PROJECT PIPELINE NEEDS AND EXISTING CONDITIONS SUMMARY

Alternative Route 58 (Cummings Street)

VDOT District: Bristol / Locality: Town of Abingdon

BR-25-01

Study Area: Cummings Street (Bradley Street to I-81 Exit 17)

VTrans Needs

	Bicycle Access
	Pedestrian Access
	Safety Improvement
	Pedestrian Safety Improvement
	Transit Access
	Transportation Demand Management (TDM)

Safety Needs

Study Area

- 135 total crashes (2020-2024)
- Three of the highest Potential for Safety Improvement (PSI) corridors in Bristol District are on Cummings Street; PSI rank 34 (north of Mont Calm Street), PSI rank 19 (south of Mont Calm Street); PSI rank 2 (south of Cook Street)

Cook Street and Cummings Street Intersection

- One of the highest PSI intersections in the District; PSI rank 3
- 23 angle collisions; 14 crashes resulted in an injury
- 9 rear-end crashes on southbound (SB) leg; curvature impacts sight distance to/from SB approach

McDonalds and Cumming Street Intersection

- 26 crashes occurred at entrance or exit; 15 injury crashes

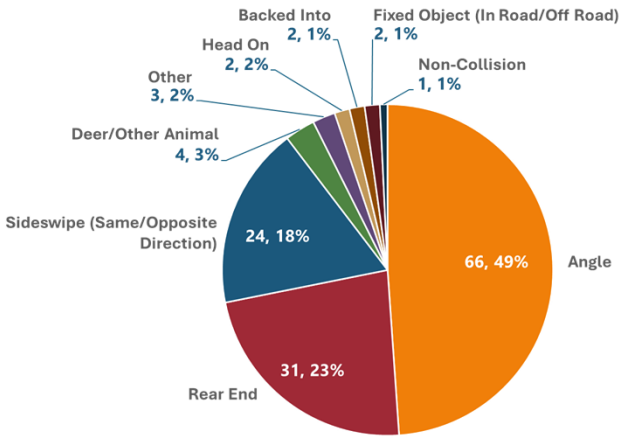
Study Purpose, Goals, and Objectives

To address roadway and pedestrian safety, bike / pedestrian / transit accessibility and connectivity, and transportation demand management (TDM) needs along Alternate Route 58 (Cummings St) from Bradley St to the I-81 Exit 17 ramps. Recommendations will be developed for SMART SCALE Round 7 funding applications.

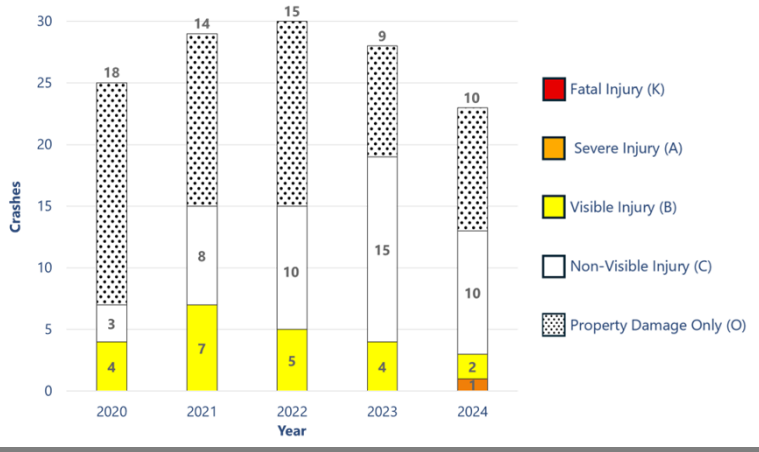
Study Facts

Major Study Intersections	10
Length of Study Area	0.6 mile
Classification	Minor Arterial
2023 AADT (Average Annual Daily Traffic)	15,000
Speed Limit	35 mph

Crash Type — 135 Crashes (2020 – 2024)



Crash Severity — 135 Crashes (2020 – 2024)



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BR-25-01

Study Area: Cummings Street (Bradley Street to I-81 Exit 17)

Summary of Needs Identified Through Public Outreach

- Survey date: May 27– June 10, 2025
- Number of participants: 440
- Mode(s) of travel: Personal vehicle (100%, 335 respondents), walking (17%, 58 respondents), cycling (10%, 33 respondents)
- Primary needs: TDM (system efficiency), congestion reduction and safety improvements
- Top safety needs: sudden stopping / rear-end crashes and difficulty weaving / merging
- Respondents identified weekday morning rush (6 am – 9 am) and afternoon rush (4 pm – 7 pm) as the top hours for experiencing congestion and mobility issues. Respondents noted congestion aligned with school schedule
- Most respondents (66%, 216 respondents) have trouble making left turns; most respondents (56%, 182 respondents) identified poor signal coordination as a mobility issue
- Common feedback included: congestion at the Cook Street/Cummings Street intersection, business access off Cummings Street, and disregard for traffic signage and laws

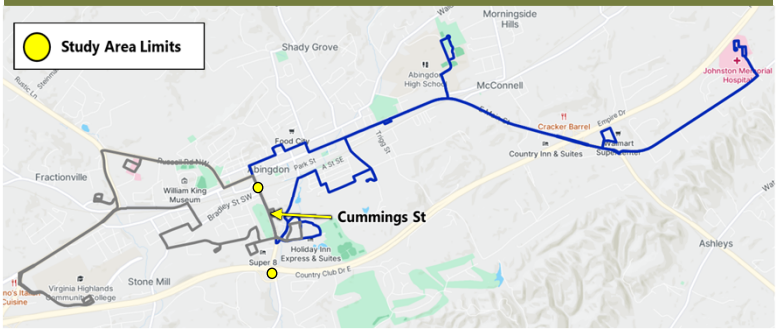
Bike and Pedestrian Access Needs

- Very High Bicycle Access priority on Cummings Street
- Most survey respondents (74%, 178 respondents) identified that crosswalks / pedestrian signals were needed within the study area. Comments highlighted a need to connect existing pedestrian and bicycle facilities
- ~5-foot sidewalks along majority of corridor with ~3-foot utility strip/grass buffer

Transit and TDM Needs

- High Transit Access on Cummings Street
- High TDM priority on Cummings Street
- There is a need to accommodate the movement of people and goods via multiple modes of travel
- One transit stop in study area (Kroger); 1-hour frequency

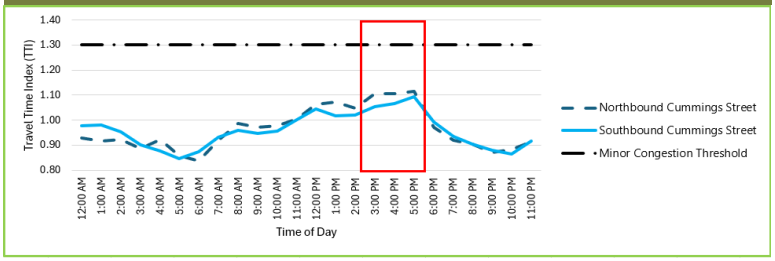
Mountain Lynx Transit: Blue Loop & Silver Loop



Operations Summary

- Peak hours: 7:30-8:30AM, 4:30-5:30PM
- Queues on westbound Cook Street; spills back to Green Spring Road in PM (549 ft); shorter AM queue (120 ft)
- Queues on SB Cummings Street at I-81 Exit 17 (AM: 124 ft; PM; 402 ft) and on SB I-81 off-ramp (AM: 330 ft; PM: 439 ft)
- AM Level of Service F with 54.4 sec delay at the McDonald's driveway at Cummings Street (PM LOS D, 28.6 sec), drivers observed to use the two-way left turn lane to complete two-stage left-turns
- Traffic patterns will change with future Cook Street / French Moore Boulevard extension projects

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.

Proposed Solutions to Evaluate in Phase 2

Operations Improvements

1. Capacity improvements to accommodate traffic patterns of Cook St / French Moore Extension Projects
2. Green Spring Rd extension to Shopping Center / Hampton Inn
3. Channelize southbound I-81 off-ramp right turns

Pedestrian Improvements

1. Enhanced crosswalk treatment at Bradley Street

Safety Improvements

1. Access management strategies Bradley St to Cook St
2. Protected northbound left turn signal phase
3. Mitigate southbound signal head limited sight distance
4. Access management strategies from Cook St to I-81

Transit/TDM Improvements

1. Transit access

Phase 2 will also evaluate opportunities to incorporate the preferred alternative from the previous Project Pipeline study of Route 11 (Main Street) into the recommendations of this Alternative Route 58 (Cummings Street) study. The preferred alternative included improvements to Alternative Route 58 north of Bradley Street.