



Route 13/Wallops Island
Access Management Study

Rural Transportation Planning



How to Effectively Plan,
Implement and
Communicate an Access
Management Study



VHIB

Vanasse Hangen Brustlin, Inc.

VDOT
We Keep
Virginia Moving

Why U.S Route 13?

- ▶ Virginia DOT support for Access Management
- ▶ Old 4-lane mostly divided US Highway
- ▶ Little funding for roadway improvements
- ▶ Starting before it's too far too late



Study Background

- ▶ 75 Miles on two highway corridors
- ▶ Rural Corridor passing through 17 communities
- ▶ Isolated from Rest of State
- ▶ Local Interest in Access Management



Access Management Stats

- ▶ 1,300+ Driveways, mainly residential
- ▶ Over 300 Median Crossovers
- ▶ Inadequate turn lanes
- ▶ Variable roadway cross section
- ▶ Variable speed limits

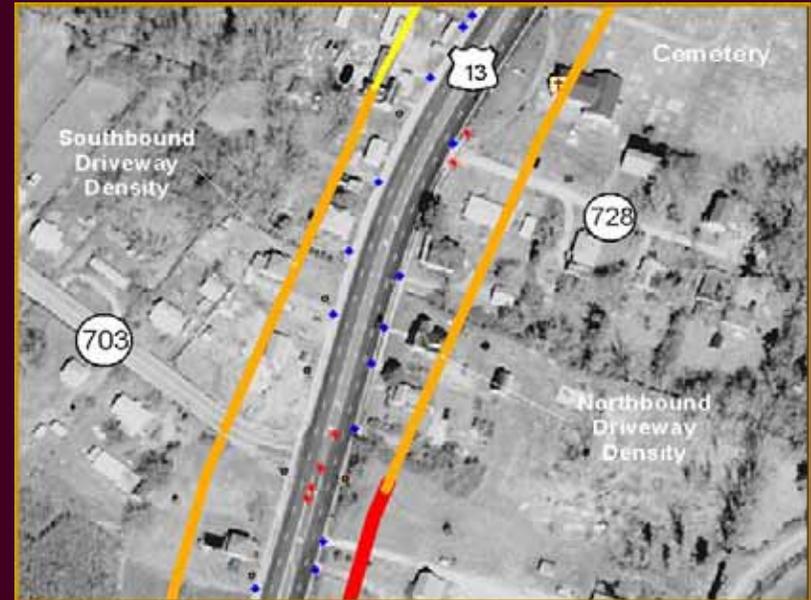


Importance of Access Management In Rural Areas

- ▶ “Pace of Life” Differential
 - ▶ Perception of Safety
 - ▶ Perception of Congestion
- ▶ Route 13 is “Main Street” for the Eastern Shore
- ▶ Mixture of Non-Standard Vehicle Types
 - ▶ Farm vehicles
 - ▶ School buses
 - ▶ Truck Traffic
- ▶ Evolving Development

Data Collection

- ▶ Traffic Counts
- ▶ Crash Data
- ▶ Driveway/Crossover Inventory
- ▶ Location/Adequacy of Turn Lanes & Shoulders
- ▶ Fixed Obstructions
- ▶ Existing Land Uses

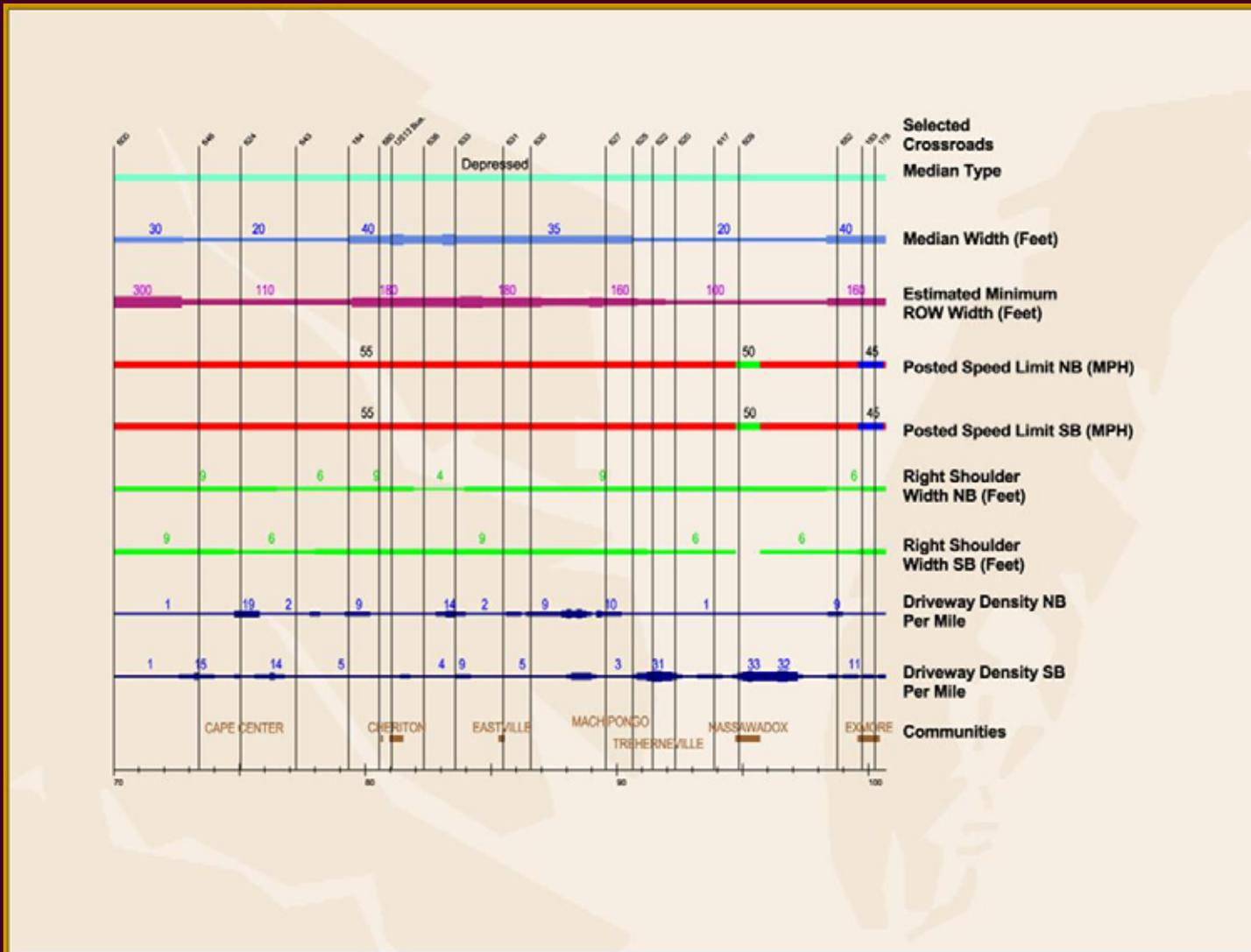


Corridor Evaluation

- ▶ Driveway Density
- ▶ Driveway Spacing
- ▶ Driveway Use & Intensity
- ▶ Speed Limits
- ▶ Crash Locations
- ▶ Shoulder Widths
- ▶ Right of Way
- ▶ Posted Speed Limits
- ▶ Type of Median & Width

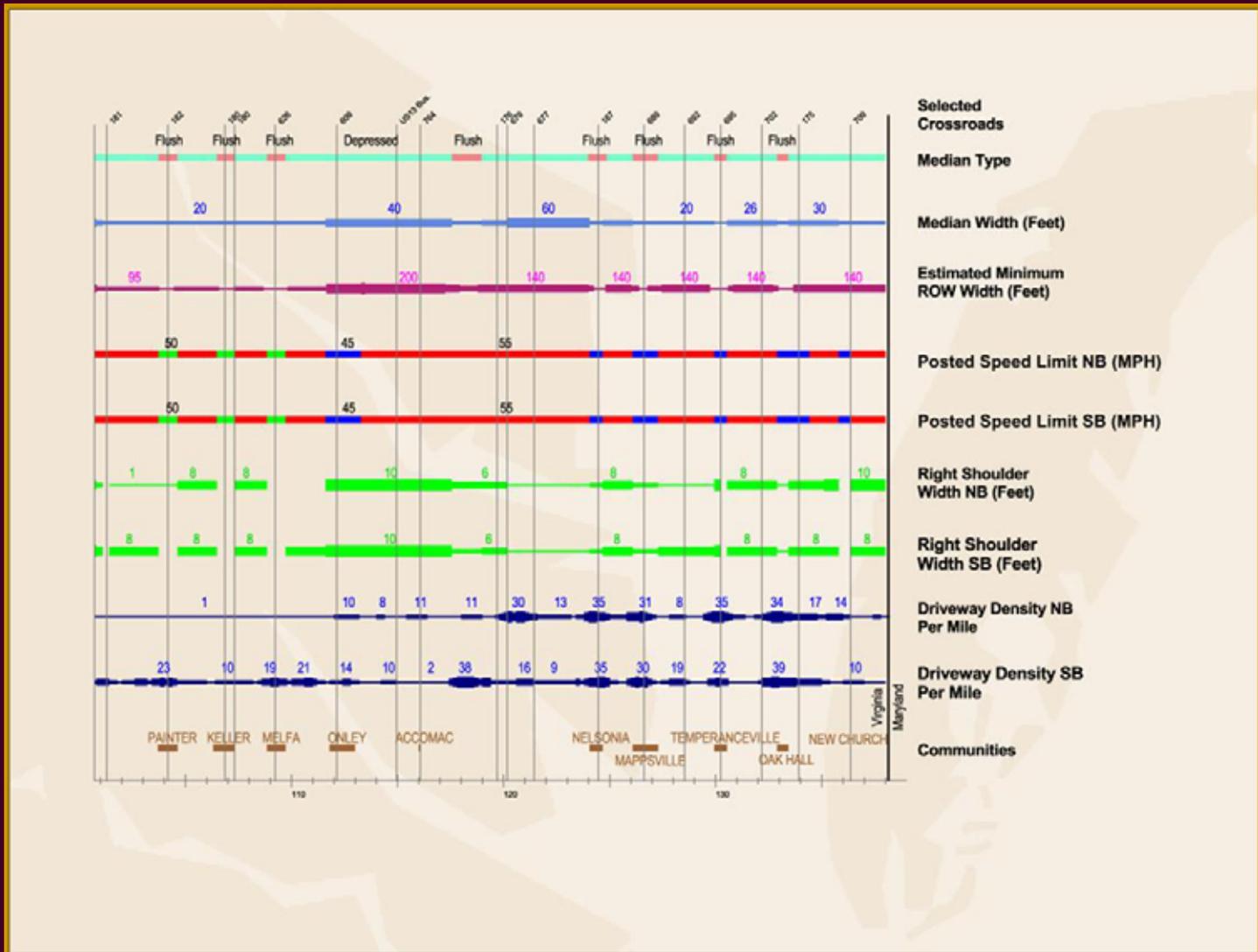


Existing Roadway Features – Southern Section



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Existing Roadway Features – Northern Section



Access Management

- ▶ Turning Treatments
- ▶ Driveway Spacing and Consolidation
- ▶ Crossover Spacing and Consolidation
- ▶ Median Width
- ▶ Signal Spacing

Focus on Local Concerns

- ▶ Field “Truthing”
- ▶ Detailed Public Involvement Program
 - ▶ Community Involvement Committee
 - ▶ Regional Advisory Committee
 - ▶ 1:1 Coordination with Politicians
 - ▶ Public Meetings
 - ▶ Newsletters



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SPRING 2003

What is Access Management?

You are driving along U.S. Route 13 and need to turn left or right but a tractor trailer is coming up behind you so fast that you do not feel it is safe to turn without a turn lane. Or, another vehicle darts out in front of you from a business or a home, many of which have more than one entrance/exit. You are leaving a business and need to turn left onto U.S. Route 13 but do not feel comfortable waiting in the median cross-over.

If any of these situations sound familiar, you are not alone. “Access

management” consists of a variety of techniques aimed at improving roadway safety.

Last year, the Virginia Department of Transportation hired the consulting firm Vanasse Hangen Brustlin, Inc. (VHB) to develop a long-term access management plan for U.S. Route 13 and Route 175 to Wallops Island. Over time, with traffic likely to increase, the severity of safety issues on these roadways are likely to increase too. Having a plan in place to solve some of the existing problems and to head off future problems is an important step in protecting the area’s investment in U.S. Route 13, the Eastern Shore’s transportation lifeline.

Once the Access Management Plan is developed, it will take a joint effort between VDOT and local governments to implement the plan.

■ VDOT by improving the roadway consistent with the plan and;

■ Localities by managing development consistent with the plan.

A study of this magnitude is a blend of both **Technical Work** and **Public Involvement**. Find out more about both of these on the following pages.

Access Management Techniques

- ✓ Adding Turn Lanes
- ✓ Consolidating Driveways
- ✓ Eliminating or Adding Crossovers
- ✓ Modifying Crossover Widths
- ✓ Adding Traffic Lights or Synchronizing Existing Signals
- ✓ Constructing alternate roadways

Access Management Defined

“Protecting your investment using techniques that apply roadway standards and land use controls to enhance safety, function and capacity of a roadway.”

Reality Check

- ▶ Traffic volumes low for a four-lane facility
- ▶ Crash rates below state average
- ▶ Local Population (45,000 year-round residents)
- ▶ Eastern Shore is typically underfunded
- ▶ Conclusion: Management of Existing Facilities Extremely Critical

Study Products

- ▶ Concept Plans to Guide Future Development
- ▶ Corridor Access Management Guidelines
- ▶ Model Zoning Language for Corridor Overlay District
- ▶ Integration of Land Use and Roadway Standards to Control Access

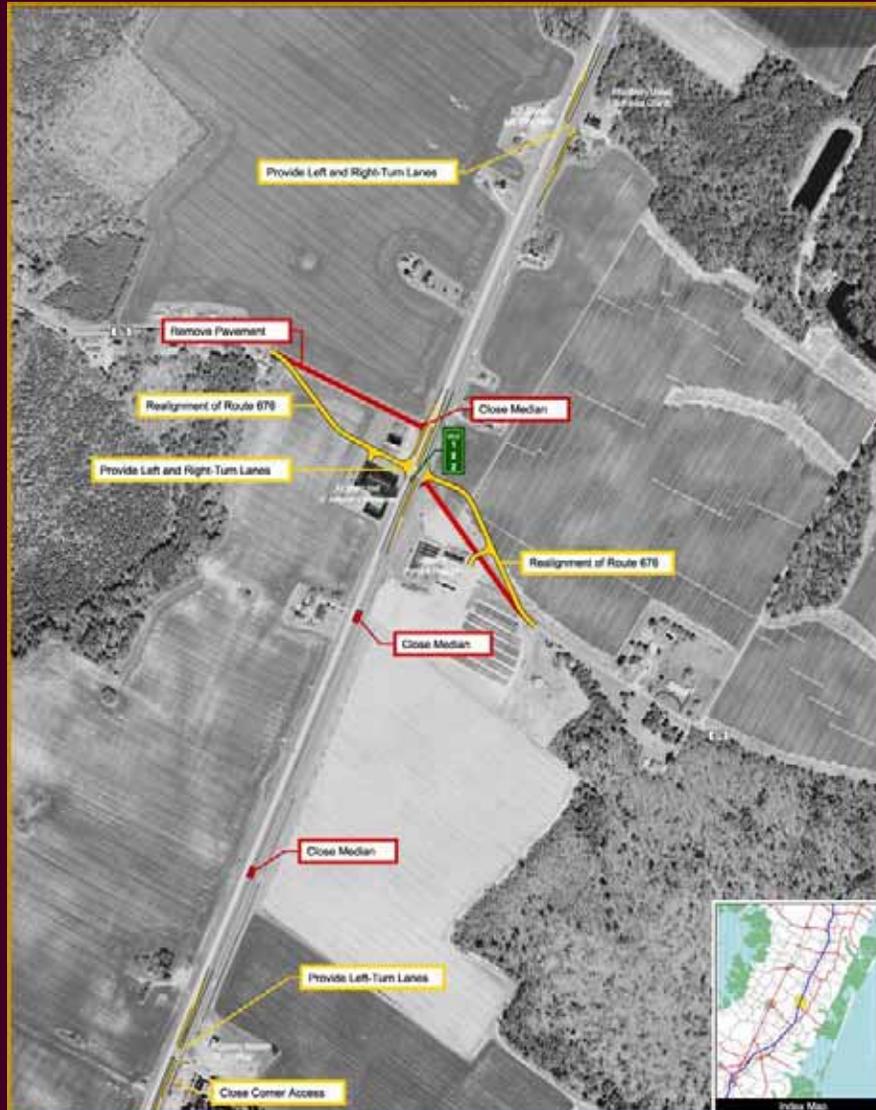
Specific Types of Recommendations

1. Frontage Roads
2. Improved Local Road Connections
3. Construction of Median
4. Widening of Median
5. Closing/consolidating Median Openings
6. Interchanges
7. Bypasses
8. Railroad Relocation

Consolidating Access



Elimination of Offset Intersections



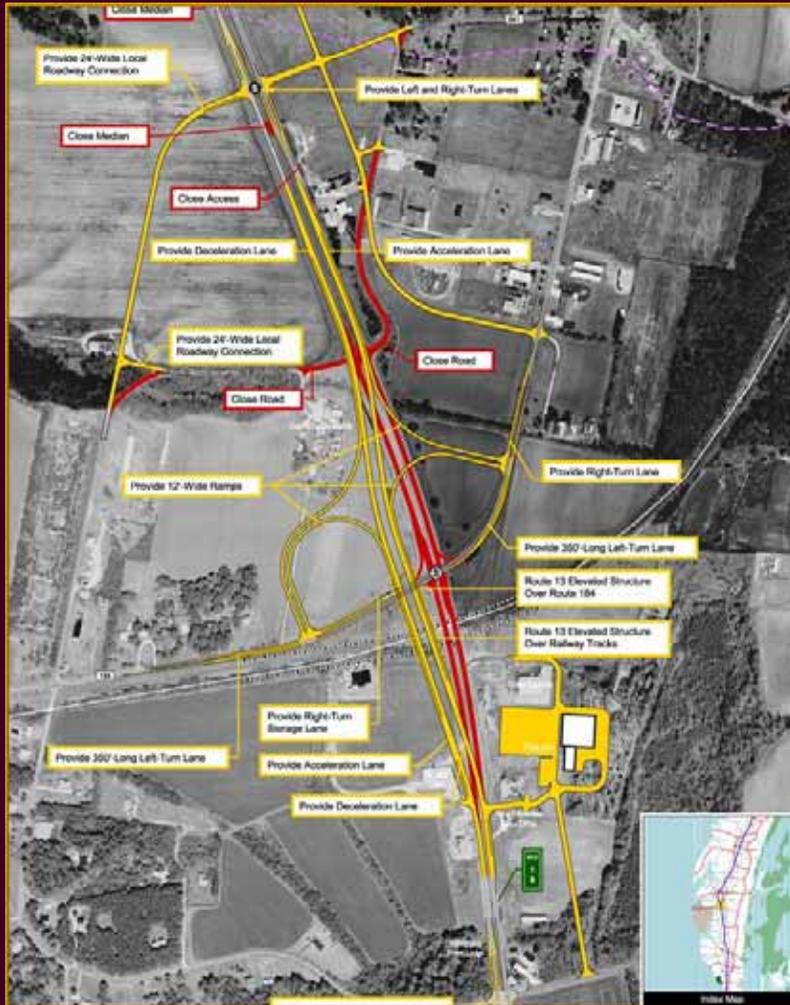
Access Relocation



Residential Frontage Roads



Interchanges & Bypasses



Implementation

- ▶ Accomack County adopted AM standards during study (2001)
- ▶ Northampton County Endorsed Study in 2002
- ▶ Northampton County Adopted Corridor Overlay District in July 2004
- ▶ VDOT and Counties Use AM Guidelines and Concept Plans to Review Development Proposals

State of Practice in Virginia

- ▶ No statewide access management program
- ▶ Current driveway entrance standards outdated
- ▶ Access management driven by local interest

State of Practice in Virginia

- ▶ **Past Efforts Have Implemented:**
 - ▶ Improved access standards without land use controls, or
 - ▶ Corridor overlay districts without improved access standards
- ▶ **First Major Access Management Study**
- ▶ **First VDOT Study to integrate land use planning in study**
- ▶ **Change in Philosophy – Asset Management**



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Links to the Complete U.S.
Route 13/Wallops Island
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Can be found at

www.VirginiaDOT.org



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