Agenda

- Purpose
- Goal
- Objectives
- Study Area
- Operational Analysis
- Corridor Safety Assessment
  - Systemic Analysis
  - Site Specific Location
  - Mitigation Techniques
- Schedule
Purpose

Based on known safety concerns and changes in traffic, Isle of Wight & the City of Suffolk requested an evaluation of the Route 460 corridor for improved transportation safety and operations. This study identified areas for low cost improvements to address safety concerns.
Goal

Develop a set of **low-cost tiered recommendations** to enhance safety and operations on the Route 460 corridor. The ultimate goal is to implement these recommendations through maintenance or submit **Smart Scale applications for funding**.
Objectives

- Identify key issues affecting safety along corridor
- Review previous studies, recommended improvements and effectiveness
- Evaluate crash data and existing conditions
- Conduct an operational analysis
- Develop low-cost recommendations that address deficiencies and a phased implementation plan
- Provide planning level cost estimates
Study Area
Operational Analysis

- Modeled and evaluated
  - Existing conditions
  - 2040 No Build condition
  - 2040 Build condition
- Conducted signal warrant screening
  - Old Suffolk Road and Route 460
Operational Analysis

- Proposed improvements
  - Increase side street green time
    - Route 460 and Rob’s Drive
  - Change lane usage
    - Southbound approach at Route 460 and Kings Fork Road
  - Implement Flashing Yellow Arrow (FYA) on the mainline and update signal phasing
    - Route 460 and Kings Fork Road
    - Route 460 and Providence Road/Lake Prince Drive
Corridor Safety Assessment

- Systemic Analysis
  - Templates
  - Assignments

- Site Specific Locations
  - 11 locations
    - Northfield Drive
    - Rob’s Drive
    - Kings Fork Road
    - Lake Prince Drive
    - Prudence Road
    - 1,200’ East of Gardner Lane
    - Gardner Lane
    - Old Myrtle Road
    - 2,200’ West of Old Myrtle Road
    - 1,750’ East of Ennis Mill Road
    - 1,000’ East of Old Suffolk Road
Corridor Safety Assessment

242 Crashes in the 2012-2016 data set
Systemic Analysis

- Systemic
- Hybrid
- MUTCD Compliance
- Site Specific

Risk: low to high
Crashes: low to high
Systemic Analysis
Systemic Analysis
Systemic Analysis
Systemic Analysis

- Roadway Departure
  - Tangent sections
  - Nighttime crashes
  - Lack of shoulder/forgiving roadway and roadside
  - Driver fatigue
  - Speed
  - Lack of positive guidance
The template contains a listing & description of measures by tier. The tier is identified by the number listed on the left.
Site Specific Location

Implementation Plan:
- Pavement resurfacing
- Enhanced pavement markings
- Reflective signal backplates
- Shoulder improvements or safety edge
- Additional intersection lighting
- Curb and gutter maintenance
- Positive guidance on northern side of intersection

Location #1

Legend:
- Rear End
- Deer
- Motorcycle
- Other
- Angle
- Head On
- Sideswipe - Same Direction
- Sideswipe - Opposite Direction
- Fixed Object in Road
- Non-Collision
- Fixed Object - Off Road

Northfield Drive

Crash Diagram
Mitigation Techniques

- Corridor wide recommendations
  - Signage
  - Enhanced pavement markings
  - Signal upgrades/modifications
  - Geometric improvements
Schedule

- Notice to Proceed
- Data Collection - start
- Scoping Meeting
- Pre-Field Analysis and Study Review(s)
- Data Collection – finish
- Citizen Information Meetings – Round 1
- Stakeholder Meeting
- Citizen Information Meetings – Round 2
- Draft Report Submittal
- Final Report

- May 11, 2017
- May 16, 2017
- June 1, 2017
- July 2017
- August 2017
- October 2017
- December 14, 2017
- February 2018
- February 2018
- March 2018
Questions?