



A view today of Route 15 at Lucketts, looking south.



The concept above shows how the same view might look with The Catoctin Coalition's proposed improvements.



A view of a six-lane wide section of "improved" Virginia Byway, completed by VDOT at Big Spring.

We hope you will join us to ensure that future improvements to Route 15 are safe, scenic, and sensible.

HOW YOU CAN HELP

Inform yourself. We welcome you at our meetings. Send us your name, address, telephone number, and email address. We will be pleased to contact you.

Speak up. Join us in expressing concerns and suggesting better solutions to decision-making authorities. Our members have met with representatives of the Loudoun County Board of Supervisors, state legislature, Commonwealth Transportation Board, and VDOT. We have written to the Governor and Secretary of Transportation of the Commonwealth of Virginia. We are at a critical point where community consensus may make the difference.

Contribute. Tax-deductible donations help cover the costs of professional consultation, printing, and mailing. The fiscal agent for The Catoctin Coalition is the Piedmont Environmental Council, a 501(c)(3) organization.

Please make checks payable to "PEC-The Catoctin Coalition Fund" and mail to:

THE CATOCTIN COALITION

PO Box 1840, Leesburg, VA 20177

phone: 703-777-7640 / catoctincoalition@yahoo.com

PLEASE DETACH FORM & MAIL TO THE ABOVE ADDRESS. PRINT CLEARLY.

Name _____ Telephone _____

Address _____

Town _____ State _____ Zip _____

Email address _____

Please contact me:

- I have some questions about Route 15.
- I would like to be notified of your meetings.
- Please put me on your email list to receive updated information.
- I am enclosing a tax-deductible contribution in the amount of \$_____

THE CATOCTIN COALITION—A community effort to seek an alternative traffic solution.

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PO Box 1840, Leesburg, VA 20177

THE
CATOCTIN
COALITION
on the road
to a safe, scenic,
and sensible design

Stamp

WHO WE ARE

The Catoctin Coalition is a group of citizens who regularly drive on Route 15. We seek to improve our highway with an overall road design that achieves enhanced safety, moves traffic efficiently, and preserves the natural, scenic, and historic qualities of this Virginia Byway.

CONCERNS OF OUR MEMBERS

There are better alternatives to the current Virginia Department of Transportation (VDOT) plan for highway safety improvements. VDOT's implementation of Phase I from Ball's Bluff to White's Ferry Road gives a two-lane, 45-mph rural road the appearance of a superhighway, including:

- excessive paved width of shoulders which speeding motorists use as an extra lane,

- installation of unduly large and hazardous concrete medians, and
- unnecessary destruction of roadside features. Up to 50 feet of trees, fences, and historic sites will be cleared on each side of the road in VDOT's plan.

Research studies have shown that: First, major causes of accidents—speeding and passing on the right—are encouraged by motorist's perception of increased highway width. Second, installation of rumble strips at the centerline and travelway edges is effective in decreasing accident rates even without wider paved shoulders.

VDOT's design for Route 15 North, both as constructed and proposed, is extremely expensive and is making the highway less safe, while degrading features that highlight the special environmental, historic, and cultural qualities of this area.

Other areas of the country and other areas of Loudoun County facing similar challenges—high traffic volumes, high growth, unsafe driving behavior, and limited budgets—have found solutions to all these problems in intelligent road design that increases traffic flow and reduces accidents with minimal disturbance of existing archeological and architectural features.

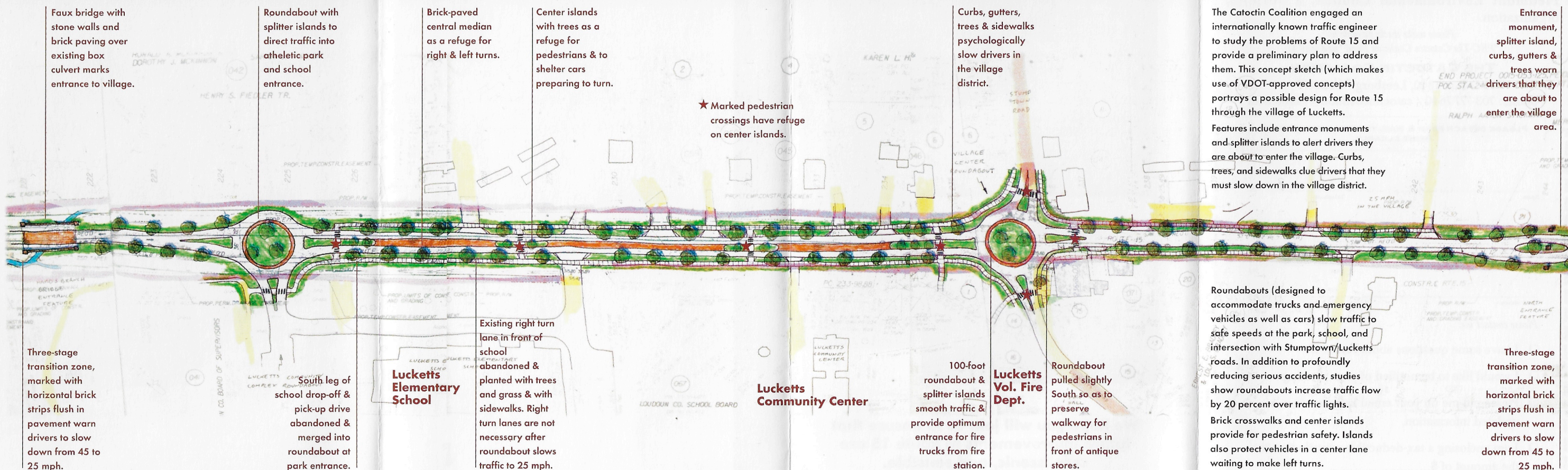
RECOMMENDATIONS OF THE CATOCTIN COALITION

It is imperative that alternative plans be considered *before* VDOT proceeds with further work.

The Catoctin Coalition has engaged a professional transportation engineer who has designed a VDOT-approved plan for Route 50. His context-sensitive proposal for Route 15 through Lucketts, shown below, takes into consideration the safe flow of traffic as well as land-use and environmental conditions adjacent to the highway.

Applied along the length of Route 15, this approach will mean less land taken for clearing and widening, and fewer accidents because passive elements slow speeding drivers. Traffic flow will increase.

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Context-Sensitive Proposal for the Village of Lucketts, Virginia