

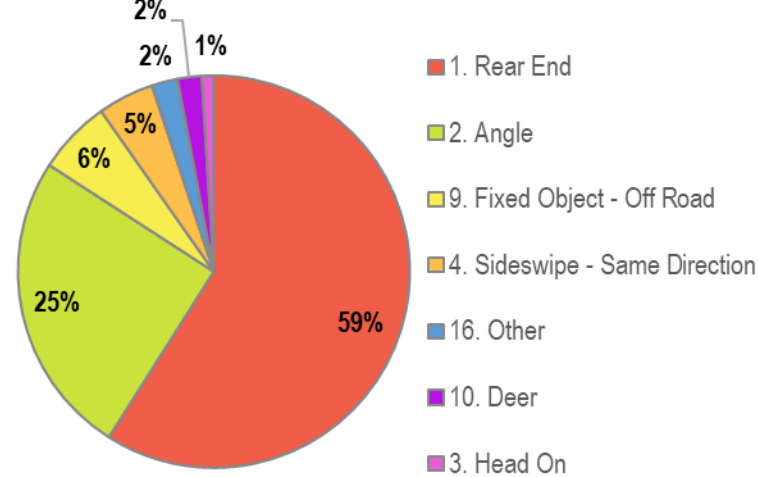
Phase 1 Executive Summary



VTrans Needs

NEED	PRIORITY
Capacity Preservation	Very High
Statewide Safety Improvement	Very High
Transportation Demand Management	Very High
Congestion Mitigation	Medium
Bicycle Access	Low
Pedestrian Access	Low
Transit Access	Low

HR-23-09 Crash Type



Transit and TDM Needs

- Study area not currently served by HRT.
- WATA is planning a new bus route demonstration project along US 17 from Yorktown courthouse to the Wal-Mart at Victory Blvd.
- New HRT MAX commuter bus route will begin service in FY 2026 with express service along US 17 from Guinea Road park-and-ride in Gloucester County to Newport News Shipyard.
- TRAFFIX provides commuter options including carpool/vanpool ride-matching and rewards programs.

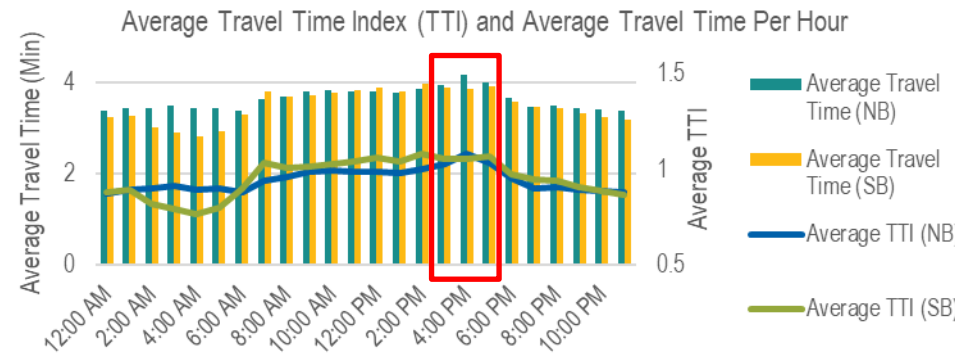
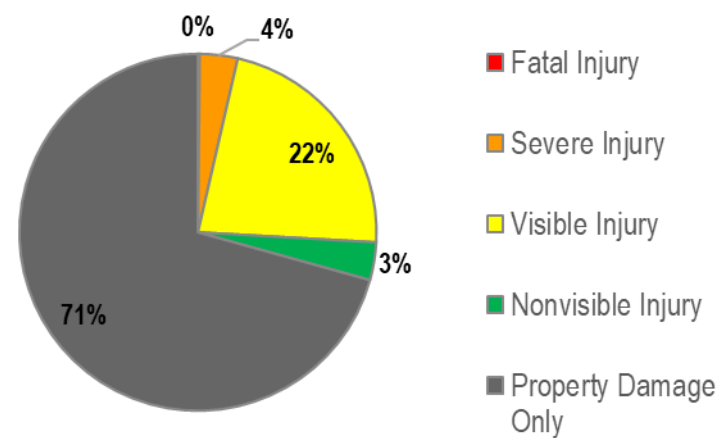
Bike and Pedestrian Access Needs

- Pedestrian and bicycle activity were observed near the US 17 and Fort Eustis Blvd intersection.
- Pedestrian and bicycle facilities are lacking throughout the study corridor, except for the sidewalk on the east side of US 17 from Fort Eustis Blvd to the library at Battle Rd.
- Sidewalk will be extended to Cook Rd and include crosswalks at 2 signalized intersections.
- Existing bike lane on Old York-Hampton Hwy provides a parallel bike route.
- Regional Bikeways Map shows proposed multi-use path on Freedom Blvd to complete the parallel connection.

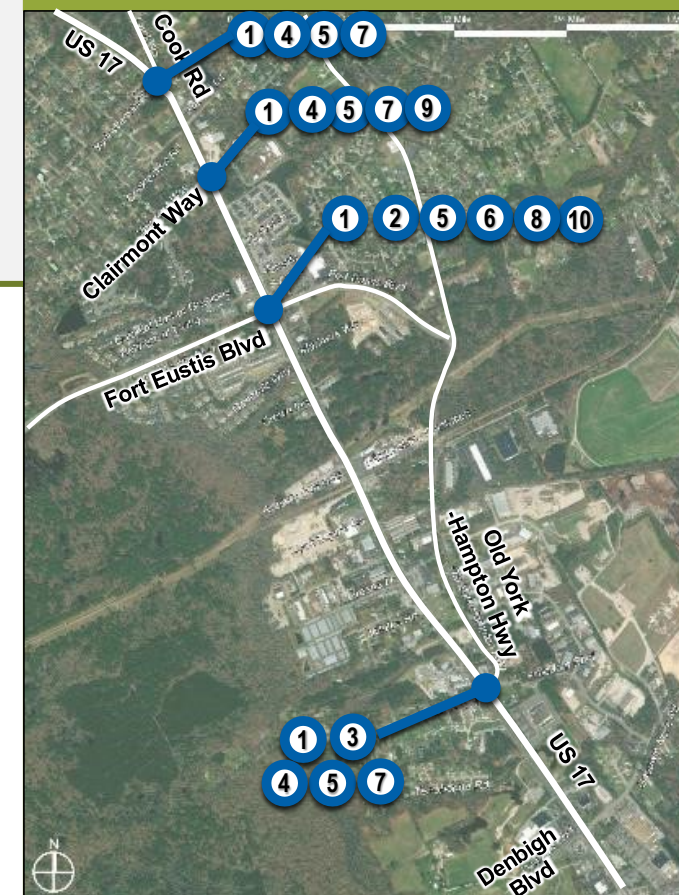
Operations and Safety Needs

- Signalized intersections have split side-street phasing, causing long queues and frequent stops.
- 50 mph posted speed limit, observed speeds higher.
- Nearly the entire corridor is on VDOT's PSI segment list.
- 3 intersections are on VDOT's PSI intersection list.
- Almost 60% of crashes are rear-ends.
- About 1 in 3 crashes result in injury
- 13% of crashes were reported as involving speeding
- Poor roadside conditions – shoulders and turn lanes are lacking
- Long queues at Fort Eustis Blvd intersection

HR-23-09 Crash Severity



Proposed Solutions To Evaluate in Phase 2



Safety and Operations Improvements

- Optimize Signal Phasing and Timing
- Eastbound Left-Turn Overpass
- Continuous Green-T
- Median U-Turn
- Thru-cut
- Center Turn Overpass
- RCUT
- Partial Displaced Left Turn
- Partial Median U-Turn
- Quadrant Roadway

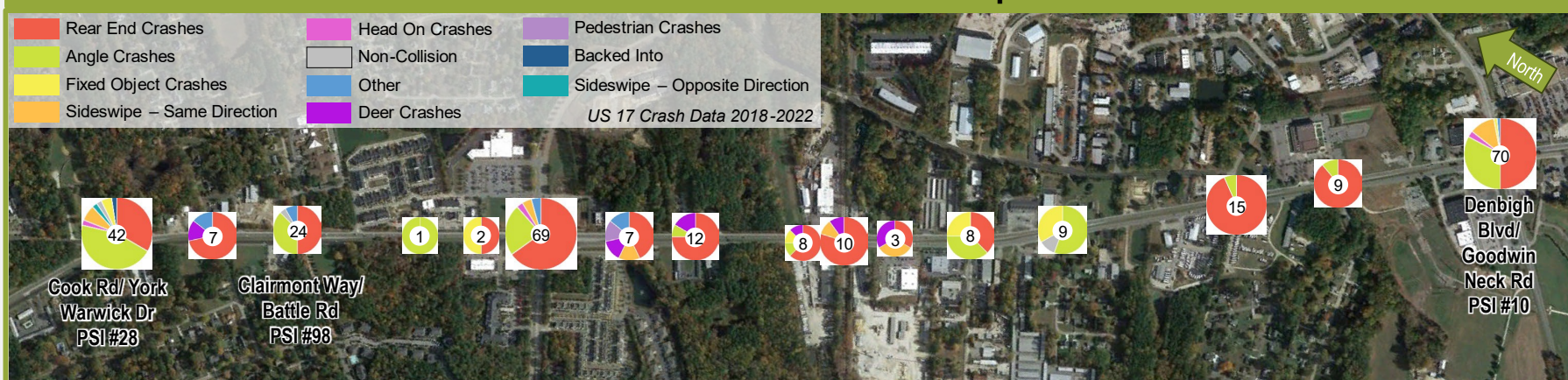
Corridor Wide Operations and Safety Improvements

- Posted speed limit review
- Access management review
- Turn-lane analysis
- Widening to six lanes

Corridor Wide Pedestrian Improvements

- Striping crosswalks at signalized intersections and adding pedestrian signals
- ADA ramp compliance review
- Adding sidewalks to complete sidewalk network

HR-23-09 Crash Data Map



Transit and TDM Improvements

Addressed by proposed transit service. Bus stop locations will be identified.