



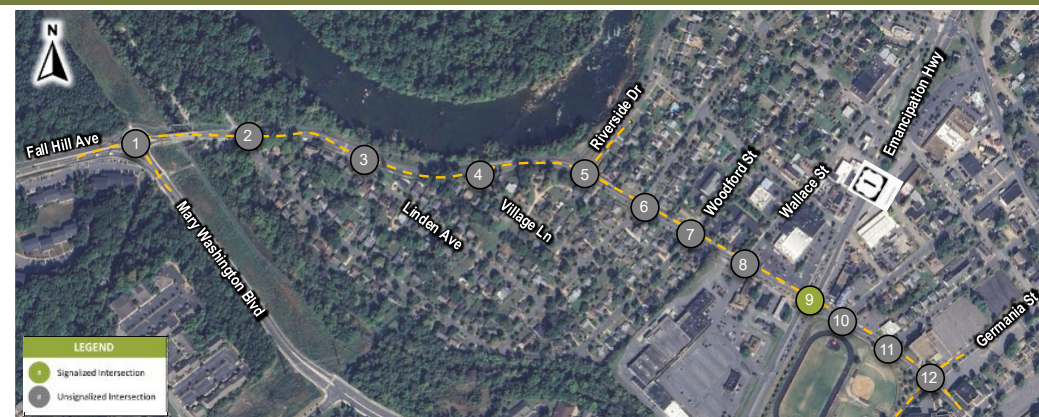
PROJECT PIPELINE NEEDS AND EXISTING CONDITIONS SUMMARY

Fall Hill Avenue

VDOT District: Fredericksburg / Locality: Fredericksburg

FR-25-01

Sheet 1 of 2



Study Purpose, Goals, and Objectives

To analyze the safety and multimodal issues identified along Fall Hill Avenue between Mary Washington Boulevard and Germania Street/Washington Avenue, with a focus on providing enhanced bicycle, pedestrian, and transit access and safety improvements.

VTrans Needs

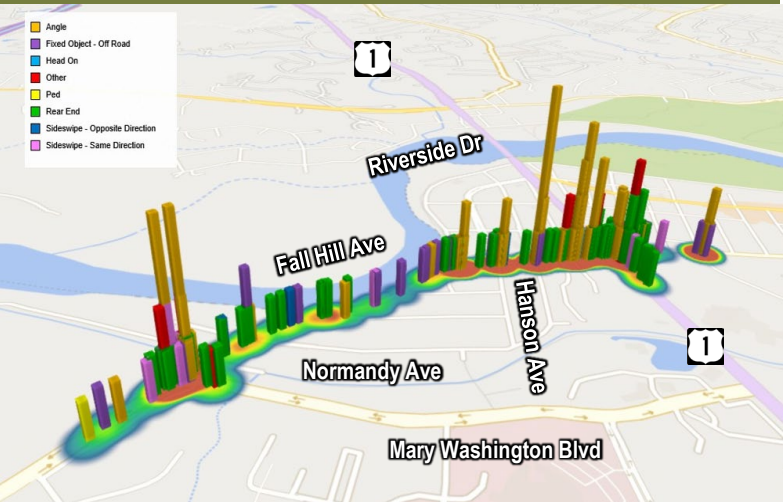
	Safety Improvement
	Pedestrian Safety Improvement
	Transportation Demand Management (TDM)
	Pedestrian Access
	Bicycle Access
	Transit Access
	Transit Access for Equity Emphasis Area

Study Facts

Major Study Intersections	3
Length of Study Area	1.0 mile
Classification	Major Collector
2023 Annual Average Daily Traffic	10,500–22,000
Speed Limit	25 mph

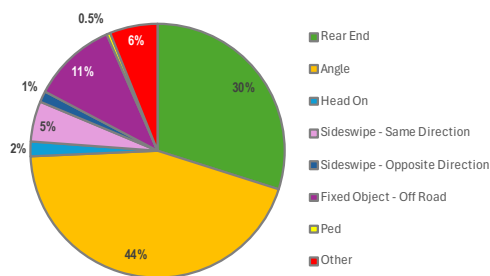
Safety Needs

- Nineteen of twenty-eight crashes at Wallace Street involved vehicles exiting Fredericksburg Shopping Center colliding with westbound through vehicles
- Seven crashes at Mary Washington Boulevard were due to northbound vehicles failing to yield when entering the roundabout
- One pedestrian crash and one bicycle crash occurred between 2020–2024, both resulting in injury
- Nine crashes at Bridgewater Street involved vehicles turning left. Six rear end collisions involved eastbound vehicles waiting to turn left.



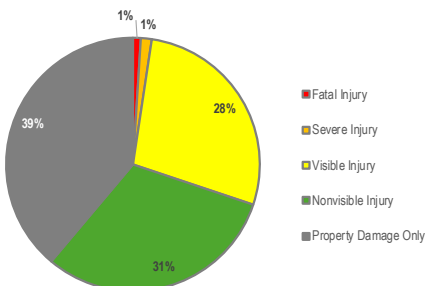
Crash Type

215 Total Crashes (2020 – 2024)



Crash Severity

215 Total Crashes (2020 – 2024)





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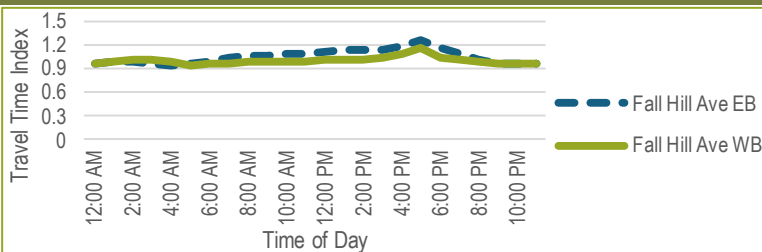
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Sheet 2 of 2

Operations Summary

- During field observations conducted in April 2025, eastbound queues at Fall Hill Avenue and US 1 extended at least to Wallace Street during the AM and PM peak period
- The left-turn signal heads at US 1 were upgraded to flashing yellow arrow signals in 2022
- Many westbound vehicles observed hesitating before entering the roundabout at Mary Washington Boulevard even if continuing straight in dedicated lane

Travel Time Index*

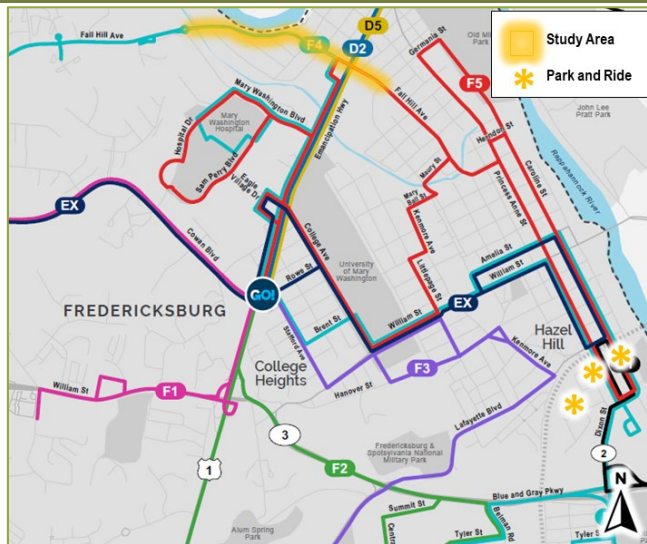


*Travel Time Index (TTI) is the ratio of the travel time during the referenced time period to the travel time during typical conditions. For example, a TTI of 1.5 means a trip takes 50% longer than it would in free-flow conditions.

Transit and TDM Needs

- FXBGO! Routes 13 and 15 service the corridor
- FXBGO! is not planning on expanding transit service in this area
- Three existing Park-and-Ride lots at the Fredericksburg VRE station

FXBGO! Routes 13 and 15 (formerly F4 and F5)



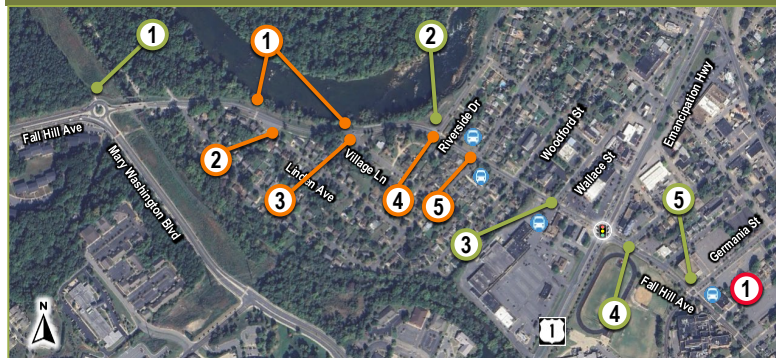
Bike and Pedestrian Access Needs

- Existing sidewalks on both sides of Fall Hill Avenue
- Shared Use Path on northern side of Fall Hill Avenue between Mary Washington Boulevard and Riverside Drive
- Unmarked crossings at Linden Avenue and Village Lane are >100 ft and lacking ADA curb ramps
- US 1 project will provide signalized pedestrian crossings on all legs at Fall Hill Avenue
- US 1 through the intersection with Fall Hill Avenue is in the top 1% of VDOT Pedestrian and Bike Safety Action Plan (PBSAP) priority corridors

Summary of Needs Identified Through Public Outreach

- Survey date: May 7–May 21, 2025
- Number of participants: 599
- Highest ranked needs: Safety improvements, pedestrian safety improvements, pedestrian access improvements
- Mode(s) of travel: Personal vehicle (98%), walking (45%), cycling (24%)
- Speeding/aggressive driving and insufficient crosswalks/missing crosswalks were identified by participants as the greatest safety issues in the study area

Proposed Solutions to Evaluate in Phase 2



Safety Improvements

- 1 Modify roundabout
- 2 Left turn lane or mini-roundabout
- 3 Access management
- 4 Add concrete median
- 5 Signing and markings, modified lane configuration, or modified stop control

Pedestrian Improvements

- 1 Relocate crosswalk, add RRFB
- 2 Reduce crossing distance, tighten radii, or close
- 3 Reduce crossing distance, tighten radii
- 4 Remove crosswalk
- 5 Add RRFB, add crosswalk

Transit Improvements

- 1 Add bench