

June-2011

I. Traffic Signal Retiming

1. Implementation of Signal Retimings on the Atlantic/Pacific Avenue Corridor

- Retiming this corridor began the week of June 27th. There are 19 intersections involved extending through the resort area from 83rd/Atlantic to General Booth Boulevard/Virginia Beach Aquarium.
- Area map is attached

II. Meeting Hosted or Attended

1. Hampton Roads Transportation Operations (HRTTO) – June 7

This is a bimonthly meeting at the Hampton Roads Planning District Commission Building to discuss regional ITS issues. Among the topics discussed at this meeting were:

- Active Transportation Demand Management
- A Funding Application for A Regional Signal Pre-emption Plan

2. Road Safety Audit Training - May 31- June 1

Public Works Traffic Engineering hosted The Federal Highway Administration Road Safety Audit (RSA) training on May 31st and June 1st at the Virginia Beach Advanced Technology Center. City Staff actually conducted an RSA on June 8 at the intersection of Indian River Road & Princess Anne Road. This intersection was selected because it was in the process of being evaluated for a traffic signal upgrade.

As the course materials pointed out, the varied background of the Stake Holder team provided excellent long and short term recommendations for intersection improvements. The Division plans to conduct an RSA prior to any future traffic signal upgrades

A copy of the RSA developed is attached.

III. Traffic Management Operations Division Response Information

Some of the vital statistics we address each month

1. Number of Traffic Counts Scheduled/Completed – 34/34

- In addition, we collected turning movement counts at 8 intersections

2. Number of Hits on the Traffic Data Database (at www.VBgov.com/TCDS)

- 175 hits for the month of June 2011
- 3858 hits since program inception (July 2009)

3. Number of Utility Locate Tickets (Miss Utility) Received/Checked/Marked – 2727/269/153

4. Number of Traffic Signal Preventive Maintenance Actions completed –70

5. Number of Traffic Signal Work Orders Received – 133

6. *Number of Traffic Sign Work Orders Completed – 460*

7. *Linear feet of Thermoplastic Applied to Roadway – 41,475*

Roadway Safety Analysis for the intersection of Indian River Rd and Princess Anne Rd

Date completed: June 8th, 2011

Personnel Conducting Assessment: Brian Walters, Master Police Officer (VBPD PHOTO Safe Program Coordinator); Dempsey Bruton, Engineer II (Traffic Engineering); Wayne Wilcox, Senior Planner (Virginia Beach Parks & Recreation); Carol Hamlin, P.E. (Traffic Engineering); Norma Couch, Street Address Technician (Planning); Greg Sawyer, Traffic Management Center Supervisor (Traffic Management Operations); Jonathan Paxson, Traffic Signal Supervisor (Traffic Management Operations)

Background Summary: The RSA (Roadway Safety Analysis) for the intersection of Indian River Rd and Princess Anne Rd was initiated with the replacement/upgrade of the span type traffic signal at this location to a mast arm structure. The existing traffic signal system was rehabbed in the spring of 1996. It currently suffers from maintaining minimum clearance levels (15ft) and typical wear from a free swing signal system. Traffic Management Operations wanted to look at all operational aspects of this intersection to compliment the replacement of the traffic signal system with respect to improve safety, functionality, performance. Council person Barbara Henley has also inquired about installing protected/ permissive movements at this location north bound and south bound. This could not be accomplished with the existing span support system (not enough clearance) but will be accomplished by the new mast arm structure.

Aerial photo is provided below:



General Observations:

1. Although north bound and south bound on Princess Anne Rd are satisfactory aligned, the east bound and west bound approaches on Indian River Rd are skewed which poses problems with driver's expectancy

of alignment in relationship to traversing the intersection.



2. Faded/missing pavement markings and markings that do not meet the minimum sight distance required from the MUTCD (Manual on Uniform Traffic Control Devices).



3. Lack of exclusive left turn lanes for north bound and south bound on Princess Anne Rd.



4. Vehicles tracking onto shoulder of roadway on the south west corner.



5. Right turn only lanes for east bound and west bound approaches would improve capacity.
6. Sight distances looked good for all approaches.
7. The asphalt within the intersection was rough and had depressions.

8. Gravel in intersection due to vehicles passing on the right because left turn vehicles are waiting to make left hand turn.
9. Lane widths are currently adequate for the types of currently utilizing this intersection.
10. Lack of roadway lighting on east side of intersection.
11. Traffic signal head alignment meets current standards.
12. Unprohibited vehicular access to business on north west corner (produce stand) allows vehicles to enter/exit at any point/time onto roadway/intersection.
13. Plenty of Right Of Way on the south west, north west and north east corners. The south east corner has encroachment issues onto private property due to driver behavior and roadway resurfacing over the decades. No issues from landowner at this time. Photo provided below:



Short term recommendations:

1. Replace traffic signal structure and provide protective permissive movements for north bound and south bound on Princess Anne Rd. Possibly a lead/lag configuration.
2. Restripe intersection taking care to stripe for proper lane alignment.
3. Make spot repairs to asphalt within the intersection.
4. Mast arm structure will have luminare arms for over Princess Anne Rd and Indian River Rd to improve lighting
5. Look at split phasing east bound and west bound on Indian River Rd for safer passage thru intersection.

Long term recommendations:

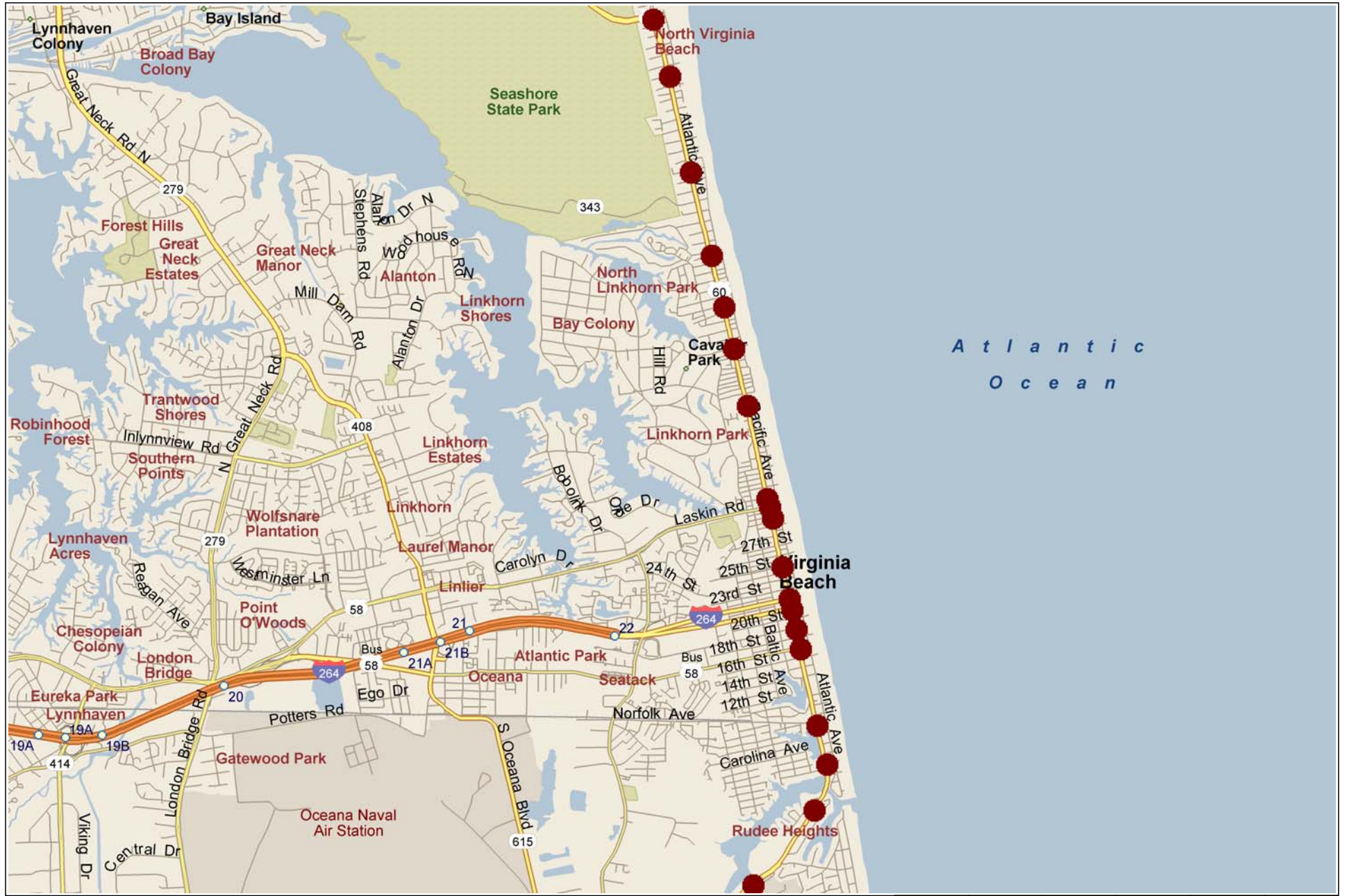
1. Improve roadway to install left turn lanes north bound and south bound.
2. Improve roadway to install right turn lanes east bound and west bound.

3. Better align east bound and west bound travel lanes on Indian River Rd. This may require the purchase of right of way on the south east corner.
 4. Improve roadway lighting along both corridors.
 5. Install curbing/boundary to limit access to north east corner business farther away from intersection.
 6. Look at feasibility of a traffic circle.
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Pacific Avenue Area Retiming Implementation



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