



Staunton District Highlights

We are the Commonwealth's advocate for promoting transportation options to the general public, businesses, and community decision makers.

The Virginia Department of Rail and Public Transportation (DRPT) is a state agency that reports to the Secretary of Transportation. DRPT's mission is to facilitate and improve the mobility of Virginia citizens and to promote the efficient transport of goods and people in a safe, reliable, and cost-effective manner. Our primary areas of activity are rail, public transportation, and commuter services. DRPT works with local, regional, state, and federal governments, as well as private entities, to provide support for projects and programs by:

Assessing feasibility and environmental impacts of new and expanding services

Conducting statewide rail and public transportation studies

Planning and programming new services and capital improvement projects

Providing leadership, advocacy, technical assistance, and funding



Smart Scale is a prioritization process focused on investing limited tax dollars into the right projects that meet the most critical transportation needs in Virginia. Virginia's Smart Scale selects the right transportation projects for funding and ensures the best use of limited

tax dollars. It is the method of scoring planned projects included in VTrans. Transportation projects are scored based on an objective, outcome-based process that is transparent to the public and allows decision-makers to be held accountable to taxpayers. Once projects are scored and prioritized, the Commonwealth Transportation Board is given the best information possible in order to approve the right projects for funding.

Round 1 Public Transportation Project

Waynesboro Towne Center Park and Ride

This project will repave and add parking spaces and transit facilities to the Waynesboro Towne Center Park and Ride lot located in the southeastern corner of the I-64/US 340 interchange at Exit 94. This proposal will make needed improvements to expand and improve the existing facility by increasing parking by 55 additional spaces to a total of 175, adding a bus stop, shelter, and bus zone/pull off, and by improving pedestrian access to adjacent commercial locations.

FY17- Smart Scale funded 8 public transportation projects statewide totaling \$31m

FY18- Smart Scale funded 17 public transportation projects statewide totaling \$168m



Round 3 Public Transportation Applications

Harrisonburg Transit Center and Park and Ride

The proposed Downtown Transit Center and park and ride lot includes a 16-berth transit transfer center serving multiple bus routes, as well as a 2,500 square foot building providing services to riders and drivers. The facility will be centrally located for City, inter-regional (ie. The Virginia Breeze), and inter-city bus routes, and will replace a transit transfer location that currently operates in a right-turn lane on the City's most heavily traveled corridor. The project would extend Martin Luther King (MLK), Jr. Way to connect with Country Club Road, providing easy access to the proposed site by multiple modes from E. Market Street and Interstate 81. While there is currently no park and ride lot in the City of Harrisonburg, this project will provide ample parking spaces for commuters, totaling about 150 spaces. The park and ride lot would fulfill a major Traffic Demand Management need in the City that is currently lacking and is identified in multiple planning documents. Approximately 40 bicycle parking spaces will also be provided at the transit center/park & ride. The MLK Jr. Way street extension will serve two purposes: (1) to facilitate access to the proposed transit center and (2) to increase connectivity in this area that provides an alternative travel route to E. Market St. (US 33) on Country Club Road. The major benefit of diverting traffic from US 33 to Country Club Road is the congestion relief afforded to the most traveled corridor in the city, a segment that includes an I-81 interchange. The MLK Jr. Way extension will be a 3-lane section, including a center turn lane, a shared use path on the south side, and sidewalk on the north side to amplify the multimodal nature of the project. A traffic signal is proposed at the intersection of MLK Jr. Way extension and Country Club Road.

Pedestrian Improvements for US 250 Connector Bus Stop

This project improves operator, rider, and pedestrian conditions for the two bus stops serving the BRITE 250 Connector fixed bus route located at Sangers Lane/Brand Station Road. The bus stops are on the four-lane median divided US 250 (Jefferson Highway) and are proximate to the I-81 Exit 222 interchange. These bus stops lack the infrastructure to insure operator, rider, and pedestrian safety. Bus boardings and alightings have increased by 111% at these stops since 2014. BRITE staff identified the need for safety improvements at these stops based on area traffic volumes and the increased popularity of these stops as employment destinations. The eastbound bus stop requires buses to pull off US 250 into the outside travel lane and shoulder adjacent to the intersection with Brand Road. Buses traveling westbound pull off into a pocket right-turn lane on to Sangers Lane to allow riders to board and depart the bus. These stop locations present safety issues for the bus operators and passengers and create conflicts with traffic moving in the area. Safety is further compromised by drivers from I-81 who are unfamiliar with the complexity of the traffic patterns as they are trying to gain access to the hotels and restaurants adjacent to these bus stops. Currently, there are no bus passenger, pedestrian safety, or comfort accommodations for these stops. Proposed improvements include eastbound and westbound bus pull offs, installation of concrete pads and bus shelters with solar lighting, installation of at-grade ADA compliant sidewalks and marked crosswalk that



connect to bus stops, installation of a 2-stage actuated pedestrian crossing signal, crosswalk striping and median pedestrian refuge, and marking for 16 park and ride spaces on Rowe Road.

University Blvd/Evelyn Byrd Ave Road Diet & Sidewalk

This project will convert University Blvd and Evelyn Byrd Avenue from 4 lanes to 2 lanes with a center turn lane. Bike lanes, sidewalks, crosswalks, and bus shelters will be added as well as sidewalk connections made to side streets.

If you have any questions or comments about any of these projects, please contact our office:

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