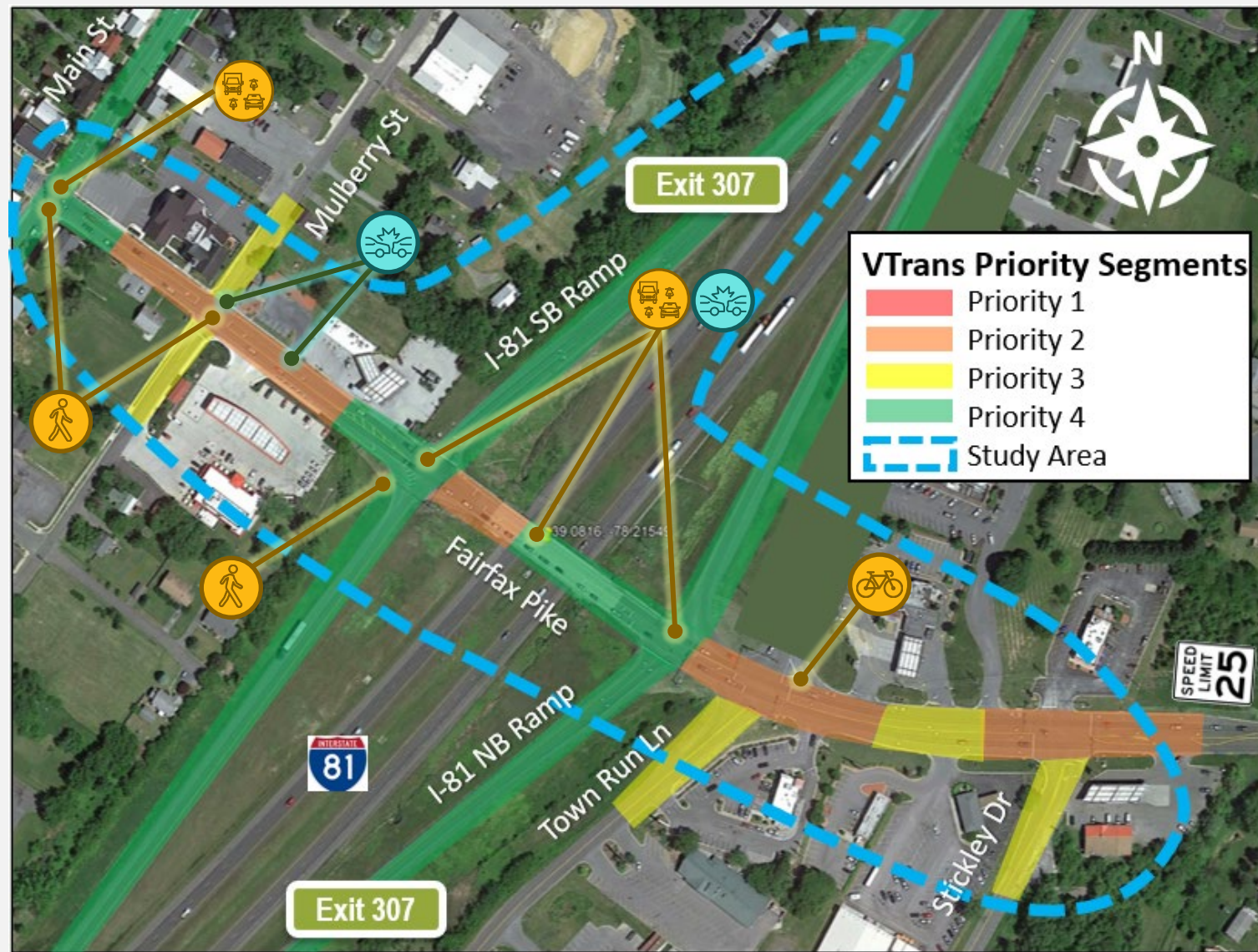


# Project Overview | ST-23-08

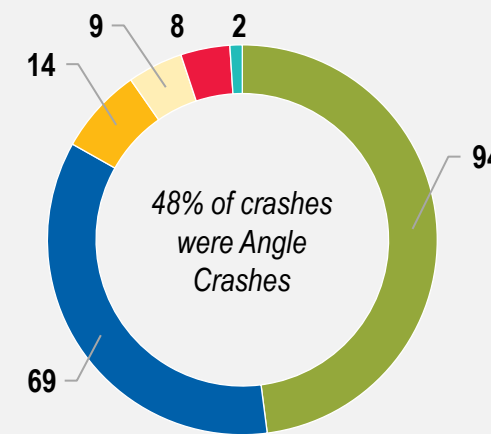
Fairfax Pike (Route 277) from Main Street (US Route 11 ) to Stickley Drive (Route 1085)



## Project Purpose, Goals, & Objectives

Analyze the operational and safety issues identified along Fairfax Pike near I-81, with a focus on providing enhanced safety and transportation demand management.

Identify cost-effective preferred improvement alternatives that address the deficient conditions and prioritize safety and accessibility.



- Angle
- Rear End
- Sideswipe
- Fixed Object - Off Road
- Head On
- Pedestrian

Project Fact Sheet	
VDOT District	Staunton
Locality	Frederick County
Corridor Length	0.4 mile
Nearby Transit Connections	WinTran Laurel Ridge Route
Nearby Bikeways	Shared-Use-Path on the south side of Fairfax Pike, east of Stickley Drive
Functional Classification	Minor Arterial
Speed Limit	25 mph

## Issues in the Study Area

- 92 incidents (2015-2022) within 1200 feet between Main St & I-81 NB On ramp. 41 incidents associated with I-81 SB & NB ramp intersections. Access management concerns between Mulberry St & I-81 SB Off ramp.
- The closest park & ride lot is at Double Tollgate/White Post (5 miles to the east of Exit 307)
- The existing Shared Use Path (SUP) is on the south side, east of the new Stickley Drive intersection.
- No existing bus stops or nearby park & ride lots. At present, the WinTran Laurel Ridge Route departs downtown Winchester every 70 minutes connecting to Laurel Ridge Community College, operating Mon – Fri from 7:10 AM to 9:10 PM.
- Congestion is the number one public concern in the study area. Queueing was observed at Main Street WB and on intersections with the I-81 ramps.
- Sidewalks are continuous on the north side only. Crosswalks have inconsistent markings if present and many curb ramps are not ADA compliant. Ped signals - with buttons and countdown heads and APS only at NB on-ramp.



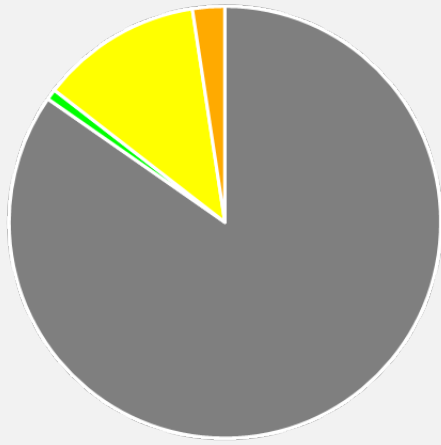
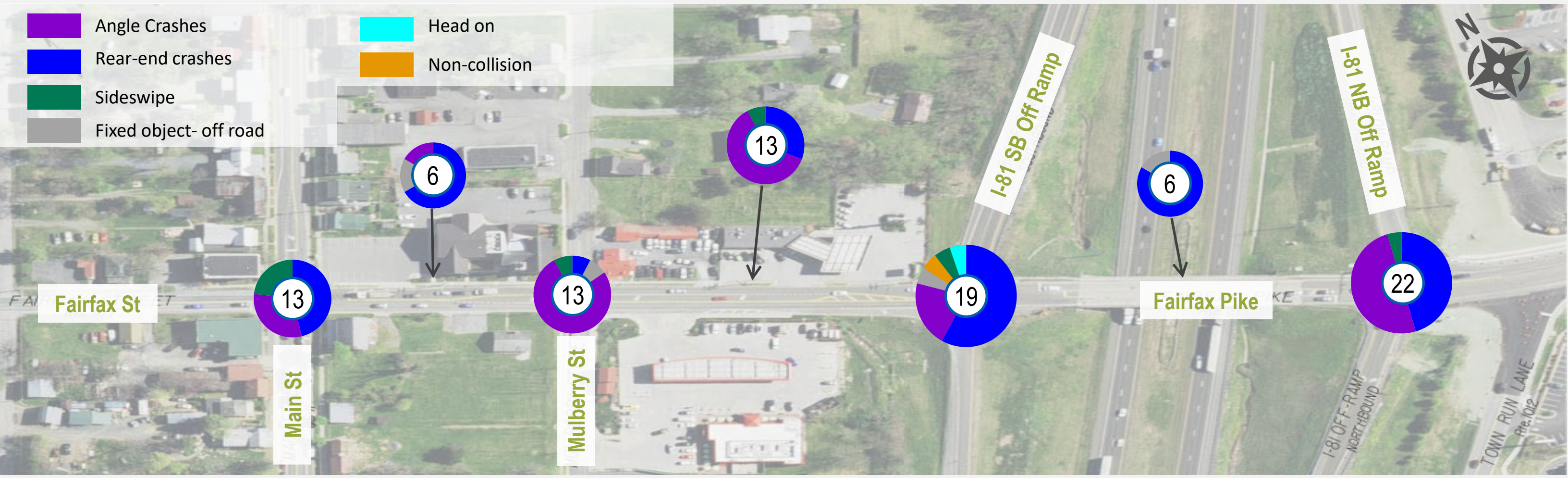
# Safety Needs

## Needs Identification Summary

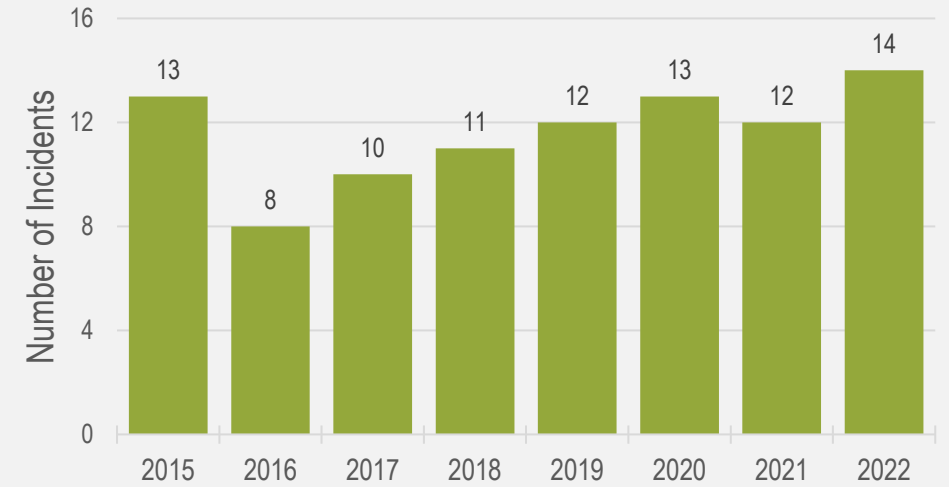
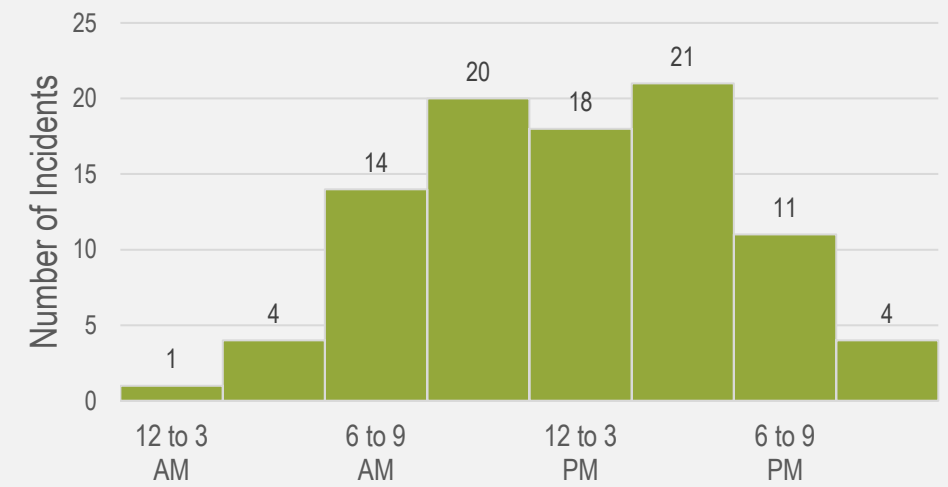


- Angle Crashes
- Rear-end crashes
- Sideswipe
- Fixed object- off road

- Head on
- Non-collision



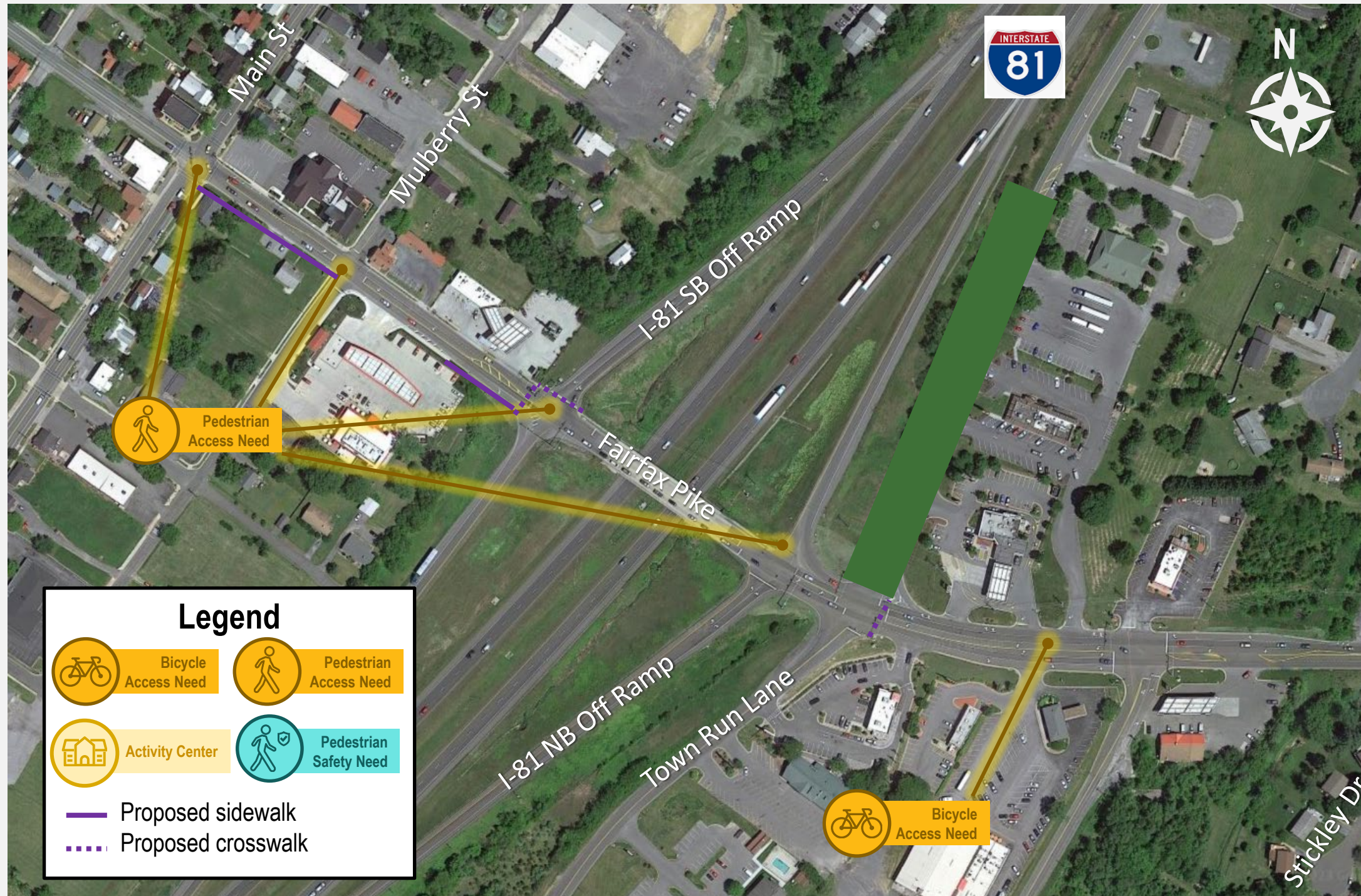
- 85% Property Damage Only
- 1 % Nonvisible Injury
- 12% Visible Injury
- 2% Severe Injury





# Bicycle and Pedestrian Safety and Accessibility Needs

## Bicycle and Pedestrian Safety and Accessibility Needs Identification Summary



### Bicycle and Pedestrian Safety & Accessibility Summary

- VTrans identifies this corridor as MEDIUM NEED for Bicycle Access and LOW NEED for Pedestrian Access
- 2 pedestrian crashes
- Sidewalks
  - Continuous on north side only
  - Crosswalks – inconsistent markings if present and many curb ramps not ADA compliant
  - Ped signals - with buttons and countdown heads and APS only at NB on-ramp
- Bikes
  - Existing SUP on south side (east of the new Strickley Drive intersection)

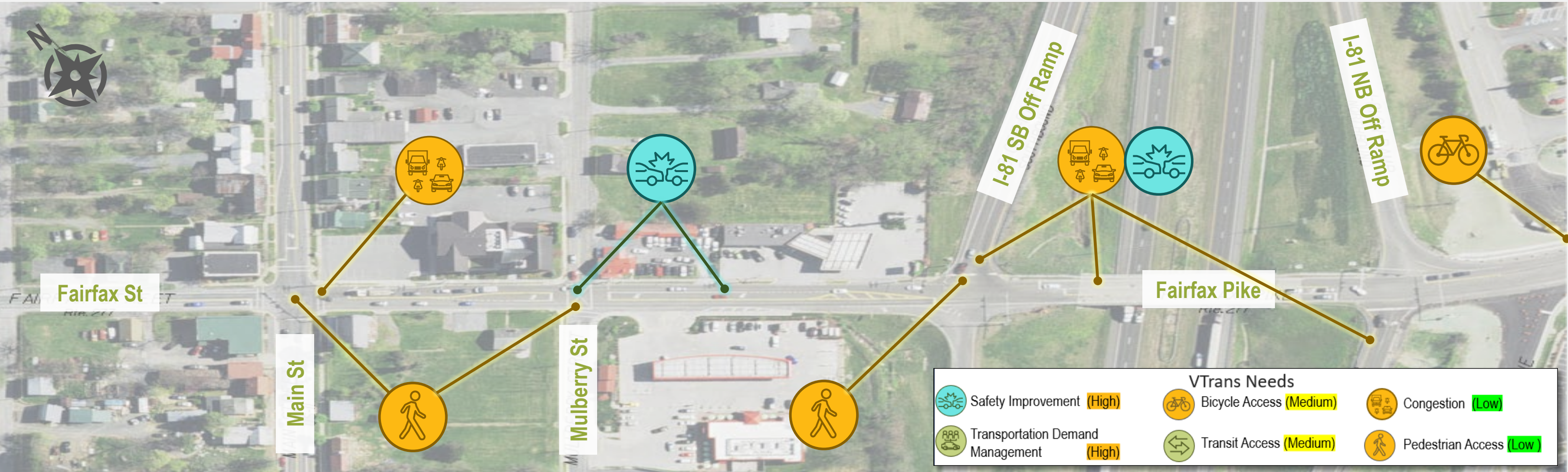
### Bicycle and Pedestrian Improvements

- Fill in sidewalk gaps on the south side of Fairfax Pike west of the bridge
- Add ped/heads, buttons and crosswalks
  - SB off-ramp
  - West leg at SB ramps
  - Main Street intersection
- Win-Fred MPO Bicycle & Pedestrian Mobility Plan (2007) calls for bike lanes along Fairfax Pike from Main Street to Clarke County - Evaluate the opportunity to extend SUP on the eastern portion of the corridor, transitioning to on-street facilities west of the SB on-ramp



# VTrans Needs

## VTrans Needs Summary



VTrans Needs		
Safety Improvement (High)	Bicycle Access (Medium)	Congestion (Low)
Transportation Demand Management (High)	Transit Access (Medium)	Pedestrian Access (Low)

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