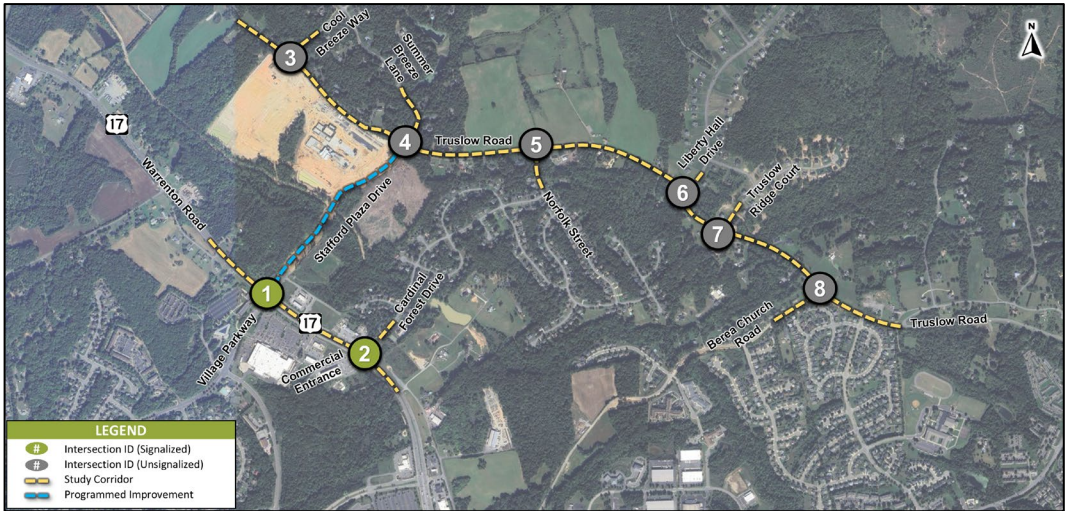




PROJECT PIPELINE NEEDS AND EXISTING CONDITIONS SUMMARY

Truslow Road, US 17, and Stafford Plaza Drive
VDOT District: Fredericksburg / Locality: Stafford County

FR-25-07
Sheet 1 of 2



Study Purpose, Goals, and Objectives

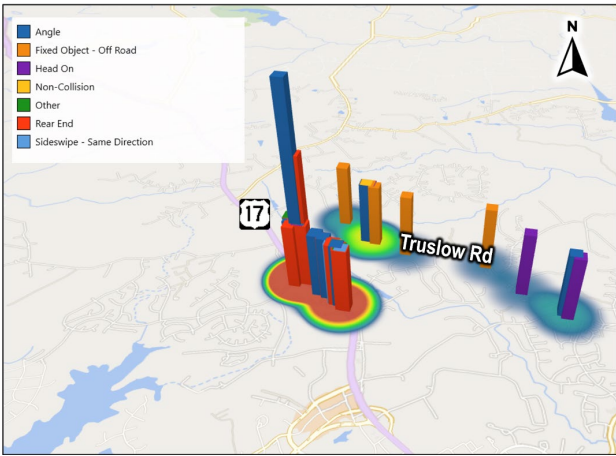
To analyze the operational and safety issues identified along Truslow Road from Cool Breeze Way to Berea Church Road and along US 17 (Warrenton Road) from Village Parkway/Stafford Plaza Drive to Cardinal Forest Drive. The analysis will focus on capacity preservation, safety improvement, transportation demand management, and providing enhanced pedestrian, bicycle, and transit access.

VTrans Needs	
	Capacity Preservation (Keep traffic flowing smoothly)
	Safety Improvement
	Pedestrian Safety Improvement
	Transportation Demand Management (TDM)
	Pedestrian Access
	Bicycle Access
	Transit Access
	Transit Access for Equity Emphasis Area

Study Facts	Truslow Rd	US 17
Major Study Intersections	6	2
Length of Study Area	1.7 miles	0.3 miles
Classification	Major Collector	Other Principal Arterial
Annual Average Daily Traffic	3,200 (2023)	42,500 (2025)
Speed Limit	35	45

Safety Needs

- 71 total crashes have occurred within the five-year period between 2020 and 2024
- There were no fatalities within the study area during the five-year period
- The intersections of US 17 and Village Parkway/Stafford Plaza Drive and US 17 and Cardinal Forest Drive were crash hot spots within the study area
- Most crashes at the intersections along US 17 were either rear end (43%) or angle (33%) crashes
- The most common crash type along the Truslow Road corridor was a collision with a fixed object off-road (57% of crashes)
- The greatest concentration of crashes on the Truslow Road corridor occurred at the “S-curve” north of Summer Breeze Lane, where there were six crashes during the five-year period



Bike and Pedestrian Access Needs

- The Truslow Road corridor has a low bicycle access VTrans need, while the US 17 corridor has very high bicycle and pedestrian access needs
- No pedestrian or bicycle facilities exist on the Truslow Road corridor—the shared-use path on the west side of Truslow Road starts at Plantation Drive and ends at Berea Church Road
- There is a continuous sidewalk connection between the two study intersections on US 17 on the west side of the road and no dedicated bicycle facilities within the study area
- There are no crosswalks at the US 17 and Village Parkway/Stafford Plaza Drive intersection and one crosswalk on the west side of the US 17 and Cardinal Forest Drive intersection



PROJECT PIPELINE NEEDS AND EXISTING CONDITIONS SUMMARY

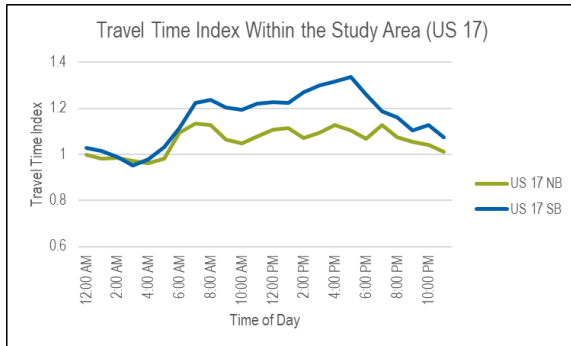
Truslow Road, US-17, And Stafford Plaza Drive
VDOT District: Fredericksburg / Locality: Stafford

FR-25-07
Sheet 2 of 2

Operations Summary

- Truslow Road experiences speeds at or above the speed limit and reliable travel times throughout the day
- US 17 experiences the highest TTI* in the PM period—this segment of US 17 represents a half-mile stretch and contains two traffic signals, which impacts its reported TTI and speeds

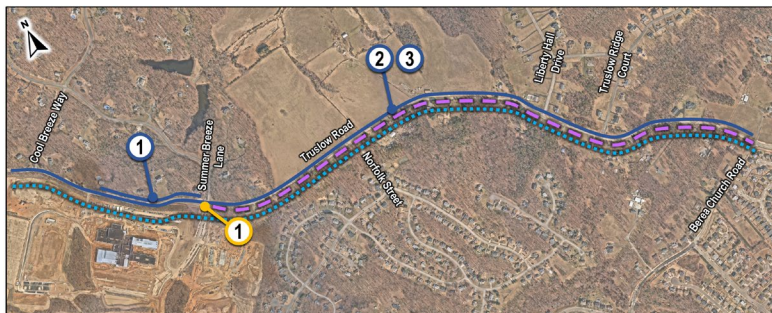
*Travel Time Index (TTI) is the ratio of the travel time during the referenced time period to the travel time during typical conditions. For example, a TTI of 1.5 means a trip takes 50% longer than it would in free-flow conditions.



Summary of Needs Identified Through Public Outreach

- Survey date: May 7 – May 21, 2025
- Number of participants: 751
- Highest ranked needs: capacity preservation, safety improvement, pedestrian safety improvement
- Mode(s) of travel: Personal vehicle (100%), walking (12%), cycling (9%)
- Survey comments mention unsafe roadway conditions on Truslow Road, high volumes/the need for additional lanes on US 17, and the need for improved pedestrian and bicycle infrastructure in the study areas were noted as the most common responses among participants

Proposed Solutions to Evaluate in Phase 2 for Truslow Road



Safety Improvements

- Curve softening
- Add rumble strips (Truslow Road corridor-wide)
- Increase lane widths and add paved shoulders/curb & gutter (Truslow Road corridor-wide)

Programmed Improvements (by others)

- Add shoulder wedge (Truslow Road corridor-wide)

Operations Improvements

- Convert intersection to roundabout

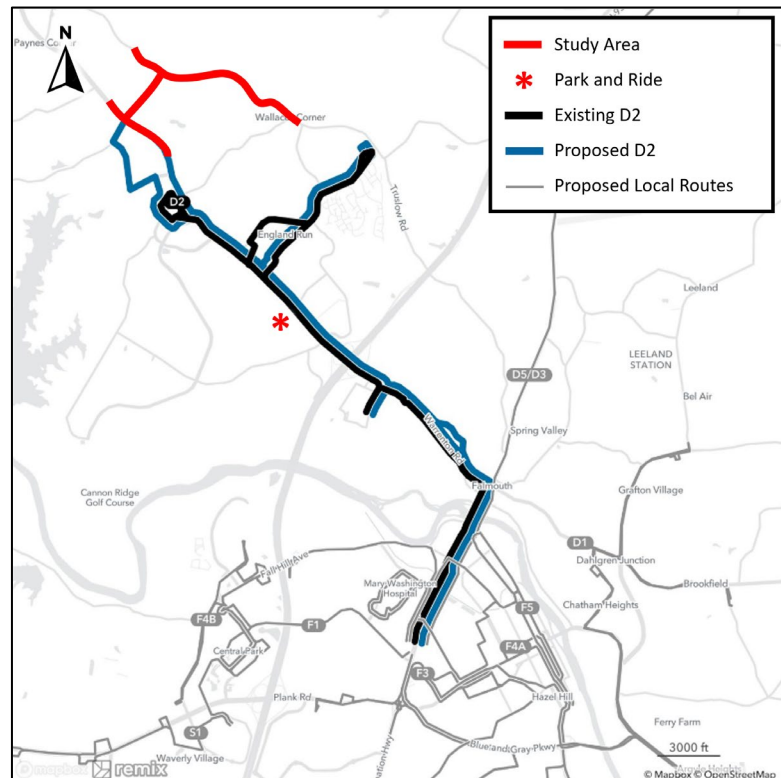
Pedestrian and Bicycle Improvements

- Shared-use path

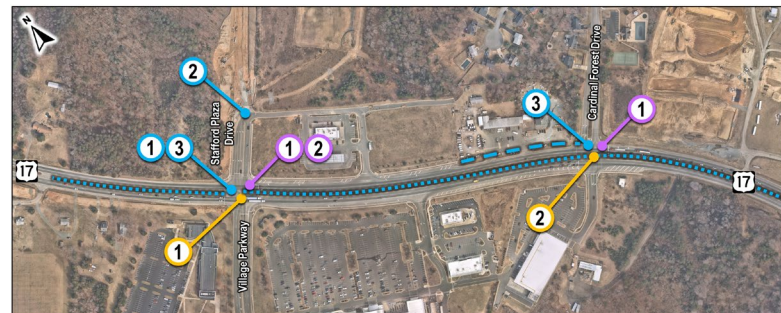
Transit and TDM Needs

- Medium Transit Access need on Truslow Road, very high TDM and Transit Access needs on US 17
- No current transit services along Truslow Road within the study area
- Recently-implemented expansion of FVBGO! Route D2 provides service farther north along US 17 to Village Parkway

FVBGO! Transit Route Map



Proposed Solutions to Evaluate in Phase 2 for US 17



Proffered/Programmed Improvements

- Construct 2nd southbound US 17 left-turn lane
 - Close median at Village Falls Drive (TBD—pending ongoing discussions with property owner)
- Previously Recommended Improvements
- Widen US 17 from 4 lanes to 6 lanes
 - Close gap in sidewalk on the east side of US 17 north of Cardinal Forest Drive
 - Install crosswalks across US 17 on the south leg of the intersection

Operations and Safety Improvements

- Convert eastbound/westbound approach lane to remove split phasing or add new turn lanes
 - Convert intersection to east-west Thru-Cut
- Pedestrian and Bicycle Improvements
- Pedestrian signals for previously recommended crosswalks
 - Crosswalk across Stafford Plaza Drive on the east leg of the intersection