



DEXTER L. WOODS CORRIDOR  
MEMORIAL BOULEVARD STUDY

# Acknowledgments

## Prepared By

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## Prepared For

City of Waynesboro,  
Tennessee

## Special Thanks

Thank you to the people who participated in the development of this plan through comment forms, public outreach events, and meetings. This time spent planning for Waynesboro's future is appreciated and will positively impact the City.

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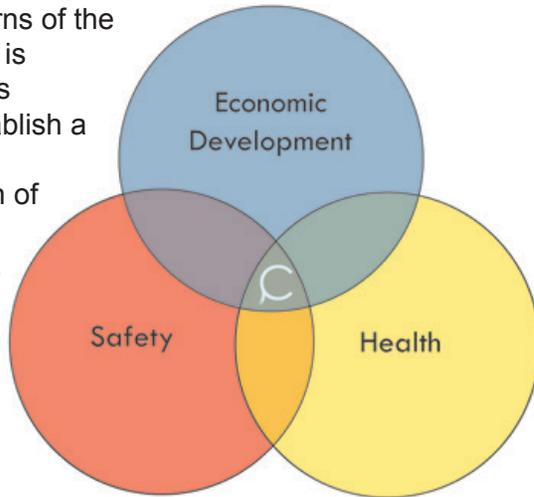
## Introduction and Process Overview

1

# What is the Plan? Why now?

## Introduction and Process Overview

The Waynesboro community has seen little development and growth over recent years. Due to this trend, as well as health concerns of the community, it is Waynesboro's desire to establish a vision to aid the promotion of economic development, safety and health throughout the Waynesboro community.



Wayne County ranks below the U.S. average and Tennessee average in several key health indicators: adult smoking, adult obesity, and physical inactivity. This is a cause for concern among residents and public officials within the City of Waynesboro. The implementation of recommendations written out within this corridor study will improve pedestrian safety, promote economic development, and increase the health of individuals throughout the Waynesboro community.

This report is intended to help citizens and elected officials achieve a vision established by the community. The vision was gathered through a variety of outreach initiatives and is captured in the plan's Guiding Statements located on page 3.4. Ultimately, achieving the plan's recommendations will require coordinated action and a long-term focus.

### What is the plan?

- Weigh potential access management improvements
- Complete a safety standards review
- Prepare a pedestrian connectivity plan
- Recommend proposed roadway design strategies
- Develop implementation strategy plan

### Why now?

- Community health concerns
- The demand for improved safety features and standards
- The need for increased economic development and stability
- Public's desire to establish a vision and a plan to promote economic development, safety and health

### Funding Sources

It is critical to establish a timeline to secure necessary funding to finance Waynesboro's improvement plan. There are many sources of funding through state and federal programs. It is a long process to obtain these financial opportunities, and an appropriate amount of time must be taken into consideration when planning for future improvements. Once funding has been awarded, time is limited in using the funds to establish construction plans and produce built results. Successful community improvements begin with a well thought-out schedule, while taking funding resources into consideration. See page 6.3 and 6.4 for funding opportunities for this plan.

# Community Transportation Planning Grant

## Introduction and Process Overview

**The Community Transportation Planning Grant (CTPG) is an initiative by the TDOT Long Range Planning Division to link land use and transportation planning efforts to achieve the best multimodal transportation system in the nation.** Dexter L. Woods Memorial Boulevard Corridor Study was selected as a recipient of TDOT's first round of CTPG funding in 2015.

The Office of Community Transportation (OCT) coordinates the state's transportation planning efforts to provide technical guidance for local jurisdiction's, increasing the level of collaboration between TDOT and municipalities across the state. OCT gives TDOT a thorough understanding of local communities and the various transportation planning documents and policies in place. The office is comprised of two sections, Community Planning and Regional Planning. The OCT's mission is to coordinate the state's transportation planning, local land use decisions, and community visions to guide the development of a safe and efficient statewide transportation system.

### **CTPG program goals:**

- Assist rural municipalities with planning efforts that define the transportation cohesiveness between multimodal transportation systems and local land use objectives that achieve the statewide transportation goals.
- Aid rural municipalities with the creation of planning documents that support improvements in traffic flow, safety, and overall efficiency of the transportation system.
- Provide rural city governments with planning resources to achieve community visions as related to transportation and land use needs that promote future economic growth.

### CTPG Objectives

The CTPG can be utilized to achieve the following objectives:

- Develop transportation and land use plans containing deliverables that can be used as guiding tools for future transportation projects.
- Develop real-world transportation and land use solutions that are cost effective and feasible for local governments to implement.
- Ensure that planning documents are consistent with TDOT and FHWA traffic, design, and construction specifications.
- Improve safety within the statewide transportation system through planning documents that can be utilized in future phases of a transportation project.
- Create policies and procedures that link all transportation modes and provide alternative mobility options within communities and the State of Tennessee.
- Utilize Context Sensitive Design and Context Sensitive Solutions (CSD/CSS) that preserve and enhance scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions.

(Information on this page is from TDOT's Office of Community Transportation website)

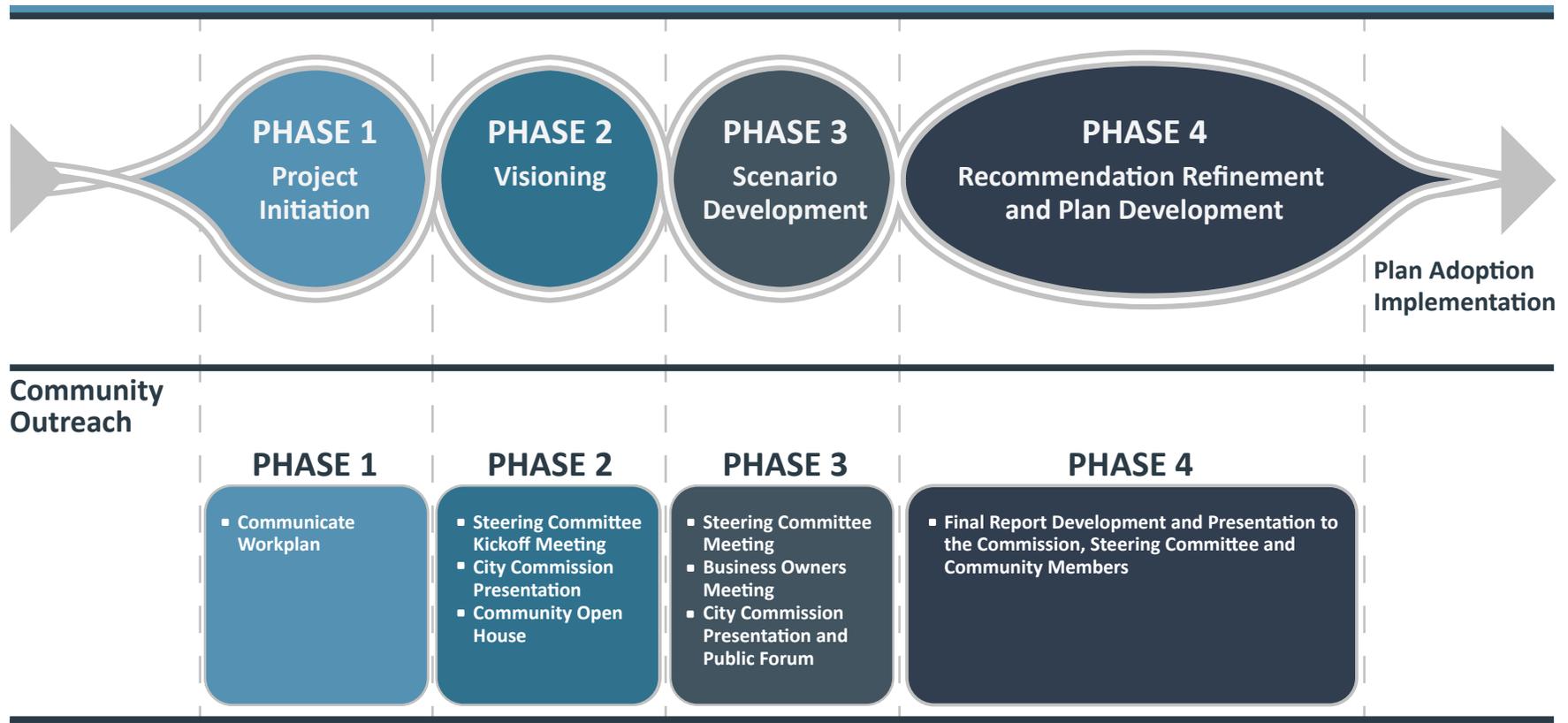
# Planning Process

## Introduction and Process Overview

The planning process began in February 2016 with a Steering Committee kickoff meeting. The planning process featured two City Commission presentations, two Steering Committee meetings, and one community open house. Meetings included discussions and activities that generated and evaluated planning concepts and strategies. While the project team coordinated and received feedback from the steering committee, the team also pulled opinions from community members and took their thoughts and ideas into consideration. Outreach and project input occurred throughout the planning process (see diagram below).

Special consideration was given to reaching a broad cross-section of the community with the intent to accomplish several objectives:

- Sequencing engagement activities to build ongoing participation
- Offering decision and/or influence opportunities for citizens
- Using the engagement process to raise awareness of the project and of planning in general



# What is a Corridor Study?

## Introduction and Process Overview

**A corridor study is the first step in planning for the future of a transportation facility by defining the corridor's needs to create the best solution in moving people and goods safely and efficiently.** Corridor studies are an effective tool for determining existing conditions, developing a favored future plan, and offering short-term and long-term solutions for transitioning corridors as they change. A well-executed corridor study will promote a safe, thriving environment that can ultimately lead to a growing community and flourishing economy.

### What are corridor studies used for?

- Define acceptable levels of access and mobility
- Aid in determining appropriate land uses
- Assist in consolidating and controlling access points
- Guidance for interim projects to ensure the progression towards long-range objectives
- Promote redevelopment of an under-performing corridor
- Support partnerships between diverse organizations and agencies

### Why do a corridor study?

Corridor studies are an effective tool to promote community improvements, and specific benefits may include:

- Aid in the maximization of existing infrastructure
- Improve safety conditions
- Development of coordinated land uses
- Promote access or mobility improvements
- Improve air quality through congestion reduction
- Resolution of major planning issues prior to the beginning of project construction

### Steps to successfully complete and implement a corridor study:

- **Leadership Commitment:** Community leaders must demonstrate a clear commitment to support the corridor study.
- **Visioning and Consensus:** Establishing a shared vision and consensus allows the community to set project goals and objectives. Understanding needs and developing support from the community is vital to start the planning, design and implementation processes.
- **Planning and Design:** Communities should leverage local resources and knowledge to assist in guiding project activities to best meet the needs of their community. Tailoring best practices to meet local conditions and desires will assist in developing an implementable, successful planning study.
- **Project Implementation:** Communities should seek funding from diverse sources to implement their corridor studies. Communities should also consider partnering with private industry as well as seeking funding from other state and federal sources.

(Information on this page is from TDOT's Community Transportation Planning fact sheet)





Existing Conditions

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# Area of Study

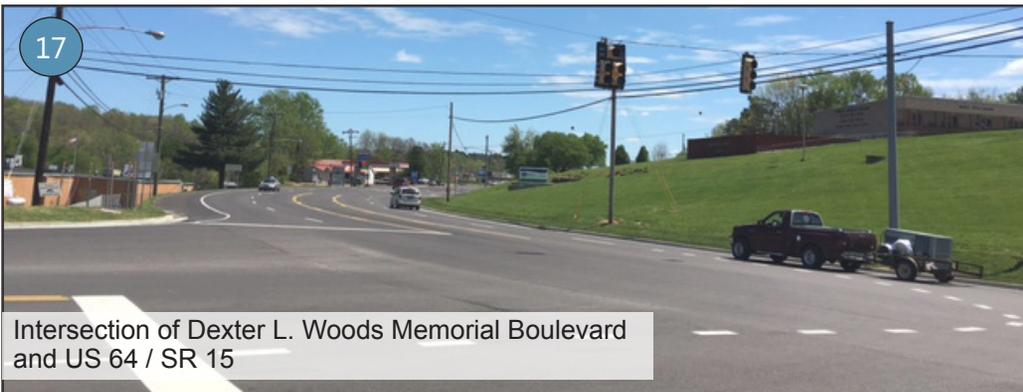
Existing Conditions

The Dexter L. Woods Memorial Boulevard Corridor Study area accounts for approximately 1.5 miles of roadway in the City of Waynesboro, Tennessee. Many existing public facilities are adjacent to the area of study including Wayne County Medical Center, Public Library, City Park and Downtown Waynesboro Square, along with many businesses and neighborhoods. These destinations and areas of importance along the corridor increase the influence this corridor study has on the future of the City of Waynesboro. The image below shows popular destinations along the corridor and existing conditions coordinated with photos located on the following page.



# Site Photographs

Existing Conditions



# Transportation Characteristics

Existing Conditions

The study corridor includes Dexter L. Woods Memorial Boulevard / Hill Street from SR 13 (Main Street) to US 64 / SR 15 from Dexter L. Woods Memorial Boulevard to just east of SR 99 (Old Highway 64E).



## Corridor Features

The Dexter L. Woods Memorial Boulevard and US 64 / SR 15 corridor is primarily a five-lane highway consisting of four travel lanes, one center turn lane, and shoulders that are six to eleven feet in width. The western segment of the corridor is a two-lane roadway with sidewalks along some portions. Much of the corridor consists of an array of driveways and roadway intersections that lead to adjacent commercial properties and residential areas. The speed limit on the corridor is 40 mph in the eastern portion and 30 mph on the western portion.

## Pedestrian Mobility

The majority of the corridor does not have sidewalks for pedestrians despite the fact that it has many urban characteristics. Existing sidewalks are located on the Green River Bridge east of downtown and along the westbound shoulder of Dexter L. Woods Memorial Boulevard from the bridge to the Downtown Square. Along the rest of the corridor, pedestrians must walk along the shoulders, and there are not defined locations for pedestrians to cross. Safe pedestrian accessibility is an important element along the corridor to promote community health and support the local economy.

## Bicycle Accommodations

Although it is not specifically marked or signed, US 64 / SR 15 through Waynesboro is a state bike route according to the Tennessee Department of Transportation's website. However, other than paved shoulders, there are no bicycle accommodations along the corridor. Additionally, the City hosts multiple well-attended bike ride events throughout the year which utilize the Dexter L. Woods Memorial Boulevard and US 64 / SR 15 corridor.

# Transportation Issues

## Existing Conditions



### Vehicle Access

The number of driveways and their spacing in relation to other driveways and roadways creates a large number of conflict points along the route. These conflict points contribute to the likelihood that crashes will occur. Additionally, some adjacent parcels do not have defined driveways, which allow vehicles to turn into and out of those locations at multiple points. The City of Waynesboro could benefit from implementing access management strategies.



### Turning Vehicles

The majority of the corridor has a two-way left-turn lane (TWLTL) between the opposing travel lanes. Although this lane can improve safety by removing turning vehicles from the through lanes and providing a buffer between the two directions of travel, there are some concerns. Drivers have been observed traveling long distances in this lane, which can increase the crashes with on-coming vehicles and confuses other motorists. Offset intersections and close driveways also contribute to issues as cars compete to use the TWLTL.



### Multimodal Connectivity

There is limited infrastructure dedicated to non-motorized road users along the study corridor, but there are individuals that must walk or bike to reach their intended destinations. Although sidewalk exists on a small section near downtown, the majority of the corridor has paved shoulders that range in width from six to eleven feet, and pedestrians and cyclists use these shoulders. However, for pedestrians in particular, there are no locations along the roadway that provide a visual representation that pedestrians may be crossing there.

### Logging Trucks

The City of Waynesboro experiences a great deal of logging activity on its main roadways. Trucks carrying large loads of timber traverse Dexter L. Woods Memorial Boulevard and the Downtown Square daily. This truck traffic increases congestion, and makes the downtown environment unappealing to Waynesboro's citizens and potential visitors who want to visit a walkable community. The project team looked at ways to reduce or eliminate this truck traffic through Waynesboro's major downtown routes, helping to establish this area as the primary location for community engagement, economic strength and opportunity for growth.

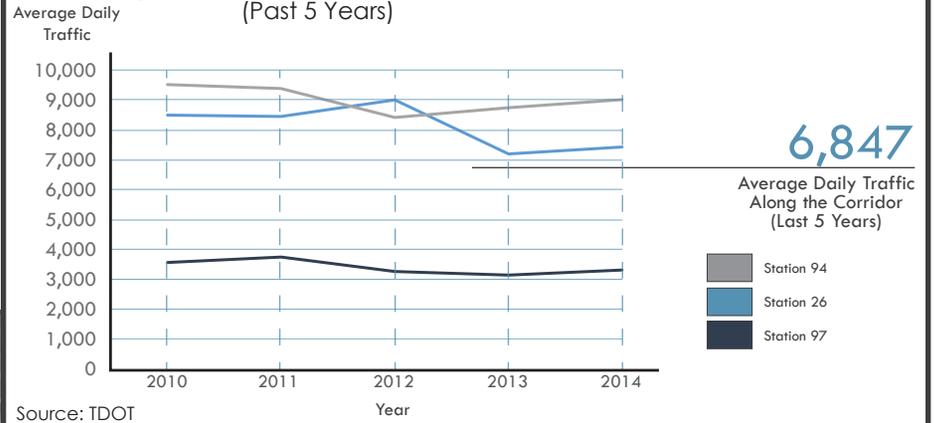


# Vehicular Traffic Data

Existing Conditions

Annualized average daily traffic (AADT) volumes were obtained from TDOT within the project area. This data was used to determine the traffic growth rate during the last five years along the corridor and help validate a growth rate over the next 20 years for future analysis. The aggregate traffic volumes experienced a decrease of approximately 1.7% over the five-year period. Additionally, vehicle turning movement counts were also collected at certain intersections for more detailed analysis.

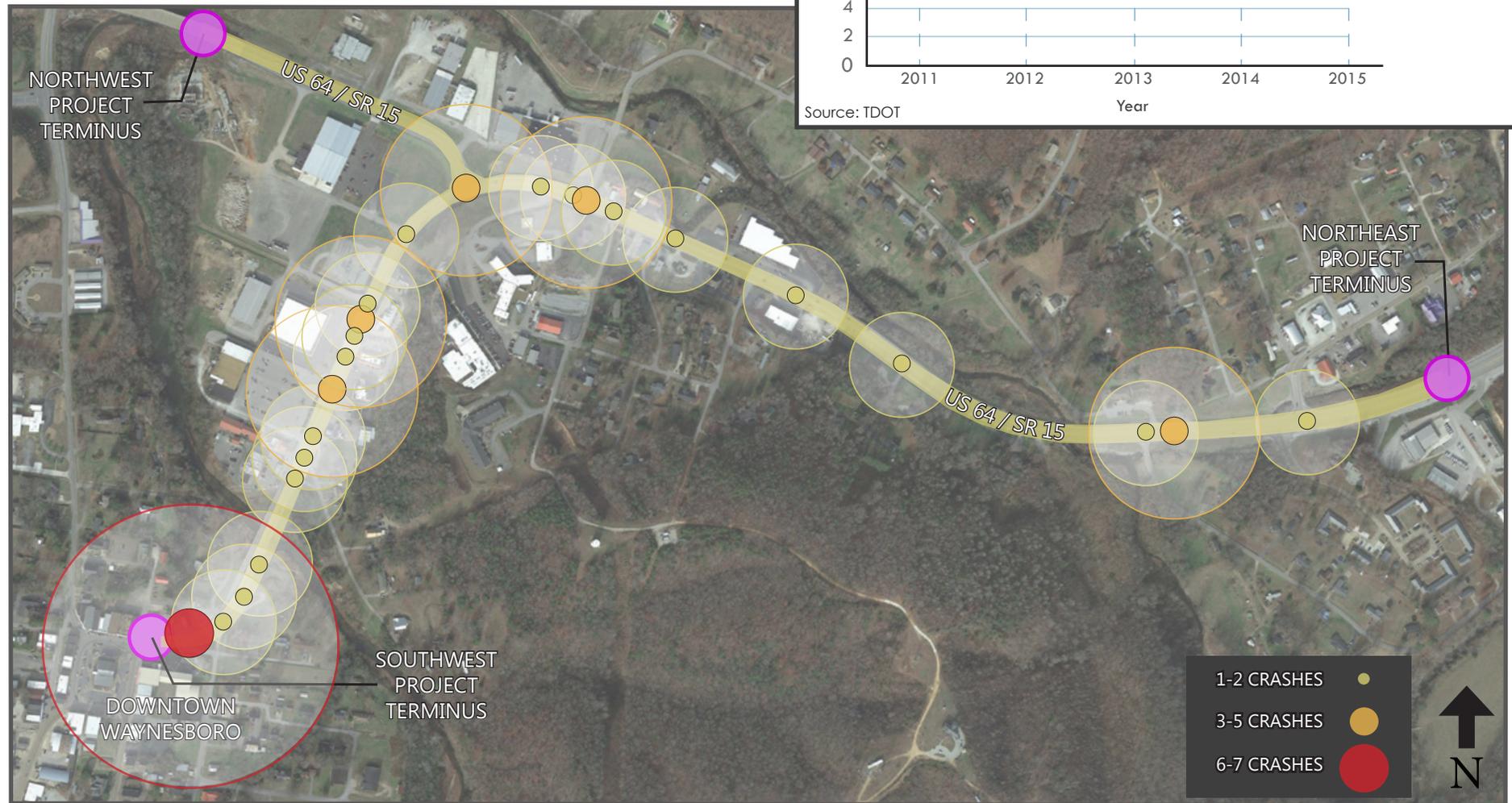
## Average Daily Traffic (Past 5 Years)



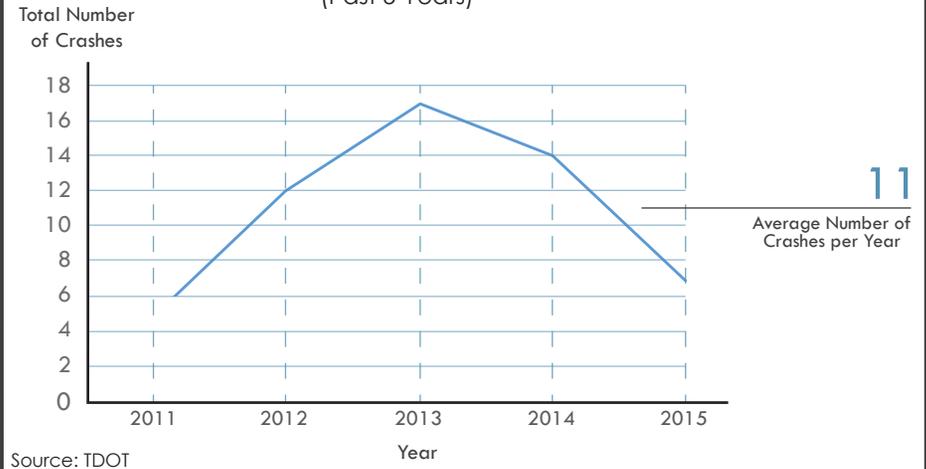
# Vehicular Crash Data

Existing Conditions

Crash data was obtained from TDOT and the City of Waynesboro. Five years of data were analyzed by crash type, time of crash, contributing causes of crash, and roadway conditions. A total of 55 crashes, including 11 injury crashes (zero fatal), were reported. Analysis of the crash data revealed that rear-end and angle crashes are most frequent along the corridor, likely due to the high concentration of driveways and poorly positioned driveways and roadways in relation to another. The crashes were most frequent at the intersection of Dexter L. Woods Memorial Boulevard and Hill Street, shown in red below.



## Total Number of Crashes (Past 5 Years)



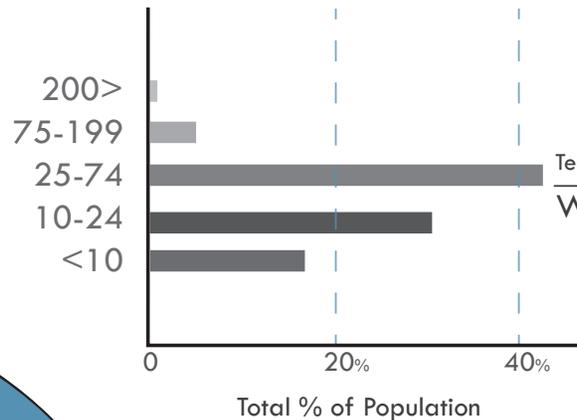
# Community Characteristics

Existing Conditions

In general, the citizens of Waynesboro are above the median age of Tennessee and have salaries lower than the Tennessee median household income.

## Median Household Income

Household Income (Thousands)

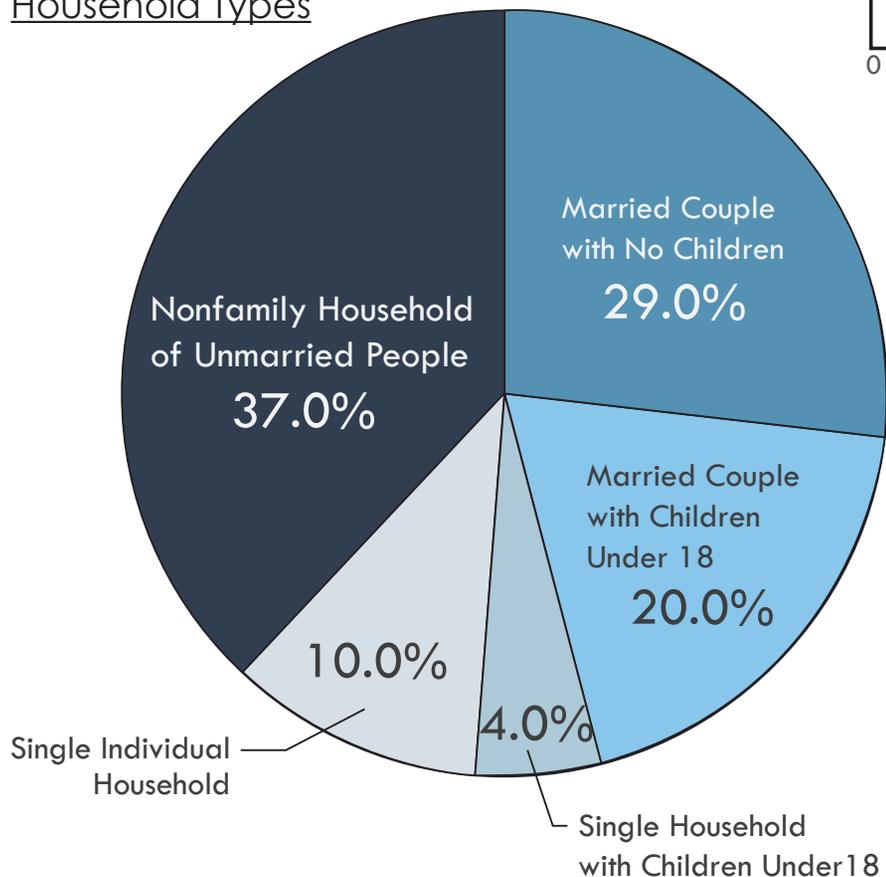


Tennessee Median Household Income  
\$44,361

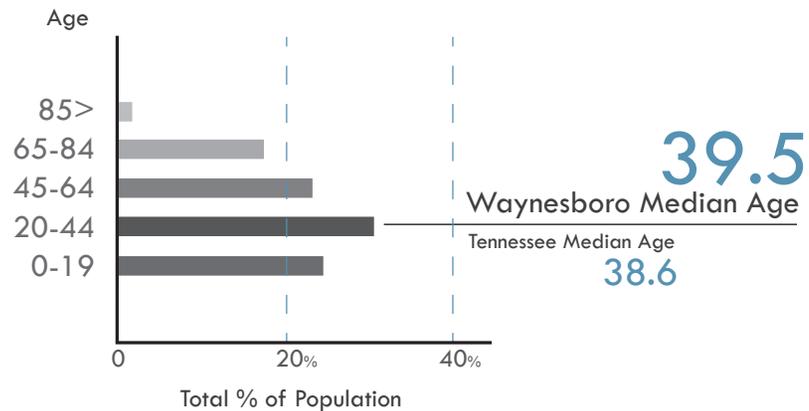
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Waynesboro Median Household Income  
**\$25,196**

## Household Types



## Median Age



Waynesboro Median Age  
**39.5**

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Tennessee Median Age  
38.6

Demographic information was provided by the U.S. Census Bureau.

# Community Characteristics

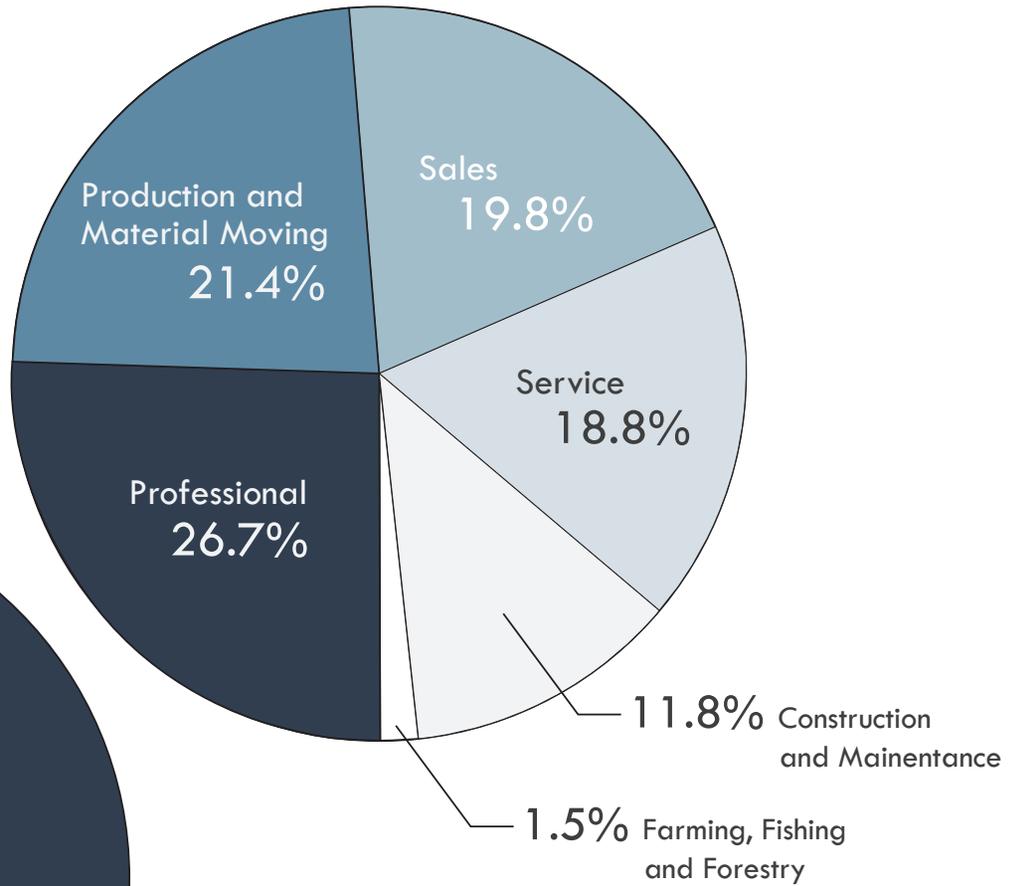
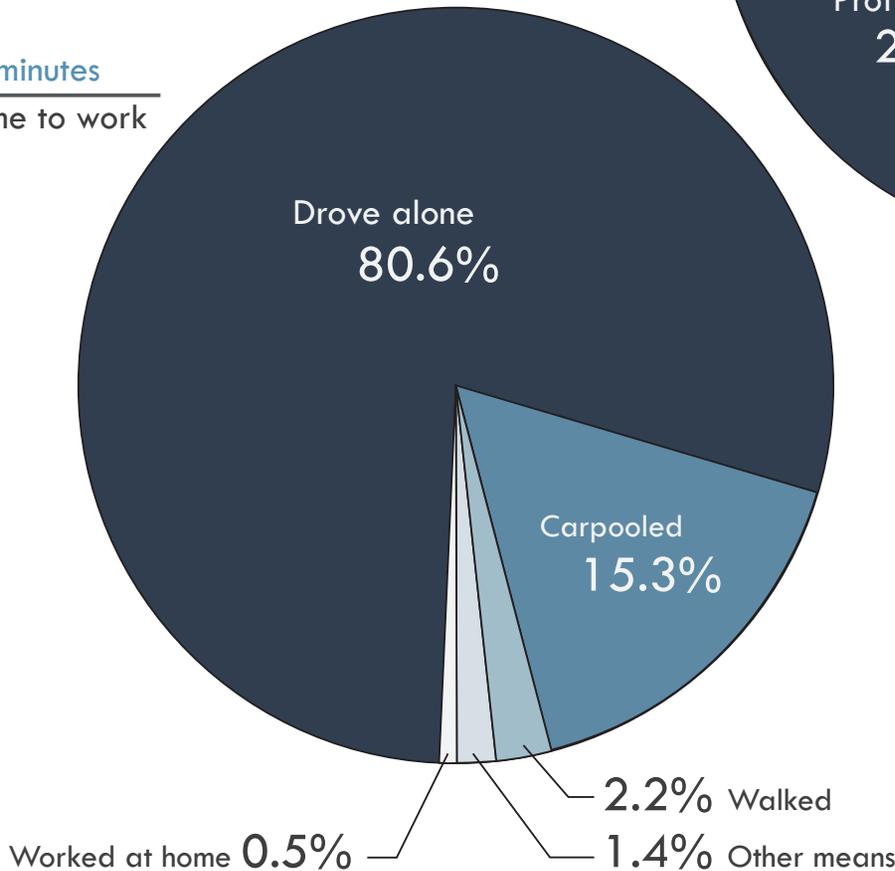
Existing Conditions

Waynesboro citizens hold a variety of occupations that stem from the diverse employment opportunities in the surrounding area. Most employed people drive independently to work, while fewer carpool and walk.

## Traveling Habits to Work

**22.9** minutes

Mean travel time to work



## Occupation Categories

Demographic information was provided by the U.S. Census Bureau.





# Community Outreach

Community Vision

Community involvement and input is crucial to the success of the corridor study process. It guides the project team in understanding the desires of city officials and community members. Without obtaining community opinion, the discovery of Waynesboro's current conditions and needs would not have been possible. The outreach events below broadened the project team's understanding of Waynesboro as well as the project corridor and led to the identification of the Guiding Statements at the end of this chapter.

## **Steering Committee Kickoff Meeting - February 22, 2016**

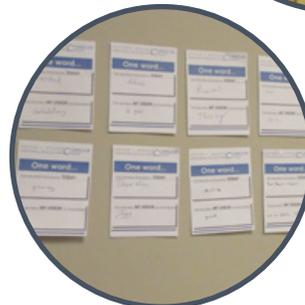
The project team led a presentation on the Dexter L. Woods Memorial Boulevard Corridor Study in front of Steering Committee members, speaking about the existing conditions and why we are providing a thoughtful strategy for the future of the corridor. The team also directed the Committee through a series of participatory planning exercises to capture values and priorities, and document preferences and concerns.

## **Community Open House - April 16, 2016**

The project team participated in a community workshop at the Home and Garden Show to receive feedback about the existing conditions of Dexter L. Woods Memorial Boulevard and its potential future. The team asked the community to complete the same planning exercises the Steering Committee fulfilled. Receiving the opinions of community members was essential in producing the project vision and goals.

## **Steering Committee and Public Open House May 9, 2016**

Building on the community's identified vision for the future of Dexter L. Woods Memorial Boulevard, the project team led a presentation on possible design scenarios and areas of focus the City of Waynesboro should address.



# Planning Activities

## Community Vision

At both the Steering Committee Kickoff and Community Open House, the project team provided an introduction on the Dexter L. Woods Memorial Boulevard Corridor Study and briefed the attendees and volunteers on the planning exercises. Each activity was facilitated with the purpose of identifying priority issues and concerns from the Steering Committee and community members.

### One Word

The One Word activity captured existing sentiments and future hopes about Waynesboro. Participants were asked to write down one word that came to mind about Waynesboro TODAY and another word that described their vision for the City in the FUTURE. This exercise provided a quick snapshot of participant's current perception of the corridor, including issues that need to be addressed. The future vision question helped the project team understand the participant's desire for the future.

### One word...

that describes Waynesboro **TODAY**

DECLINING

that describes **MY VISION** for Waynesboro

THRIVING

### Results

Today

unkept  
rundown  
disconnected  
forgotten  
declining  
down  
potential  
dark  
okay  
unfinished

My Vision

thriving  
better  
healthy  
organized  
beautification  
walkable  
growing  
more  
revived  
awesome

# Planning Activities

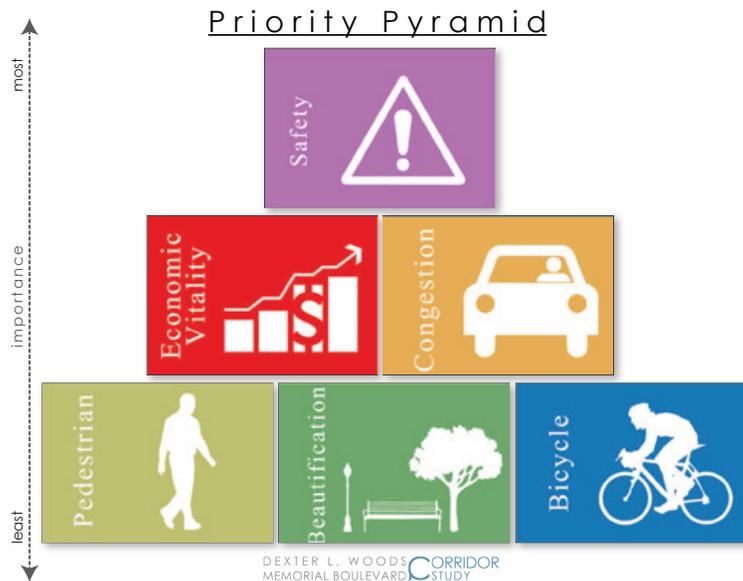
Community Vision

## Priority Pyramid

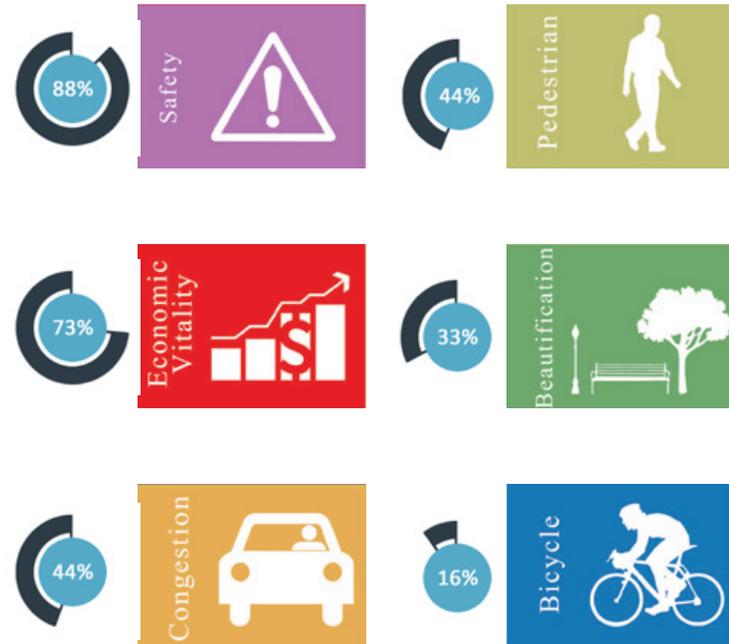
This exercise allowed participants to prioritize a list of planning themes. Each participant received a board displaying a pyramid and six cards representing a theme. They were challenged to place the themed cards on the pyramid based on the theme's importance to them, the top being the most important. The project team then collected the boards and hung them up for the participants to view and discuss.

## Results

The results shown below are based on a weighted average, showing the percentage each theme received of the three most important votes at the top of the pyramid. Safety and economic vitality were an overwhelming favorite for importance throughout the Steering Committee and community members.



### Percentage of Top 3 Votes



# Guiding Statements

Community Vision

## Vision

The understanding of existing conditions and the outcomes of the visioning exercises were important to the Dexter L. Woods Memorial Boulevard Corridor Study. A set of Guiding Statements were created to help shape the Corridor Master Plan (chapter 4) and Pedestrian Connectivity Strategy (chapter 5). The community recognizes the impact these three categories have on the quality of life.



## Guiding Statements



### Safety

Improve the overall safety and access of the corridor by enhancing intersections, introducing crosswalks and bike lanes in strategic locations, and managing traffic speeds through better design solutions.



### Economic Vitality

Identify transportation and corridor solutions to enhance Dexter L. Woods Memorial Boulevard's value as a destination point for community and business growth, resulting in job creation, community stability and a thriving economy.



### Congestion

Enhance the transportation network by promoting better roadway integration and implementing creative strategies to better manage traffic and congestion.



### Pedestrian

Create strategies to increase walkability and to promote the pedestrian presence, creating a safer more reliable environment. Enhancing the pedestrian experience also improves the community's health and well-being.



### Beautification

Enhance the corridor with streetscape features such as signage, lighting, landscaping, public art and improved design elements.



### Bicycle

Establish a bike mobility plan along the corridor that coordinates with the surrounding vehicular routes, existing conditions and public destinations. This benefits the community by providing opportunities for healthier alternative transportation.

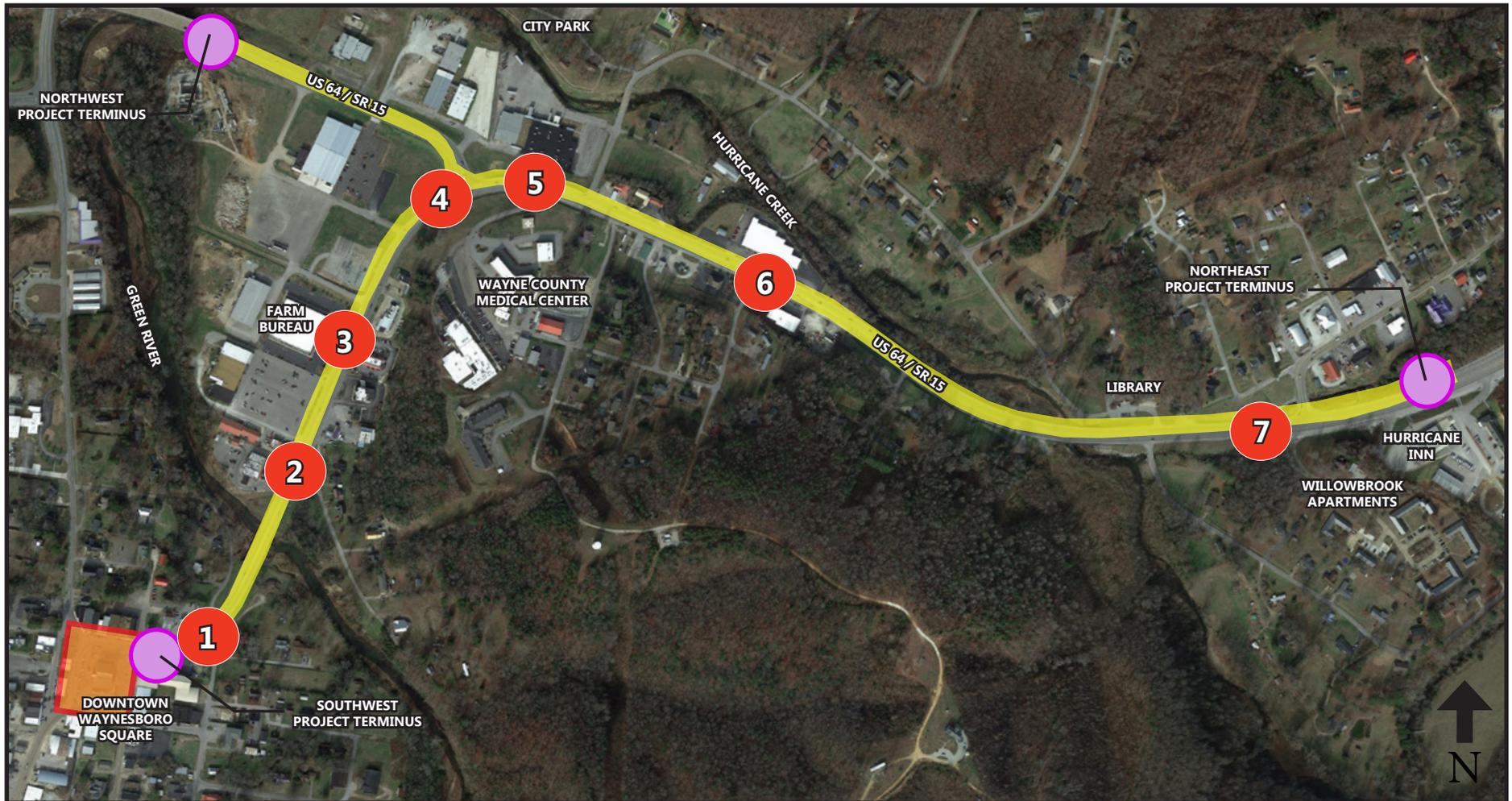




# Corridor Recommendations

Corridor Master Plan

The citizens of Waynesboro have expressed a desire to improve conditions for bicyclists and pedestrians throughout the City. There are many points along the corridor of study that are in need of improvements to create safer access for these modes of transportation. Currently, there is only a short section of sidewalks and no marked crosswalks along Dexter L. Woods Memorial Boulevard and US 64 / SR 15, and pedestrians currently use the shoulder for pedestrian access and must be very vigilant when crossing these vehicular routes. Along Dexter L. Woods Memorial Boulevard, the project team proposes introducing a road diet and improved access management strategies along the entire corridor that address safety and overall function.



# What is a Road Diet?

Corridor Master Plan

## What are road diets used for?

A road diet typically removes one or more travel lanes along a roadway in order to improve the facilities for all road users including non-motorized users and pedestrians or for beautification along a corridor. Elements associated with road diets include sidewalks, bike lanes, raised medians, curb extensions, bus turnouts, and turn lanes. When combined, these elements can contribute to improved safety and a better quality of life for residents in a community. Road Diets can also be the catalyst for redevelopment in an area as businesses are attracted to improved traffic and roadway functionality and aesthetics that often come with road diets.

## Why implement a road diet?

Corridors with excess vehicle capacity given their existing cross-sections are prime candidates for road diets as well as corridors where more of a mixed-use environment is desired. Road diets can have a traffic calming effect, which improves safety. As the cross section of a roadway gets narrower, motorists tend to drive slower, and pedestrians feel more comfortable crossing roadways with a smaller cross section and slower vehicle speeds. In many cases, fewer lanes can lead to operational improvements as traffic congestion is reduced due to the addition of turn lanes and increase in multimodal activity.



TDOT road diet example:  
Cumberland Avenue, Knoxville, TN  
(Image from TDOT road diet analysis fact sheet)

# Preferred Access Plan

## Corridor Master Plan

### Access Management Strategies

- **Functional Classification:** Each facility or section of roadway should be clearly designated, and a determination of whether mobility or access is of key importance to a facility.
- **Median Types:** Raised or depressed medians prohibit turning movement or cross traffic except in areas with median openings. Two-way left-turn lanes provide continuous access both into and out of adjacent parcels.
- **Driveway Spacing and Geometry:** Driveways should be spaced so that through traffic is not constantly interrupted by vehicles turning into or out of adjacent parcels. Shared driveways between adjacent parcels is always encouraged. Driveways should also be well-defined and the appropriate width for the parcel that they serve.
- **Intersection or Traffic Signal Spacing:** Similar to closely spaced driveways, signals and intersections that are too close together can cause disruptions in the flow of traffic.
- **Auxiliary Lanes:** Turning lanes assist with the flow of traffic by removing vehicles that are slowing to turn left or right. Acceleration lanes allow vehicles from adjacent parcels the ability to get up to speed as they merge with traffic on the main roadway.

### Why Consider Access Strategies?

Reducing the number of conflict points along a roadway or at an intersection inherently reduces the exposure to potential crashes. Conflict points can be reduced by limiting the movements that vehicles can make at intersections or driveways. The needs of both through traffic and local traffic need to be taken into account in addition to adjacent land uses. Local streets tend to provide a high level of access to adjacent parcels, while freeway access to adjacent parcels is only achieved through interchanges with other types of roadways. Below are suggested access policies the City of Waynesboro should consider adopting.

### Proposed City Access Policies

- Standardized Curb Cuts:
  - a. Commercial: 40' Max
  - b. Residential: 12' Max
- Curb Cut Spacing: 25'
- Max Curb Cut per Lot: 1 (unless over 60' width)
- Interconnection of driveways between lots
- Joint access drive where appropriate
- No driveways within 50' of an existing intersection

# Dexter L. Woods Memorial Boulevard

Corridor Master Plan

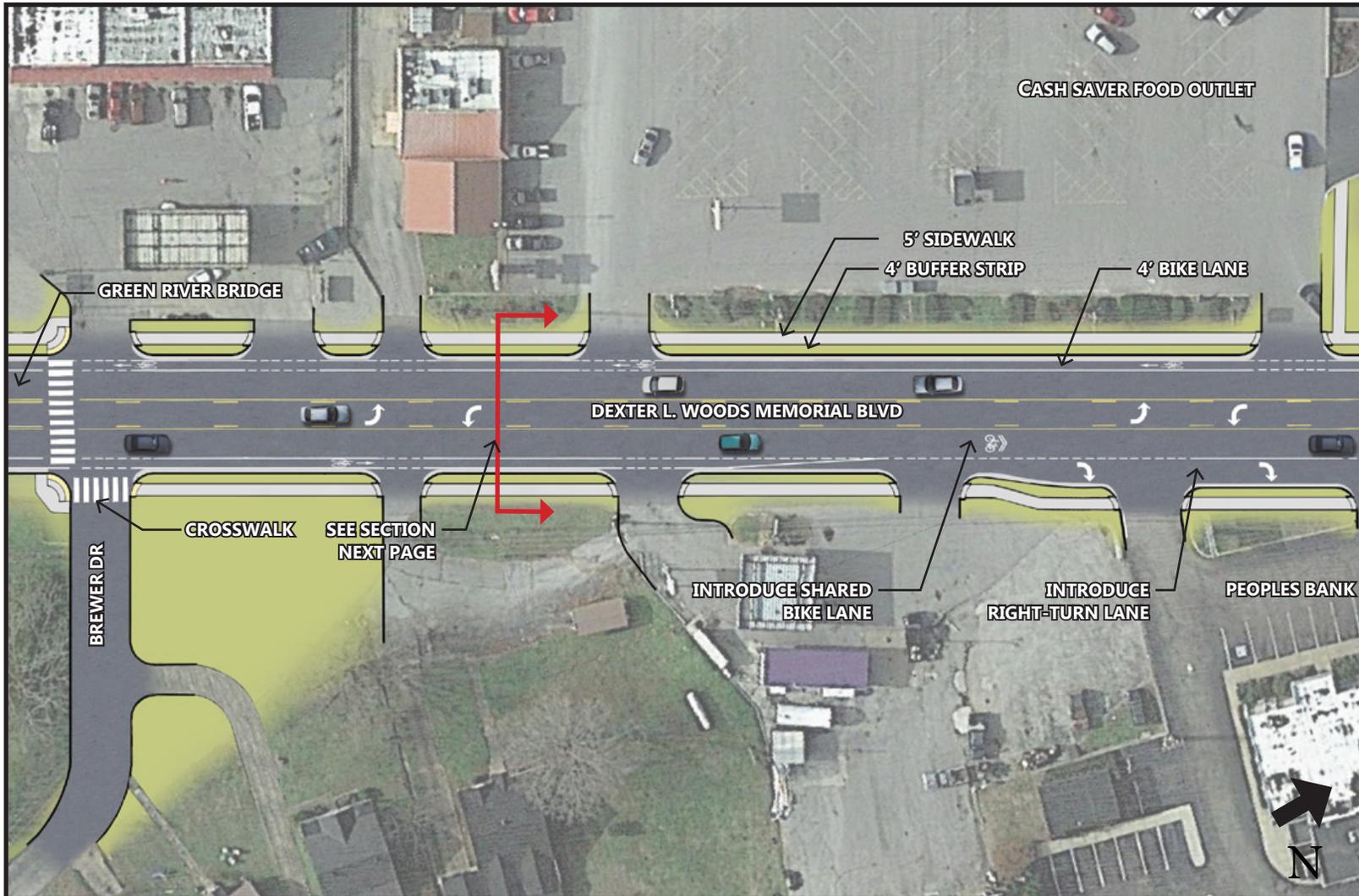
The intersection of Dexter L. Woods Memorial Boulevard and Hill Street lacks clearly defined lanes along the Hill Street approach and is currently a skewed angle. Additionally, there is a drive-thru for the Waynesboro City Hall building that is almost within the intersection. The proposed plan below depicts defined drive access points, clearly delineated travel lanes, a 90 degree approach, and additional landscape areas to obtain a true downtown atmosphere.



# Dexter L. Woods Memorial Boulevard

Corridor Master Plan

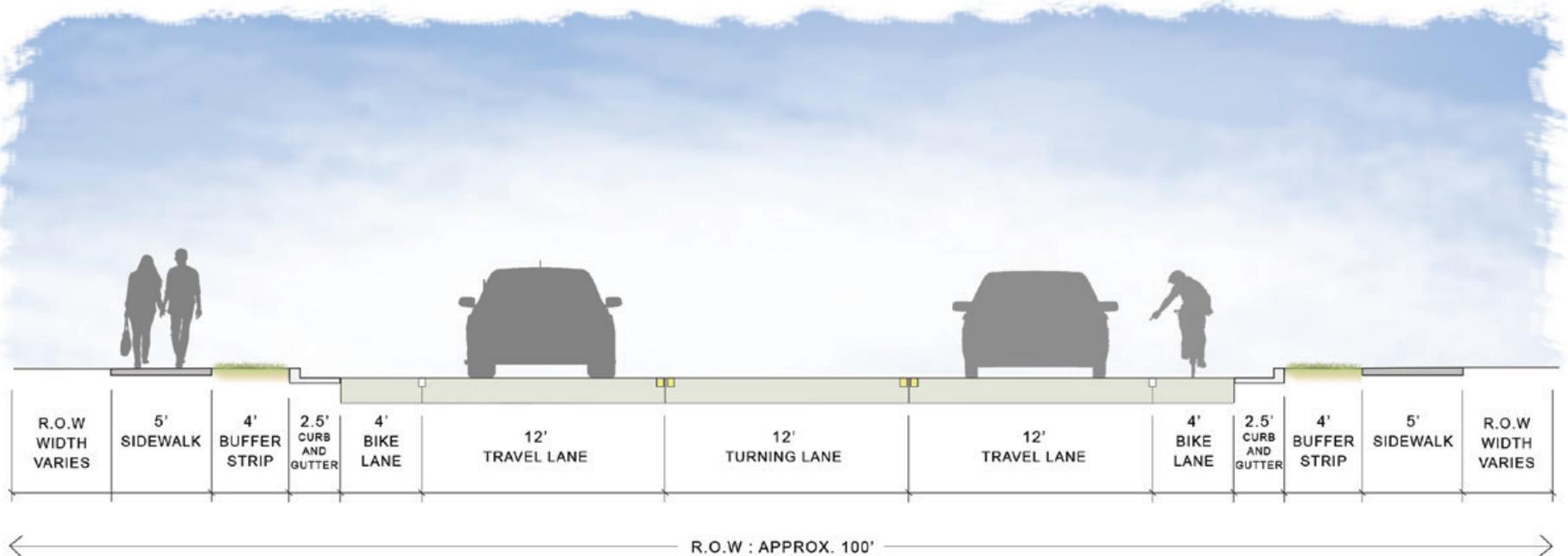
Pedestrian accommodations are primarily centered on the installation of sidewalks throughout the commercial district. A crosswalk located near the Green River Bridge will provide pedestrians an opportunity to safely reach their destination. Traveling northbound, the proposed bike lane will merge into a shared bike lane starting at Peoples Bank, allowing for a right-turn lane for multiple businesses along the corridor.



# Dexter L. Woods Memorial Boulevard

Corridor Master Plan

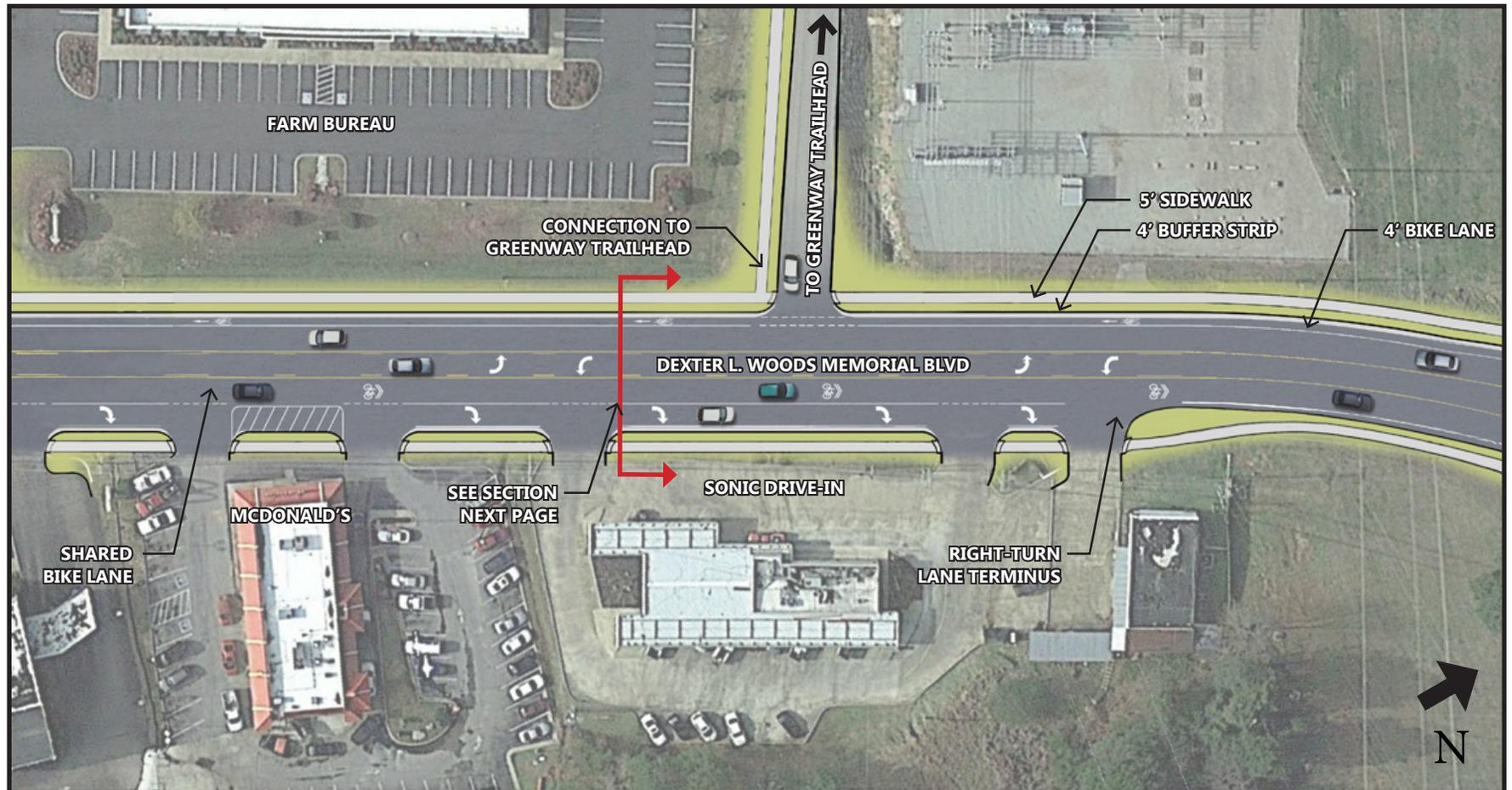
The typical section below depicts reducing Dexter L. Woods Memorial Boulevard to three lanes consisting of two travel lanes and a center turn lane. To improve pedestrian safety, four foot buffer strips are proposed between the sidewalk and travel lanes. This creates a more secure environment for pedestrians while also providing an aesthetically pleasing atmosphere.



# Dexter L. Woods Memorial Boulevard

Corridor Master Plan

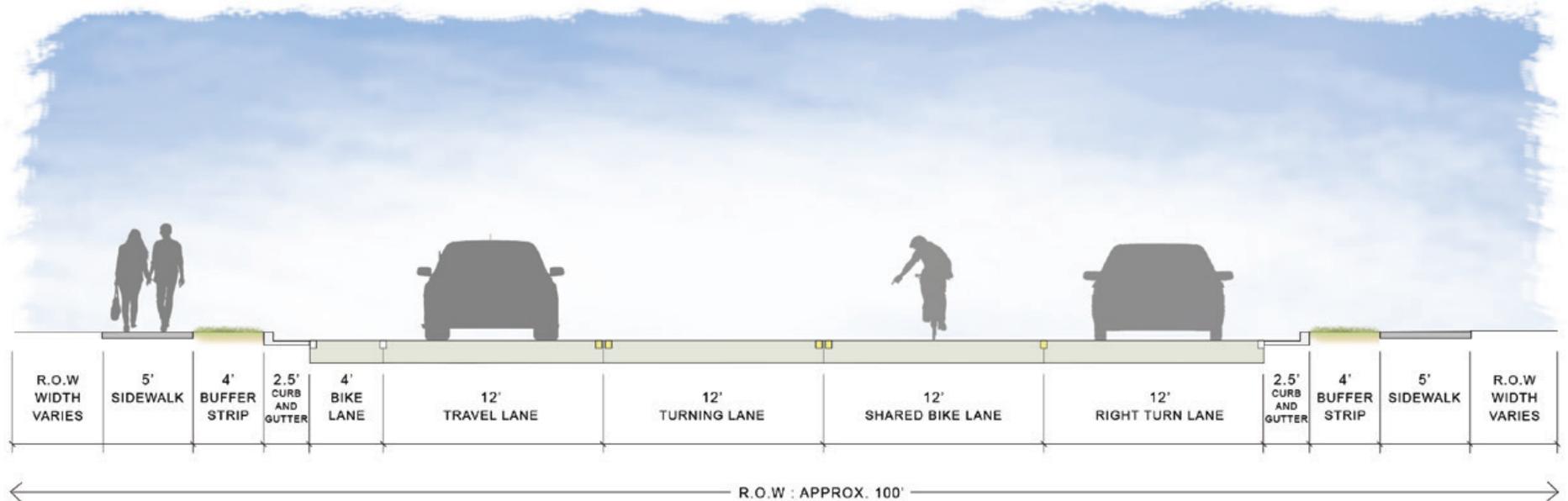
It is recommended that sidewalks be constructed on both sides of Dexter L. Woods Memorial Boulevard from the Green River Bridge to the intersection with US 64 / SR 15. Final design of this portion of the plan will likely include a shared turn lane/bike lane facility in order to better serve the commercial businesses along the corridor. Additional study should occur prior to determining a final design solution.



# Dexter L. Woods Memorial Boulevard

Corridor Master Plan

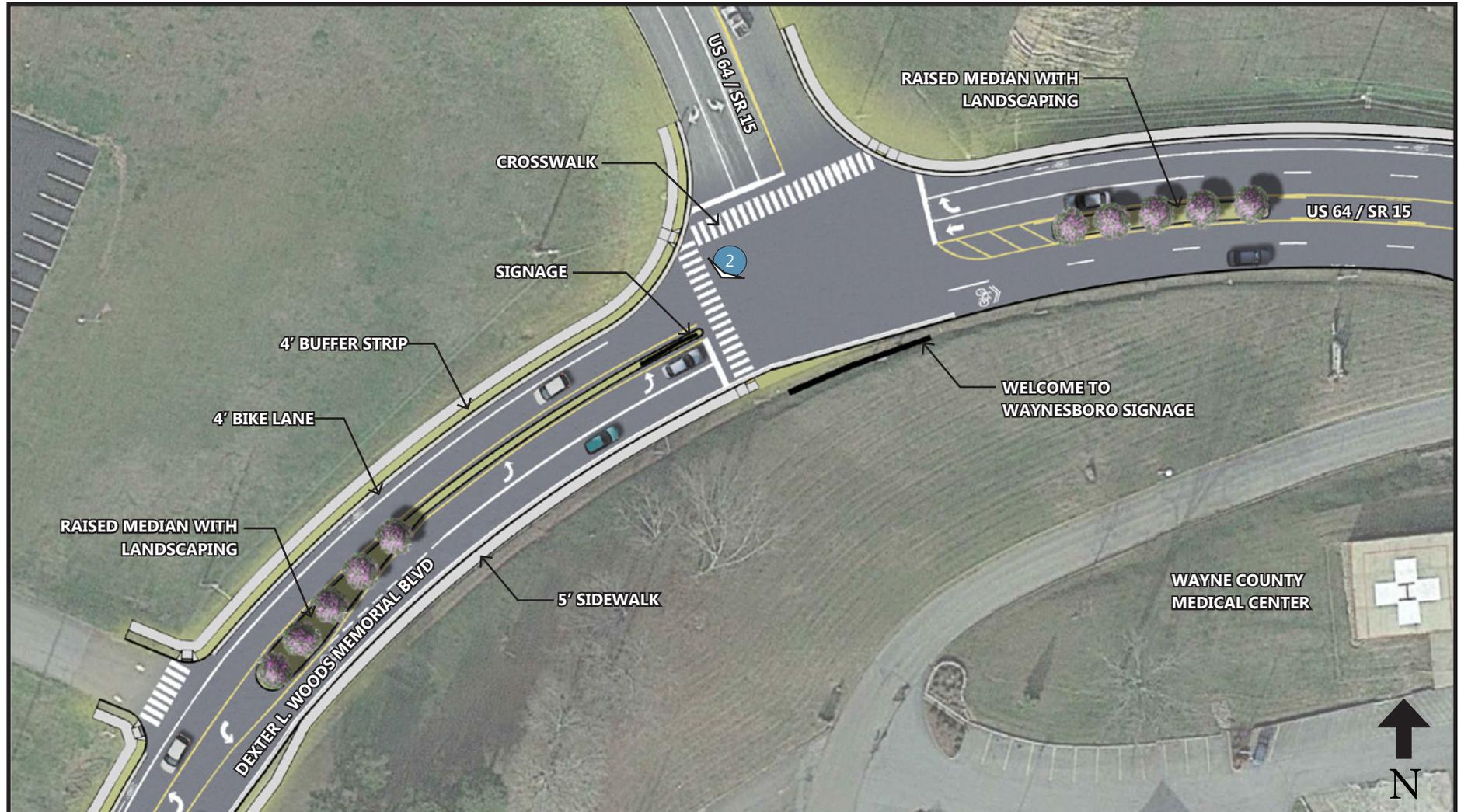
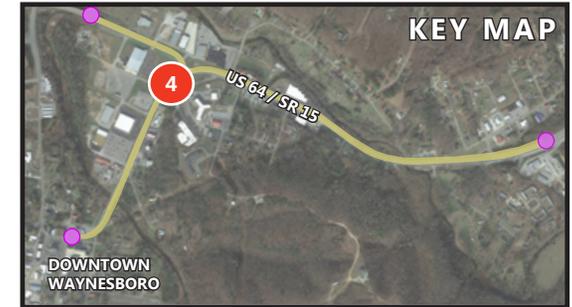
The typical section below depicts reducing Dexter L. Woods Memorial Boulevard to four lanes consisting of two travel lanes, a center turn lane, and a continuous right-turn lane for existing commercial businesses. To improve pedestrian safety, four foot buffer strips are proposed between the sidewalk and travel lanes. This creates a more secure environment for pedestrians while also providing an aesthetically pleasing atmosphere.



# Dexter L. Woods Memorial Boulevard

Corridor Master Plan

The intersection of Dexter L. Woods Memorial Boulevard and US 64 / SR 15 causes a higher number of vehicular crashes than most points along the corridor. To aid in the reduction of these crashes, new defined turn lanes have been proposed along with adequate striping and raised medians. An added benefit of the raised medians are the reduction of vehicular speed due to vehicular right-of-way. The sidewalk and bike lane on the eastbound side of Dexter L. Woods Memorial Boulevard terminates at the crosswalk. Bicyclists use the shared bike route through this intersection until the bike lane continues at J. V. Mangubat Drive.



# Dexter L. Woods Memorial Boulevard

Corridor Master Plan

2



# Dexter L. Woods Memorial Boulevard

Corridor Master Plan

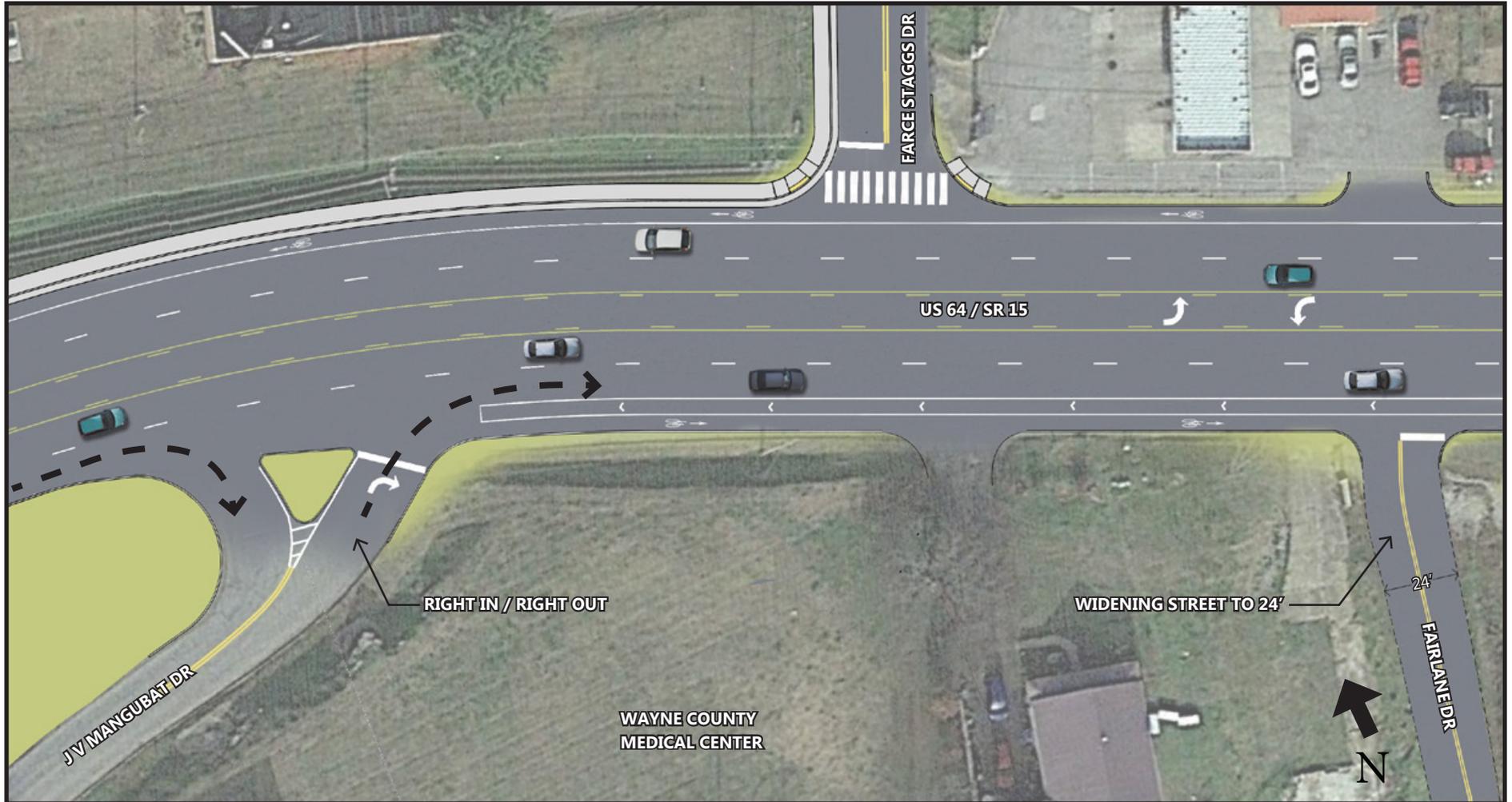
Cars leaving the Medical Center at J.V. Mangubat Drive do not have a good sight distance to their left of cars coming around the curve. Also, the intersections of US 64 / SR 15 at JV Mangubat Drive and US 64 / SR 15 at Farce Staggs Drive are offset so that left turning vehicles utilizing the two-way left-turn lane are in conflict with one another. The intersections are less than 200 feet apart, shown below.



# Medical Center Access Option A

Corridor Master Plan

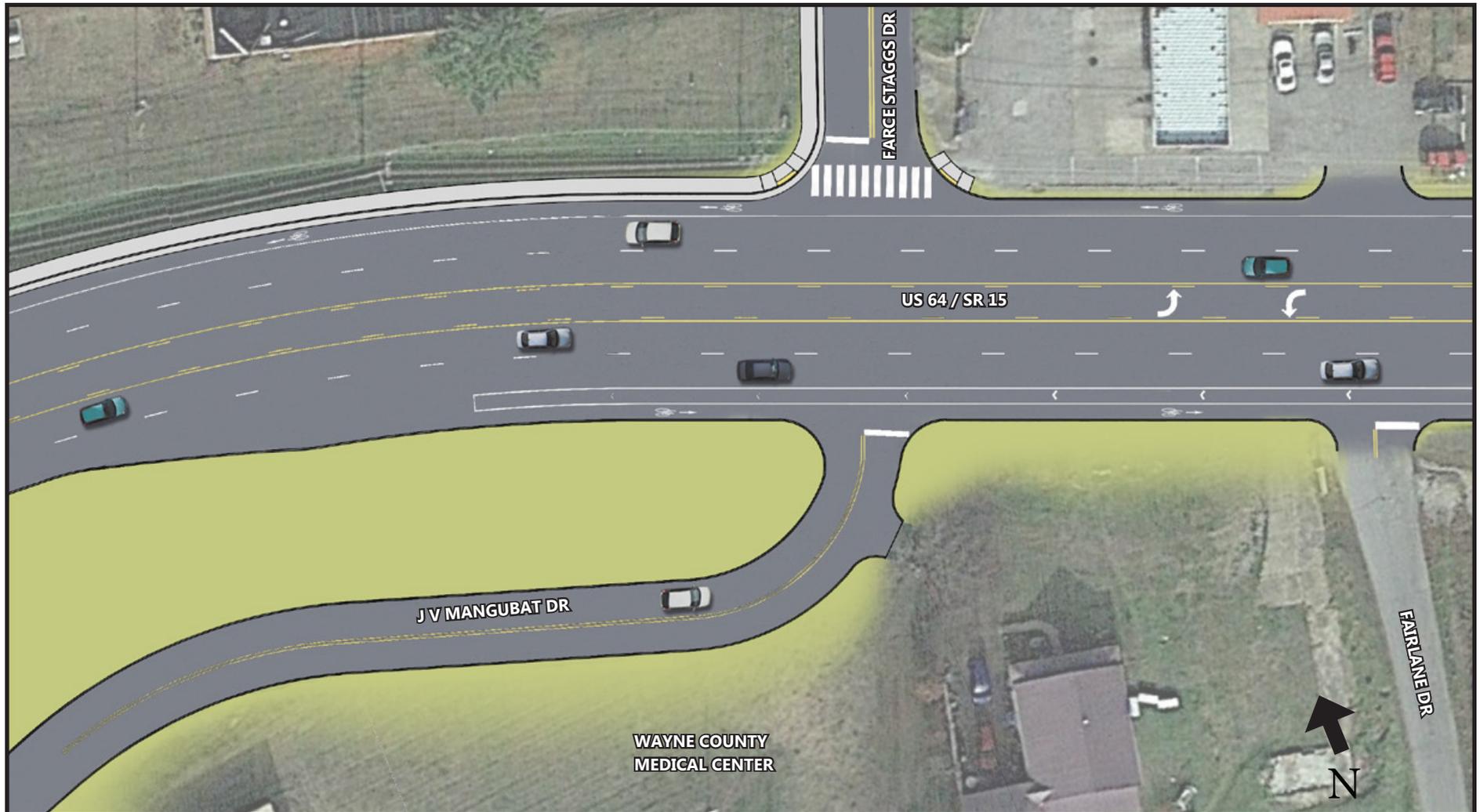
Independent of the roadway and pedestrian improvements proposed on US 64 / SR 15, there are safety concerns at the Medical Center access onto US 64 / SR 15 from JV Mangubat Drive. Option A on this page proposes a raised median, creating a right-in/right-out on JV Mangubat Drive to avoid the center turn lane conflict. This option also widens Fairlane Drive to twenty-four feet to provide an additional access point with better sight distance for the Medical Center.



# Medical Center Access Option B

Corridor Master Plan

Option B for the Medical Center access drive changes the route location along US 64 / SR 15, realigning JV Mangubat Drive to line up with the existing Farce Staggs Drive intersection. The benefit of this change limits the amount of conflict points, lowering the potential for vehicular crashes. Additionally, this option proposes the widening of Fairlane Drive to twenty-four feet to allow this to be an additional access point for the Medical Center.

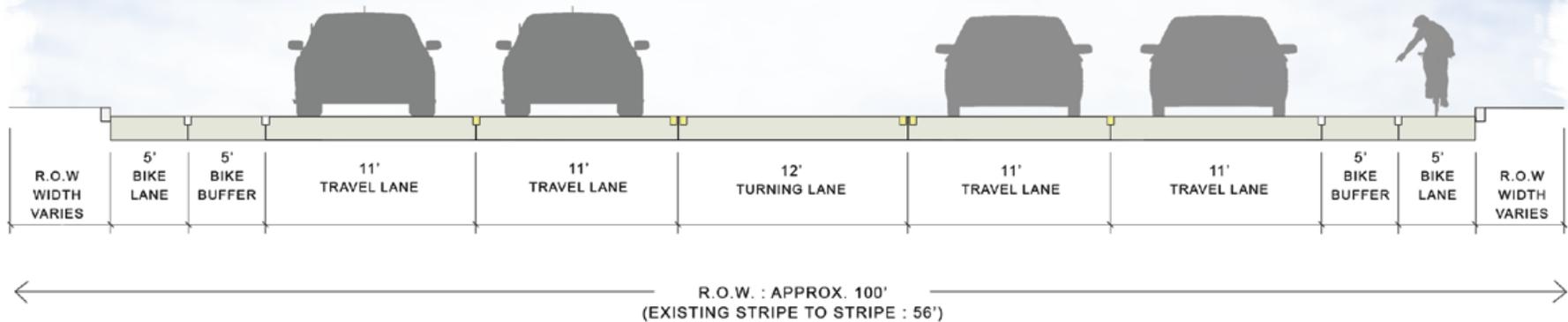
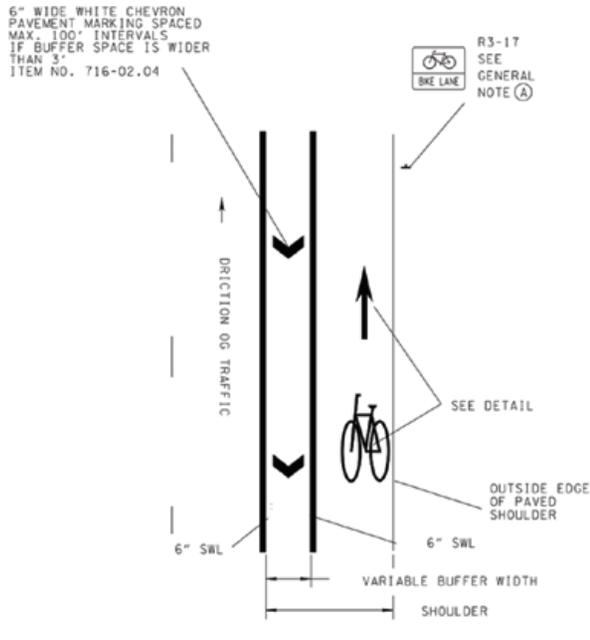


# U.S. Highway 64 / S.R. 15 Section

Corridor Master Plan

The typical section for US 64 / SR 15 shown below depicts a five-lane route consisting of four travel lanes, one center turn-lane, and paired shoulders. This section is consistent with the existing conditions, but with the addition of buffered bike lanes along the shoulder. The bike lanes will expand the overall transportation connectivity, creating more accessibility to reach the Downtown Square and other destinations.

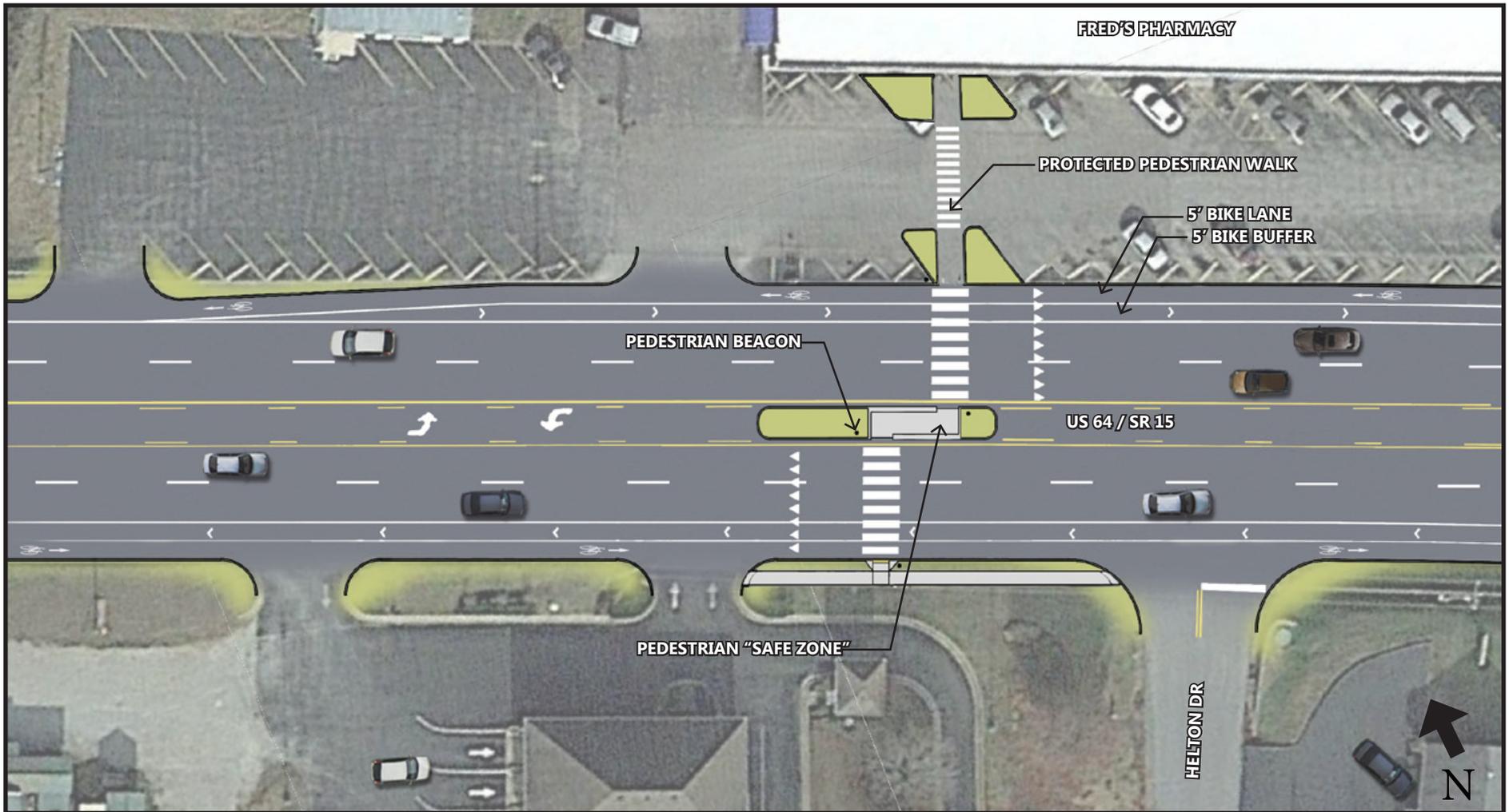
## Typical TDOT Buffered Bike Lane



# U.S. Highway 64 / S.R. 15

Corridor Master Plan

Members of the Steering Committee and City officials indicated that a number of pedestrians cross US 64 / SR 15 near Fred's Pharmacy. Many of these pedestrians are walking from the Willowbrook Apartments along the shoulders in order to shop there, since Fred's Pharmacy and the apartments are on opposite sides of the roadway and there is no identified place for them to cross, a mid-block crossing is proposed in front of Fred's Pharmacy with rectangular rapid flash beacons that are pedestrian activated. This crossing is also staggered within the raised median to allow pedestrians to focus on one direction at a time and have a place of refuge between the two opposing directions of traffic.



# Pedestrian Beacons

Corridor Master Plan

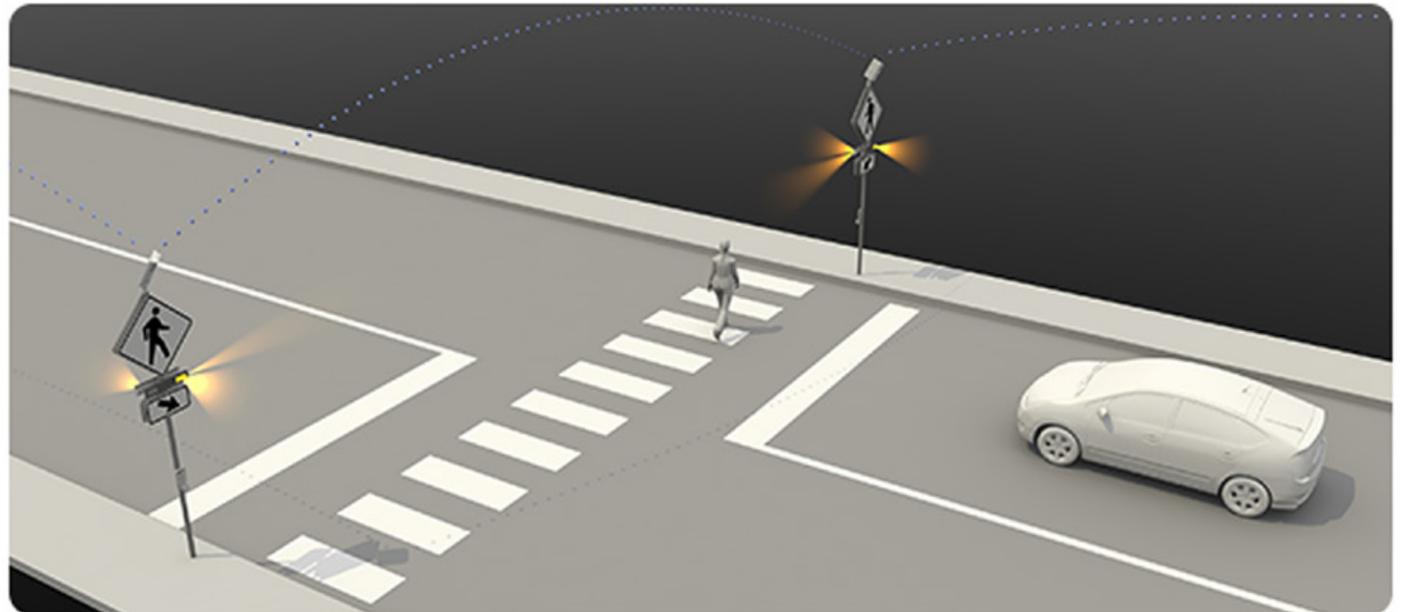


Rectangular rapid flash beacons (RRFB) are proposed for three mid-block crossings along the corridor. RRFB's use very bright LED lights to alert motorists that a pedestrian may be in the roadway at a specific location. The LED lights typically flash in an uneven pattern, similar to emergency vehicles, to increase visibility to motorists. They are usually activated by pedestrians using a pushbutton. The Federal Highway Administration (FHWA) has presented studies that show that installing RRFB's with warning signs compared to just warning signs increased the yielding rates of vehicles from 18 percent to 81 percent. This project proposes to install RRFB's with fluorescent yellow-green pedestrian warning signs in the following mid-block locations:

- US 64 / SR 15 - Approximately 300 feet east of Snooks Merriman Drive
- US 64 / SR 15 - Approximately 50 feet west of Helton Drive (at Fred's Pharmacy)
- Dexter L. Woods Memorial Boulevard – at McDonald's

Benefits:

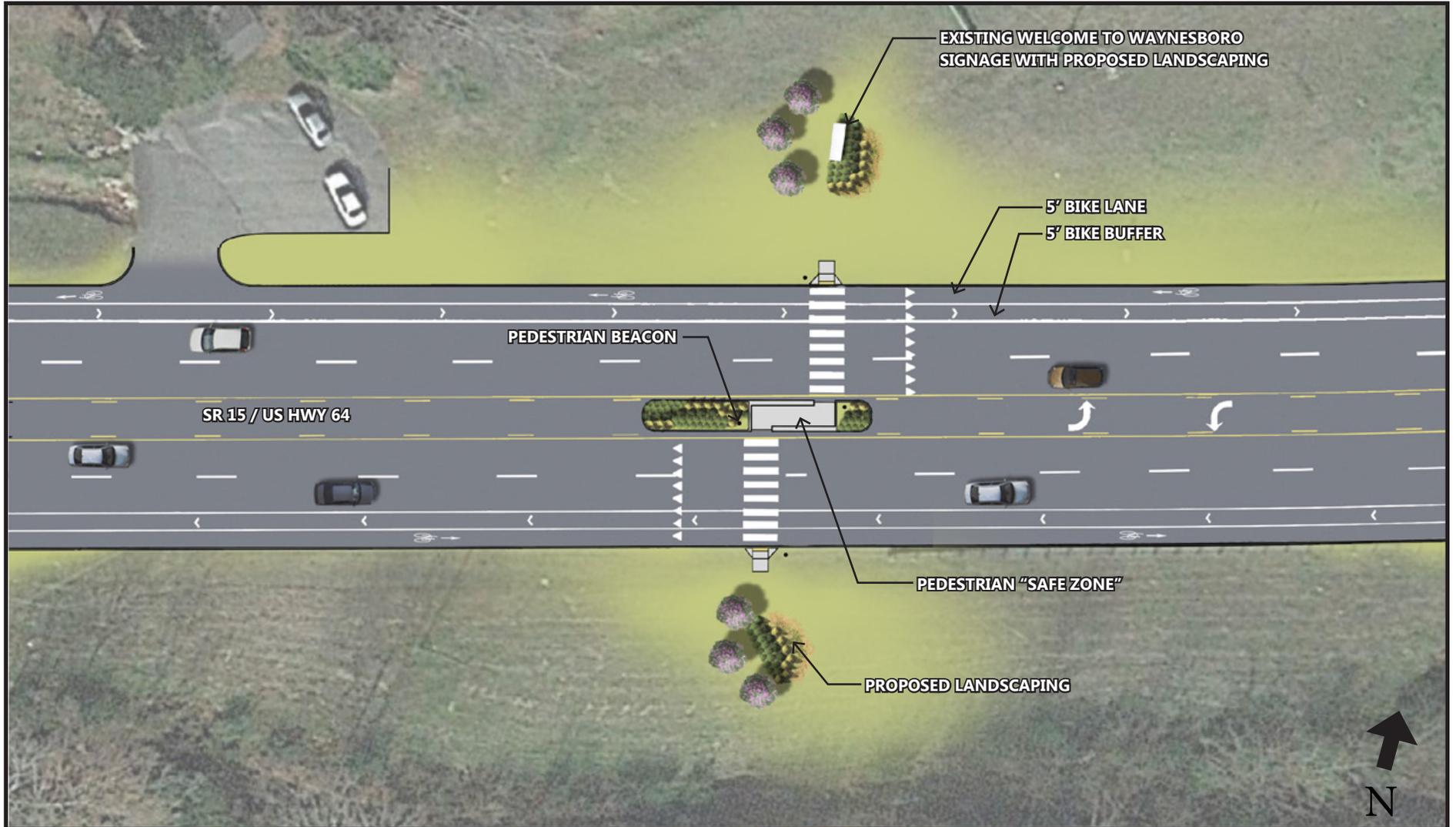
1. Bright LED flashers
2. Low-cost solution
3. Vehicle Yield Rate from 18% to 81%



# U.S. Highway 64 / S.R. 15

Corridor Master Plan

The westbound entrance into Waynesboro's existing "Welcome to Waynesboro" sign will be supplemented by additional landscaping to create a well balanced, pleasing gateway entrance. This plan also proposes a raised median for pedestrian crossing to enable successful future sidewalk development in addition to the continued buffered bike lanes.



# Traffic Pattern Concept

## Corridor Master Plan

In addition to the specific roadway improvements of Dexter L. Woods Memorial Boulevard and US 64 / SR 15, issues arise within the overall roadway network that navigate through the City of Waynesboro. Trucks carrying shipments of logs traverse Dexter L. Woods Memorial Boulevard and the Downtown Square daily. This truck traffic increases congestion and reduces safety within the pedestrian environment. The concept below depicts a future proposal of truck routing, directing large trucks away from traversing around the Downtown Square and out to the main routes that bypass downtown.



# Intersection Concept

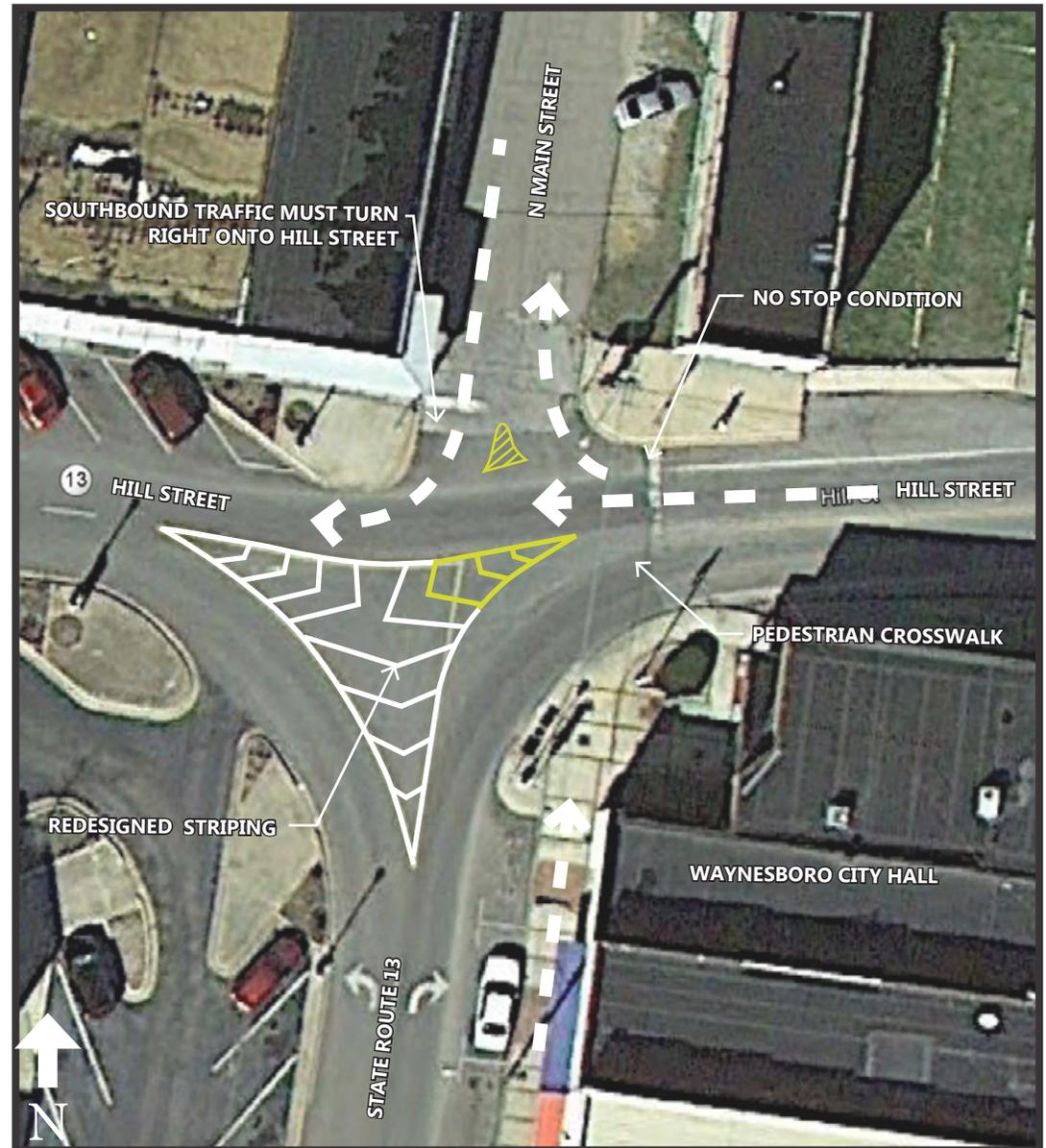
Corridor Master Plan

## Potential Improvements

The following graphic shows suggestions that can be implemented today that can have a positive impact of the function of this intersection.

The Highway Capacity Manual (HCM) defines six levels of service (LOS), ranging from A (best operating conditions), to F (worst operating conditions). Municipalities typically consider LOS A through LOS D as the range of acceptable overall intersection operations, while LOS E and LOS F are generally considered unacceptable. The existing LOS at the intersection of Hill Street and SR 13 / Main Street is "D" for the westbound and northbound approaches in the AM peak hour and "C" in the PM peak hour. Without improvements, the LOS after 20 years at a 2 percent growth rate is F for both approaches in the both the AM and PM peak hours. The following improvements will improve the LOS for this intersection in the future:

- Remove the stop condition on the westbound approach of Hill Street.
- Stripe or construct a channelized island along the southbound approach of Main Street to prohibit left-turn and through movements to and from this approach.
- Re-stripe the northbound approach to only allow left or right turns.

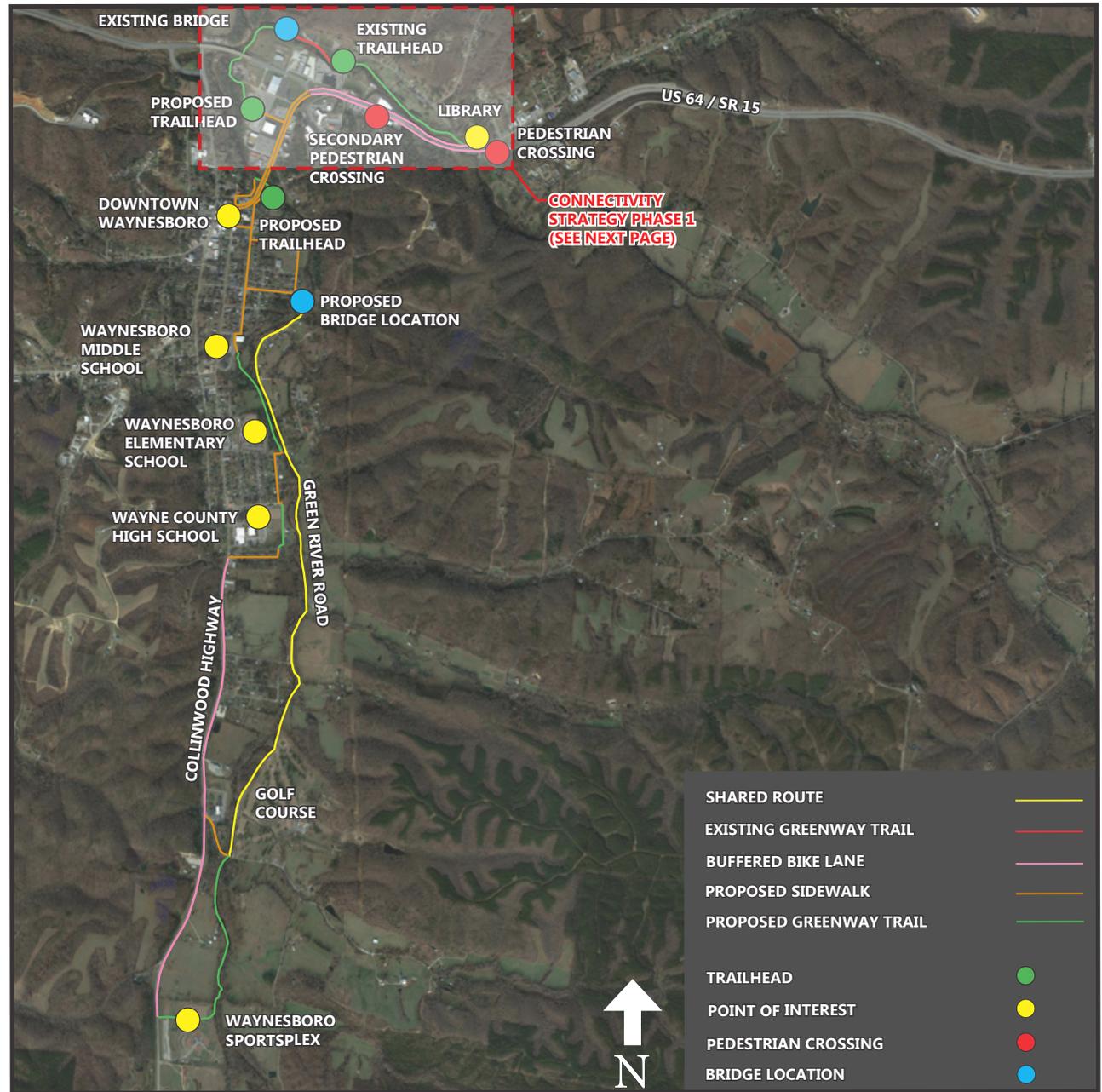




# Connectivity Master Plan

## Pedestrian Connectivity Strategy

This Connectivity Master Plan shows the network of potential shared bike routes, buffered bike lanes, sidewalks, greenways, pedestrian crossings and trailheads throughout the City of Waynesboro. Notice the greenway and bike lane connections between both the Middle School and Elementary School and the Sportsplex. This is an important connection to create, allowing for more accessibility alternatives for the community to reach these significant facilities.



# Connectivity Strategy Phase 1

## Pedestrian Connectivity Strategy

Phase One within the Connectivity Master Plan focuses on the pedestrian connection between Dexter L. Woods Memorial Boulevard, City Park, Public Library, and US 64 / SR 15. An existing greenway trail shown in red internally joins City Park, but no safe pedestrian access is present to access the park. The proposed greenway trail begins at Dexter L. Woods Memorial Boulevard, running west toward the new trailhead area. The greenway navigates along the woodline heading north, traveling under the US 64 / SR 15 bridge, connecting to the existing greenway trail at City Park. The greenway trail travels through City Park where it ties to an existing trailhead until it continues along Hurricane Creek, meeting the Public Library and US 64 / SR 15. This connection is vital to the success of these important public facilities and is the first step to establishing an overall pedestrian connectivity plan throughout the City of Waynesboro.



# Trailhead Concept

## Pedestrian Connectivity Strategy

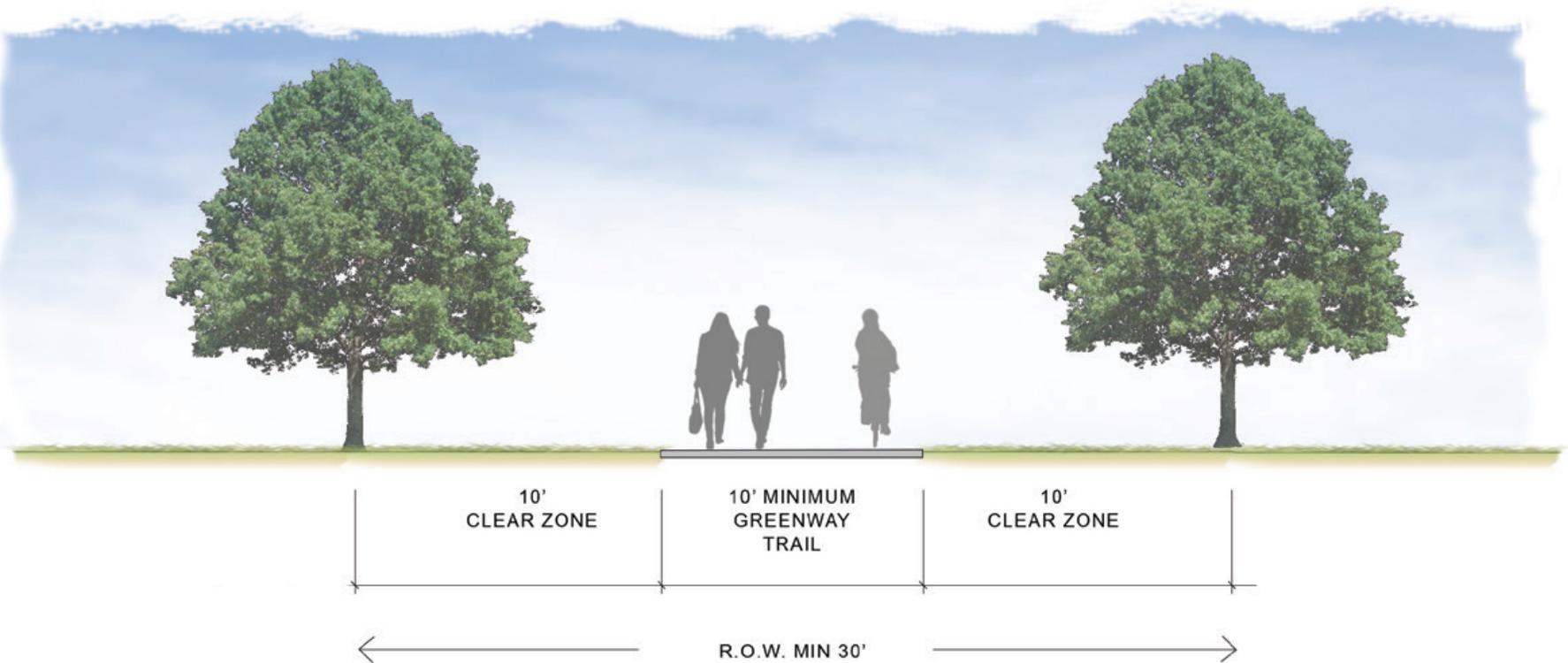
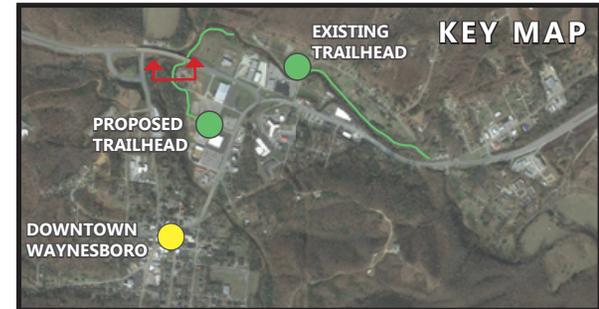
Dexter L. Woods Memorial Boulevard is an important connection that ties the Downtown Square to City Park, Public Library and the many business along it. To increase the pedestrian accessibility of these facilities, a connection from Dexter L. Woods Memorial Boulevard to City Park and Public Library holds a great opportunity for the community. An example of this opportunity comes from some of the local employees along Dexter L. Woods Memorial Boulevard. Staff members of the local Farm Bureau spend their lunch hours walking around their building for exercise every day. Phase One of the Connectivity Strategy gives these local employees easy access to walkable routes that benefit their health in a safe environment. These connections will provide much opportunity not only for these local employees, but the citizens of Waynesboro who want safe, healthy alternatives of mobility.



# Proposed Greenway Trail

Pedestrian Connectivity Strategy

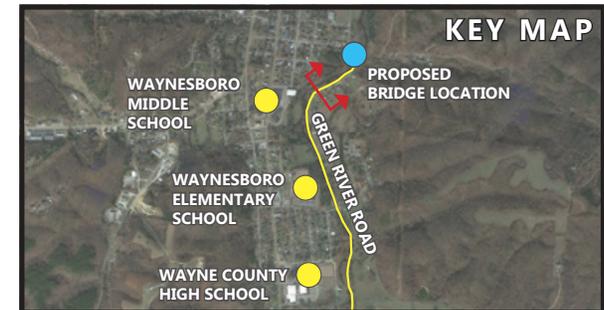
This typical greenway trail section provides a perspective of how the greenway trail would look. A ten foot multi-use path gives users the opportunity to access local destinations by means of walking, biking, or other non-vehicular means of transportation. The ten foot clear zone on either side provides an environment for this route to be a safe alternative for the community.



# Shared Route

## Pedestrian Connectivity Strategy

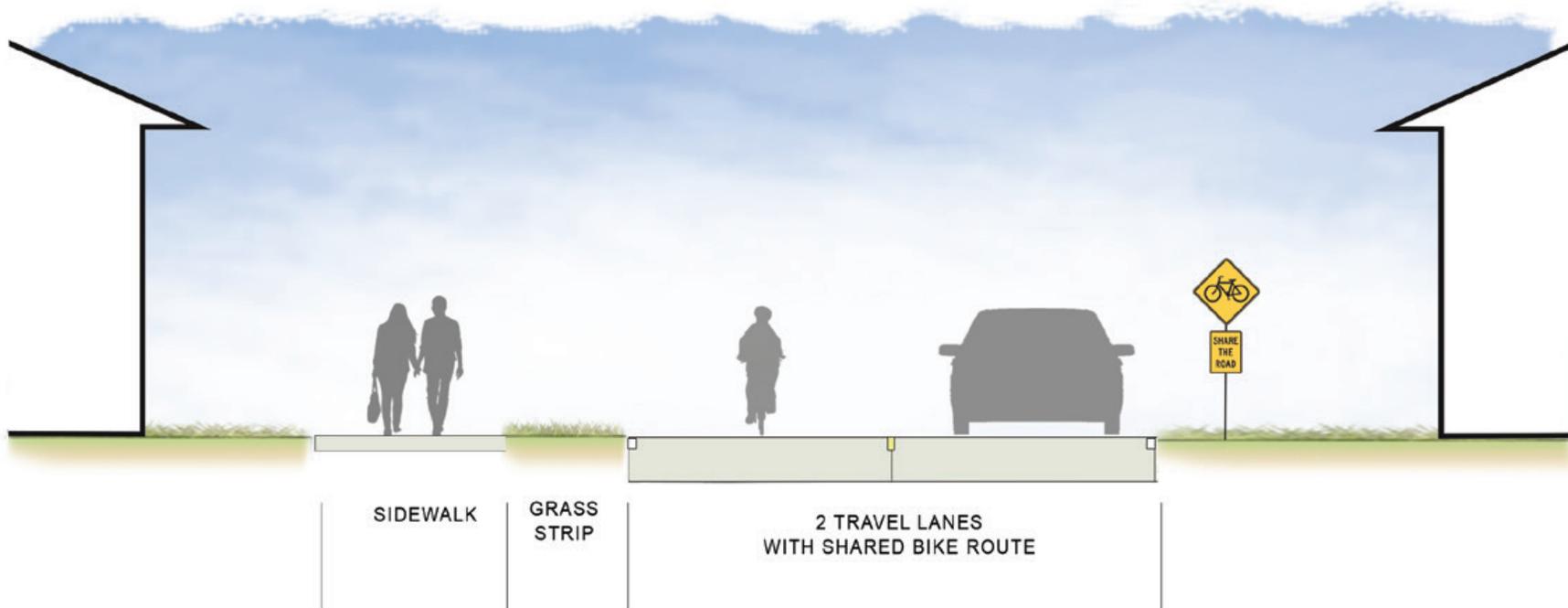
To increase bicycle connectivity and provide the citizens of Waynesboro more transportation alternatives, the below concept section illustrates a two-lane road with defined road striping. Today, many neighborhood streets do not consist of defined road striping and are not a safe passage for bikers. This change will promote bike activity within the City and create further transportation connectivity throughout the Waynesboro community.



# Neighborhood Sidewalk Street Section

Pedestrian Connectivity Strategy

To further increase the accessibility of alternative modes of transportation, selected neighborhood streets as shown in the Pedestrian Connectivity Strategy are accompanied by sidewalks for pedestrians and shared bike routes for bicyclists. These facilities allows community members to access local destinations much easier and begins the development of safe pedestrian accessibility throughout the City.







Recommendations

6

# Recommendations Overview

## Recommendations

The recommendations presented in this chapter build upon the ideas and outcomes presented in previous chapters. The recommendations were created, vetted, and refined during a broad community outreach campaign. Input provided by the Steering Committee at its February 22 and May 9, 2016 meetings and by members of the community at the April 16, 2016 community open house was crucial to creating the final set of recommendations. The Steering Committee meeting and community open house focused exclusively on the recommendations contained in this chapter. The recommendations do not need to be completed in unison. Instead, implementation requires flexibility and partnership between the City of Waynesboro, community stakeholders, and the development community. While the Dexter L. Woods Memorial Boulevard Corridor Study represents the contribution of the Steering Committee, local staff, and the Waynesboro community, successfully implementing it will require cooperation among government entities, stakeholders, private developers, and the people that live, work, and visit this community.

# Recommendation Strategies

## Recommendations

### **US Hwy 64 / SR 15**

1. Implement additional bike route signage
2. Introduce buffered bike lanes
3. Provide pedestrian “safe zone crossings”
4. Complete sidewalk connections
5. Construct landscape entry features
6. Implement preferred medical center access options
7. Adopt access management policies in the City’s zoning ordinance

### **Dexter L. Woods Memorial Boulevard**

1. Implement the “road diet”
2. Introduce bike lanes
3. Provide pedestrian “safe zone” crossing
4. Complete sidewalk connections
5. Include landscape medians within center turn lanes
6. Complete entry monument design
7. Adopt access management policies in the City’s zoning ordinance

### **Downtown Square**

1. The City of Waynesboro and Wayne County must work together to complete a design solution for a Comprehensive Downtown Master Plan
2. Review downtown circulation recommendations

### **Pedestrian Connectivity Plan**

1. Review and carry out Phase 1
2. Implement a system of sidewalks and greenways between the Waynesboro Middle School and Waynesboro High School
3. Introduce connections of neighborhood sidewalks
4. Complete a greenway connection to the Sportsplex
5. Fulfill shared route improvements along Green River Road
6. Adopt dedication of right-of-way easement policies in the City’s zoning ordinance

# Potential Funding Sources

## Recommendations

The recommendations from this study listed on the previous page will not be implemented through a single source, but a combination of multiple sources including some or all of the following, depending on the project type and location:

- Federal and state grant programs:

- Multimodal Access Grant

- Typical Projects: Sidewalks, bike lanes, park-and-ride facilities, greenways, transit facilities, streetscapes

- Surface Transportation Program (STP)

- Typical Projects: Resurfacing, intersection improvements, roadway widening, sidewalks, signal design, signal systems, ITS, streetscapes

- Transportation Alternatives Program (TAP)

- Typical Projects: Pedestrian facilities, greenways, bike lanes, safe routes for non-drivers, scenic overlooks, historic preservation, streetscapes

- Safe Routes to School (SRTS)

- Typical Projects: Sidewalks, signage, crosswalks, bike lanes, multi-use paths

- Recreational Trails Program

- Typical Projects: Hard/natural-surfaced trails and greenways (land acquisition, maintenance, construction, trail heads) on publicly owned land

- Spot Safety and Highway Spot Improvement Program (HSIP)

- Typical Projects: Safety improvements (e.g., guardrail, turn lanes, signage, signals)

- Private investment and partnerships - The City should conduct conversations with business owners regarding potential partnerships.
- Waynesboro capital project budgets
- Imposing an additional tax, particularly to provide maintenance dollars

# Project Funding Assistance

## Recommendations

To provide a clear funding strategy, the table below details how grant dollars can support the recommendation strategies of the Dexter L. Woods Memorial Boulevard Corridor Study.

### Recommendation Strategies

**Grants**  
 Multimodal Access Grant (Pending Approval)  
 Surface Transportation Program (STP)  
 Transportation Alternatives Program (TAP)  
 Safe Routes to School (SRTS)  
 Recreational Trails Program  
 Spot Safety and Highway Spot Improver  
 TDOT Resurfacing

	Multimodal Access Grant (Pending Approval)	Surface Transportation Program (STP)	Transportation Alternatives Program (TAP)	Safe Routes to School (SRTS)	Recreational Trails Program	Spot Safety and Highway Spot Improver	TDOT Resurfacing
<b>US 64 / SR 15</b>							
Implement additional bike route signage					x		
Introduce buffered bike lanes	x	x	x				x
Provide pedestrian "safe zone crossings"			x		x		
Complete sidewalk connections	x		x				
<b>Dexter L. Woods Memorial Boulevard</b>							
Implement the "road diet"		x					
Introduce bike lanes		x	x				x
Provide pedestrian "safe zone crossings"		x	x				
Complete sidewalk connections		x	x				
Include landscape medians within center turn lanes		x	x			x	
<b>Downtown</b>							
The City of Waynesboro and Wayne County must work together to complete a design solution for a Comprehensive Downtown Master Plan		x	x			x	x
<b>Pedestrian Connectivity Plan</b>							
Review and carry out Phase 1		x	x		x		
Implement a system of sidewalks and greenways between the Waynesboro Middle School and Waynesboro High School			x	x	x		
Introduce connections of neighborhood sidewalks		x	x	x			
Complete a greenway connection to the Sportsplex			x		x		
Fulfill shared route improvements along Green River Road		x	x				

# Priority Matrix

Recommendations

1st	OPTION 2	<b>US 64 / SR 15</b>
		Implement additional bike route signage
		Introduce buffered bike lanes
		Provide pedestrian "safe zone crossings"
2nd	OPTION 1	<b>City Park Connections</b>
		Greenway connection from Library to City Park
		Greenway connection from City Park to the proposed trailhead near the Farm Bureau
3rd	OPTION 5	<b>Downtown</b>
		The City of Waynesboro and Wayne County must work together to complete a design solution for a Comprehensive Downtown Master Plan
4th	OPTION 3	<b>Dexter L. Woods Memorial Boulevard</b>
		Implement the "road diet"
		Introduce bike lanes
		Provide pedestrian "safe zone crossings"
		Complete sidewalk connections
5th	OPTION 4	<b>Pedestrian Connectivity Plan</b>
		Implement a system of sidewalks and greenways between the Waynesboro Middle School and Waynesboro High School
		Introduce connections of neighborhood sidewalks
		Complete a greenway connection to the Sportsplex
		Fulfill shared route improvements along Green River Road

The Steering Committee was asked to prioritize the Study's Recommendation Strategies outlined on page 6.2 to help the City focus their efforts on implementing pieces of the plan one at a time. Each attendee was given three colored dots - one red, one green, and one blue - at the meeting held on October 3, 2016. The red dot represented their top priority, the green their second priority, and the blue their third priority.

To determine the rankings of the prioritized options, the red dot (top priority) was assigned 3 points, the green dot (second priority) was assigned 2 points, and the blue dot (third priority) was assigned 1 point. The points associated with the voting dots were added together to provide the final point totals. Option 1 received 11 points, Option 2 received 17, Option 3 received 6, Option 4 received 1, and Option 5 received 7. The chart to the left portrays the results from their votes with the top "Option 2" being their first priority and "Option 4" being their last priority.



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DEXTER L. WOODS CORRIDOR  
MEMORIAL BOULEVARD STUDY

RESOLUTION

RESOLUTION ADOPTING  
DEXTER L. WOODS MEMORIAL BOULEVARD CORRIDOR STUDY  
PREPARED FOR  
THE CITY OF WAYNESBORO TENNESSEE

**WHEREAS**, the Board of Mayor and Commissioners of the City of Waynesboro Tennessee have committed to supporting and improving the area's transportation system for mobility and accessibility of present and future generations of City of Waynesboro citizens; and,

**WHEREAS**, the City of Waynesboro was awarded a TDOT Community Transportation Planning Grant by the State of Tennessee, Department of Transportation to aid with the creation of planning documents that support improvements in traffic flow, safety and overall efficiency of the transportation system to achieve community visions as related to transportation and land use needs that promote economic growth; and,

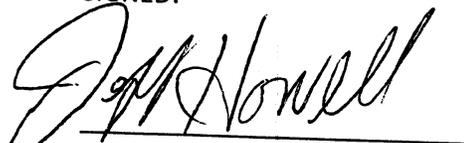
**WHEREAS**, the TDOT Consultant (Kimley-Horn and Associates, Inc.) has completed the Waynesboro Dexter L. Woods Memorial Boulevard Corridor Study per contract guidelines and deliverables providing recommendations for safety, capacity and connectivity within the study area; and,

**WHEREAS**, the City of Waynesboro hereby acknowledges receipt of the Dexter L. Woods Memorial Boulevard Corridor Study for use in sustaining guidance and compatibility with the planning of future development of the transportation network and land use planning within the study area;

**NOW, THEREFORE BE IT RESOLVED**, by the Board of Mayor and Commissioners of the City of Waynesboro meeting this the 13<sup>th</sup> day of March, 2017 that the City of Waynesboro does hereby adopt the Dexter L Woods Memorial Boulevard Corridor Study as a guiding document to be considered in future planning decisions.

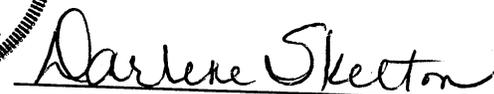
**READ, ADOPTED, AND APPROVED IN OPEN PUBLIC MEETING THIS 23<sup>rd</sup> DAY OF MARCH, 2017; THE PUBLIC WELFARE, SAFETY AND HEALTH OF THE CITIZENS OF THE CITY OF WAYNESBORO REQUIRING IT.**

SIGNED:

  
Jeff Howell- Mayor



Attest:

  
Darlene Skelton- City Recorder