



## TOWN OF WARRENTON

POST OFFICE DRAWER 341  
WARRENTON, VIRGINIA 20188-0341  
[www.warrentonva.gov](http://www.warrentonva.gov)  
TELEPHONE (540) 347-1101  
FAX (540) 349-2414

August 28, 2018

D. Mark Nesbit, P.E.  
Resident Engineer  
Virginia Department of Transportation – Culpeper District  
457 E. Shirley Avenue  
Warrenton, VA 20186

RE: Broadview Avenue Improvement Project (#1380, #1267)

Dear Mr. Nesbit

The Town remains committed to the revitalization and long-term success of the Broadview corridor and believes the Broadview Avenue Smart Scale Improvement Project is the catalyst to the long term viability. On July 13, the Town Council voted to direct me to write you to on a number of issues that have arisen regarding this project over the past few years. This letter and attached Technical Memo are a follow-up to our previous letter and subsequent discussions.

As stated previously, there have been several changes on Council from when this project first began and during that time the design has been changed several times in terms of trying to accommodate the business owners along Broadview Avenue. We have all worked together in furthering the primary goals for this project regarding safety, traffic, and economic impact.

The Council is excited about the funding and believes the project will greatly improve the safety of the corridor long term. The conditions below are enumerated as essential to conditions that will allow Council to support the project. Council desires to construct the project and believes adherence to the issues outlined below will lead to a better project that balances all of the needs of the community.

1. Design Speed: Each and every member of Council is in agreement the design speed should be lowered. With safety playing a large role in the corridor redesign Council strongly believes lowering the design speed would lead to a safer corridor. There are other corridors with similar features and characteristics where lower speeds are implemented (e.g. Maple Avenue, Vienna, VA). The technical memo reviewed potential designs that serve as a balance between safety, economic development, and multi-modal movements. The Town of Warrenton believes there is the opportunity to develop a corridor that improves safety, improves multi-modal access, improves aesthetics, and respects the access of businesses.

2. **Broadview Avenue and Frost Intersection:** This intersection serves both as a regional gateway and a local connector for the Town. Recognizing the competing interests of through commuters and local travelers, the Town reviewed alternative intersection designs. In doing so, the Town ultimately determined serving the local residents and businesses was the utmost priority. Therefore, the intersection needs to be designed to safely accommodate multi-modal needs, maintain access to Wawa on Broadview, and install a median for safety reasons on the north side. It needs to be recognized this intersection contains community nodes on each side regularly accessed by foot, bicycle, and auto.
3. **Additional Mid-block Pedestrian Crossings and Appropriate Pedestrian Safety Design Treatments:** The Town of Warrenton has placed walkability at the center of its goals and objectives for decades. More recently, the intersection of Broadview Avenue and Frost were the subject of a walkability audit that included students from the middle school and high school who regularly transverse the intersection. The Walkability Audit Report, combined with the Complete Streets Report, give specific consideration and recommendations after public input, onsite analysis, and review of federal best practices. The safety of pedestrian in the design treatment is as important, if not more, as the safety of motorists in the redesign of this corridor. With the focus on vehicles, currently pedestrian treatments are an afterthought in the development of the design.
4. **Continued evaluation of Traffic Signal at Gold Cup (when warranted):** the technical memo reviewed several metrics for warrant a light. At this time, none were found to justify a signal at Gold Cup. However, it is a long stated desire of residents to explore the installation of a light at this location to better serve the neighborhoods behind the commercial corridor. The Town of Warrenton believes the ability to install a signal at this location needs to be preserved for the future.
5. **Business Access:** Council supports in concept a limited access road, but not for the entire length of Broadview as it is not solely for by-pass and commuting traffic. The Broadview Business Owners have convened a working group. We urge VDOT to continue to work with this group to ensure design is as compatible with the business needs to overall lead to an enhancement. To the extent VDOT and the Broadview Business Owners need assistance in the future from the Town staff the Town will continue to work with their Technical Consultant to monitor the construction documents, and seeks VDOT cooperation in addressing legitimate concerns of this group and this process moves forward. If a formal steering committee is desired Council will form one to serve.

The foregoing items- one by one- are each in their own right important, crucial, elements in any final design that the Town and Council will support. The components were coupled together in order for the Council to build a consensus. To the extent that the Town has

a right, by law or practice, to approve the final design, we ask and expect VDOT will remember this linkage.

Finally, if there are questions that VDOT has about the Council's position as stated in this letter, please let us know by contacting Town staff. We stand ready to cooperate in moving this project from the proverbial drawing board to construction.

Sincerely yours,

A handwritten signature in blue ink, appearing to read 'Brannon', with a long horizontal flourish extending to the right.

Brannon Godfrey  
Town Manager  
Town of Warrenton, Virginia

C: Town Council  
Brandie Schaeffer, Director of Community Development  
Edward Tucker, Director of Public Works