest street lights to be installed to avoid crashed at night.

Thank you.

Best,

Dany

35) The intersection between Legacy Park Drive and Belmont Ridge road absolutely needs a safe pedestrian crossing option. The only way to get across to the park safely is walking to Creighton light or Ryan road light. Similarly located intersection at Creighton and Northstar have walking tunnels but not this major intersection that has a park and school!!

We have to reduce the speed limit on this road with the need for school zone signs. I have seen numerous kids and grown ups trying to get to legacy Park and Legacy School play area across Belmont Ridge Road many times of the day and it is very scary and especially during summer!

I'm glad that VDOT is conducting this study and hope that this study results in action that will keep our community safe! Thank you

36) Need for reduced speed signs, school zone signs, need for safe pedestrian crossing options.

37) What needs to be addressed is the speeding that occurs on a daily basis from Belmont down Northstar. I know many people who have called to complain and the HOA does nothing - even with ray numbers. There was a hit and rib accident at Northstar and Evergreen Mills last week. Belmont Ridge and North Star need to have speed bumps installed or there is likely to continue to be accidents and wrecklesd driving and racing up and down these streets.

38) Pls reduce speed or place a stop sign all thr way or sensory signals very hard to cross the road in car or walking.

39) I strongly recommend.

40) As more and more vehicles are passing thru, there is no initiative from VDOT to install traffic lights near Legacy school intersection to avoid accidents as it's very difficult for the residents to cross Belmont road.

41) I watched the whole presentation and I only have one additional suggestion for this and all future Loudoun County road improvements. This is based on the difficulties of navigating Loudoun's dark

roads during this recent rain following Hurricane Ian. I found it very difficult to see the faded road markings at night when there is heavy rain and no streetlights present. It's even worse when roads are under construction and using temporary lanes. I recommend that all future road improvements use reflectors ("cat eyes") to mark the lanes to improve road safety. Please add this incremental cost to all road projects and count it as invaluable for protecting the lives of Loudoun residents. Thank you.

42) Please consider adding a no truck through zone. The corridor of Belmont ridge road is flooded with dump trucks coming in and out of the residential area.

43) I was disappointed in that there was no mention of / considerations for reducing the already very high speed limit, placement of no through trucks signs and school zone signs in this residential area.

44) Hello,

I am writing regarding the safety and clarity concerns regarding the Belmont Ridge Road corridor, specifically the intersections of 1) Belmont Ridge Road and Legacy Park Drive and 2) Belmont Ridge Road and Frontier Drive/Meridian Hill Drive. As you know, both of these intersections do not have any form of crosswalks, despite being highly pedestrian-trafficked areas. With the expansion of Northstar Boulevard as the primary commercial thru road, I would ask that this section of Belmont Ridge Road be marked with pedestrian crosswalks, in addition to a speed limit reduction for the school zone.

The Belmont Ridge Road and Legacy Park Drive intersection falls between the community's Legacy Park and Legacy Park Elementary School. As a resident and parent, my greatest concern is for the safety of the children in this community. There have already been several automobile accidents along Belmont Ridge Road, which resulted in injury and death. It is simply unsafe to even walk on the sidewalks along Belmont Ridge Road because of the dangers that speeding cars present. Further complicating and confusing pedestrians is the yellow pedestrian crossing sign between these two community landmarks where there is no crosswalk.

Please help keep our children and community safe by reducing the speed or making this section a school zone, and by adding a lighted crosswalk to these areas.

Thank you for your time and concern for this community.

Song-En Len

45) I too was disappointed in that there was no mention of or considerations for reducing the already very high speed limit, placement of no through trucks signs and school zone signs in this residential area.

46) The recommendations seem appropriate. Thank you for working on this study. The majority of the Brambleton community thought Belmont Ridge was already a very safe road so its impressive that you were able to find any additional room for improvement.

Also, there has constantly been an obsessive push by a Brambleton resident claiming that his proposals for Belmont Ridge are what the residents want. That is not accurate. We think the current speed limit is definitely appropriate and it does NOT need to be modified. We disagree with unnecessary speed bumps and cameras. As observed by the study Belmont Ridge may only need some changes to the lights and pedestrian signs.

47) We appreciate efforts from County and board for initiating and sharing the results of this study.

We are very concerned at the recommendations for Belmont ridge and Legacy park, History helps anticipate future but will not be mirror of what will happen. As a resident who lives on Belmont Ridge, whose kids go to legacy elementary and who is in the vicinity all the time, have

seen accidents happen which were not in the report but I have seen many close calls by families both in vehicles and also on foot. Glad it went well but this could happen anytime in future.

We are requesting you to look into following to best help the resident citizens:

- a) Please look into reducing the speed on the Belmont ridge especially near legacy and Belmont ridge intersection.
- b) Fast track the process of installing a traffic light
- c) The speed limit and traffic having a negative impact on quality of life for residents close to Belmont Ridge, please see pictures or visit the intersection, we have already experienced life threatening situations with children accidentally getting on Belmont ridge without realizing as there are not much separating them from Belmont Ridge.
- d) The state of road infrastructure to support the traffic from disturbing neighbors is uncomparable with VDOT standards and needs attention to help add berms and other mechanisms, previous attempts by HOA have been blocked by VDOT.
- e) Missing school zone signs during schools hours, this would greatly help avoid traffic incidents with children during schools hours.
- f) Conduct a sound study to really understand the pain of the resident citizens.
- g) We also request involving HOA and us public to find alternative and cost sharing options that would benefit all involved.

Thank you for your time and a chance to provide our input to the report.

48) Hello,

It is wonderful to hear that you guys are thinking about the safety concerns of the Brambleton Community. We personally live right on Belmont Ridge Rd. next to Legacy Park near the fountain area. 1st concern is that the Belmont Ridge rd Speed limit is too fast at 45mph. We see the cars since we are right off the street. From Legacy Park to Legacy Elementary School it's too hazardous for the cars to be going that fast, especially in the curving area in between these two high pedestrian traffic areas. We have seen several big accidents in this area. One other concern is that the Legacy Elementary school is there but there is no School Zone Speed Limit on the road. I see many other places have this option for cars to slow down during the school start and end times.

I am not sure who will receive this email but hopefully, someone does.

So far most of the accidents seem to be automobile-related... We need to look into this now so that we can avoid any other serious pedestrian accidents in the future.

Thank you very much.

Jay

49) The recommendations seem appropriate. Thank you for working on this study. The majority of the Brambleton community thought Belmont Ridge was already a very safe road so its impressive that you were able to find any additional room for improvement.

Also, there has constantly been an obsessive push by a Brambleton resident claiming that his proposals for Belmont Ridge are what the residents want. That is not accurate. We think the current speed limit is definitely appropriate and it does NOT need to be modified. We disagree with unnecessary speed bumps and cameras. As observed by the study Belmont Ridge may only need some changes to the lights and pedestrian signs. Xio

50) Re: Brambleton Community Association (BCA) comments on the Belmont Ridge Road Traffic and Safety Improvement study

To whom it may concern,

The BCA Safety & Security Committee and Board of Directors would like to thank the County for studying the traffic conditions along Belmont Ridge Road within Brambleton. We appreciate the time, effort, and funding that went into the first phase of the study. We have had a chance to review the Phase 1 recommendations and agree with all the findings and proposed enhancements.

In an effort to further improve upon the recommendations, we ask that consideration be given to the following:

1. A reduction of the Belmont Ridge Road speed limit from the current 45 mph limit. This would increase the safety of pedestrians and vehicles when crossing Belmont Ridge Rd and while walking along the side of the road. Wouldn't this reduction be necessary to implement the three recommended crosswalks? If a lowering of the speed limit is not an option at this time, please increase enforcement and add an "additional fine" zone.
2. Create pedestrian refuge islands at the two proposed high school crosswalks – similar to Hay Road/Stonebridge.
3. A narrow street or the perception of a narrow street can naturally slow traffic. Installing appropriate trees in the Belmont Ridge Road grass median in acceptable areas would help achieve this effect. BCA would fund, replace, and maintain these trees.
4. Install pedestrian-activated LED warning lights at the three proposed crosswalks.
5. Install overhead intersection lights at Ryan Road, Creighton Road, and Evergreen Mills Road.
6. Expedite installation of Brambleton Developer-funded traffic light at Legacy Park Drive.
7. Expedite the timing of the Phase 2 study.

We again thank you for your time and effort on this important community issue. We look forward to continuing our discussions and involvement with this process with the goal to make this segment of Belmont Ridge Road safer for everyone.

Sincerely, Rick

Richard (Rick) Stone PCAM, LSM

General Manager at Brambleton Community Association

42395 Ryan Road, Suite 210 | Brambleton, VA 20148

Office: (703) 542-6263 | Fax: (703) 542-6266

Email: Rick.Stone@Brambleton.org

- 51) Through Trucks Restriction: Residents unclear why we have to wait 3+ years for the Northstar extension to complete when we appear to meet the official criteria
 - Several alternate routes exist including NorthStar and Loudoun County Parkway
 - Complements establishing traffic patterns consistent with future extensions
- 52) Create pedestrian refuge islands at the two proposed high school crosswalks – similar to Hay Road/Stonebridge.
- 53) A narrow street or the perception of a narrow street can naturally slow traffic. Installing appropriate trees in the Belmont Ridge Road grass median in acceptable areas would help achieve this effect. BCA would fund, replace, and maintain these trees.
- 54) Install pedestrian-activated LED warning lights at the three proposed crosswalks.
- 55) Install overhead intersection lights at Ryan Road, Creighton Road, and Evergreen Mills Road.
- 56) Expedite installation of Brambleton Developer-funded traffic light at Legacy Park Drive.
- 57) Expedite the timing of the Phase 2 study.
- 58) Dear Sir/Madam,

I appreciate all the hard work completed in Phase 1 of the Belmont Ridge Traffic study and agree with the much-needed recommendations. As you know, the Brambleton community, myself, and

many of my immediate neighbors have been eagerly awaiting the results of this study in hopes that this will finally address long-standing and serious community concerns on this busy road that cuts right through our beautiful neighborhood. In particular, I shared concerns at numerous HOA meetings and the Loudoun County Board of Supervisors meeting on December 15, 2020. I have also recently shared my original presentation with the project manager of this study, Ms. Corinna Sigsbury, via email on September 20, 2022.

While I understand Phase 2 findings are still pending and expected to project conditions almost 20 years away (2040), it is disappointing that the Phase 1 study does not address the current most pressing concerns the Community faces. For example, Northstar was expected to alleviate traffic years ago, but that has still not happened. As such, kindly request consideration of the following feedback items in Phase 1:

Reduction of an already very high-speed limit - What is being done to address points noted in the Brambleton Community Association (BCA) road survey that highlights inconsistencies with similar roads in Ashburn, and what is being done to bring this road in line with the Loudoun County 2019 Countywide transportation plan classification as a Minor Collector - Level 6 with a 35-mph speed limit?

Mechanisms to enforce speed limit - due to frequent overspeeding, can digital speed signs, cameras, speed bumps, and other speed control mechanisms be considered?

Through truck restriction sign - can VDOT Through truck restriction criteria be evaluated ? Highly recommend that a No Through Trucks sign be put in place for this residential road.

59) Request consideration of the following critical items in Phase 1:

1. Reduction of an already very high-speed limit: What is being done to bring this road in line with the Loudoun County 2019 Countywide transportation plan classification as a Minor Collector - Level 6 with a 35-mph speed limit?

2. Mechanisms to enforce speed limit missing: can digital speed signs, cameras, speed bumps, and other speed control mechanisms be added?

3. Through truck restriction sign missing: VDOT Through truck restriction criteria should be evaluated to put a No Through Trucks sig. This is a huge concern

4. Further safety in Legacy Park pedestrian crosswalk solution: this intersection prohibits residents and children from safely crossing the street to directly get to their Elementary school, Legacy Park, Farmers Market, and Town Center. Can flashing signals for crossing be added? Do all County schools with traffic lights/flashing signs meet the same standard? At what times/duration was the signal warrant study taken; was it at peak times when school traffic is at its most?

5. Missing School Zones Speed Limit (SZSL) signs near Legacy Elementary: SZSL are on other roads in the area that are next to a school, and there are no obvious warning signs for Legacy elementary school. The signs on Legacy Park Drive do not make sense as the road is already at 25mph. How can these signs be installed on Belmont Ridge Road?

6. Unclear basis for the expected decrease in North-Sound traffic along Belmont Ridge

7. Missing solution for Legacy park westbound delays

8. Missing dates/times/durations used for speed limit measurement and truck volume

9. Sound Study missing: can concrete or landscape barriers be added to shield pedestrians and homes?

10. Robust Barrier solutions missing

11. Pedestrian Accommodation missing

12. Bicycle Accommodation missing

- 13. Road name change missing
 - 14. Project timeline acceleration requested
 - 15. In-person/Live meetings between County and Community members requested
- 60) We appreciate County and board for conducting this study.
We do not agree with some of the recommendations and approach to the study, below are some notes:
- 1) Kindly include sound study to fully understand the deterrence to normal life for resident citizens close to Belmont Ridge.
 - 2) We need traffic signs for school, digital speed boards and/or Traffic signals to help avoid future accidents in and around school and park areas.
 - 3) Please provide an opportunity to meet with staff conducting the study so we can help them see issues from our side.
 - 4) Robust Barrier solutions missing - similar to other areas, can concrete or landscape barriers be added to shield pedestrians and homes close to the edge of road from debris, pollution, and sound effects?
 - 5) Given the plans for Northstar, please reduce the speeds on Belmont Ridge road stretch.
- Looking forward to collective solving the issues around this part of the county.

- 61) Dear Sir/Madam,
- I appreciate all the hard work completed in Phase 1 of the Belmont Ridge Traffic study and agree with the much-needed recommendations but it should go further. As you know, the Brambleton community, myself, and many of my immediate neighbors have been eagerly awaiting the results of this study in hopes that this will finally address long-standing and serious community concerns on this busy road that cuts right through our beautiful neighborhood. In particular, I shared concerns at numerous HOA meetings and the Loudoun County Board of Supervisors meeting on December 15, 2020. I have also recently shared my original presentation (attached) with the project manager of this study, Ms. Corinna Sigsbury, via email on September 20, 2022.
- While I understand Phase 2 findings are still pending and are expected to project conditions almost 20 years away (2040), it is disappointing that the Phase 1 study does not address the most pressing concerns the Community faces today. For example, Northstar was expected to alleviate traffic years ago, but that has still not happened. As such, kindly request consideration of the following critical items in Phase 1:
- 1. Reduction of an already very high-speed limit - What is being done to address points noted in the Brambleton Community Association (BCA) road survey that highlights inconsistencies with similar roads in Ashburn, and what is being done to bring this road in line with the Loudoun County 2019 Countywide transportation plan classification as a Minor Collector - Level 6 with a 35-mph speed limit?
 - 2. Mechanisms to enforce speed limit missing- due to frequent overspeeding, can digital speed signs, cameras, speed bumps, and other speed control mechanisms be added?
 - 3. Through truck restriction sign missing- can VDOT Through truck restriction criteria be evaluated and a No Through Trucks sign be put in place for this residential road? This is a huge concern
 - 4. Further safety in Legacy Park pedestrian crosswalk solution - did the traffic control warrant study consider that this particular intersection prohibits residents and children from safely crossing the street to directly get to their Elementary school, Legacy Park, Farmer's Market, and Town Center? Can flashing signals for crossing be added? Do all County schools with traffic lights/flashing signs

meet the same standard? At what times/duration was the signal warrant study taken; was it at peak times when school traffic is at its most?

5. Missing School Zones Speed Limit (SZSL) signs near Legacy Elementary - We see SZSL on other roads in the area that are next to a school, and there are no obvious warning signs for Legacy elementary school on this road. The signs on Legacy Park Drive do not make sense as the road is already at 25mph. How can these signs be installed on Belmont Ridge Road?

6. Unclear basis for the expected decrease in North-Sound traffic along Belmont Ridge - Since travel patterns have been established over time, can County share some data that backs the expectation that volumes will decrease with the Northstar extension and by how much?

7. Missing solution for Legacy park westbound delays - Why are solutions to this intersection being delayed to phase 2 when it was noted that this westbound movement does not operate at acceptable traffic conditions? Requesting expedited resolution of westbound movement delay issues.

8. Missing dates/times/durations used for speed limit measurement and truck volume- can it be clarified what times, durations the speed limit rates and truck volumes were measured? Was it measured at peak volumes?

9. Sound Study missing - can a sound study be conducted to address loud roadway sounds?

10. Robust Barrier solutions missing - similar to other areas, can concrete or landscape barriers be added to shield pedestrians and homes close to the edge of road from debris, pollution, and sound effects?

11. Pedestrian Accommodation missing- can we get some early thoughts/options on what may be recommended regarding pedestrian pathway improvements since current walkways are so close to the edge of the road near Legacy park?

12. Bicycle Accommodation missing- can we get some early thoughts/options on what may be recommended regarding bike lanes?

13. Road name change missing - Can this roadway's name be changed since Northstar is the natural extension linked to the rest of Belmont ridge road north of Northstar?

14. Project timeline acceleration requested - Since 2040 is a long time away, can the County provide a timeline for early improvements so that the Community can expect changes sooner? As mentioned, Community has already been waiting very long for the Northstar extension.

15. In-person/Live meetings between County and Community members requested - is there a plan for live interactions, and can we request a dialogue between the County team and the Community on the mentioned issues?

Overall, I completely agree that this segment of Belmont Ridge should be re-imagined, given its residential nature. Looking forward to future productive collaborations between the County and the Brambleton community. Please feel free to reach out as needed. I am including BCA general manager and Blue Ridge Supervisor on this email for situational awareness.

62) No traffic light at Legacy Park Drive - REALLY??????????????

Four reasons why this should be a NO BRAINER (aka, no need for a costly traffic analysis and flawed/misleading report):

1 - High Rate of Speed (cars FLY down that road / thru that intersection) ... in fact there was a fatal accident that could have been avoided, if there was a traffic light.

2 - Slight Curve and somewhat blind corner ... in fact there was a fatal accident that could have been avoided, if there was a traffic light.

3 - Elementary School ... yup kids being driven and bused (heaven forbid a student is killed because there's no traffic light)

4 - Common Sense ... Can anyone tell the Brambleton Community and LCPS (particularly Legacy ES) why approximately \$400,000 +/- is too much to spend to save a student's/child's, teacher's/educator's, citizen's life???????

Did "the" Traffic Analysis Contractor read / study this <https://www.virginiadot.org/info/faq-trafficsignals.asp>? Did ""the"" Traffic Analysis Contractor interview LCPS Bus Drivers that drive this four times a day?

Perhaps members of the traffic study should ride on a school bus, full of elementary students, EVERYDAY, for an entire school year and then, and only then provide their recommendations.

LEGACY PARK DRIVE + BELMONT RIDGE ROAD = TRAFFIC LIGHT. PERID!!!!!!!!!!!!!! Did I mention that there was a fatal accident on Belmont Ridge Road near this intersection. Thank God that fatal accident did not involve a school bus full of students.

DO THE RIGHT THING AND INSTALL A TRAFFIC LIGHT.

3. Responses to Common Themes from the Comments:

Common themes that are prevalent in the public comments are presented in this section along with a summary of study findings related to the comment.

3.1 Speeds on the Corridor

Several comments indicated a speeding problem on Belmont Ridge Road and the desire for reconsideration of the existing speed limit. Speed data was collected for this study for 24-hour periods on Tuesday, September 21st, 2021, and Thursday, September 23rd, 2021, at four different locations. At the time, schools were in session and traffic conditions were returning closer to pre-pandemic levels. A speed problem is typically characterized when the 85th percentile speed exceeds 10 MPH over the posted speed limit. The 85th percentile speed is the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions. The following location was observed where the 85th percentile speed exceeded the posted speed limit by 10 mph:

- Traveling in the southbound direction, north of Myan Gold Drive and Stratford Landing Drive.
 - Based on data collected at this location and direction, 85th percentile travel speed was 55 mph, revealing a notable speed difference compared to the posted speed limit.
 - This could be indicative of the speed limit at this location deserving reconsideration, but state standards would likely support a higher posted speed limit, as the data shows 85th percentile speed revealed drivers being comfortable traveling at higher speeds than the posted speed limit. However, a formal speed limit study would be more conclusive.

Figure 1 summarizes the 85th percentile vehicle travel speeds on Belmont Ridge Road.

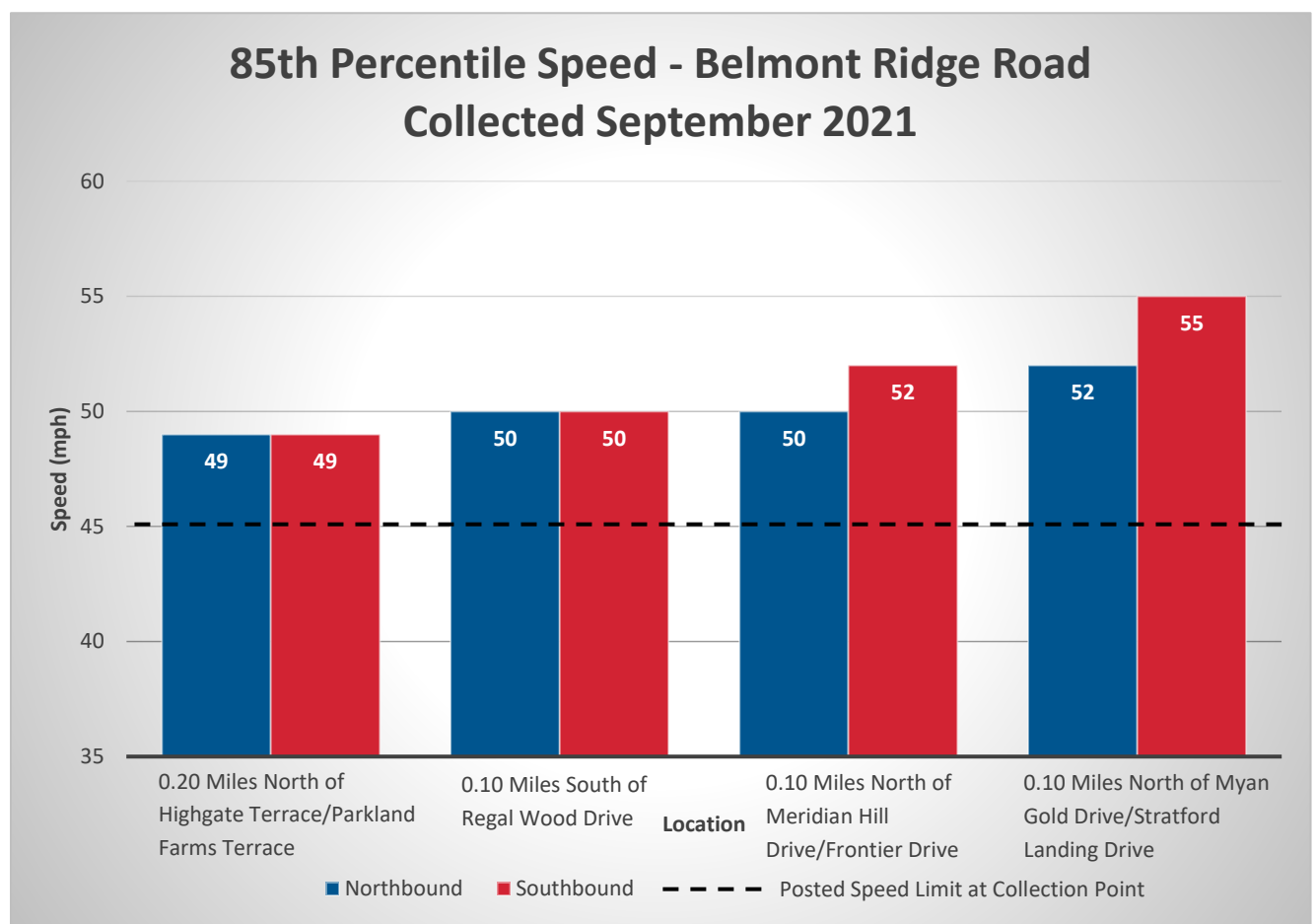
The majority of the speeding problems in the comments were based on site-specific conditions, such as around unsignalized intersections and school zones. Recommendations of this study include countermeasures that are intended to raise awareness of all crossings and increase conspicuity of warning devices so as to make drivers aware of the pedestrians and the need to adjust their behavior and speeds.

Additional speed reduction improvements at the intersection and corridor level are being analyzed in Phase 2 of the study.

Comments were also made regarding the need for traffic calming on Belmont Ridge Road. Certain types of roadways are eligible for Traffic Calming through the county’s Residential Traffic Management Program and in accordance with VDOT requirements. Any interest or recommendations for traffic calming would be required to follow the prescriptive process. Details regarding the process and roadway eligibility can be found at this county webpage linked below.

<https://www.loudoun.gov/5324/Residential-Traffic-Management>

Figure 1 85th Percentile Vehicle Travel Speeds on Belmont Ridge Road



3.2 School Zones and Crossing Areas Near Schools

Comments indicated concerns within the two school areas along Belmont Ridge Road: Briar Woods High School and Legacy Park Elementary School.

- At the Briar Woods High School entrances, the concerns were related to providing additional countermeasures due to several students crossing, specifically wanting a pedestrian refuge island in the center of Belmont Ridge Road).
- At Legacy Park Drive, the concerns were related to lack of a designated school zone speed limit (SZPL) on Belmont Ridge Road and the existing higher speed limit at the location of the proposed crossing.

A pedestrian refuge island was not recommended in addition to the other safety countermeasures at the Briar Woods High School entrances, primarily due to unavailable roadway width to accommodate the installation, without additional roadway configuration changes, which are being evaluated in Phase 2 of the study but would also be implemented in the longer term after volumes on the corridor have decreased. The corridor adjacent to Briar Woods High School does not contain a median, unlike the southern section of the corridor, making a pedestrian refuge not feasible for short-term implementation. Recommendations at these locations include countermeasures that are intended to raise awareness of the existing school zone speed limit and all pedestrian crossings through the use of warning devices and lighting to make drivers aware of the need to adjust their behavior.

Several comments inquired about the feasibility of implementing a School Zone Speed Limit on Belmont Ridge Road in the vicinity of Legacy Elementary School. Virginia Code Section [§ 46.2-873](#) defines and describes the characteristics of such school areas that justify the establishment of a School Zone Speed Limit and the location of such zones as well as certain signage and operational requirements.

The Virginia Department of Transportation conducted a School Zone Speed Limit study and determined that such a signed zone would not be applicable at this location because: (1) there is no direct entrance into or out of Legacy Elementary School from Belmont Ridge Road and (2) there is no school walk zone along Belmont Ridge Road where students are required to walk across Belmont Ridge Road or walk parallel along the multi-lane roadway. There are existing reduced school speed zones on Legacy Park Drive and Minerva Drive where the students do walk.

3.3 Legacy Park Drive Intersection

Several comments referenced the desire to install a traffic signal at the intersection of Belmont Ridge Road and Legacy Park Drive. National standards, outlined in the most recent edition of the Manual of Uniform Traffic Control Devices (MUTCD), outline nine criteria to determine whether installation of a traffic signal is justified at a particular location. The criteria include analysis of factors related to traffic volumes, safety, and characteristics of a particular location, such as an existing school crossing. While this analysis was not intended to be part of Phase 1 of the study, a screening of the outlined criteria was completed for this intersection. The screening results indicate that the existing traffic volumes, crash data, and existing characteristics may not justify a traffic signal at this time. The concern for a traffic signal at this intersection is acknowledged and highlighted in this response, as plans for an additional screening for a traffic signal at this location are in place for Phase 2 of the study. In the meantime, the proposed Phase 1 countermeasures

were accepted by the Virginia Department of Transportation (VDOT) as appropriate implementation to first address the pedestrian crossing issues identified in the study.

Additionally, comments suggested a traffic signal is considered as the only safety improvement option at this intersection. National research indicates that, while traffic signals can provide safer pedestrian crossings, they can also introduce other crashes. There are different intersection configurations that can provide safer conditions and reduced crashes compared to traffic signals, which will be analyzed during Phase 2 of the study.

3.4 Pedestrian and Bicycle Accommodations

Comments referenced the desire for wider pedestrian sidewalks or paths, flashing lights at the proposed crossings identified in the study, and consideration of bicycle facilities.

The Adopted Loudoun County 2019 Countywide Transportation Plan calls for a Belmont Ridge Road (Route 659) cross section to include a sidewalk on one side of the road and a shared-use path on the other side to accommodate pedestrians and bicyclists. While a portion of the southern section of the study corridor contains this cross-section, the intent is for the entire study corridor to contain a shared-use path and acceptable sidewalk width. Options for bicycle and pedestrian accommodations will be considered further in Phase 2 of the study.

The pedestrian crossing analysis of this study included a thorough evaluation of crosswalk installation and pedestrian traffic control devices based on current state standards of practice and Virginia Department of Transportation requirements. The feasibility of new pedestrian crossings at the Briar Woods High School driveways, Regal Wood Drive, Legacy Park Drive, Meridian Hill Drive/Frontier Drive, and Myan Gold Drive/Stratford Landing Drive was evaluated. The state standards and crosswalk evaluation criteria indicated that at three of these locations, a crosswalk with high-visibility patterns and additional warning signs and markings are appropriate at this time. At the time the study was conducted, the warrants for additional treatments such as the Rectangular Rapid Flashing Beacon (RRFB), were not met due to the pedestrian crossing volumes being lower than the minimum threshold, pursuant to VDOT policy. Since the time of the study, updates to the VDOT policy have been made and additional treatments such as RRFBs may be further explored (if improvements are approved by the Board of Supervisors and funded) and at such time when they reach future design stages.

3.5 Northstar Boulevard Extension

Public comments indicated concern regarding how long it is taking for construction of the Northstar Boulevard extension to Route 50 and that changes in travel patterns are not yet being experienced. Construction of the Northstar Boulevard connection to Route 50 is scheduled to be substantially completed by spring 2024. This new roadway connection and other changes to the adjacent roadway network in this area of the county are expected to divert traffic volumes to other new roadway links. The resulting estimated decreases in traffic volumes along Belmont Ridge Road in the future will be explained in more detail in Phase 2 of this study. These expected reductions in traffic volumes will allow for more impactful alternatives to be considered and presented.