

Project Overview | CU-23-07

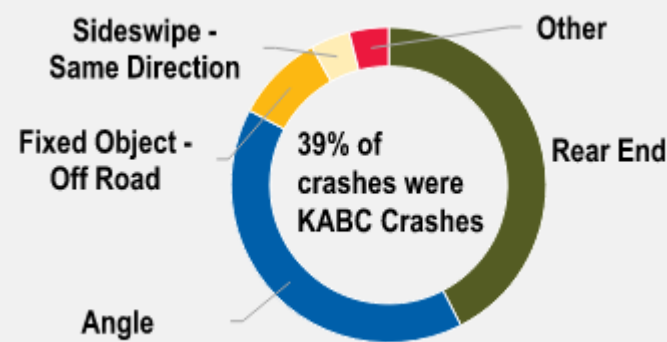
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US Route 17 Business from Frost Ave to Falmouth St (US Route 211; US Route 15)



VTrans Priority Segments

- Priority 1
- Priority 2
- Priority 3
- Priority 4
- Study Area



Project Purpose, Goals, & Objectives

Analyze the operational and safety issues identified along US Route 17 Business, with a focus on providing enhanced safety improvements.

Identify cost-effective preferred improvement alternatives that address the deficient conditions and prioritize safety.

Issues in the Study Area

- 198 crashes were reported in the study area, of which one hundred and sixty-four (164) crashes (83%) occurred at or within 150 feet of an intersection.
- The closest park & ride lot is at Colonial Road and US Route 15/29 intersection, outside the study area
- No bike lanes or shared use path exist along Route 17 BUS. Warrenton Branch Greenway is located east of the study corridor.
- Warrenton Transit operates with 45-min frequency along Route 17 BUS from 7:30 AM to 7:30 PM. There are existing bus stops in the vicinity of Green St and Cleveland St intersections.
- Multimodal Safety and recurring peak hour congestion are the top ranked public concerns in the study area.
- Sidewalk exists along both sides of Route 17 BUS from Frost Ave to Culpeper St, and on the north side between Warrenton Community Center entrance to Alwington Blvd. Crosswalks have adequate markings with curb ramps. Ped signals – with push buttons and countdown heads noticed at Culpeper St and Frost Ave intersections.

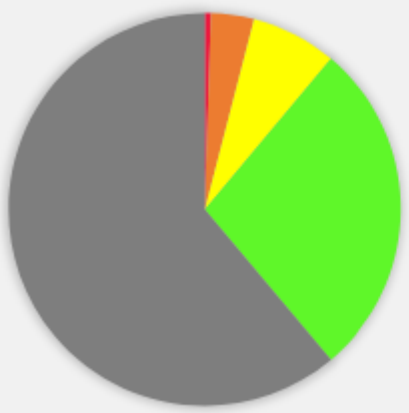
Project Fact Sheet

VDOT District	Culpeper
Locality	Town of Warrenton
Corridor Length	2 miles
Nearby Transit Connections	VA Regional Transit
Nearby Bikeways	Warrenton Branch Greenway
Functional Classification	Other Principal Arterial
Speed Limit	40 mph

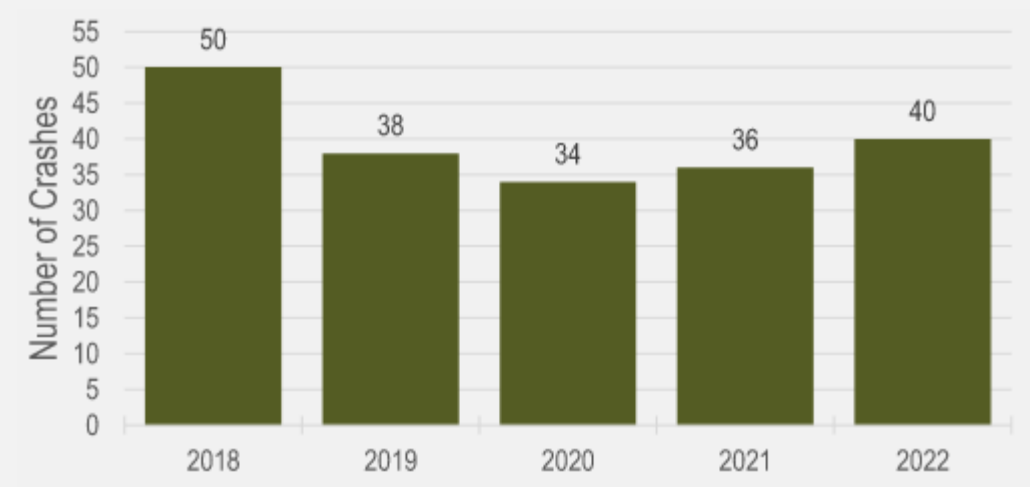
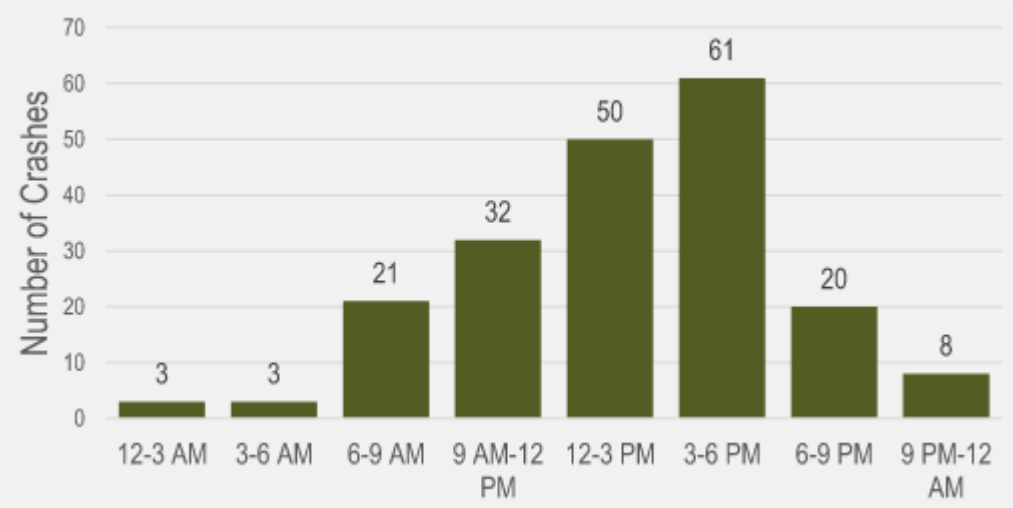
Safety Needs

Needs Identification Summary

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- 60% Property Damage Only
- 28% Nonvisible Injury
- 7% Visible Injury
- 4% Severe Injury
- 1% Fatality



Bicycle and Pedestrian Safety and Accessibility Needs

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Bicycle and Pedestrian Safety and Accessibility Needs Identification Summary



Bicycle and Pedestrian Safety & Accessibility Summary

- VTrans identifies this corridor as VERY HIGH NEED for Congestion Mitigation, Transit Access for Equity Emphasis Areas and HIGH NEED for Bicycle Access Safety, and TDM. Pedestrian Access classified as MEDIUM NEED.
- 2 pedestrian crashes
- Sidewalks
 - Exist on both sides between Frost Ave and Culpeper St
 - Crosswalks – sufficient markings with curb ramps
 - Ped signals - with push buttons and countdown heads at the intersections
- Bikes
 - No SUP facilities along the corridor only.
 - Warrenton Branch Greenway is located east of the study corridor.

Bicycle and Pedestrian Improvements

- Fill in sidewalk gaps on the south/north side of Route 17 BUS
- Consider a SUP instead of on-road bicycle facilities
- Ped facility upgrades at majority of the intersections, including ADA ramps, high-visibility crosswalks, Hybrid Beacons, RRFBs and APS push button .
- Potential for future ped/bike connections to adjacent land uses and/or ped/bike oriented facilities.

Legend


- Bicycle Access Need
- Pedestrian Access Need
- Activity Center
- Pedestrian Safety Need
- Potential for Bike Lane SUP, or sidewalk


VTrans Needs


VTrans Needs Summary


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 198 crashes were reported in the study area, of which one hundred and sixty-four (164) crashes (83%) occurred at or within 150 feet of an intersection. A significant cause for crashes within the study area during the 5-year period was distracted driving (23%) of the overall.

 The closest park & ride lot is at Colonial Road and US Route 15/29 intersection.

 No bike lanes or shared use path exist along Route 17 BUS. Warrenton Branch Greenway is located east of the study corridor.

 Warrenton Transit operates hourly service along Route 17 BUS from 7:30 AM to 7:30 PM. There are existing bus stops in the vicinity of Green St and Cleveland St intersections.

 Multimodal Safety and recurring peak hour congestion are the top ranked public concerns in the study area.

 Sidewalk exists along both sides of Route 17 BUS from Frost Ave to Culpepper St, and on the north side north side between Warrenton Community Center entrance to Alwington Blvd. Crosswalks have adequate markings with curb ramps. Ped signals – with push buttons and countdown heads noticed at Culpepper St and Frost Ave intersections.