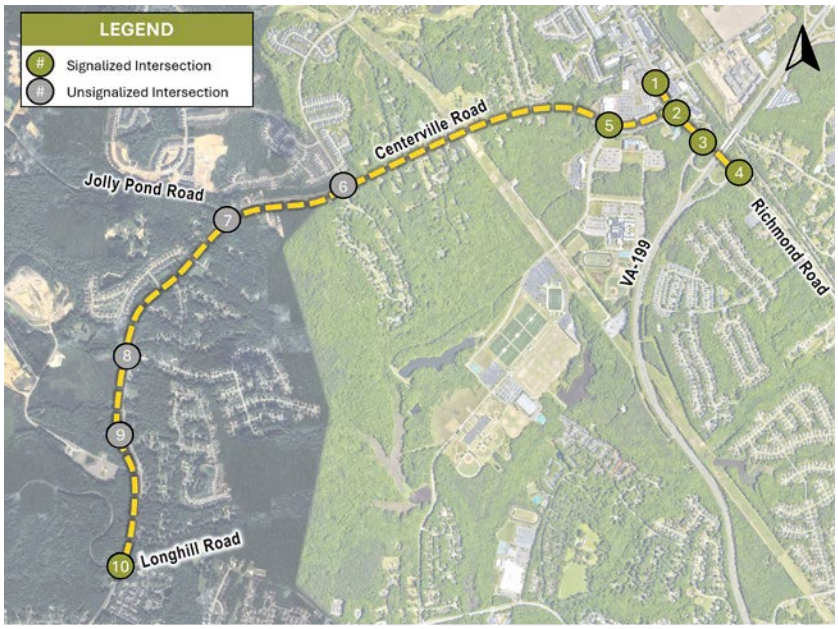
# PROJECT PIPELINE NEEDS AND EXISTING CONDITIONS SUMMARY

## Centerville Road and Route 60 (Richmond Road)

VDOT District: Hampton Roads / Locality: James City County






## Study Purpose, Goals, and Objectives

To analyze the operational and safety issues identified on Centerville Road and Route 60, with a focus on providing enhanced transit access, pedestrian safety, roadway safety, bike access, pedestrian access, and transportation demand management.

## Study Facts

| | |
|---|---|
| Major Study Intersections | 10 |
| Length of Study Area | 3.1 miles (Centerville Road)<br>0.4 miles (Route 60) |
| Classification | Minor Arterial (Centerville Road)<br>Other Principal Arterial (Route 60) |
| 2023 AADT (Average Annual Daily Traffic) | 11,000 (Centerville Road)<br>25,000 (Route 60) |
| Speed Limit | 45 mph (Centerville Road and Route 60) |

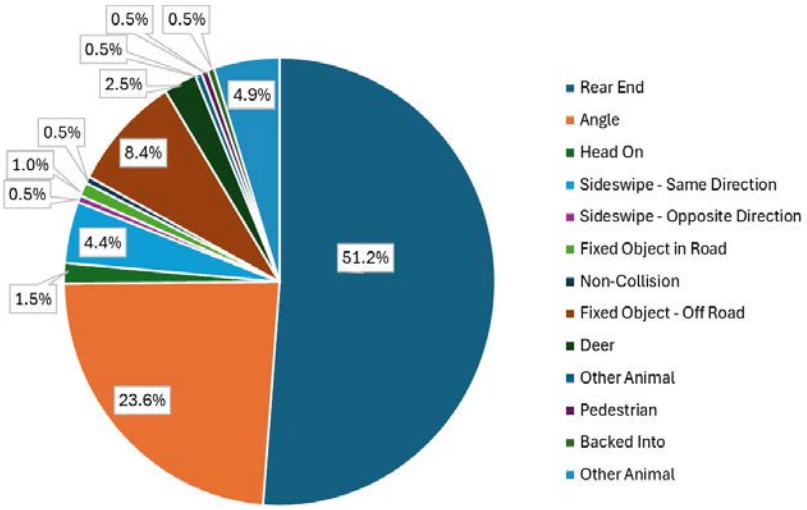
## VTrans Needs

- Transit Access
- Pedestrian Safety Improvement
- Safety Improvement (Route 60 only)
- Bicycle Access
- Pedestrian Access
- Transportation Demand Management (TDM) (Route 60 only)
- Congestion Mitigation (Route 60 only)
- Capacity Preservation (Route 60 only)

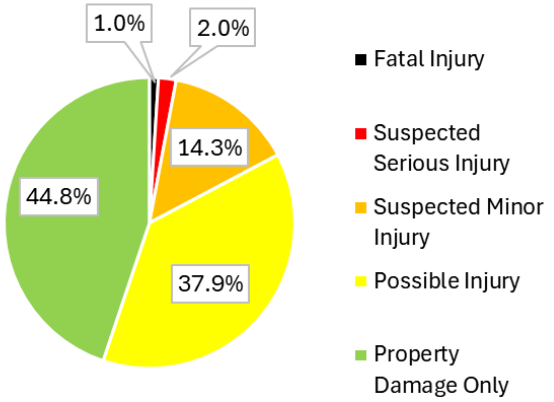
## Safety Needs

- The total number of crashes in this study area have been increasing in the past five years.
- 203 crashes reported within the study area (2020-2024).
- 75% of injury crashes were rear-end or angle crashes.
- 82% of injury crashes occurred at an intersection (within 250-ft buffer).
- One pedestrian crash and one bicycle crash occurred between 2020-2024 and resulted in one pedestrian fatality and one bicyclist suspected serious injury.

## Crash Type




## Crash Severity



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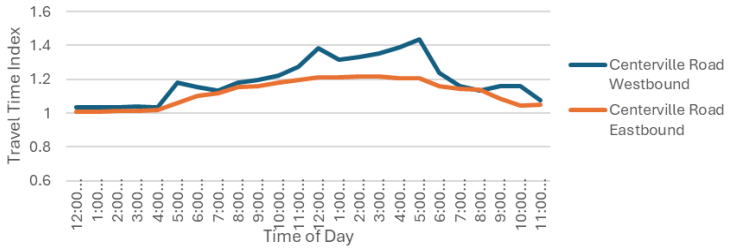
## Operations Summary

- Heavy queuing occurred in the left-turn lanes for both the eastbound approaches of the Route 199 West Ramp and Route 199 East Ramp during the AM and PM peak hour periods.
- The signalized intersections of Route 60 and Centerville Road and Centerville Road and Opportunity Way operate at LOS D or worse during the AM peak hour.
- The signalized intersections of Route 60 and Lightfoot Road, Route 60 and Centerville Road, and Centerville Road and Opportunity Way operate at LOS D during the PM peak hour.

## Travel Time Index*

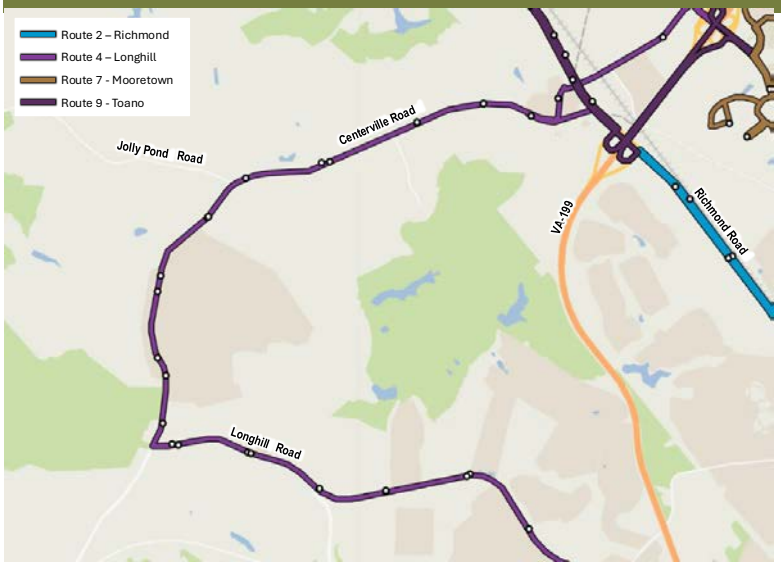



*Travel Time Index (TTI) is the ratio of the travel time during the referenced time period to the travel time during typical conditions. For example, a TTI of 1.5 means a trip takes 50% longer than it would in free-flow conditions.

## Operations and Access Needs

- Route 60 has Capacity Preservation and Congestion Mitigation VTrans needs due to congestion at Lightfoot Road and the 199 Ramps.
- Pedestrian and Bicycle Access needs for Route 60 and Centerville Road.
- There are three Williamsburg Area Transit Authority (WATA) Routes that service the study area.

## WATA Bus Routes 2, 4, 7, and 9

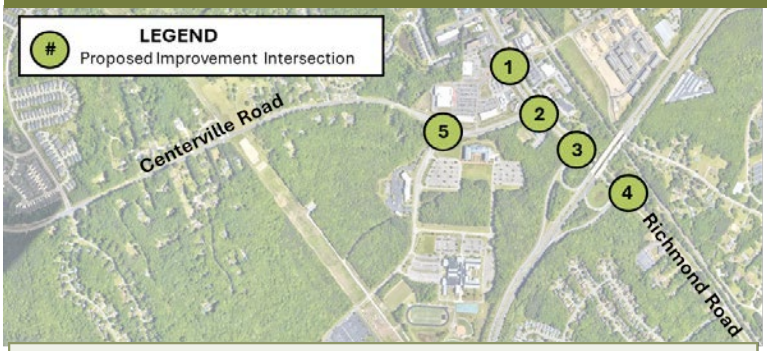



## Safety and Reliability Needs

- Safety and Pedestrian Safety Improvement needs on Route 60 due to high-level crash trends.
- Parts of Centerville Road and Route 60 are VDOT Pedestrian Safety Action Plan (PSAP) priority corridors.
- No existing bike facilities along the portion of Route 60 within the study area.
- One fatal pedestrian crash and one severe injury bicycle crash occurred along Centerville Road near Opportunity way.
- Reliability was not identified as a VTrans need for the study area.

## Summary of Needs Identified Through Public Outreach

- Survey date: May 14th – May 30th, 2025
- Number of participants: 1,058
- Highest ranked needs: Reducing traffic congestion and corridor safety/intersection safety
- Speeding/aggressive driving and lack of sidewalks/missing sidewalks were identified by participants as the greatest safety issues in the study area.




**Safety and Operational Improvements**

1. Route 60 and Lightfoot Road
   - Modified Conventional
   - Partial MUT
   - Thru Cut
   - Restricted Crossing U-Turn
   - Bowtie
2. Route 60 and Centerville Road
   - Modified Conventional
   - Thru Cut
   - Partial Displaced Left-Turn (N-S)
   - Partial Displaced Left-Turn (E-W)
3. Route 60 and the Route 199 East Ramps
   - Modified Conventional
   - Hybrid Roundabout
4. Route 60 and the Route 199 West Ramps
   - Modified Conventional (1)
   - Modified Conventional (2)
   - Hybrid Roundabout
5. Centerville Road and Opportunity Way
   - Modified Conventional (1)
   - Modified Conventional (2)
   - Thru Cut
   - Hybrid Roundabout

**Pedestrian and Bicycle Improvements**

1. Improve sidewalk connectivity
2. Upgrade existing sidewalk to shared-use path where appropriate
3. Upgrade/install high-visibility crosswalks
4. Install high-visibility pedestrian signals

**Transit/TDM Improvements**

1. Extend sidewalk to bus stops
2. Provide concrete pads and benches at bus stops