

ROUTE 20 PEDESTRIAN CROSSING

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Agenda

- Background
- Data
 - Crash Summary
 - Volume and Speed Measurements
- Field Observations
- Preferred Concept
- Next Steps



Background

- Study area is Route 20 (Stony Point Road) between Route 250 (Richmond Road) and Fontana Drive/Elk Drive
- Study area falls within the County's Pantops Planning area and envisioned to be a "boulevard" with pedestrian amenities and landscaping
- Abutting land of commercial and residential, along with a bus stop, highlight the need for a safe pedestrian crossing



Crash History

- **Crash history data from 10/1/19 – 10/31/24**
- **24 total crashes in the study area:**
 - **1 pedestrian fatality and 3 serious injuries**
 - **1 visible injury**
 - **5 possible non-visible injury**
 - **17 property damage only**
- **Two-thirds of the crashes occurred in daylight and 92% with no adverse weather conditions and on a dry pavement surface**
- **Speed was indicated in 2 of the crashes**

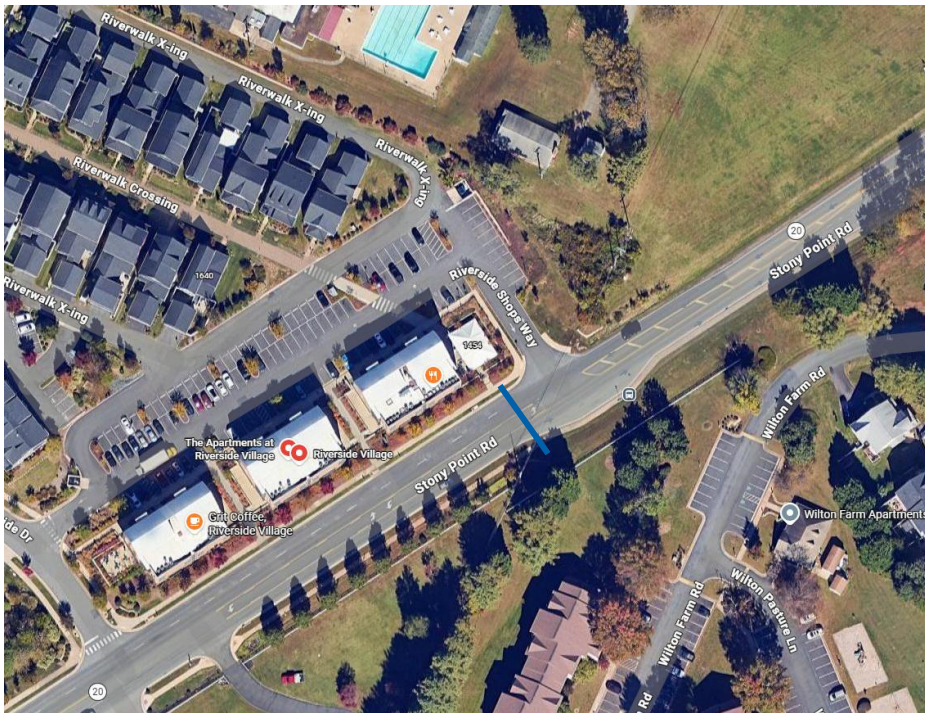


35 mph
4 crashes, 0 injury, 0 fatality

45 mph
20 crashes, 6 injury, 1 fatality

Volume and Speed Measurements

- Route 20 is classified as a Minor Arterial
- Existing Average Daily Traffic Volume of ~12,400 vehicles per day



Northbound
85th percentile speed 52 mph
Vehicles Sampled 16,128

Southbound
85th percentile speed 47 mph
Vehicles Sampled 20,505

Field Observations

- **Weekday AM Peak Hour:**
 - Pedestrian crossing movements were observed walking through queued traffic between Pantops Corner Way and the bus stop on the west side of Route 20
 - Pedestrians were observed crossing Route 20 between the bus stop and commercial buildings at Riverside Shops Way
- **Weekday PM Peak Hour:**
 - Pedestrians were observed walking along Route 20, with occasional mid-block crossings
- **Weekend mid-day**
 - Pedestrian activity was elevated. Destinations appear to be Darden Towe Park, the bus stops and the Riverside retail uses
 - Numerous pedestrians crossed mid-block, originating in the residential uses on the east side and crossing over to Riverside retail uses. Pedestrians included families with kids and dogs.
- **Evening**
 - Corridor is not lighted. Pedestrian activity was minimal, but was occurring with an occasional mid-block crossing

Preferred Concept



- New mid-block crosswalk
- Concrete median as refuge in center of Route 20
- Retain single southbound through lane until past the crosswalk
- Rapid flashing beacon for crosswalk
- Increase length of 35 mph zone
- Lighting and signage

Next Steps

- **Finalize design to include drainage considerations**
- **Plan for construction**
- **Implement**



