

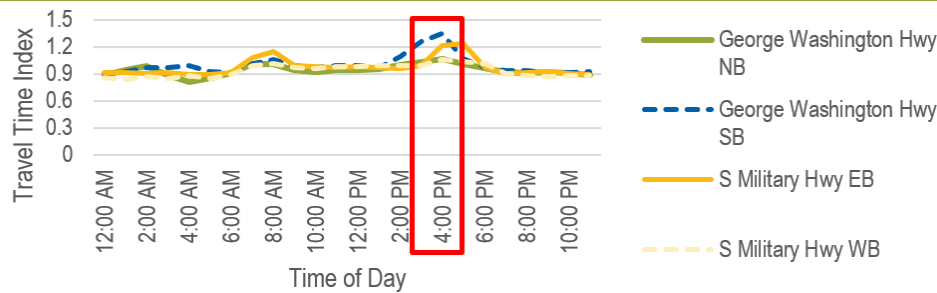
# Phase 1 Executive Summary



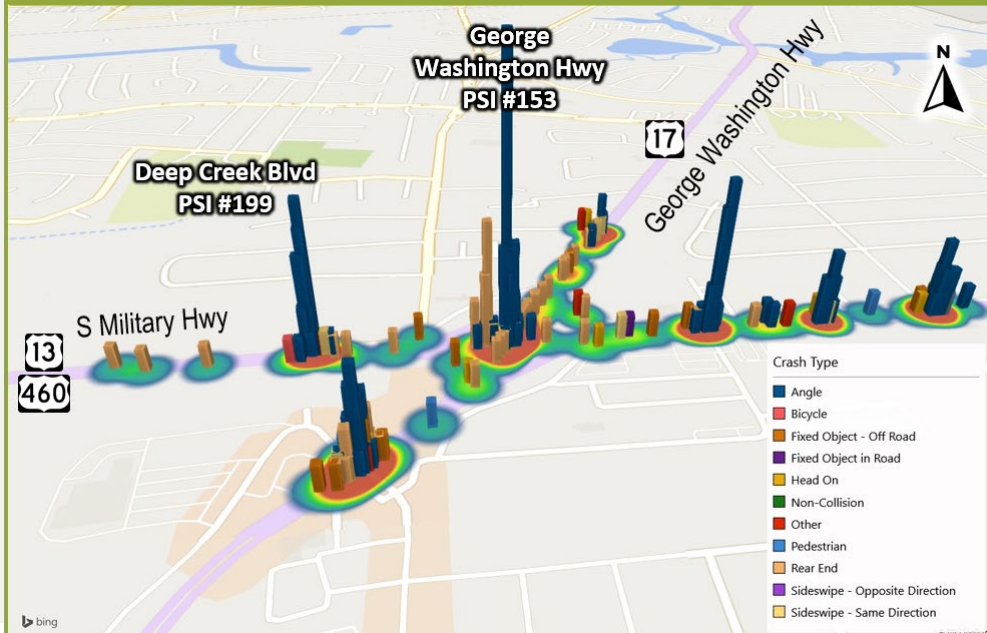
## Operational and Safety Needs

- Heavy congestion at the intersection of S Military Highway and George Washington Highway occurs during the AM and PM peak periods
- Fifty-one crashes involving a left turning vehicle occurred at the intersection of S Military Highway and George Washington Highway between 2015 and 2022
  - Over 50% of the crashes involved vehicles making a westbound left turn
  - The left-turn signal heads were upgraded from doghouse signals to flashing yellow arrow signals in late 2022
- Five pedestrian crashes and two bicycle crashes occurred between 2015-2022 and resulted in one pedestrian fatality and one bicycle fatality
- During field observations conducted in June, 2023, eastbound queues at S Military Highway and George Washington Highway extended beyond Yarkin Road during the PM peak period (~1,000 feet)

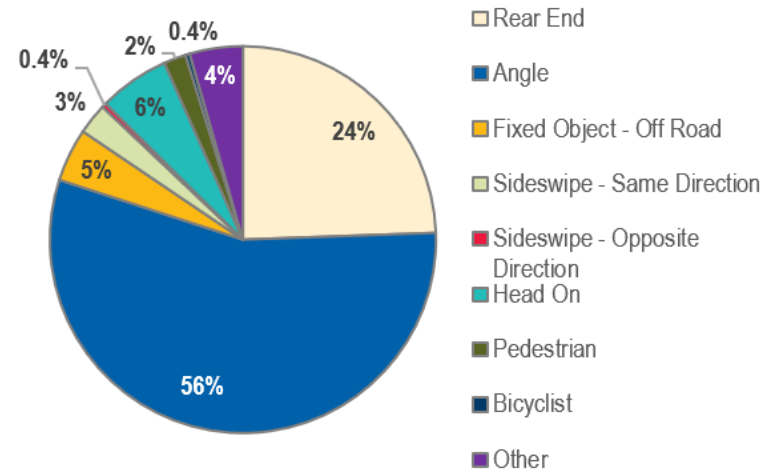
## Travel Time Index



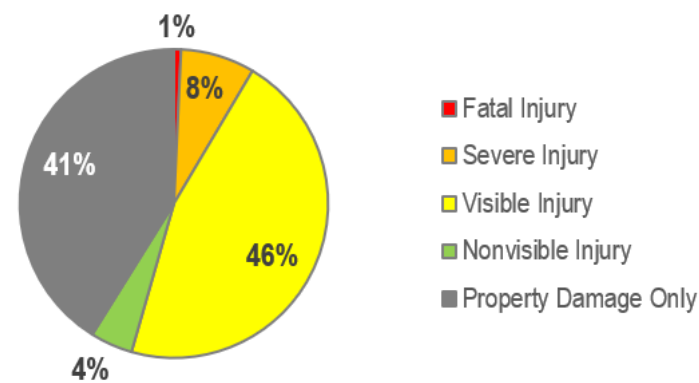
## Crash Data Heat Map



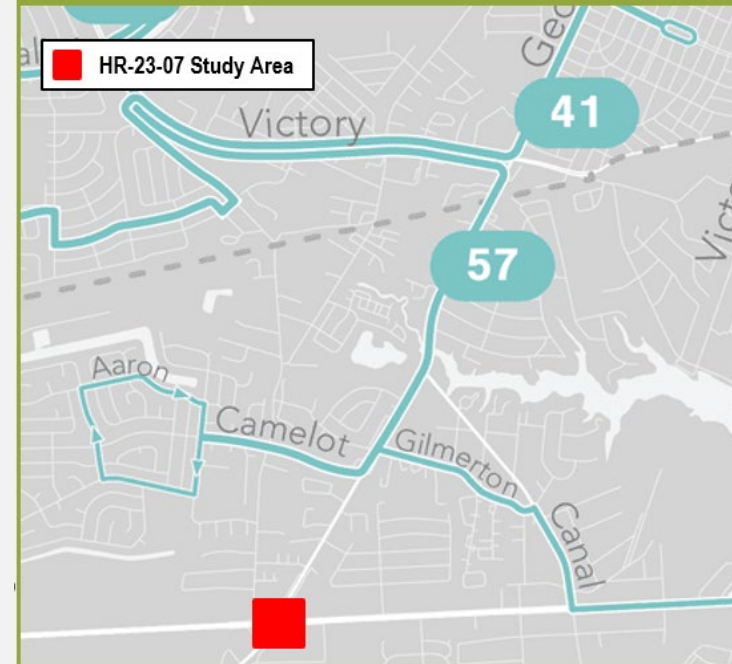
## Crash Type



## Crash Severity



## HRT Routes 41 and 57



## Transit and TDM Needs

- Lack of transit access south of existing HRT Routes 41 and 57
- HRT is not planning on extending service south of towards S Military Highway and George Washington Highway
- Potential for Park and Ride lot because of proximity to adjacent I-64 interchanges

## VTrans Needs

NEED	PRIORITY
Safety Improvement	Very High
Transportation Demand Management	Very High
Bicycle Access	High
Transit Access	High
Transit Access for Equity Emphasis Areas	High
Congestion Mitigation	Medium
Pedestrian Safety Improvement	Low
Reliability	Low

## Bike and Pedestrian Access Needs

- High bike access priority along S Military Highway and George Washington Highway
- No bike and pedestrian facilities within study area, except a Shared Use Path along S Military Highway in southwest quadrant
- US 17 widening project will include bicycle and pedestrian facilities at the intersection of S Military Highway and George Washington Highway
- S Military Highway and George Washington Highway are in the top 5% of VDOT PSAP priority corridors

## Proposed Solutions To Evaluate in Phase 2



### Operations Improvements

- 1 Dual Left Turns
- 2 Partial Displaced Left-Turn

### Safety Improvements

- 1 Protected Left Turns
- 2 Bowtie
- 3 Quadrant
- 4 Partial Median U-Turn

### Pedestrian and Bicycle Improvements:

- 1 Shared-Use Path to connect to pedestrian and bicycle improvements included in the US 17 widening project

### Transit Improvements

- 1 Opportunity for Park and Ride