

SAWMPO

September 2026

Policy Board Meeting



Stanton Augusta
Waynesboro
Metropolitan Planning
Organization



PROJECT PIPELINE

US 340 - CITY OF WAYNESBORO



Study Corridor

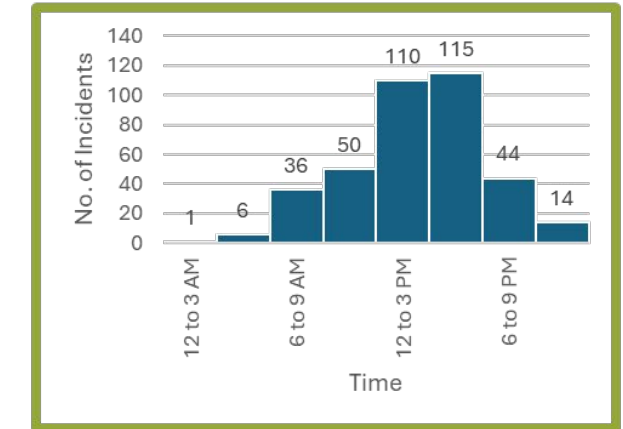
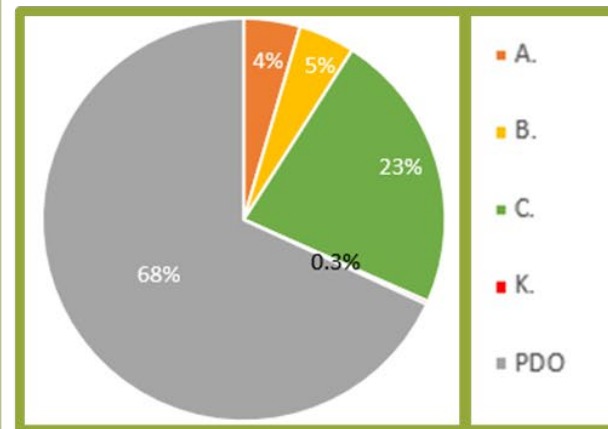


#	Intersection Name	#	Intersection Name
1	US Route 340 at Ladd Road	7	US Route 340 at Lucy Lane
2	US Route 340 at Town Center Drive	8	US Route 340 at Lennox Place
3	US Route 340 at Shenandoah Village Drive	9	US Route 340 at Tiffany Drive
4	US Route 340 at I-64 Eastbound Ramps	10	US Route 340 at Northgate Avenue
5	US Route 340 at I-64 Westbound Ramps	11	Low Dewitt Blvd at Apple Tree Lane/Lucy Lane
6	US Route 340 at Low Dewitt Boulevard	-	-



Safety Summary

- Total of 376 crashes analyzed within study area (filtered from 404 to exclude non-correctable and out-of-scope incidents)
- Average annual crashes: ~75 crashes/year
- Rear-end and angle crashes made up ~80% of total crashes (186 rear-end, 113 angle)
- Injury crashes accounted for ~31% of all reported crashes (119 total injury crashes)
- One (1) fatal crash occurred in 2022 involving a pedestrian
- Pedestrian and bicycle-related crashes:
 - 1 fatal pedestrian crash
 - 1 severe injury bicycle crash
- Sideswipe crashes (same and opposite direction): 47 total crashes, mostly property damage only
- Fixed object crashes (off-road and in-road): 22 crashes, typically low severity



Corridor Queueing - PM

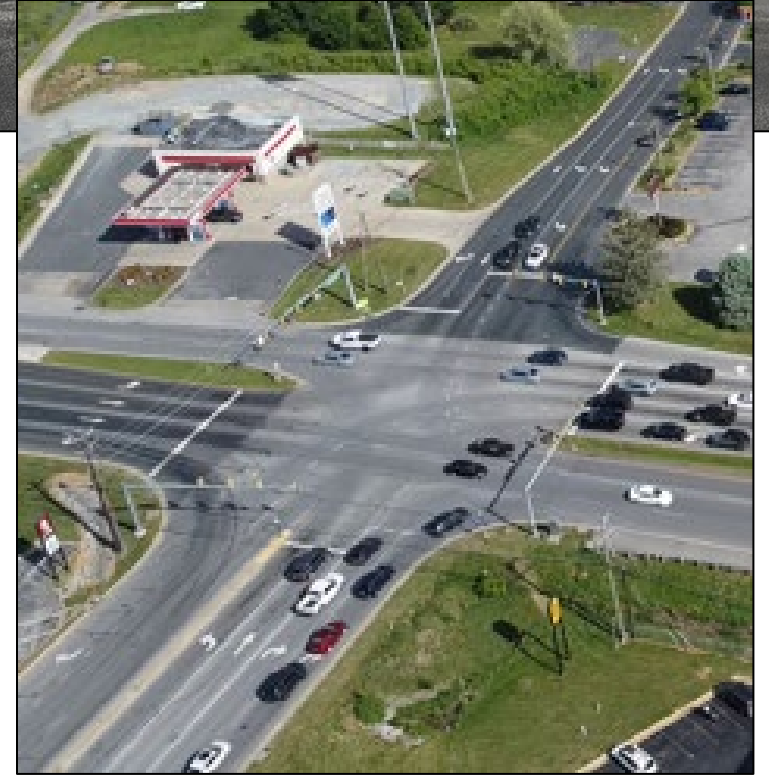
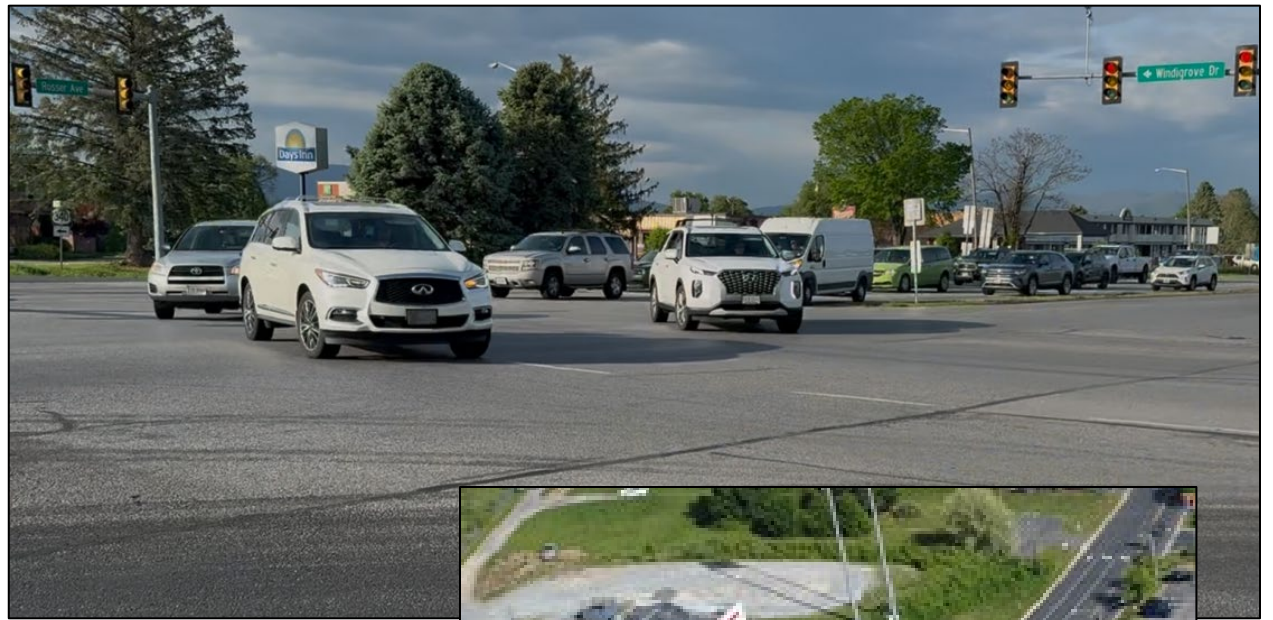


523 Left Turns in PM Peak Hour

514 Right Turns in PM Peak Hour

Driver Behavior Notes

- Driver turn radii in dual turn lanes at Lew Dewitt do not match markings
- Uneven lane utilization approaching I-64 interchange/Lew Dewitt
- Uneven/underutilized dual turn lanes at Lew Dewitt



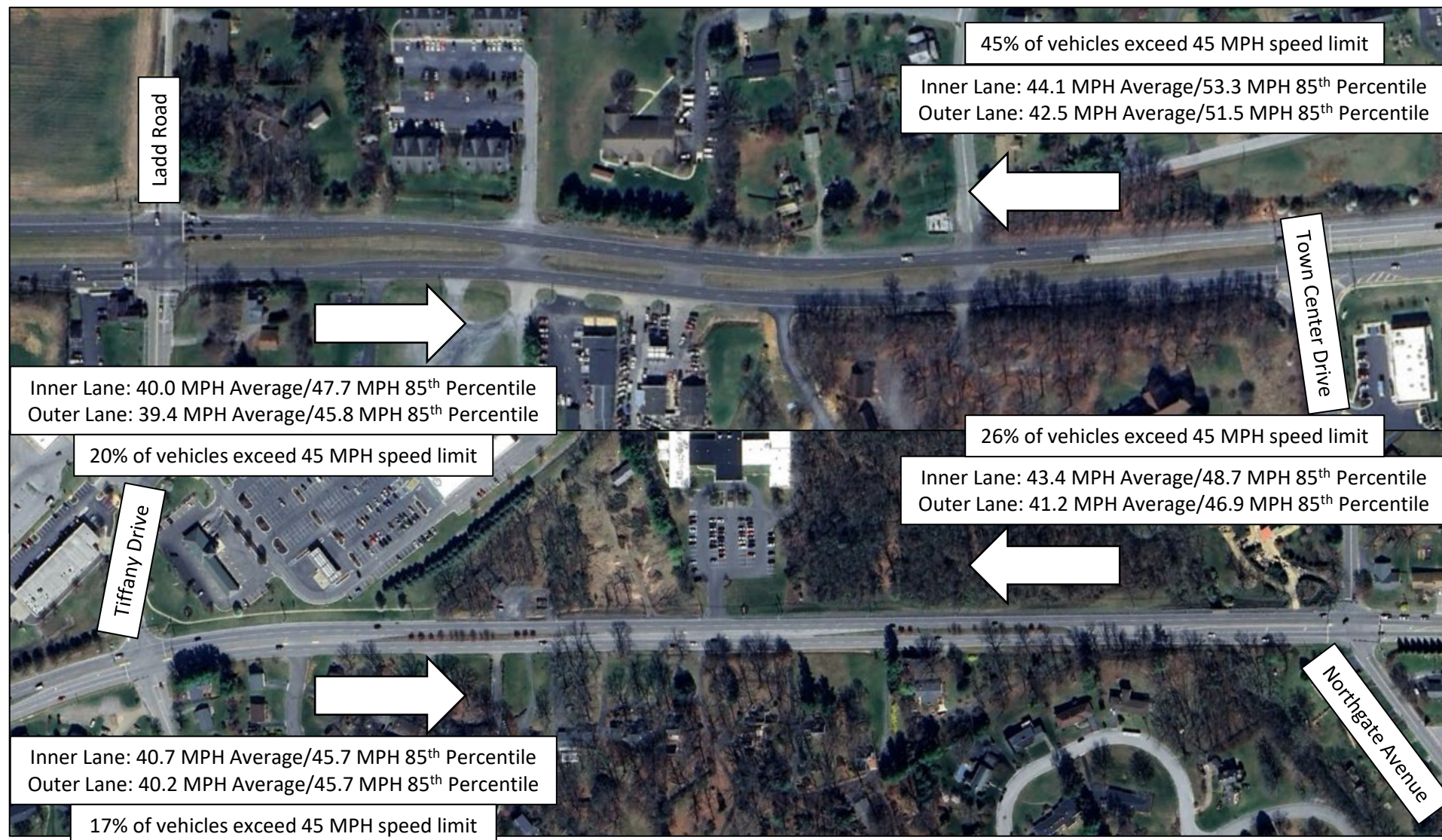
Future Volume Forecasting

- 2018/2045 Staunton-Augusta-Waynesboro MPO Regional Model – 1.3% growth
- The following developments were evaluated for impacts on the network:
 - Waynesboro Place/Waynesboro Marketplace (already considered in model; no further eval)
 - Creekwood Village
 - Rosser Avenue Subdivision
 - Silver Creek
 - Town Center Apartments
- Operations generally acceptable in 2045; to be improved with timing updates

Speed Data

- ~60% of traffic at western count location use outer lanes NB/SB
- ~2/3 of traffic at eastern count location use the inner lane NB and outer lane SB

*Speed data represents highest speeds noted for each lane over two-day data collection period; little to no variance noted between days.



Phase 1 Public Survey Summary

- Public survey was open from May 5th to 19th 2025 (2 weeks)

Participants	Responses	Comments
1,008	25,801	1,750

Survey Results

- Noted concerns in comments:
 - Congestion
 - Number of traffic signals/signal timings/poor coordination
 - Number of access driveways/developments
 - Speed limit/speeders
 - Red light runners
 - Lack of pedestrian/bike facilities

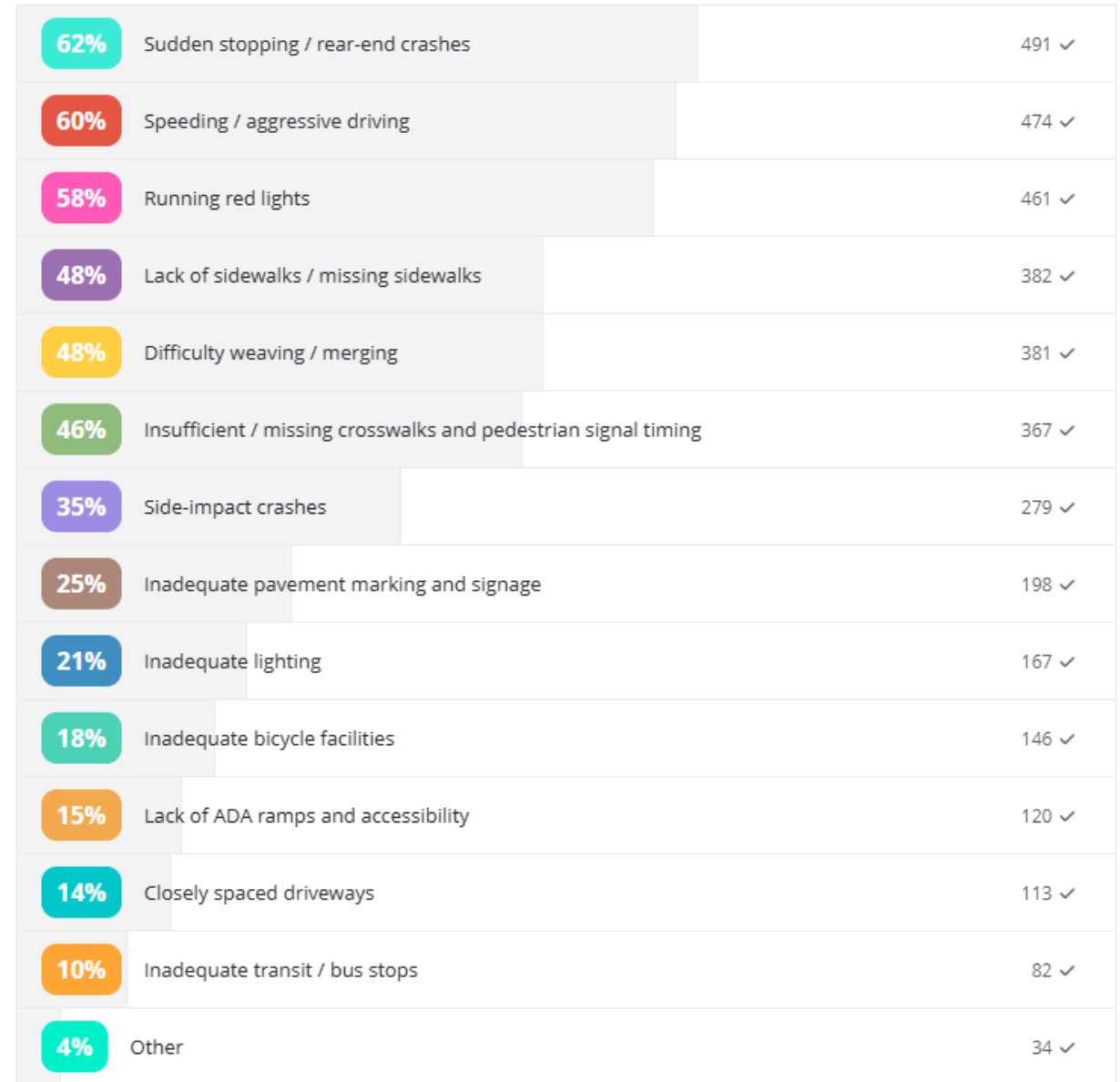
The following needs have been identified for this study. Do you agree with these needs? (Check all that apply)

90%	Congestion mitigation	876 ✓
87%	Capacity preservation (keep traffic flowing smoothly)	848 ✓
81%	Safety improvement	787 ✓
54%	Pedestrian safety improvement	526 ✓
45%	Pedestrian access	443 ✓
35%	Transportation demand management (TDM)	344 ✓
32%	Bicycle access	313 ✓
31%	Transit access	298 ✓

Survey Results

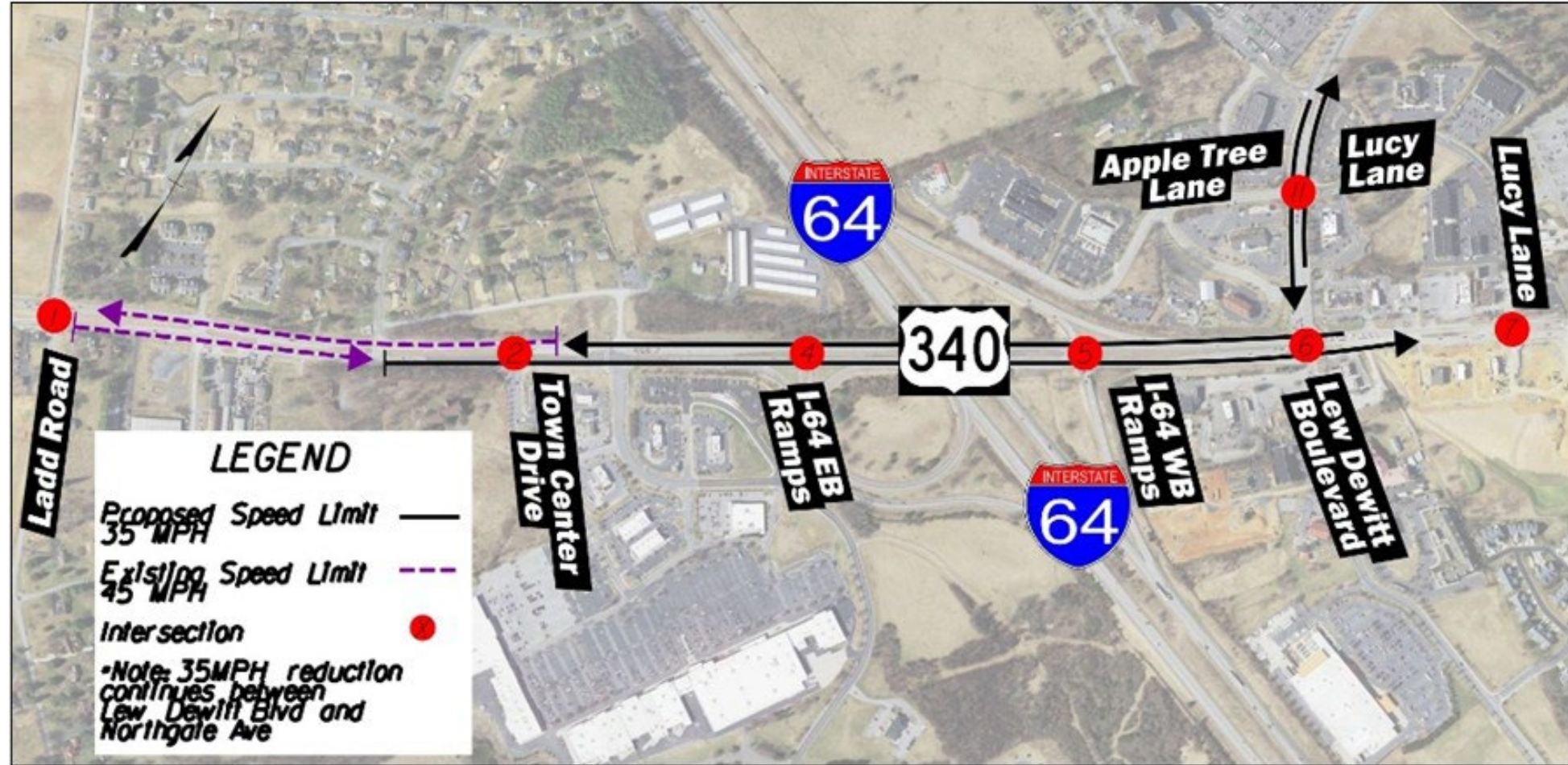
- Safety comments in line with known issues, particularly:
 - Rear end crashes
 - Sideswipe crashes
 - Missing/inadequate facilities for ped/bike/transit
 - Significant number of access driveways

Which of the following safety issues concern you? (Check all that apply)



Proposed Speed Limit Reduction – 45 to 35 MPH

- Proposed reduction to 35 MPH:
 - US 340 Town Center Dr to Northgate Ave
 - Low Dewitt Blvd near US 340
- Goals:
 - Reduce rear end crashes
 - Smooth flow across intersections with small spacing
- ~10% increase in US 340 travel time:
5 min to 5.5 min



Alternatives Overview

1) Speed Limit Reduction (45 mph to 35 mph)

- Lower the posted speed limit on Rosser Avenue between Town Center Drive and Northgate Avenue
- Speed limits north of Northgate Avenue and south of Ladd Road remain unchanged

2) Low Dewitt Boulevard Intersection Enhancements

A set of geometric and access modifications at the intersection

- **Imp 1. Windigrove Drive Access Changes**
- **Imp 2. Driveway Consolidation Near Exxon Mobil**
- **Imp 3. Extended Northbound Left-Turn Lanes**
- **Imp 4. Wider Dual-Turn Lane Receiving Lanes on US 340 and Low Dewitt Boulevard**
- **Imp 5. Adjusted Right-Turn Stop Bars**

3) Pedestrian Connectivity (Low Dewitt Boulevard to Tiffany Drive)

- Construct sidewalks and marked crosswalks along both sides of Rosser Avenue

4) Multimodal Connectivity (Tiffany Drive to Northgate Avenue) *Two mutually exclusive alternatives*

- **Alternative 1: Sidewalks and On-Street Bike Lanes**
 - Add sidewalks on the west side of Rosser Avenue
 - Add on-street bike lanes on both sides of the roadway
- **Alternative 2: Shared-Use Path (West Side)**
 - Construct a shared-use path along the west side of Rosser Avenue

5) Northgate Avenue Intersection Improvement

- Replace the existing signalized intersection with a single-lane roundabout

Phase 2 Public Survey Summary

- Open from December 3rd to 17th 2025 (2 weeks)

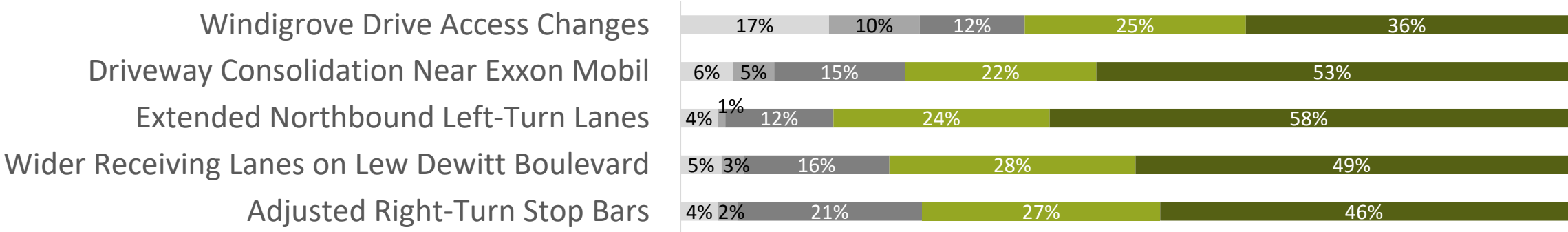
Participants	Responses	Comments
324	3,450	322

	Alternative	Alternative Description	Public Survey Score (1 to 5)*
1	Proposed Speed Limit Reduction	Reduce the posted speed limit on Rosser Avenue from 45 mph to 35 mph between Town Center Drive and Northgate Avenue, with no changes north of Northgate Avenue or south of Ladd Road.	3.54
2	Lew Dewitt Boulevard Intersection Enhancements	Implement a set of coordinated geometric and access changes at the Rosser Avenue and Lew Dewitt Boulevard intersection, including turn lane modifications, driveway changes, and stop bar adjustments.	-
i	Windigrove Drive Access Changes	Convert dual westbound left-turn lanes at Windigrove Drive to a single left-turn lane with a raised median and close selected nearby driveways.	3.54
ii	Driveway Consolidation Near Exxon Mobil	Consolidate and simplify driveway access near the Exxon Mobil station while maintaining access for delivery and fuel trucks.	4.11
iii	Extended Northbound Left-Turn Lanes	Extend the northbound left-turn lanes on Rosser Avenue approaching Lew Dewitt Boulevard to provide additional vehicle storage.	4.32
iv	Wider Receiving Lanes on Lew Dewitt Boulevard	Widen the left-turn receiving lanes on Lew Dewitt Boulevard to better accommodate turning vehicles.	4.13
v	Adjusted Right-Turn Stop Bars	Shift the dual right-turn stop bars on Lew Dewitt Boulevard to adjust vehicle positioning at the intersection.	4.08
3	Pedestrian Connectivity between Lew Dewitt Boulevard and Tiffany Drive	Construct sidewalks and marked crosswalks on both sides of Rosser Avenue between Lew Dewitt Boulevard and Tiffany Drive in accordance with ADA standards.	4.35
4	Tiffany Drive to Northgate Avenue Multimodal Connectivity	Implement one of two mutually exclusive multimodal connectivity alternatives along Rosser Avenue between Tiffany Drive and Northgate Avenue.	-
i	Sidewalks and on-street bike lanes within existing right-of-way.	Extend sidewalks along the west side of Rosser Avenue and add on-street bike lanes on both sides of the roadway between Tiffany Drive and Northgate Avenue.	3.20
ii	Shared-use path along the west side of Rosser Avenue.	Construct a shared-use path along the west side of Rosser Avenue between Tiffany Drive and Northgate Avenue to accommodate pedestrians and cyclists.	4.22
5	Northgate Avenue Intersection Safety and Access Improvement	Convert the existing signalized intersection at Rosser Avenue and Northgate Avenue to a single-lane roundabout with pedestrian and bicycle crossings.	3.02

*1 = Strongly Oppose, 2 = Somewhat Oppose, 3 = Neutral, 4 = Somewhat Support, 5 = Strongly Support

Public Survey Results

1. Strongly Oppose 2. Somewhat Oppose 3. Neutral 4. Somewhat Support 5. Strongly Support



Mostly positive feedback was received on all. Across all five improvements, several **recurring themes** appeared repeatedly:

- **Signal timing is a bigger issue than lane configuration** in many respondents' views.
- Strong concern about **business access and unintended circulation impacts**.
- Desire for **clearer striping, signage, and driver guidance**, especially for older drivers.
- General agreement that **doing nothing is not acceptable**, even among critics.

Overall Average Score:
4.04/5.00

While I support these proposed improvements I have concerns regarding impacts to the businesses. Patrons leaving the Comfort Inn, Day Inn, Wendy's and Silk Road won't be able to easily navigate to Rosser. Thought needs to be given to where and how safely these vehicles will turn around on Windigrove Drive. Interconnectivity between these parcels and Chicurel Lane could help with this. The city of Waynesboro should work with these property owners and come up with better access management. Perhaps the City should take Chicurel Ln into their system in exchange for the right of way to develop a connection to Days Inn, Wendy's and Silk Road. A new entrance along Chicurel Ln should be considered for Comfort Inn.

7/18/2025

The whole area needs longer turning lanes south bound as well as north bound and also for east and west bound streets!

12/15/2025

Yup. Widening the dual receiving lanes on Lew Dewitt will help. Restriping the dotted left turn lanes will help too. Pretty tight now.

12/15/2025

Public Survey Results

■ 1. Strongly Oppose ■ 2. Somewhat Oppose ■ 3. Neutral ■ 4. Somewhat Support ■ 5. Strongly Support

Pedestrian Connectivity between Lew Dewitt Boulevard and Tiffany Drive



- Many respondents **strongly supported** adding sidewalks and crosswalks, citing frequent pedestrian activity and safety concerns.
- Several comments noted that people **already walk in this area** despite the lack of facilities.
- **Support** focused on **safety, visibility, and keeping** pedestrians out of the roadway.
- **Opposition** was **limited and generally indirect**, often shifting responsibility to pedestrian behavior rather than infrastructure.

Overall Average Score:
4.34/5.00

Sounds much safer for everyone.

12/9/2025

I was just saying this the other day! Badly needed! I see people trying to walk across that intersection all the time. It's a miracle no one has gotten hit yet.

12/9/2025

YES! Sidewalks and crosswalks all down Rosser from Lew Dewitt to Main/Broad intersection are needed for safety of drivers and pedestrians.

12/9/2025

Preferred Alternative

1) Speed Limit Reduction (45 mph to 35 mph) – SHORT TERM

- Lower the posted speed limit on Rosser Avenue between Town Center Dr and Northgate Ave
- Speed limits north of Northgate Avenue and south of Ladd Rd remain unchanged

2) Lew Dewitt Boulevard Intersection Enhancements – SMART SCALE

A set of geometric and access modifications at the intersection

- Wider Dual-Turn Lane Receiving Lanes on US 340 and Lew Dewitt Blvd
- Extended Northbound Left-Turn Lanes
- Windigrove Dr median segment
- Extend Chicurel Ln to rear of business on Windigrove Dr
- Adjusted Right-Turn Stop Bars

SMART SCALE

Total cost estimate: \$8.5M

3) Sidewalk from Lew Dewitt Blvd to Northgate Ave – SMART SCALE

US-340 LEW DEWITT BLVD INTERSECTION IMPROVEMENTS

JULY 2026

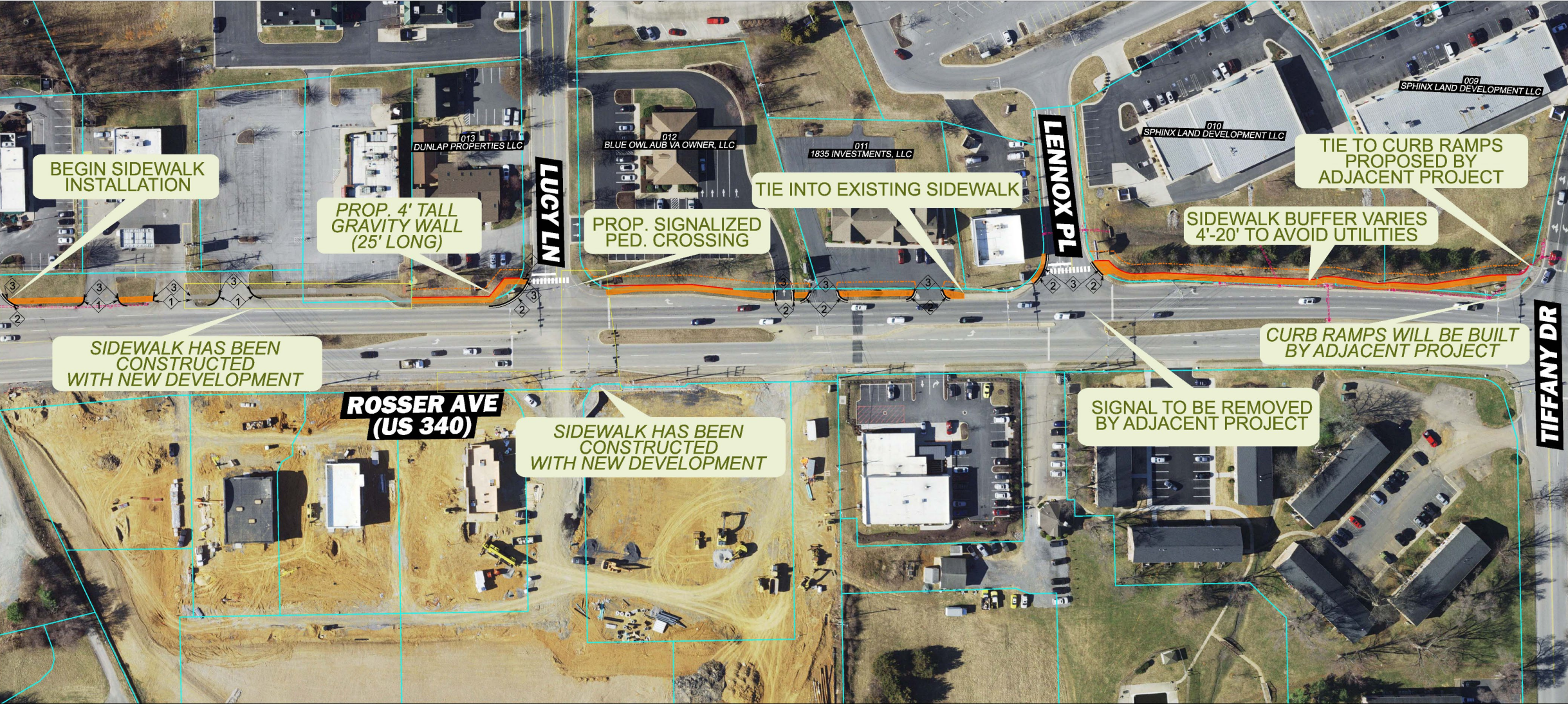


LEGEND

- PROP. FULL DEPTH PAVEMENT
- PROP. GRASS AREA
- PROP. CONCRETE MEDIAN
- PROP. SIDEWALK
- EXIST. RIGHT OF WAY
- PROP. RIGHT OF WAY
- PROP. TEMP. CONSTR. ESMT.

① → PROP. CG-2
② → PROP. CG-6
③ → PROP. CG-12

US-340 SIDEWALK FROM LEW DEWITT BLVD AND TIFFANY DRIVE



US-340 SIDEWALK FROM TIFFANY DRIVE TO NORTHGATE AVENUE



FY27 SAWMPO Unified Planning Work Program (UPWP) Budget Amendment



FY27 UPWP Amendment

- The Unified Planning Work Program (UPWP) was approved in June 2026 and outlines the MPO's plans, activities, and studies to be conducted in FY27.
- The UPWP budget allocates how MPO funds will be used to implement the work program.
- Budgets are developed using estimates of FY26 carryover amounts; and are adjusted in fall when actual carryover is known.
- If the change in budget is significant, we seek Board approval for an amendment. Otherwise, we administratively modify the document and update the Board.

Amendments are also required when the scope of the activities or projects changes, or new projects are added.

FY27 UPWP Amendment

FY26 Actual Carryover

Estimated - \$75,000

Actual - \$78,608

Administrative Modification

Scope Change

Reallocate \$20,000 from Short
Range Transportation Planning to
Transit Planning

Amendment

FY27 UPWP Amendment

- DRPT requires all transit programs have a Transit Development or Transit Strategic Plan
- Last updated in December 2022; Next update due June 30, 2028.
- BRITE Transit staff will begin updating the plan immediately to meet June 2028 deadline.
- BRITE staff will seek consultant support (\$\$\$) to assist with data collection, route analysis, and engagement facilitation.
- These activities may partially or fully replace BRCC route planning task in UPWP.



BRITE Transit Development Plan

December 2022



FY27 UPWP Amendment

Program Task	FY27 Approved	FY27 Amended	Difference
Task 1 - Administration & Public Engagement	\$106,122	\$106,122	-
Task 2 -Long Range Transportation Planning	\$36,000	\$36,000	-
Task 3 -Short Range Transportation Planning	\$190,000	\$170,000	(\$20,000)
State, Federal, and Local Assistance	\$83,000	\$83,000	-
Transit Planning	\$66,000	\$89,608	\$23,608
Contingency	\$57,232	\$57,232	-
	\$538,354	\$541,962	\$3,608

Summary of Changes:

- Increase total budget by \$3,608 to reflect higher 5303 carryover funds than anticipated. Reallocate \$20,000 from Short Range Transportation planning to Transit Planning for consultant support of BRITE Transit Development Plan update.

MPO Staff do not anticipate the reallocation of funds to impact short range planning activities.