



PROJECT PIPELINE NEEDS AND EXISTING CONDITIONS SUMMARY

P. Buckley Moss Dr/Rosser Ave (US 340) from Ladd Rd to Northgate Ave
VDOT District: Staunton / Locality: City of Waynesboro

ST-25-02
Sheet 1 of 2



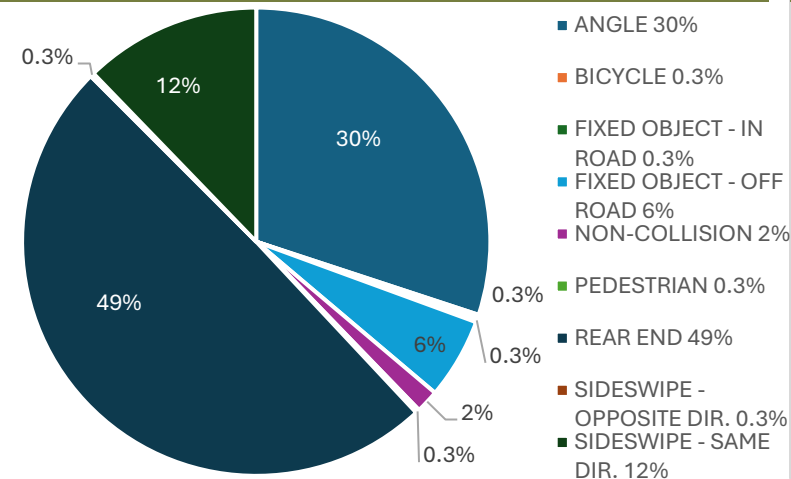
VTrans Needs

| | |
|--|---|
| | Safety Improvement |
| | Transportation Demand Management (TDM) |
| | Congestion Mitigation |
| | Pedestrian Safety Improvement |
| | Transit Access |
| | Capacity Preservation (Keep traffic flowing smoothly) |
| | Bicycle Access |

Study Facts

| | |
|--|--------------------------|
| Major Study Intersections | 11 |
| Length of Study Area | 1.7 mile(s) |
| Classification | Minor/Principal Arterial |
| 2022 AADT (Average Annual Daily Traffic) | 16,000 - 28,000 |
| Speed Limit | 45 mph |

Crash Type



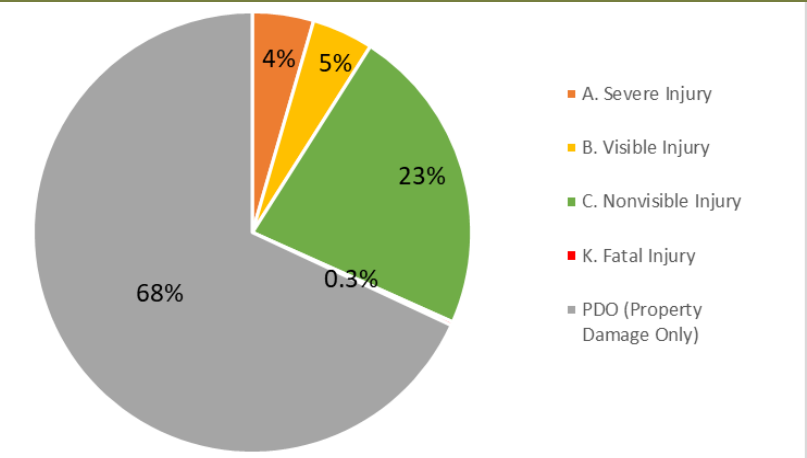
Study Purpose, Goals, and Objectives

To analyze the operational and safety issues identified in the P. Buckley Moss Drive/Rosser Avenue (US Route 340) study corridor between Grandview Drive to Northgate Avenue, with a focus on providing enhanced bicycle and transit access, transportation demand management, safety improvements, and congestion mitigation.

Safety Needs

- 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

Crash Severity





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Sheet 2 of 2

Operations Summary

- Overall intersection delay throughout the corridor is generally acceptable and most movements operate well under capacity, though it was noted that side street movements and protected left turning movements generally experienced LOS of D or E.
- The I-64 eastbound off-ramp is over-capacity in both the AM and PM peak hours and represents the only movement in the Synchro network with LOS F; the I-64 westbound off-ramp was noted to be at-capacity in the PM peak hour with a delay just below LOS F.
- Despite volumes exceeding 500 vehicles during the PM peak hour, the right turning movement from Lew Dewitt Boulevard onto US-340 southbound was noted to be well under-capacity with a V/C of 0.43. This is likely due to the protected-only time it has during the cycle, with a split phase and an overlap with the heavy US 340 northbound left turning movement.

| LOS by Intersection | AM | PM | LOS by Intersection | AM | PM |
|--|----|----|---|----|----|
| US Route 340 at Ladd Road | C | D | US Route 340 at Lucy Lane | B | C |
| US Route 340 at Town Center Drive | A | A | US Route 340 at Lennox Place | A | A |
| US Route 340 at Shenandoah Village Drive | B | C | US Route 340 at Tiffany Drive | B | B |
| US Route 340 at I-64 Eastbound Ramps | B | C | US Route 340 at Northgate Avenue | B | B |
| US Route 340 at I-64 Westbound Ramps | C | C | US Route 340 at Apple Tree Lane/Lucy Lane | B | C |
| US Route 340 at Lew Dewitt Boulevard | C | D | | | |

Summary of Needs Identified Through Public Outreach

- Survey date: May 5 – May 19, 2025
- Number of participants: 1,008
- Survey participants consistently identified the following as key issues:
 - Congestion during peak periods
 - Excessive number of traffic signals and poor signal coordination
 - High number of commercial access driveways
 - Speeding and concerns with posted speed limits
 - Red light running incidents
 - Lack of pedestrian and bicycle facilities

Multimodal Summary and Needs

- Western Segment:
 - Sidewalks exist within Waynesboro Town Center and along US 340 between Town Center Drive and Shenandoah Village Drive.
 - Planned SMART SCALE improvements will enhance pedestrian safety and crossings.
- I-64 Interchange Area:
 - No existing pedestrian or bicycle infrastructure.
 - No short-term projects currently planned to address connectivity gaps.
- Middle Segment:
 - Incomplete sidewalk and ramp network with noticeable connectivity gaps.
 - Fragmented infrastructure limits continuous pedestrian/bike travel.
- Lennox Place to Tiffany Drive:
 - New ADA-compliant crossings and sidewalk segments being installed.
 - Focus on improving accessibility and pedestrian safety.
- Northern Segment (North of Northgate Ave):
 - Existing bike lanes.
 - Lack of connectivity to western and central corridor segments.

Proposed Solutions to Evaluate in Phase 2



Operational/Safety Improvements

- 1 - Access management improvements on Windgrove Avenue and US 340
 - Investigation of potential phasing changes to improve/maintain operations
 - Adjust receiving facilities for dual turns to provide widened receiving lanes and stripe out excess pavement
 - Additional left turn lane storage on US 340
- 2 - Conversion of signalized intersection at Northgate Avenue into a roundabout

- 3 - Propose to reduce the speed limit from a point west of the I-64 Interchange to the eastern end of the study corridor to 35 MPH

Ped/Bike Improvements

- 4 - Propose adding sidewalk on north side and bike lanes on north and south sides between Tiffany and Northgate Ave
- 5 - Fill in gaps in existing sidewalk network between Lew Dewitt Blvd and Tiffany Drive