

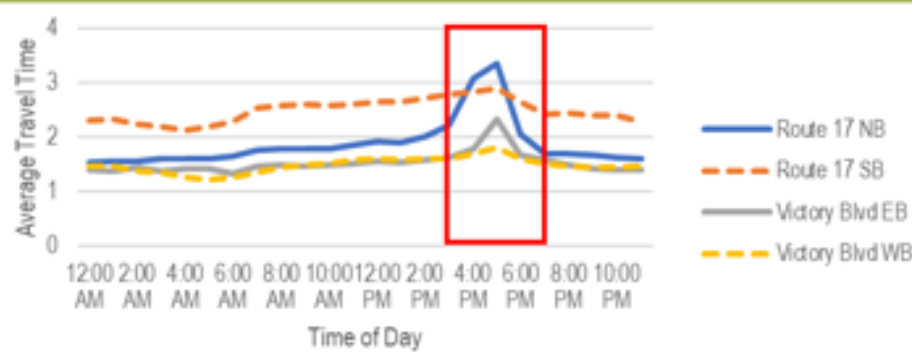
Phase 1 Executive Summary



Operational and Safety Needs

- Heavy congestion at the intersection of Route 17 and Route 171 (Victory Boulevard) occurs during the AM and PM peak periods
- In the past five years of crash data (2018-2022), most crashes within the study area were either rear-end (58%) or angle (26%) crashes
- 2018 and 2019 each had one pedestrian-involved crash, both of which occurred on Route 17
- During field observations conducted in October 2023, southbound queues at Route 17 and Route 171 (Victory Boulevard) extend back to the upstream intersection in the AM peak period and eastbound and northbound queues extend back past the upstream intersection in the PM peak period

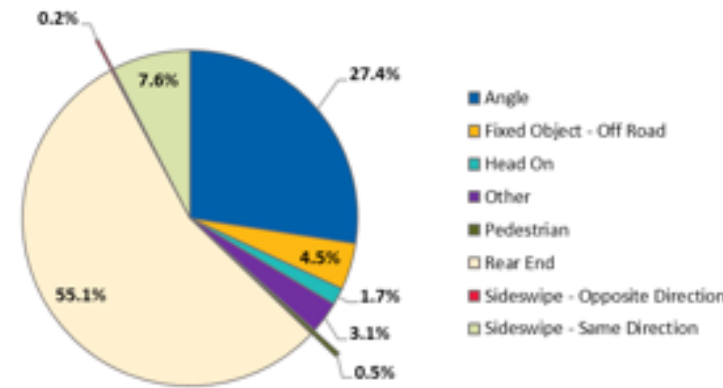
Average Travel Time Within the Study Area



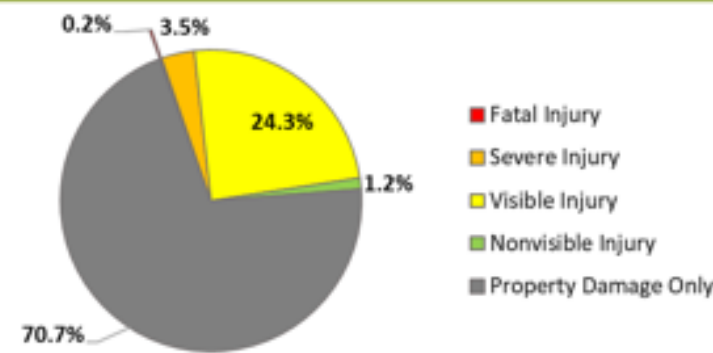
Crash Data Heat Map



Crash Type



Crash Severity



Proposed Solutions to Evaluate in Phase 2

Potential improvement concepts identified for the intersection of Route 17 and Route 171 (Victory Boulevard) to be evaluated in Phase 2 include:

- Conventional intersection improvements
- Partial Displaced Left Turns
- Full Displaced Left Turns
- Partial Median U-Turn

HRT Transit Routes



Transit and TDM Needs

- Nearest Park and Rides:
 - Denbigh Fringe Park and Ride (6 miles)
 - Lee Hall Commuter Parking Lot (10 mi)
 - Hampton Transportation Center Park and Ride (11 miles)

VTrans Needs

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

VTrans Priority Segments

