



Route 13/Wallops Island
Access Management Study

Rural Transportation Planning



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



VHB

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



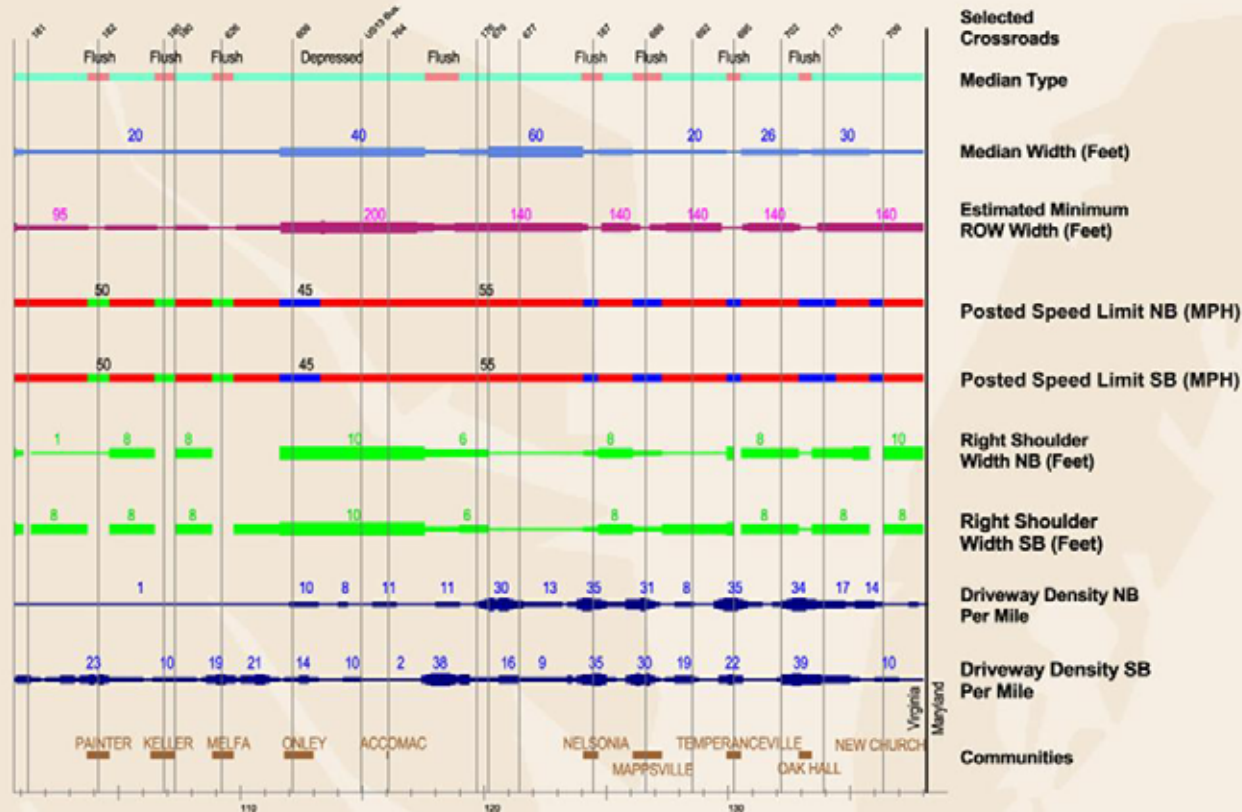
Corridor Evaluation

- ▶ 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 – 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



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

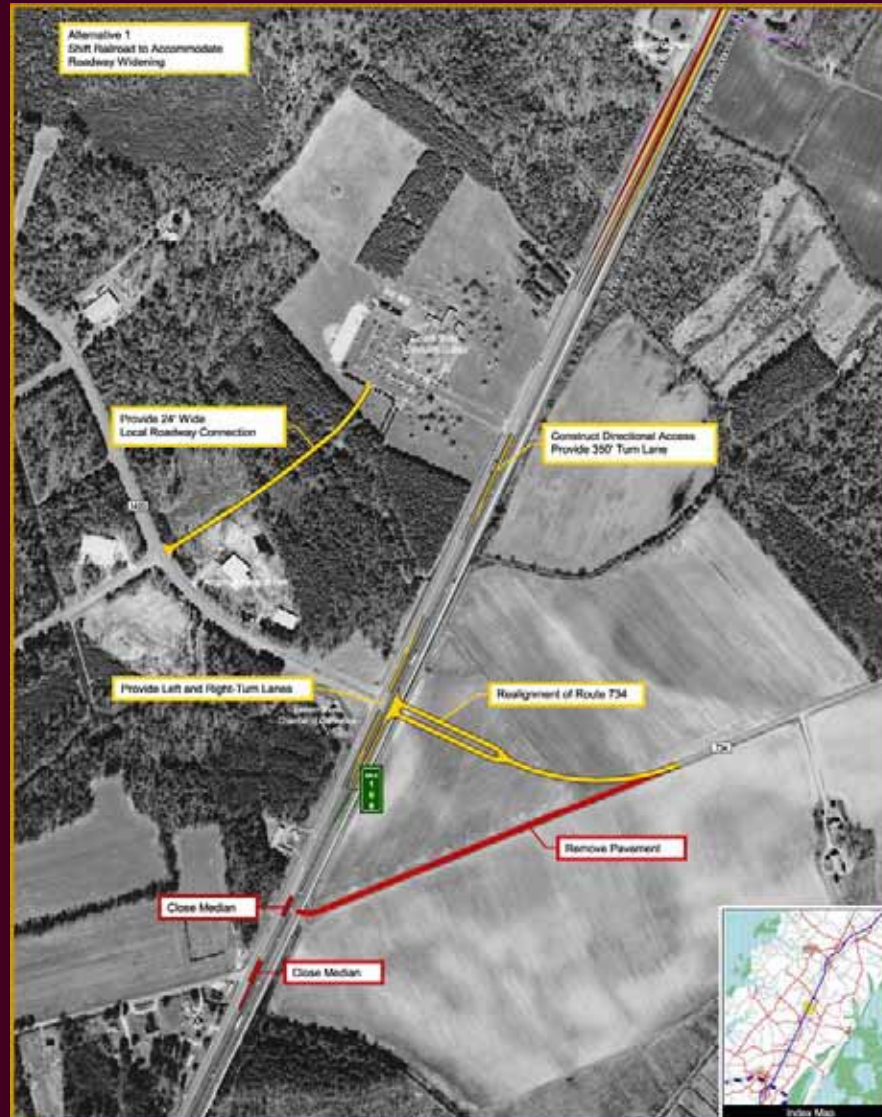
Study Products

- ▶ 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

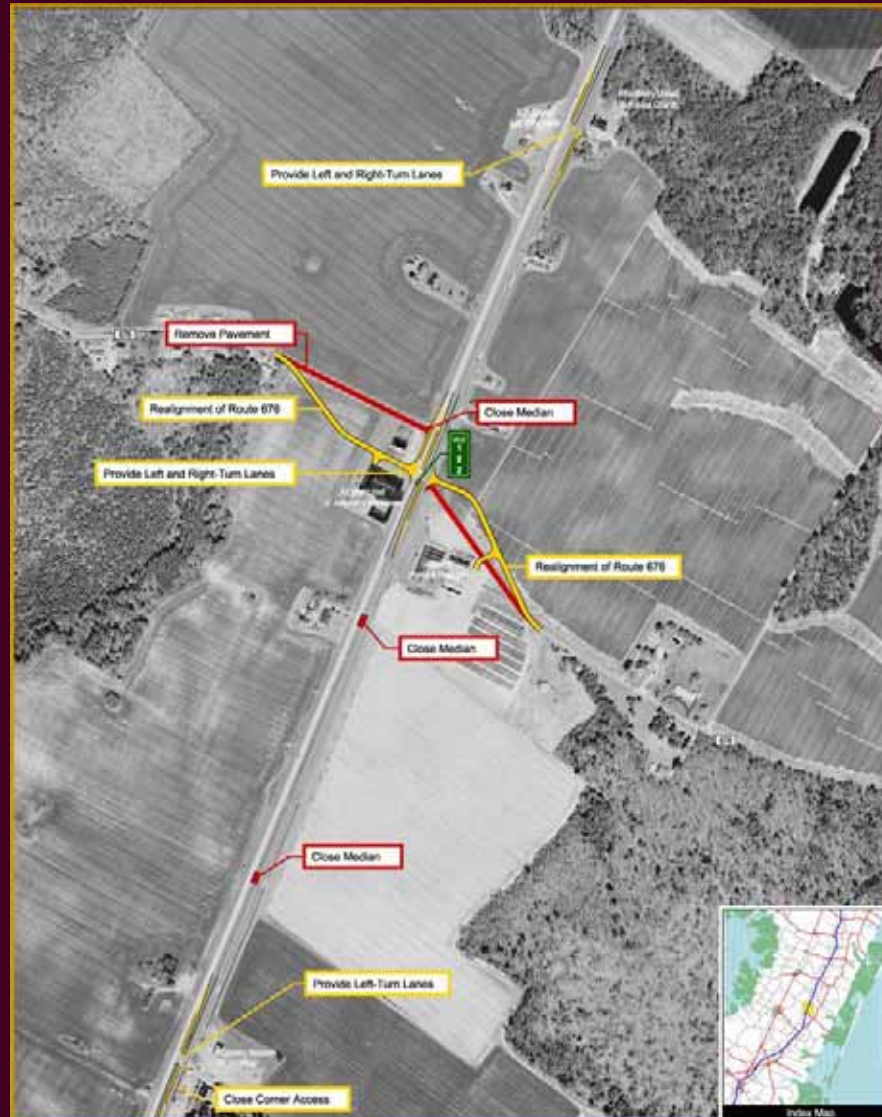
Specific Types of Recommendations

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

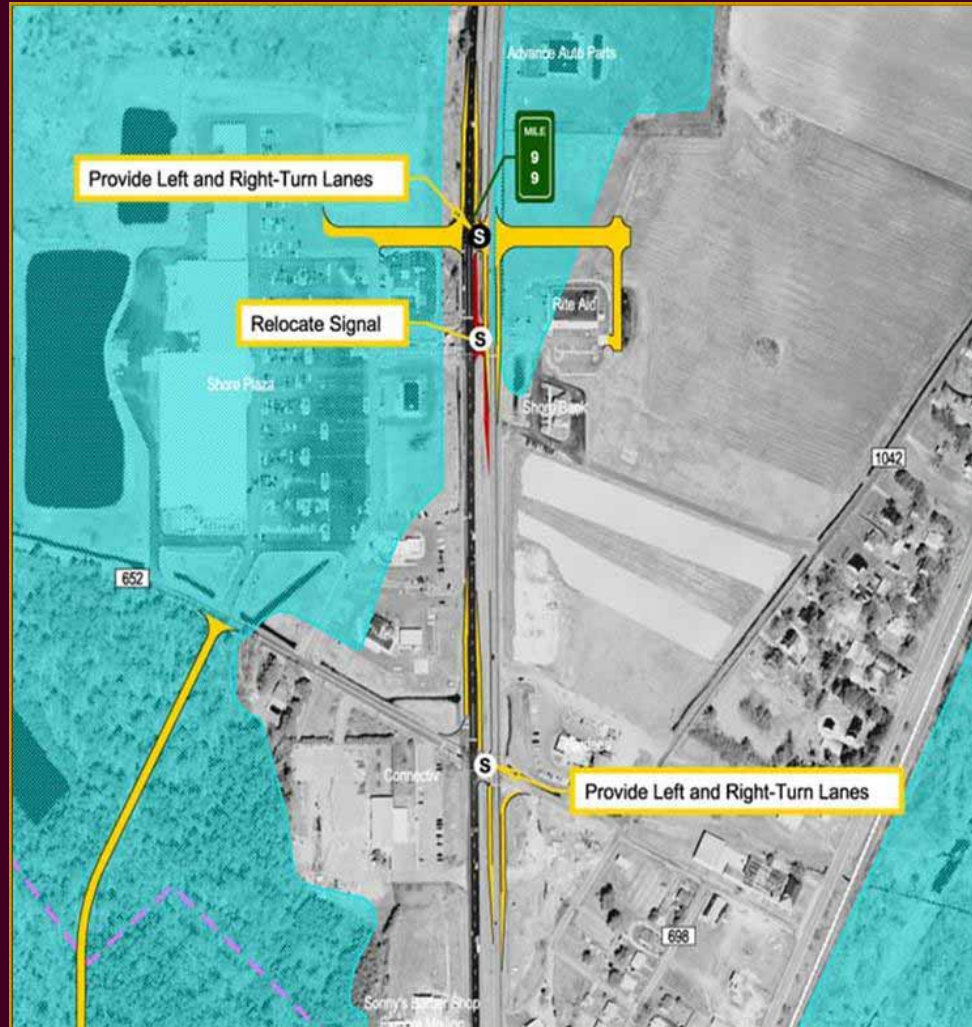
Consolidating Access



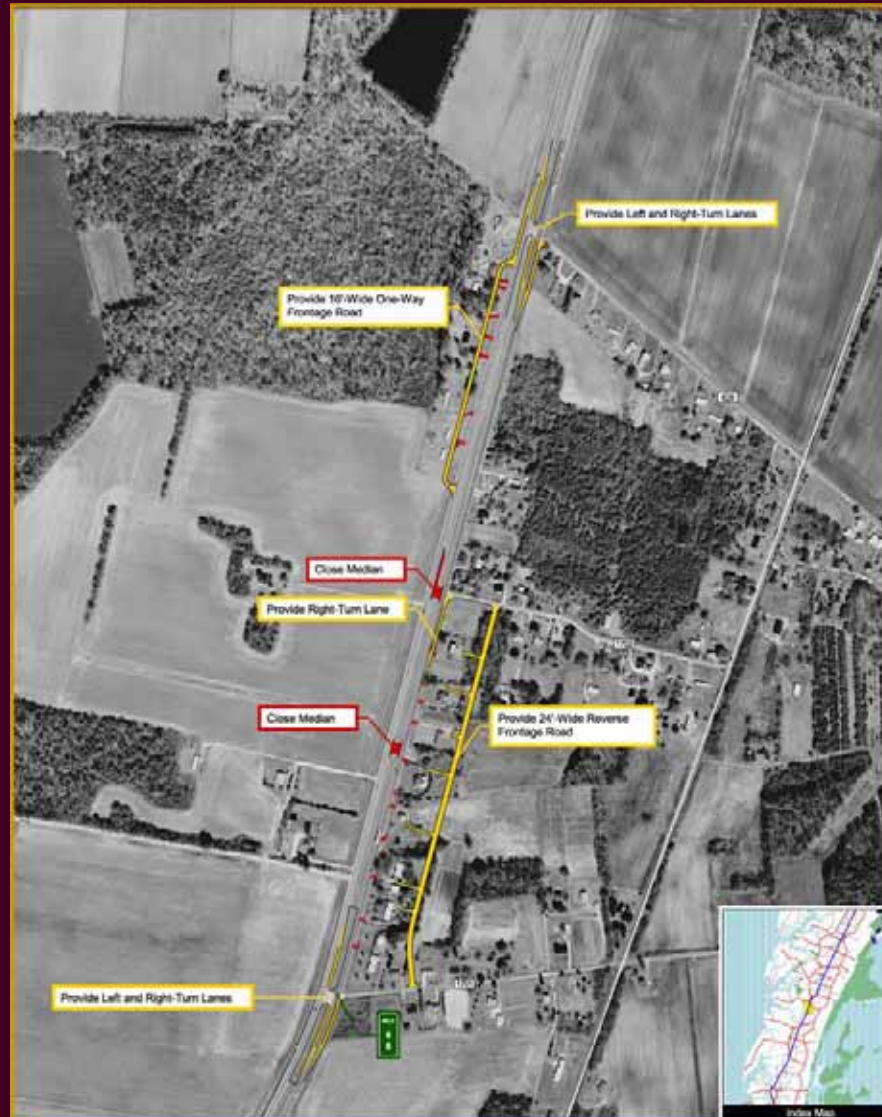
Elimination of Offset Intersections



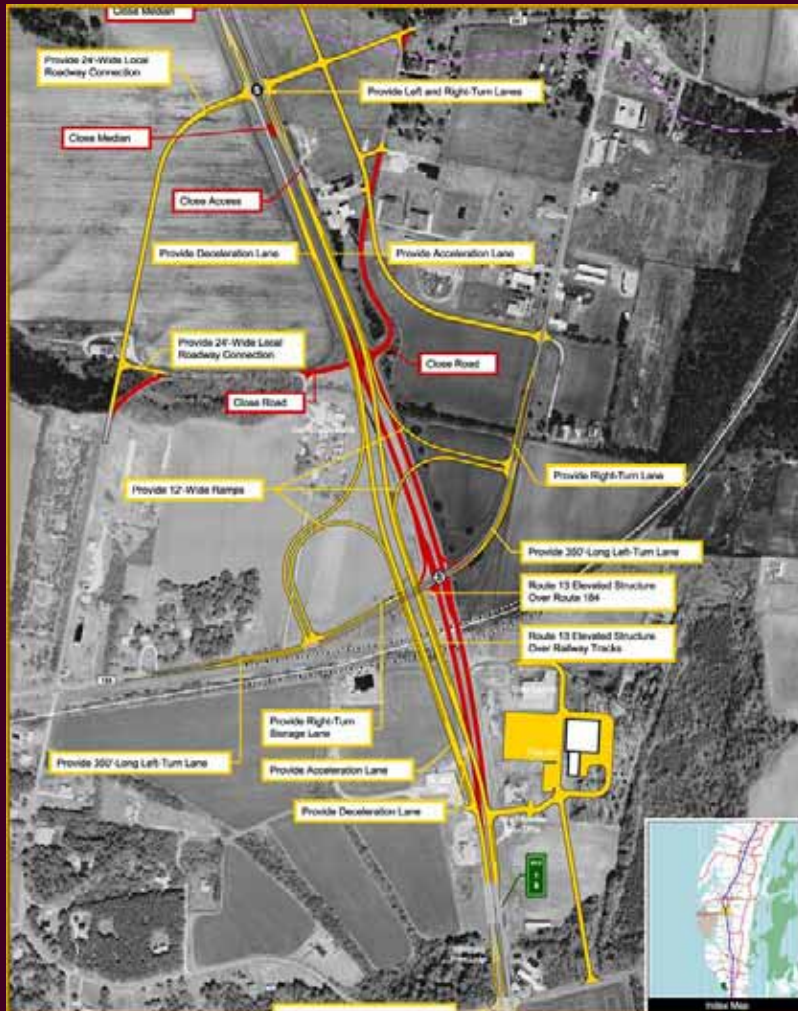
Access Relocation



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



Route 13/Wallops Island Access Management Study



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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