



Waynesboro City Council Agenda Briefing

Meeting Date:	July 23, 2018	Staff/Council Member(s): Jim Shaw, Deputy City Manager/ Luke Juday, Director of Planning/Todd Wood, PE, City Engineer
Agenda Item #	6	
Resolution#		
Department:	City Manager's Office/Planning Department	
Subject:	VDOT SMART-SCALE Grant Applications	

BACKGROUND

The Virginia Department of Transportation (VDOT) in accordance with a 2014 VA General Assembly Transportation Bill (§33.2-214.1), established the SMART SCALE Program (formally known as HB2) as a means for funding the right transportation projects with limited funds. The SMART SCALE program is intended to create objective criteria for reviewing local applications for Six-Year Improvement Plan (SYIP) funding and, essentially, guarantee complete project funding to successful applicants. In the past, projects were often included in VDOT's Six-Year Improvement Plan without complete funding at their outset. Some projects, consequently, took more than six years to complete or were never fully funded.

The SMART SCALE criteria for funding includes: Safety Improvement, Congestion Mitigation, Accessibility, Environmental Quality, and Economic Development Potential. A cost/benefit analysis is also utilized to grade proposed projects. The program does not require a local match, although, alternative funding sources may help the cost/benefit scoring. In 2016, the City received a \$13.5 million VDOT SMART SCALE award to complete the "Southern Corridor", an extension of Shenandoah Village Drive to South Delphine Avenue. The City's contribution to the project is about \$2.5 million.

2018 SMART SCALE APPLICATIONS

Broad Street Streetscape Improvements: \$1.9 million

Broad street is a 5-lane, undivided road running through the center of Waynesboro. The roadway was originally constructed as the Route 250 bypass. Despite serving numerous restaurants, convenience stores, and other neighborhood commercial uses, the road is an inhospitable environment for neighborhood commercial activity. Broad Street runs parallel to Main Street and handles between 9,100 and 13,000 cars per day. It is one block from Waynesboro High School and separates the high school from several gridded urban neighborhoods to the north. The road forms a dangerous barrier for high school students and other pedestrians, who often cross it regardless. The lack of medians along the length of Broad

Street creates numerous conflict points and results in accidents for cars turning left out of businesses on the corridor.

The Broad Street Streetscape Project would transform Broad Street into a more attractive commercial corridor, improve accessibility for pedestrians, and make the road safer for vehicles. A shared left turn lane running the length of the project area would be converted into a series of medians with dedicated left-turn lanes at major entrances. Business entrances will be consolidated and street trees added to improve the urban environment. To improve pedestrian access, the project will fill numerous sidewalk gaps and install crosswalks with pedestrian refuges at key crossing points.

13th Street and Rosser Avenue Roundabout \$420,000

This project proposes to construct a single-lane roundabout and pedestrian facilities at the intersection of 13th Street and Rosser Avenue. The intersection of Rosser Avenue and 13th Street in Waynesboro was previously controlled by a signal on a utility pole. Due to the failure of the pole, the light had to be taken down last year. The intersection has since been converted to a 2-way stop, but traffic counts warrant a signal or roundabout. The significant right of way available to work with, combined with the offset angle of the streets, made a roundabout a better option for both cost, traffic flow and safety reasons.

East Main Street Streetscape Project \$1.03 million

US-250 East Main Street is the primary entrance to the City of Waynesboro for traffic coming from the Skyline Drive, Blue Ridge Parkway and points east of the Blue Ridge Mountains. Currently, the road is unnecessarily wide, featuring 15-foot lanes in both directions. Traffic speeds are high and there are numerous residences immediately adjacent to the road. Cars turning into businesses along the corridor often block traffic, causing cars behind them to pass in the bike lane. Many residents also park in the bike lanes. The entire corridor lacks street trees and has substandard pedestrian infrastructure, despite the presence of numerous pedestrians and a planned connection to the Crozet Tunnel. The sections of East Main Street closer to downtown still have 15 to 20-foot wide lanes and significant wasted pavement, despite serving a moderate concentration of businesses and pedestrians and a major community center (the Boys and Girls Club), which has hundreds of children leaving and entering during peak travel times.

The East Main Street Streetscape project will narrow the profile of US-250 East Main Street by removing bike lanes and replace them with an 8-foot wide multi-use path. It would also add street trees, bury utilities, and construct medians. The project can be phased if necessary, with phase I including sidewalk improvements, construction of a median and crosswalk near a cluster of houses and business, and installation of street trees. Phase II of the project extends these improvements along the entire length of the corridor and narrows the road to reduce unnecessary pavement and allow for construction of a separated multi-use path in place of sidewalks and bike lanes. This path will eventually connect the Crozet Tunnel on the east end of the corridor to downtown Waynesboro and the South River Greenway on the western end.

Lew Dewitt Boulevard-Rosser Avenue Connector Road \$11.9 million

The Lew DeWitt Boulevard - Rosser Avenue Connector Road will link these two major roads within Waynesboro. The new road will open new areas for commercial development, provide multi-modal facilities for several developing neighborhoods, and alleviate congestion. The Lew DeWitt – Rosser Connector Road is intended to divert significant amounts of local traffic away from the City’s most congested intersection, the Lew DeWitt Boulevard, Rosser Avenue, Windgrove Drive intersection adjacent to Interstate 64’s Exit 94.

The proposed 35 mph road 2-lane facility is approximately 4,000 linear feet in length. It will start at the signalized intersection of Sheppard Court and Lew DeWitt Boulevard and follow the Pratt’s Run stream valley eastward to a new intersection on Rosser Avenue just to the north of the Avante Nursing Home. The road will serve several growing residential neighborhoods with bike lanes, sidewalks, and multi-use trails along various segments. It will also expand economic development opportunities for several properties currently zoned for commercial development.

City Manager’s Recommendation: The SMART SCALE program offers a tremendous opportunity for Virginia localities to complete important transportation projects. The potential to receive VDOT funding for this project should be pursued.

Suggested Motion(s): Separate motions should be made to adopt the following proposed resolutions of support for SMART SCALE applications:

- 1) A resolution of support for the \$1.9 Broad Street Streetscape Project SMART SCALE grant application;
- 2) A resolution of support for the \$420,000 Rosser Avenue and 13th Street Roundabout SMART SCALE grant application;
- 3) A resolution of support for the \$1.03 million East Main Street Streetscape Project SMART SCALE grant application;
- 4) A resolution of support for the \$11.9 million Lew Dewitt Boulevard-Rosser Avenue Connector Road SMART SCALE grant application.

Attachments: Resolutions

CITY COUNCIL OF WAYNESBORO, VIRGINIA



RESOLUTION ^(R18-13)

**A RESOLUTION OF SUPPORT FOR A SMART SCALE
APPLICATION FOR THE BROAD STREET STREETScape PROJECT
IN WAYNESBORO, VIRGINIA**

WHEREAS, the City of Waynesboro has submitted a \$1.9 million SMART SCALE application for the Broad Street Streetscape Project, which will convert a shared left-turn lane into a median, close entrances, fill sidewalk gaps, plant street trees, and install crosswalks along an inhospitable 1.3-mile section of US-250 running through the heart of Waynesboro; and,

WHEREAS, this project is intended to improve accessibility create a safer and more attractive roadway; and,

WHEREAS, the Commonwealth of Virginia has adopted a project prioritization program under the SMART SCALE Program whereby transportation projects are selected for funding based on the cost-effectiveness of those projects to meet performance goals;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of Waynesboro hereby fully supports the Broad Street Streetscape Project SMART SCALE application, as described, and intends to construct this road as soon as full funding is available.

Mayor, City of Waynesboro

ATTEST:

Clerk of the Council

CITY COUNCIL OF WAYNESBORO, VIRGINIA



RESOLUTION (R18-14)

**A RESOLUTION OF SUPPORT FOR A SMART SCALE
APPLICATION FOR THE LEW DEWITT-ROSSER CONNECTOR ROAD
IN WAYNESBORO, VIRGINIA**

WHEREAS, the City of Waynesboro has submitted a \$11.9m SMART SCALE application for the Lew DeWitt-Rosser Connector Road – a 2-lane facility with sidewalks, bike lanes, and a shared-use path that will serve as a transportation corridor linking two of the City’s principle roadways and thus promoting economic development within the region; and,

WHEREAS, this project is intended to address Regional Network and Urban Development Area needs by adding a new link to the City’s transportation network between Lew Dewitt Boulevard and Rosser Avenue, diverting local traffic away from the City’s most congested intersection, the Lew DeWitt/Rosser Avenue intersection adjacent to the Interstate 64, Exit 94; and,

WHEREAS, the Commonwealth of Virginia has adopted a project prioritization program under the SMART SCALE Program whereby transportation projects are selected for funding based on the cost-effectiveness of those projects to meet performance goals;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of Waynesboro hereby fully supports the Lew DeWitt-Rosser Connector Road SMART SCALE application, as described, and intends to construct this road as soon as full funding is available.

Mayor, City of Waynesboro

ATTEST: _____
Clerk of the Council

CITY COUNCIL OF WAYNESBORO, VIRGINIA



RESOLUTION ^(R18-15)

**A RESOLUTION OF SUPPORT FOR A SMART SCALE
APPLICATION FOR THE EAST MAIN STREET STREETScape PROJECT
IN WAYNESBORO, VIRGINIA**

WHEREAS, the City of Waynesboro has submitted a \$1.03 million SMART SCALE grant application for the East Main Street Streetscape Project, which will create a more attractive and pedestrian and bicycle friendly environment by removing bike lanes and replacing them with an 8-foot wide multi-use path and adding street trees, burying utilities, and constructing medians; and,

WHEREAS, this project is intended to improve pedestrian and bicycle facilities and enhance the eastern gateway to the City to promote economic development and tourism through more inviting connection to the Blue Ridge Parkway, Skyline Drive and Blue Ridge Crozet Tunnel; and,

WHEREAS, the Commonwealth of Virginia has adopted a project prioritization program under the SMART SCALE Program whereby transportation projects are selected for funding based on the cost-effectiveness of those projects to meet performance goals;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of Waynesboro hereby fully supports the East Main Street Streetscape Project SMART SCALE application, as described, and intends to construct this road as soon as full funding is available.

Mayor, City of Waynesboro

ATTEST: _____
Clerk of the Council

CITY COUNCIL OF WAYNESBORO, VIRGINIA



RESOLUTION (R18-16)

**A RESOLUTION OF SUPPORT FOR A SMART SCALE
APPLICATION FOR THE 13TH STREET AND ROSSER AVENUE ROUNDABOUT
IN WAYNESBORO, VIRGINIA**

WHEREAS, the City of Waynesboro has submitted a \$420,00 SMART SCALE grant application for the 13TH Street and Rosser Avenue Roundabout, an innovative intersection improvement for a previously signalized two-way stop intersection; and,

WHEREAS, this project is intended to address safety and traffic mitigation; and,

WHEREAS, the Commonwealth of Virginia has adopted a project prioritization program under the SMART SCALE Program whereby transportation projects are selected for funding based on the cost-effectiveness of those projects to meet performance goals;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of Waynesboro hereby fully supports the 13TH Street and Rosser Avenue Roundabout SMART SCALE application, as described, and intends to construct this road as soon as full funding is available.

Mayor, City of Waynesboro

ATTEST: _____
Clerk of the Council