

APPLICATION



COLONIAL AVENUE BOULEVARD

Bringing Pedestrian and Bicycle safety to Roanoke's Valley's Education District

Virginia Western Community College

October 30, 2015





**PROJECT APPLICATION FORM
FISCAL YEAR 2017**

**APPLICATION DEADLINE
NOVEMBER 1, 2015**

Use TAB KEY to reach each field

1. Project Sponsor	Name and Title:	Dr. Robert H. Sandel, President
	Organization:	Virginia Western Community College
	Address:	3093 Colonial Avenue, Fishburn Hall F115
	City, State, Zip+4:	Roanoke, VA 24015-4705
	Telephone/Fax:	(540) 857 - 7311 / (540) 857 - 6404
	E-mail Address:	rsandel@virginiawestern.edu

2. Project Manager	Name and Title:	Phil Schirmer, PE, City Engineer
	Organization:	City of Roanoke, Virginia
	Address:	215 Church Avenue, S. W., Room 350
	City, State, Zip+4:	Roanoke, VA 24011-1517
	Telephone/Fax:	(540) 853 - 1292 / (540) 853 - 1364
	E-mail Address:	Phil.Schirmer@roanokeva.gov

3. Sponsor DUNS Number	066023474	4. Project UPC Number (Existing Projects Only)	
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5. Project Title	Colonial Avenue Boulevard Improvements
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5a. Provide a description of the project and a clearly defined scope of the improvements to be made utilizing Transportation Alternatives funds.
The Colonial Avenue Boulevard project includes improvements to street, bicycle and pedestrian infrastructure in the vicinity of the Murray Run Greenway, Fishburn Park Elementary School and Virginia Western Community College on Colonial Avenue from Overland Road to Winding Way Road. Improvements consist of installation of inroad buffered bike lanes, addition of sidewalk to both sides of the street, improved pedestrian crossings, and intersection improvements at Overland Road, McNeil Road, and Winding Way Road. Intersection improvements include landscaped medians to reduce pedestrian crossing distances, a roundabout at Overland Road to improve vehicular throughput, slow vehicular velocities, improving bicycle and pedestrian circulation, and finally, improved crosswalks to provide heightened awareness and emphasis on pedestrians. Colonial Avenue between Winding Way Road and Overland Road does not have continuous public sidewalk, nor current bicycle facilities. This is an educational corridor lying immediately adjacent to elementary and middle schools, an aquatic center, and Virginia Western Community College, where two additional facilities are planned (a STEM – Science, Technology, Engineering, and Mathematics – Building and a parking structure). There is significant pedestrian activity in this corridor, but no public sidewalk or safe crossings for Colonial Avenue. This corridor is a high priority within the City of Roanoke to accommodate multiple modes of transportation.

6. Identify beginning and ending termini and provide a location map with the project area clearly marked.
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Start Location: Overland Drive	End Location: Winding Way Road
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6a. Provide ZIP+4 for project location 24015-4705
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7. Project Location

Is this project located within a Transportation Management Area (TMA)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, please indicate which MPO area: <input type="checkbox"/> Northern Virginia <input type="checkbox"/> Richmond <input type="checkbox"/> Tri Cities <input checked="" type="checkbox"/> Roanoke <input type="checkbox"/> Hampton Roads <input type="checkbox"/> Fredericksburg (Portion of North Stafford in TMA)

If project is in a TMA, complete *Attachment A – Supplemental Information for Projects in TMAs*

8. Local Jurisdiction Population (based on 2010 census data)

- Less than 5,000
 5,000 to 200,000
 Greater than 200,000

9. Primary Category of Eligibility (Select ONLY one)

Select **primary category of eligibility** even if other categories may apply.

- Construction of bicycle and pedestrian facilities
 Improvement or system that will provide safe routes for non-drivers *(includes Safe Routes to School)*
 Conversion of abandoned railway corridors to trails
 Construction of scenic turnouts and overlooks
 Inventory, control, or removal of outdoor advertising
 Historic preservation and rehabilitation of historic transportation facilities
 Vegetation management within transportation rights of way
 Archeological activities in conjunction with a highway construction project
 Environmental mitigation activity focused on storm water management
 Environmental mitigation activity focused on wildlife mortality or habitat connectivity

10. Does this project qualify as a “Safe Routes to School” project based on the criteria below?

- Yes No

- Eligible infrastructure activity
- Project is located within 2 miles of an elementary / middle school

10a. Do you wish to pursue this as a SRTS project? If so, complete the required Attachment B – Supplemental Information for Safe Routes to School Projects

- Yes Not Now

Project Funding

11. Total project cost (*) is to be limited to the project described in this application and based on the beginning and ending termini provided. This should not be considered the “whole” of a multi-phased project. According to the attached Project Budget - Attachment C, the following project costs can be demonstrated:

11a. Total Anticipated TA Funding	Cannot exceed 80% of total project cost	467,054
11b. Total Local 20% Match Required	Based on the anticipated TA funds above	116,763
11c. Other Project Funds (Non-TAP funds)	Include local funds, other grants and donations	-
11d. Total Project Cost (*)	Sum of above; should match Attachment C	583,837

12. Total Anticipated Transportation Alternatives Funding (same as Item 11a above)

		Federal Funding	Local Match Required
12a. Current TA Funds Requested	This Application Only	467,054	116,783
12b. Prior TE/TA Funds Received	This Project Only		
12c. Future TA Funds	This Project Only		

13. Do you plan to use in-kind to meet all or part of the 20% local match requirement?

- Yes No

13a. If yes, provide the estimated value of services and / or donations to be applied as in-kind match.

Value: \$

13b. If planning to use in-kind match, explain in detail the services to be provided and where possible, provide documentation identifying the donations being made and the dollar value for each.
NA

14. If the 20% local match is being provided in cash, identify the proposed source(s) of funding.
Virginia Western Community College

15. A local 20% match contribution is required – how much additional <u>local</u> funding (above the required 20%) is proposed?
The entire Colonial Boulevard is an approximately \$7,000,000 project, described in the the appendix, which will contain funding from VWCC, City of Roanoke, Virginia, grants and foundations, and private funding contributions. This application is early in the in the process. Much of the funding for the entire project, including additional match, will be developed in the next several months.

16. Is there additional (above the 20% match) non-sponsor or <u>non-local</u> funding available for this project – other grants, state funds, corporate donations, etc.?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, provide the amount of non-local funds, identify the source of this funding and documentation confirming the commitment of these funds including when they will be available.	

17. If this request is not fully funded, or if the estimated project cost increases during design, how do you plan to complete this project?
Support from private/corporate , VWCC and City of Roanoke

Project Concept

18. Has the sponsor performed an on-site evaluation of the project to determine the project's constructability and cost?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, provide date and attendees.	
Pre-planning study was completed in March 2015 by VWCC, Hill Studio, SFCS, Alta Planning + Design, and Engineering Concepts, Inc. The study is attached for reference. It included a discussion of project need, site conditions, design parameters, concepts for improvements, project budget, and potential funding options. In September-October 2015, the City of Roanoke issued an RFP for engineering services and awarded a contract to Line + Grade, Charlottesville, Virginia.	

19. Describe any possible challenges or obstacles that will require additional design consideration, cost or design waivers.
Roundabout at Overland Road will need to be configured to safely route bicycles through/around the intersection. This may require an adjacent bike path system.

20. The use of federal transportation funds requires compliance with the <i>Americans with Disabilities Act (ADA)</i>; describe how this project will meet these design requirements.
If this is a pedestrian and/or bicycle facility, include a description of the proposed surface (concrete, asphalt, etc) and width of the completed facility including any bridges.
New sidewalk improvements will meet ADA accessibility requirements. Grade along corridor is level. College buildings have at grade access and elevators.

21. Describe any anticipated challenges to meeting ADA design requirements including slope / terrain, RW limitations, historic features, etc.
None anticipated

22. Is the project located within a designated historic district or within a downtown business district?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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If yes, how will the project improve the aesthetic value of the affected area? What economic impacts will the proposed changes have?

23. It is expected that the sponsor will maintain the facility for its useful life. Provide details regarding maintenance and upkeep of the completed facility – identify who will be providing upkeep, what services will be provided, how long the services will be provided and where the funding for these services will come from.

The City of Roanoke has agreed to assisting VWCC with project construction administration and will be responsible for maintenance of facilities in the public right of way. Any connections to college buildings will be the responsibility of VWCC.

24. If this project is for a pedestrian and/or bicycle facility, mark which best describes the project's primary transportation function:

- N/A Not a pedestrian / bicycle facility
- Commuting to and from workplace
- Residential connections
- Recreational / exercise
- Alternate transportation for daily needs (shopping, school, library)

25. If this project involves restoring an historic transportation facility, describe the proposed future use of the restored facility including details regarding the proposed staffing and operation of the facility, identifying potential funding sources for these activities.

- N/A Not an historic preservation project

26. If this project provides vegetation management, describe the transportation right-of-way and how the project will improve roadway safety, prevent against invasive species, and/or provide erosion control.

- N/A Not a vegetation management project

27. If this project provides for archeological activities, describe the negative impacts of the related transportation project and how the proposed TA activities will improve or mitigate these impacts.

- N/A Not an archeology project

28. If this project provides environmental mitigation and/or pollution prevention – identify the impacts of highway construction and/or highway run-off and describe how the proposed TA activities will improve or mitigate these impacts. Identify any waterways (rivers, streams, etc) being directly impacted / polluted by the current run-off.

- N/A Not an environmental mitigation project
- Native vegetation will be used in median rain gardens to mitigate pollution and manage storm water runoff.

29. Does this project support or improve an existing or planned highway project? Yes No

If yes, identify the highway project and explain how this TA project will improve or support it.

Colonial Avenue is a two-lane road with turning lanes (19,000 Vehicles per Day) that transverses the VWCC campus (13,000 students). The primary arterial connects with Overland Road and provides access to one elementary school, one middle school, and one recreational aquatic center. The road was designed for cars and management of traffic; there are no pedestrian sidewalks on these corridors. The planned improvements to Colonial Avenue will include a roundabout for more effective traffic management and pedestrian and bicycle features that will improve pedestrian and bicycle connections and safety. The median plantings will assist in managing storm water and improving runoff pollution in the roadway corridor.

Project Improves Transportation Network

30. Does the project provide new access (access that does not currently exist) to transit stations, commuter lots, bus stops, etc.?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, provide a description of the public transportation links and explain how this TA project will improve the existing network.	
The roundabout will provide improved access to a new parking garage that is planned for construction on the VWCC campus. This will improve stacking capacities now an issue at the Colonial and Overland intersection. In addition, it will assist in improving pedestrian safety by better managing traffic and enabling improved pedestrian crossing of Colonial Avenue between the two sections of VWCC campus that intersects this corridor.	

31. Does the project provide connections to existing regional trails or pedestrian / bicycle facilities? Does the project provide a "missing link" in the existing transportation network?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, explain making sure to identify the specific location and connections provided and the missing links addressed. Include a location map to demonstrate the connections and/or missing link.	
Planned sidewalk connections will provide new links to the existing Murry Run Greenway Trail system that connects three city parks and multiple schools. The trail system runs from Fishburn Park (connecting the VWCC campus, Fishburn Park Elementary School campus, and James Madison Middle School campus) to Grandin Road (and the Patrick Henry High School campus, and the Roanoke Governor's School campus).	

32. Does the project provide bicycle/pedestrian facilities where none previously existed?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, explain why this location was chosen and include pictures of the proposed location.	
Colonial Avenue does have a striped bike lane, but has no pedestrian facilities along the corridor. The planned project will provide pedestrian sidewalks and improve bicycle facilities serving VWCC and the larger neighborhood. New sidewalks will enable additional connections to the Murray Run Greenway Trail.	

33. Does this project increase opportunities to meet daily needs without motorized transportation?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, give specific destinations served including schools, libraries, shopping, healthcare, etc. and the anticipated number of persons that will benefit or use the facility.	
The planned project will serve three schools in the immediate vicinity – VWCC, Fishburn Elementary School, and James Madison Middle School. In addition the project will enable pedestrian and bicycle connections to the Murray Run Greenway Trail which connects two additional schools, a library, and village shopping area (via sidewalks). Thus, when this project is completed there will be a unique, connected system for pedestrians and bicyclists that will supplement the existing street transportation network.	

34. Does this project add features/devices that will improve bicycle and pedestrian safety (ex. crosswalks, bike/ped signals, lighting, physical barriers to separate facilities, etc.)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, provide a description including any accident data available.	
The safety of both pedestrian and bicycle access will be improved with this project. Pedestrian sidewalks do not exist along the Colonial Avenue corridor; a painted, on road bike lane exists along the corridor. The planned project will assist pedestrian and bicycle safety by better managing traffic at the intersection of Colonial Avenue and Overland Road (using a roundabout with dedicated access points for traffic to circulation roads and a college parking garage). Bicycle access through the interchange and to the campus will be improved. Pedestrian sidewalks with appropriate crossings will provide improved conditions. The planned median and lighting will assist in managing traffic movements and pedestrian crossings.	

35. Does this project incorporate traffic calming design elements?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, explain what traffic calming elements are being incorporated and how they will improve pedestrian safety.	
A new roundabout and a median will provide enhanced management of traffic circulation and travel speeds.	

36. Is this project in the locality's local/regional transportation plan?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name the plan and explain how this project will help achieve or support the plan goals.	
<p>The Colonial Avenue Boulevard Improvements are included in the <i>Roanoke Valley Area Metropolitan Planning Organization (MPO) 2035 Long Range Transportation Plan</i>. These improvements meet multiple goals established in the plan, include improving transportation system performance on key regional arterials, increasing the percentages of complete streets and corridors for multiple transportation modes, enhancing transportation safety for all users, and expanding bicycle, pedestrian and greenway systems.</p> <p>The improvements are consistent with the Roanoke Vision 2020 Comprehensive Plan for connecting neighborhoods and public facilities and included as an action project in the adopted 2014 RVARC Comprehensive Economic Development Strategy Annual Update.</p>	

Sponsor's Ability to Administer Federal Project

37. The sponsor is required to provide an employee who is responsible for all major project decisions. This person is referred to as the sponsor's Responsible Person (RP) and may or may not be the project manager.
Identify the staff member assigned as the "Responsible Person" for this project:
<p>Name: Phil Schirmer, City of Roanoke (also the Project Manager)</p> <p>Title: City Engineer</p> <p>Years in this position: 38 years experience in engineering and transportation</p>

38. Describe the experience and / or training that qualifies this person to be the responsible charge for a <u>federal-aid</u> transportation project.
<p>Because of the significance of this project and its development within an existing public road corridor, the City of Roanoke has agreed to handle construction design and administration for the Colonial Avenue Boulevard Improvements. The City and Mr. Schirmer have many years of demonstrated experience in working with VDOT road funding programs and construction standards. In addition, he serves on the VDOT LAP Local Government Advisory Committee.</p>

39. Select from the following the best choice describing the RP's experience:
<p><input checked="" type="checkbox"/> The RP has successful experience providing oversight or administering a federal aid transportation project within the previous five years.</p> <p><input type="checkbox"/> The RP has successful experience participating as a team member, but not a RP, for a federal aid transportation project.</p> <p><input type="checkbox"/> The RP has no experience with federal aid projects, but has provided oversight for a state-aid transportation project.</p> <p><input type="checkbox"/> The RP has no experience providing oversight for a transportation project.</p>
Regarding the experience noted above, briefly describe the two (2) most recent <u>federal-aid</u> projects including project scope, phases included (PE, RW, CN), cost and whether or not the project finished on-time and on-budget.
<p>Most recently, Phil Schirmer has completed projects using MAP21 funds for Phase I of the Roanoke River Greenway "Bridge the Gap" project, and the Tinker Creek Greenway (ARRA and Open Container funds) in Roanoke, Virginia. He is currently working on several of SRTS revenue sharing and RSTP projects. A majority of the projects have been finished on time and on budget.</p>

40. Describe the RP's role and responsibilities while overseeing these projects.
<p>While VWCC is the sponsor for this project, responsible for the 20% match, the City of Roanoke will be responsible receiving the federal funds, for engineering contracts, design, and construction, as well as coordination with VDOT on any design/construction matters and grant management. VWCC will work very closely with the City and the designing engineer to ensure that his project meets the goals of all parties.</p>

41. Has the RP completed VDOT's Core Curriculum on-line training found on VDOT's Locally Administered Projects webpage (www.virginiadot.org/business/local-assistance-lpt.asp)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No, but will complete if required
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VDOT is required by federal regulation to ensure that the sponsor is adequately staffed to ensure the project is satisfactorily completed. Sponsors may supplement their staff with consultants, including project management duties.	
Is the Responsible Person also the Project Manager (PM)?	If not, indicate:
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> The following staff member will be assigned as Project Manager: _____;
<input type="checkbox"/> No	<input type="checkbox"/> Project management will be performed by a consultant

43. The sponsor's staff and their consultants must have a working knowledge of the locally administered projects (LAP) process and the federal regulations affecting federal aid projects. Select from the following the best choice describing the proposed PM's experience:

The PM has been lead project manager on one or more federal aid transportation project(s) within the previous five years.

The PM has not directly managed, but has been a team member on one or more federal aid project(s) within the previous five years.

The PM has no experience with federal-aid projects, but has successfully managed a state-aid or locally funded transportation project within the previous five years.

The PM has no experience managing a transportation project in the recent past.

Unknown – the project management duties will be performed by a consultant.

Regarding the experience noted above, briefly describe the two (2) most recent federal-aid projects including project scope, cost and whether or not the project finished on-time and on-budget.

N/A
See Information under Responsible Person – Project Manager is same.

44. Describe the PM's role and responsibilities managing the referenced projects including any challenges / delays encountered. How were these challenges resolved?

N/A
See Information under Responsible Person – Project Manager is same.

45. Provide PM's most recent experience managing a Transportation Enhancement / Alternatives project include brief project description, history and any challenges encountered.

N/A
See Information under Responsible Person – Project Manager is same.

46. Has the PM completed training utilizing FHWA's Federal Essentials for Local Public Agencies (www.fhwa.dot.gov/federal-aidessentials/)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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47 Will the sponsor need to supplement their staff to complete their federal aid project?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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If yes, select the services which will need to be outsourced:

Type of Services	✓	Comments, if necessary
Project Management	<input type="checkbox"/>	
Environmental	<input type="checkbox"/>	
Design	<input type="checkbox"/>	
Right of Way	<input type="checkbox"/>	

Construction Engineering / Management & Inspection	<input type="checkbox"/>	
Materials Testing	<input type="checkbox"/>	
Other, please specify	<input type="checkbox"/>	

48. The sponsor must be able to demonstrate “sufficient accounting controls” to administer a federal-aid project. This requirement is identified in Chapter 2.2 of the VDOT LAP Manual. Briefly describe the financial management system – including software and how costs are verified – currently in place that will track / monitor project costs for reimbursement.

While VWCC is the project sponsor, the City of Roanoke will serve as Project Manager and Administrator of any funds that are awarded. Both institutions employ responsible financial accounting measures that meet applicable state and federal standards. The City of Roanoke has administered successfully multiple VDOT projects, both for construction and financial management of funds. The Financial & Administrative Services of VWCC provides support services for the college in procurement, accounts payable/receivable, financial reporting, budgeting, and accounting services with appropriate internal controls to ensure that all sources of funds--federal, state and local--are properly accounted. VWCC must comply with State Comptroller’s Directive 1-87, “Maintenance of Adequate Internal Controls” and Comptroller’s Directive 1-08, Required Implementation of Agency Risk Management and Internal Control Standards (ARMICS).

Project’s Readiness to Proceed

49. Design / engineering will be performed:

In-house by local staff
 In-house utilizing a current on-call contract
 Utilizing an outside consultant firm yet to be procured
 Utilizing an outside consultant firm already procured for use on this project

50. Is this project part of a larger / multi-phased project? Yes No

If yes, provide the current status of the other phases and describe how they relate to this project – including a map may be helpful.

Colonial Avenue adjoins two sides of the VWCC campus and a public school zone forming an educational district. MAP 21 funds will be used to improve safety of the thousands of pedestrians in this vicinity by adding highly visible crosswalks, traffic calming features, traffic turn lanes and safety lighting. Bus stop areas will be created improving safety and encouraging increased use of public transportation. Designated bicycle lanes will also encourage other methods of commuting. The Colonial Avenue Improvements will be designed to provide sustainable stormwater runoff features and landscaping that enhance absorption and pollution prevention. In conjunction, VWCC is planning a multi-story parking garage and other property enhancements that will enable campus surface parking to be converted to absorptive green space creating public outdoor courtyards and spaces suitable to a pedestrian oriented educational environment along Colonial Avenue, as the match component for the project. The college’s development planning goes hand in glove with the Colonial Avenue initiatives providing added value to investments.

51. Has a master plan, feasibility and/or preliminary engineering studies been completed? Yes No

If yes, attach a copy of the plan / study and briefly summarize the results below.

Colonial Avenue Improvements Pre-Planning Study for VWCC – March 25, 2015, attached.

52. Has design work started? Yes No

Design has been started, and 30% plans / 50% plans / 100% plans have been completed. Design Contract awarded Oct2015.

52a. Have these plans been reviewed by appropriate state / local official? Yes No

Work has been coordinated between VWCC and City of Roanoke, as well as other transportation stakeholders.

53. The ability to secure right of way (including easements) needed for a project is critical to a project’s success; which of the following best describes the right of way situation for this project:

- All right of way required is publicly owned (local and/or state)
- Right of way is privately owned but right of public use has been secured by deed (donated or purchased)
- Right of way is secured with the exception of some temporary / construction easements
- Right of way has not yet been secured for this project (includes when RW acquisition has started but not been completed)
- It is unknown what right of way and/or easements will be needed

54. This program will not participate in the cost of relocating overhead utilities for scenic beautification purposes. It will however participate in the costs required to eliminate conflicts. Are there existing utility poles located within the proposed project area that will need to be relocated in order to complete the proposed improvements?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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If yes, include pictures of poles within the specified project area explaining how they will impact the project and explain how the conflicts will be resolved.

Poles at intersection will need to be relocated to accommodate the roundabout. Other light or utility poles may be relocated to facilitate development of the median and sidewalks. This will be addressed during design of the project.

54a. Has the right of way needed for relocation of the poles been secured?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
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55. If overhead utilities are in conflict, has the local utility company(s) been consulted regarding removal and /or relocation of its facilities?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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If yes, please identify the utility carrier(s) and specify whether or not these costs are included in the attached budget.

Appalachian Electric Power Company, Verizon, and Cox Cable have been involved in preliminary planning work for the corridor improvements. They have provided preliminary costs for use in estimates.

56. Are there other conflicts / obstacles that must be addressed for the project to move forward?
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- No conflicts / obstacles present
- Underground utilities (gas, water, sewer)
- Guardrail, mailboxes, signs or other roadway structures
- Retaining wall
- Drainage
- Impact to historic properties/district
- Other

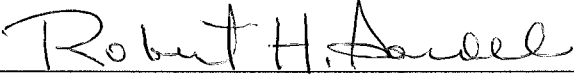
57. Attachment A – Supplemental Information for TMA projects Required if project is located in an MPO within a TMA.	Attached: <input checked="" type="checkbox"/>
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58. Attachment B – Supplemental Information for Safe Routes to School (SRTS) Projects Required if answered "Yes" to Question 10a.	Attached: <input type="checkbox"/>
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59. Attachment C – Project Budget Required for ALL projects.	Attached: <input checked="" type="checkbox"/>
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60. Attachment D – Existing Project Status Required for EXISTING projects only.	Attached: <input type="checkbox"/>
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60. Attachment E – VDOT Administration Request Required if population less than 5,000 and requesting VDOT assistance.	Attached: <input type="checkbox"/>
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Sponsor Certification		
Public Hearing / Information Meeting Held	Date: November 2, 2015 (City)	Resolution Attached: <input checked="" type="checkbox"/>
MPO Endorsement (if applicable)	Date: October 21, 2015	Endorsement Attached: <input checked="" type="checkbox"/>
Resolution from Project Sponsor	Date: October 29, 2015	Resolution Attached: <input checked="" type="checkbox"/>
<p>Sponsor certifies the following: (Read and check each statement below)</p> <p><input checked="" type="checkbox"/> We are familiar with Transportation Alternatives eligibility criteria and the Locally Administered Projects (LAP) Manual.</p> <p><input checked="" type="checkbox"/> We will provide technical guidance and oversight to staff and/or consultants throughout project development.</p> <p><input checked="" type="checkbox"/> Budget accurately reflects cost of proposed project based on preliminary work performed.</p> <p><input checked="" type="checkbox"/> Project development will comply with all state and federal regulations, including ADA requirements.</p> <p><input checked="" type="checkbox"/> We understand this project must be substantially complete and/or ready for construction within four (4) years of the initial federal funding.</p> <p><input checked="" type="checkbox"/> We will be responsible for ensuring future maintenance and operating costs of the completed project. The City of Roanoke will provide maintenance of facilities within the Colonial Avenue public right of way.</p>		
 _____ Sponsor Signature (Authorized Official)		October 30, 2015 _____ Date

Submit one (1) electronic copy* and four (4) hard copies of the completed application with all required attachments to:

**Ms. Julie Brown, Director of Local Assistance Division
 Virginia Department of Transportation
 1401 E. Broad Street
 Richmond, VA 23219**

All applications must be received and / or post-marked no later than November 1, 2015. If applications are being hand-delivered, they must be received no later than 5:00pm Friday, October 30, 2015.

*** The electronic copy should be sent to EnhancementProgram@VDOT.Virginia.gov and include the completed application, Attachments A-E as required, and all other supporting documents. This may include required resolutions, public meeting notice, confirmation of grant funding, property deeds and/or appraisals, pictures and maps. If the application submission is too large to send via e-mail, please mail a CD or DVD with all required materials to the above address. This can be included in the package containing the hard-copies of your application.**

1. Describe how the project is consistent with the MPO’s current long range transportation plan (LRTP).

The Colonial Avenue Boulevard Improvements enhance the existing transportation corridor visually, improve traffic flow on the corridor (roundabout and median), improve the quality stormwater runoff through appropriate plantings, and provide improved, safe pedestrian and bicycle accommodations.

2. Describe how the project fits within local adopted master plans and specific goals of local and/or state government agencies and other organizations. Describe how the project originates from planning work conducted in the jurisdiction. Note if the project is included in any planning documents and how it supports the local land use plan.

The planned project will meet adopted city design standards for a “collector boulevard” and will be the first roadway reconstructed to meet these design standards. This will be the first construction of the CS3B – Collector Boulevard – Suburban category in the City of Roanoke.

3. Describe how the project makes the region’s transportation facilities safer and less intimidating for pedestrians, bicyclists, and other non-drivers.

Sidewalks do not exist presently on Colonial Avenue, a major arterial running through the center of VWCC campus and in close proximity to an elementary school, middle school, and major city park. On road bicycle facilities will be better integrated into the corridor. Traffic calming measures (roundabout, median) will assist in managing traffic flow and making the corridor more controlled for traffic movement and speeds, thereby increasing pedestrian and bicycle safety. Pedestrian and bicycle lighting will be provided, which is especially important as many classes are taught at night.

4. Describe how this project enhances transportation facilities for those with special needs, pursuant to Americans with Disabilities Act (ADA) requirements.

Facilities will be designed and constructed to meet ADA requirements. Grades are level along the corridor and VWCC has at grade college entrances with building elevators.

5. Describe all public participation activities to date on the proposed project and what has been done to obtain public and community support. Please also describe any project coordination with other jurisdictions or agencies.

Over the past year, VWCC has provided extensive leadership in furthering this enhancement project for Colonial Avenue. There have been multiple meetings with partner agencies, city officials, and outreach to private corporations for financial assistance in making it happen. There have been public presentations of the project. The planned project will create a memorable, safe educational district and campus environment that is of substantial benefit to all educational partners and to the public.

If your project is in the National Capital Region, please answer the following additional questions:

1. As a regional policy, the TPB seeks to promote the development of Transportation Alternatives in Regional Activity Centers. Is any portion of the project located within a Regional Activity Center?

Yes No

Center:

2. Is this project located within $\frac{3}{4}$ miles of a Metrorail (existing or under construction) or commuter rail station?

Yes No

Station:

3. Describe how the project creates linkages for users to transit and/or employment, as well as how the project fills a gap in the existing non-automobile transportation infrastructure.

ATTACHMENT C – BUDGET



COLONIAL AVENUE BOULEVARD

Bringing Pedestrian and Bicycle safety to Roanoke's Valley's Education District

Virginia Western Community College

October 30, 2015



FISCAL YEAR 2017 MAP-21 APPLICATION PROJECT BUDGET

COLONIAL AVENUE BOULEVARD

HSPC Project 1530.01 Code 5

Date: October 20, 2015

COLONIAL AVENUE BOULEVARD map 21

Quantity Units Unit Price Cost

Construction Costs for MAP-21 Components

Mitigation of Highway Runoff Improvements

BMP #2					
<i>Raingarden Median</i>	Median Excavation	1,300	CY	\$6.00	\$7,800
	Sand	170	CY	\$70.00	\$11,900
	Stone backfill (5'Depth - max.)	1,290	CY	\$50.00	\$64,500
	Underdrain	510	LF	\$15.00	\$7,650
	Overflow inlets	2	EA	\$3,500.00	\$7,000
	Overflow Drains	510	LF	\$35.00	\$17,850

Mitigation of Highway Runoff Total **\$116,700**

Sitework

<i>Bike Lanes</i>	Pavement	1,252	SY	\$40.00	\$50,080
	Sidewalk (5')	19,600	SF	\$6.00	\$117,600

Sitework total **\$167,680**

Safety Related Amenities

Additional lighting of crosswalks, uprights	1	allow	\$35,000	\$35,000
Crosswalks	10	EA	\$2,000	\$20,000
42" fence repairs / alterations	1,000	LF	\$15	\$15,000
Hedge along Fence	900	EA	\$30	\$27,000

Safety Related Amenities Total **\$97,000**

Signage

Directional Signage Package	1	LS	\$35,000.00	\$35,000
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Signage total **\$35,000**

Total MAP-21 Construction Costs: **\$416,380**

MATCH

Construction Match	VWCC Match - design and construction	1	ls	\$103,000	\$103,000
	Total Construction Costs Plus Match				\$519,380
	Non-construction Match - apportioned fees - Design, staking, plats for VDOT Project				\$46,138
	Total Match:				\$149,138
	TOTAL PROJECT AND CONSTRUCTION COSTS				\$573,518

Preliminary Engineering Costs					
	Engineering / Design / Contingency	0.1	allow	\$416,380	\$41,638
	Survey and Staking	1	ls	\$2,500	\$2,500
	Plat and Easement Preparation - allow	1	ls	\$2,000	\$2,000
	VDOT review fees	1	allow	\$5,000	\$5,000
	Environmental Review fees	1	ls	\$3,000	\$3,000
	<i>Total:</i>				\$54,138
Right of Way Costs					
	Right of Way and Acquisition - Phase III	1	ls	\$0	\$0
	<i>Total:</i>				\$0
	<i>Total Project Costs</i>				
	<i>including Construction, Reviews, ROW, Design and Contingency</i>				\$573,518

Match Funds	
20% Match	\$114,703.60
Federal Funds Requested	\$458,814.40

APPENDIX – ENDORSEMENTS AND RESOLUTIONS



COLONIAL AVENUE BOULEVARD

Bringing Pedestrian and Bicycle safety to Roanoke's Valley's Education District

Virginia Western Community College

October 30, 2015



The 22nd day of October, 2015

RESOLUTION

SUBJ: Endorsement of Transportation Alternatives (TA) Grant Applications

WHEREAS, the Transportation Alternatives (TA) Program was created by the 2012 Moving Ahead for Progress in the 21st Century (MAP-21) by combining what had previously been known as the Transportation Enhancements (TE), Safe Routes to School and other programs into one category.

WHEREAS, MAP-21 allows state departments of transportation to set aside a portion of their Surface Transportation Program allocation each year to be used for TA activities; and

WHEREAS, Virginia has chosen to set aside funds for TA activities; and

WHEREAS, the following four Transportation Alternatives grant applications submitted are new projects and did not have previous resolutions and/or have expanded their scope:

Applicant: *Roanoke County*

Project: *Friendship Lane/Carvins Creek Bridge Replacement*

TA Funds Requested: *\$136,495*

Applicant: *Town of Vinton*

Project: *Glade Creek Greenway (Phase 2 from Walnut Ave. to Gus Nicks Blvd.)*

TA Funds Requested: *\$417,710*

Applicant: *City of Salem*

Project: *Main Street (US 460) Pedestrian Improvements*

TA Funds Requested: *\$500,000*

Applicant: *Virginia Western Community College*

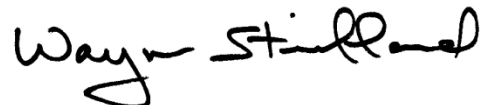
Project: *Colonial Avenue Improvements (Pedestrian & Bike-Friendly Boulevard)*

Approximate TA Funds Requested: *\$400,000*

WHEREAS, project applications that have not previously been endorsed in prior years and that fall within the Roanoke Valley Transportation Planning Organization (*Official Name: Roanoke Valley Area Metropolitan Planning Organization*) Study Area Boundary, must be formally endorsed by the Policy Board of the Roanoke Valley Transportation Planning Organization prior to submittal to the Virginia Department of Transportation by November 2, 2015;

TPO POLICY BOARD: *Cities of Roanoke and Salem; Counties of Bedford, Botetourt, Montgomery and Roanoke; Town of Vinton; Greater Roanoke Transit Company (Valley Metro); Roanoke-Blacksburg Regional Airport; Virginia Department of Rail & Public Transportation; Virginia Department of Transportation*

NOW, THEREFORE BE IT RESOLVED that the Roanoke Valley Transportation Planning Organization Policy Board endorses the four Transportation Alternatives grant applications, listed herein, for the purpose of applying for TA funds, and if federal money is awarded to these projects, will be included in the appropriate fiscal year Transportation Improvement Program.

A handwritten signature in black ink that reads "Wayne Strickland". The signature is written in a cursive style with a large, looped initial 'W'.

Wayne Strickland
Secretary to the TPO Policy Board



**ROANOKE CITY COUNCIL
REGULAR SESSION**

**NOVEMBER 2, 2015
2:00 P.M.**

CITY COUNCIL CHAMBER

AGENDA

1. Call to Order--Roll Call.

The Invocation will be delivered by The Reverend Amy C. Ziglar, Pastor, Mt. Zion, AME Church.

The Pledge of Allegiance to the Flag of the United States of America will be led by Mayor David A. Bowers.

Welcome. Mayor Bowers.

NOTICE:

Today's Council meeting will be televised live and replayed on RVTV Channel 3 on Thursday, November 5 at 7:00 p.m., and Saturday, November 7 at 4:00 p.m.; and video streamed by internet through Rev.Net Technologies, Inc., at <http://www.wrev.net>. Council meetings are offered with closed captioning for the hearing impaired.

ANNOUNCEMENTS:

THE PUBLIC IS ADVISED THAT MEMBERS OF COUNCIL RECEIVE THE CITY COUNCIL AGENDA AND RELATED COMMUNICATIONS, REPORTS, ORDINANCES AND RESOLUTIONS, ETC., ON THE THURSDAY PRIOR TO THE COUNCIL MEETING TO PROVIDE SUFFICIENT TIME FOR REVIEW OF INFORMATION.

C-2 Report of qualification of Paula L. Prince as a member of the Human Services Advisory Board to fill the unexpired term of office of Robin Haldiman ending November 30, 2016.

RECOMMENDED ACTION: Receive and file.

REGULAR AGENDA:

5. PUBLIC HEARINGS: NONE.

6. PETITIONS AND COMMUNICATIONS: NONE.

7. REPORTS OF CITY OFFICERS AND COMMENTS OF CITY MANAGER:

a. CITY MANAGER:

BRIEFINGS: NONE.

ITEMS RECOMMENDED FOR ACTION:

1. Acceptance and appropriation of the State Homeland Security FY15 Grant funds from the Virginia Department of Emergency Management (VDEM) to allow the Roanoke Police Department to replace protective equipment.
2. Appropriation of the 2015 - 2016 Community Development Block Grant (CDBG) and Home Investment Partnerships Program (HOME) funding from the U. S. Department of Housing and Urban Development (HUD).
3. Amendment of the City Code to revise the definition of the Sealed Compactor Zone; and to reflect fee schedule in the Fee Compendium, effective April 1, 2016 – June 30, 2016, and deletion of fees no longer applicable.
4. Authorization to submit an application for FY17 transportation alternatives program funds in connection with improvements to bicycle and pedestrian infrastructure in the vicinity of Fishburn Park Elementary and Virginia Western Community College.

VIRGINIA WESTERN
COMMUNITY COLLEGE

WE'LL TAKE YOU  THERE

PRESIDENT'S OFFICE

October 29, 2015

Ms. Julie Brown
Director of Local Assistance Division
Virginia Department of Transportation
1401 E. Broad Street
Richmond, VA 23219

Dear Ms. Brown:

The Local Advisory Board of Virginia Western Community College reviewed the pre-planning study of the Colonial Avenue Boulevard Education District at its May 21, 2015 meeting and enthusiastically supported the project. Pursuing funding opportunities, such as the MAP-21 components, applied for in the grant application of November 1, 2015 will be a significant safety improvement in this corridor. I have also included a copy of the approved Board minutes noting the project discussion.

Thank you for considering the grant application in support of the Colonial Avenue Boulevard project. If additional information is needed, please let me know.

Sincerely,



Robert Sandel, Ed.D.
President

VIRGINIA WESTERN COMMUNITY COLLEGE
Local Advisory Board Meeting Minutes
Minutes No. 261, May 21, 2015

The Virginia Western Community College Local Advisory Board was called to order at 11:35am on Thursday, May 21, 2015, by Chairman Jerry Burgess, introducing new Craig County representative Dr. Marie Paretti. He thanked Dr. Lange for her 10 year board membership and wished her the best in her retirement as well.

Members Present: Jerry Burgess, Botetourt County..... Chair
 Josh Johnson, Roanoke City
 Forest Jones, City of Salem
 Lorraine Lange, Roanoke County
 Mark Lawrence, Roanoke City
 Granger Macfarlane, Roanoke City
 Larry Moore, Franklin County
 Marie Paretti, Craig County
 Douglas Waters, Roanoke City

Members Absent: Jim McAden, Roanoke County.....Vice Chair
 Charles Robbins, Roanoke County

Staff Present: Fred Aaron, Business Manager, Financial and Administrative Services
 Amy Anguiano, Dean of Liberal Arts and Social Sciences
 Amy Balzer, Assistant to College President
 Annette Chamberlin, Faculty Senate Chairperson
 Leah Coffman, Coordinator for Workforce Solutions
 Angela Falconetti, Vice President of Institutional Advancement
 Jennifer Pittman, Associate Vice President of Human Resources
 Robert Sandel, College President, Local Advisory Board Secretary
 Marla Whiteside, Staff Senate Chairperson

I. REPORT FROM THE PRESIDENT

Dr. Sandel thanked Dr. Lange for participating on the Local Advisory Board for 10 years and for being a true supporter of the College. She will retire in June from Roanoke County and will be greatly missed.

He began his update noting the following:

- Graduation this year was among the College's largest class with nearly 1,000 certificates/degrees and almost 600 students participating in the ceremony. He thanked the Board members that attended.
- VCCS released the 3 year review of the overall system and Virginia Western was the only college with a positive growth average for the past three years.
- Presented the proposed STEM Complex and parking deck design plans as provided by SFCS. Timm Jamieson and Derrick Aplin shared additional comments.
- Shared schematics of the Colonial Avenue Education District plans that the City of Roanoke and the State Transportation Board are currently working to securing funding. The hope is that the streetscape improvements will be completed in 2018 along with the slated finish of the new complex and adjacent parking deck.
- Shared overview of the 2014-2015 Presidential Goals Assessments for Board consideration noting new academic programs in response to workforce needs; textbook cost reduction plans; enhanced veteran services on campus; success of SAILS program and implementation of the Workforce Enterprise System. He also reinforced the College is exploring additional planned giving and online giving

opportunities; has implemented an enhanced diversity plan, and is currently developing the new five-year strategic plan, *Success 2021*.

II. APPROVAL OF MINUTES

Mr. Moore made a motion to approve the minutes from the regular meeting on March 19, 2015 as presented. Mr. Lawrence seconded the motion and the motion was approved.

III. PUBLIC COMMENT

No public comment requested.

IV. COLLEGE REPORTS AND UPDATES

ACADEMIC AND STUDENT AFFAIRS

Ms. Anguiano reported on Academic and Student Affairs activity including:

- Communication Design Students won five Addy Awards;
- Spring Fling awarded \$3775 among 65 winners;
- Health Professions continues to explore new specializations and articulation agreements;
- Manufacturing Summit was hosted on April 17th;
- STEM School hosted Robotics Competition on April 22nd and Ballistic Competition on April 24th;
- Culinary expansion is in the programming stage generating equipment lists, and architectural design is in progress.
- Online graduation application process and an online College catalog are underway.

FINANCIAL AND ADMINISTRATIVE SERVICES

Ms. Aaron reviewed the Local Fund Financial Reports for the period July 1, 2014 through April 30, 2015 while also including the proposed 2015-2016 Local Funds Budget, making mention of the following:

- **Local Fund** balance as of April 30, 2015 was \$1,977,905.
- **Local Gov't Contributions** were received with the exception of Salem City, who will not be submitting this year. The proposed budget for next fiscal year remains the same Salem City and Roanoke County not contributing to this fund, but continuing to support CCAP.
- Auxiliary Food revenues in the **Vending Fund** will fall short this year, and President's and College Activities funds will be slightly over budget due to supplementing shortfalls in other areas normally state funded. This action was required as a result of a state budget cut earlier in the year. Proposed budget for next year has slightly lower Auxiliary Food revenues. Java the Hutt will be removed and replaced by the Starbucks store that will be operated by the Follett Bookstore.
- **Bookstore Fund** commission revenues will reach budgeted amount by year end. The current and proposed Bookstore Fund budgets reflect Parking Fund loan repayment of \$100,000 deferred to next year and will provide \$10,000 to Vending Fund to supplement President's and College Activities increased expenses.
- **Construction Fund** includes expenses associated with the Dental Clinic and Autoclave ventilation renovation. The litigation settlement will not be paid in lump sum to the College, but will be reimbursed by invoice as these renovations are completed. The Fralin Center and Student Life Center expense accounts should fully expensed out by fiscal year and do not anticipate any activity in the coming year.
- The **Arboretum Fund** proposed budget remains virtually the same based on current year activity.

- The **Parking Fund** ending balance as of April 30th was \$265,407. The proposed budget includes the deferred \$100,000 loan repayment to the Bookstore in addition to added funds of \$100,000 each for the Colonial Ave Streetscape and Parking Deck pre-planning designs, and \$245,000 reduction in Maintenance and Monitoring. Parking Lot 15 construction and design is not included in the proposed budget as the project is complete.
- **Individual Scholarship Fund** is adjusted upward to \$185,000 in the proposed budget to more accurately reflect the scholarships received/dispersed this past year.
- **Student Activities Fund** includes expenses for NJCAA Basketball program that has been discontinued and is not included in the proposed budget. The Career Coaches Salary reimbursement expense is not included in the proposed budget; however, tutoring expense reimbursement will continue in the proposed budget to offer added flexibility if needed. Discover Orientation, Graduation Events, Service Programs, Co-curricular Academic Programs, and Student Activities Director Salary have all been added to Student Activities Fund in the proposed budget for next year.
- **Campus Life Center Fund** is very close to reaching budget approaching year end. Changes for proposed budget include removing Student Activities Director Salary expense and adding Student Life Center Signage line item (\$71,050). FFE line item will be removed as outfitting of the building is complete.
- **College Service Fee Fund** proposed budget remains primarily the same for the coming fiscal year.

Mr. Waters presented a motion on behalf of the Finance Committee to recommend Board approval of the 7/1/2014-4/30/15 financial reports and the 2015-2016 Proposed Local Funds Budget with the notations above. Mr. Macfarlane seconded the motion and the motion was approved unanimously.

Dr. Sandel reviewed the proposal to increase the tuition differential by \$1/credit hour to assist in funding the 9-month faculty salary increase needed to bring up ranking among VCCS peers from 36.4% to goal of 60%. This would increase the College differential to \$2/credit hour and would be effective for the Fall Semester. The full-time faculty salary increases would be effective August 10, 2015.

Mr. Waters presented a motion on behalf of the Finance Committee to recommend Board approval of the \$1 increase per credit hour in Tuition Differential effective fall semester 2015. Dr. Lange seconded the motion and the motion was approved unanimously.

HUMAN RESOURCES

Ms. Pittman shared an update on the Sexual Harassment Legislation, noting that the College is positioned to handle any issue that arises. She explained the process and steps taken for incident reporting and case investigation through to closing of the case. Collaborative relations on both the student and administrative sides of the College promote communication needed for handling a case of this nature.

INSTITUTIONAL ADVANCEMENT

Dr. Falconetti shared the student testimonial/thank you video for CCAP as the Educational Foundation and Institutional Advancement update. She provided copies of the newly designed commencement program as well as two newspaper articles-one featuring graduating student from Nepal and another featuring collaboration in achieving credentials and employment.

WORKFORCE DEVELOPMENT SERVICES

Ms. Coffman shared the Workforce Solutions third quarter update noting:

- 49 credit classes serving 482 students; generating 706 credits and 47.1 FTEs;
- 686 non-credit classes, serving 2315 students; generating 63,697 contact hours;
- Workforce at 85.7% of revenue goals as of 3/31/15 and 93.2% enrollment goals;
- 16 STEM-H summer camps offered for grads 4-12;
- WES on track to go live August 14, 2015;
- VWCC is participating in a Financial Aid for Noncredit Training Leading to Industry Credentials Pilot and High-Demand Industry Credential Incentive Pilot programs.

V. REPORT FROM THE CHAIR

Mr. Burgess reviewed the Board meeting schedule, noting that the July meeting is cancelled and the next meeting will be on campus on September 17, 2015.

Mr. Jones made a motion that the Board convene into closed session per Section 2.2-3711A (1) of the Code of Virginia to discuss a personnel matter, specifically the presidential evaluation letter from the Board chairman to the VCCS Chancellor. Dr. Lange seconded the motion and the motion was unanimously approved.

The Board then moved into CLOSED SESSION.

Mr. Jones made a motion for the Board to move from closed session to regular session, reaffirming that the matters discussed in closed session were only those identified in the motion as personnel. Dr. Lange seconded the motion and the motion was approved by roll call:

*In favor: Moore, Burgess, Waters, Macfarlane, Jones, Paretti, Lange, Johnson, Lawrence
Absent: McAden, Robbins*

Mr. Burgess called the meeting back to order in REGULAR SESSION at 1:05pm.

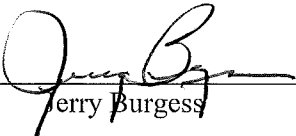
Mr. Macfarlane made a motion to approve the 2015 Local Advisory Board's evaluation letter to the Chancellor and the 2014-2015 Presidential Goals Assessments. Mr. Lawrence seconded the motion and the motion was approved unanimously.

VI. MEETING ADJOURNMENT

With no further business, the meeting adjourned at 1:10pm.

Minutes submitted by: Amy Balzer

Minutes Approved by:



Jerry Burgess

9-17-15
Date

APPENDIX – COLONIAL BOULEVARD PREPLANNING STUDY



COLONIAL AVENUE BOULEVARD

Bringing Pedestrian and Bicycle safety to Roanoke's Valley's Education District

Virginia Western Community College

October 30, 2015



Colonial Avenue Improvements Pre-Planning Study for Virginia Western Community College



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Google earth

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This Document was prepared for Virginia Community College System

Virginia Western Community College
SFCS
Hill Studio
ALTA Planning + Design
Engineering Concepts, Inc.

Executive Summary

Virginia Western Community College and the City of Roanoke are proposing a much safer, convenient, and scenic arrangement of Colonial Avenue through the existing education district of the City of Roanoke. Implementation of the proposed plans will alleviate peak-time congestion, make safer and more recognizable street crossing areas, slow the traffic, provide better evening pedestrian safety through lighting, connect the greenways system to the campus, and better mitigate roadway stormwater while teaching the principles of conservation and green design.

The ½ mile roadway segment that traverses the district of the schools is proposed to be transformed into a boulevard, beginning north of Overland Drive and terminating south of Winding Way Road. The boulevard features a signature traffic circle at the intersection of Colonial Avenue and Overland Drive, and a 22'-wide planted median between Overland Drive and Winding Way Road.

With recent investments in the campus of over \$100 million during the last decade, and with another \$60 million planned for the near future, the timing has never been better to transform the sprawling pavement into a destination boulevard that demonstrates Roanoke's steadfast commitment to community education and welcomes visitors into a safe park-like campus, while coordinating the boundaries of municipal and state properties as they prosper in a coordinated way.

This report discusses the background, describes the proposed action, and provides an assessment of probable cost, for consideration of this investment of funds into public budgets.



Project Need

Safety

The proposed project will make the principal street through the campus safer for pedestrians. Each street design advanced by the College takes into consideration making the campus safer for pedestrians. This aspect of building the campus is a primary consideration for Colonial Avenue Boulevard. The “complete street” design will make bicycle traffic areas visible; provide parallel sidewalks away from traffic; provide a substantial median between lanes; and provide a signal activated by pedestrian demand. In addition, the project will provide significant lighting in the campus corridor to provide sufficient lighting during night classes so that cars, bicycles and pedestrians are visible to traffic. Finally, existing fences will be enhanced and direct all pedestrians to safe crossing points.

The proposed improvements will make vehicular traffic safer by encouraging reduced speeds. The current, broad sixty-foot expanse of pavement tends to encourage increased vehicular speeds, particularly in the eastbound direction where the gradual slope increases. Because there are fewer pedestrians in this location, drivers tend to increase their speed. Traffic calming measures employed in the new design will encourage drivers to pay attention to both traffic and pedestrians.

Public Transportation

There are eastbound and westbound bus stops for public transportation serving the campus. Dedicated pull off lanes to maintain this service will be provided in the final design.

Traffic Congestion

At present, Colonial Avenue has multiple street entrances into the adjacent parking lots that cause traffic to back-up beyond the turn lanes. In addition, during peak demand times in the morning and evening, the traffic signals at both Overland and McNeil Drives result in the back up of westbound traffic.



A highway through campus prevails with overhead utilities, fences, and the massive pavement width.

Roanoke's Education District, including Virginia Western Community College, Fishburn Park Elementary School, James Madison Middle School, the Gator Aquatics Center, and WBRA Public TV (from www.GoogleEarth.com)

Enrollment Growth

Virginia Community Colleges have dramatically increased enrollment for students eventually pursuing bachelor degrees. Virginia Western has led the way, with scholarships available to all qualifying Roanoke Valley residents. Over the last decade, student enrollment at Virginia Western has increased and the Community College has grown from 8,300 students in 2006 to over 13,000 students today, yet the roadway serving the campus has not received significant improvements. Long-term projections show that Virginia Western will continue to grow. To accommodate this growth, VWCC has invested over \$100 million into the campus and buildings.

Within the next two years, the campus will see the greatest single investment in building since Virginia Western was established. The College will build one of Virginia's first S.T.E.M. buildings, oriented to health-related science, technology, engineering and mathematics. After construction of this \$24-million building, the College will construct a \$15-million sheltered parking structure for 750 cars.

Campus Growth

Already the third-largest community college in Virginia, as Virginia Western Community College continues to expand, the campus grows closer to Colonial Avenue. In 1966, when the educational institution was established, UVA and VPI satellite campuses were located on two hills and looked across great lawns and Colonial Avenue at one another. These small campuses eventually became one of Virginia's first community colleges. Fifty years after VCCS was established, 2016 will mark a significant year that can prove to be transformational for this campus.

Over the years, master-planning efforts have encouraged growth of these two separate campuses toward a new campus center, at or near Colonial Avenue. Steps to connect the campuses included the pedestrian bridge in the 1970s, and more recently, the Fralin Center for Science and Health Professions, and Campus Life Center. The STEM Building will close the gap more, creating a central campus around science and mathematics. The STEM Building will border Colonial Avenue and include a central campus plaza open to the improved Colonial Avenue Boulevard. Stair towers of the new building will position the complex next to the road and drivers approaching will be immersed in the urban campus setting.

Following construction of the STEM building, a campus-parking garage is proposed on the south side of Colonial Avenue. Improvements to Colonial Boulevard will intentionally divert college traffic off of Colonial Avenue and through a roundabout onto a smaller road at the edge of the campus where between 50 and 90 cars can stack without impeding Colonial Avenue.

The need for Colonial Boulevard has never been greater. The timing is right for this project to further the growth and momentum of the college campus and to develop a more thoughtful Educational District.

Site Conditions

ROW

The Colonial Avenue right-of-way through the campus of Virginia Western Community College and Fishburn Park Elementary School is a generous 65 feet between Overland Road and McNeil Drive, and 80 feet between McNeil Drive and Winding Way Road. The corridor narrows west of Winding Way Road.

Topography

The road is mostly flat, but gradually sloping (approximately one-tenth of one percent) from the western end of the corridor to the eastern end, and falling twenty feet over 1,980 linear feet through the corridor. In addition, there is little side-slope adjacent to the road in this portion of the corridor.

Traffic Flow

Currently 19,000 vehicles per day move through Colonial Avenue just north of Overland Drive. Of those, only 6,500 continue west of Winding Way Drive. Thus, most of the traffic going through this portion of Colonial Avenue is destined to Virginia Western Community College.

Backup of Traffic

There is no study data available to define back-up traffic quantities during peak school hours. However, there are unsubstantiated comments that traffic backs-up occasionally along westbound Colonial Avenue during assembly times for the educational institutions in the district.

Aesthetics

The educational district exhibits distant mountain views, significant architecture, and benefits from the foresight of a maturing allee of maples, planted decades ago at the edge of the corridor. Visual distractions of the corridor include the very wide road pavement, exposed aerial utilities, chain-link fencing, and large parking lots next to the road.

Design Goals

Safety

1. Calm traffic by providing more visual stimuli and visually and physically narrowing the street;
2. Make it safer for pedestrians and cyclists to cross the road both day and night;
3. Provide fewer chances for turning incidents; and
4. Create an environment where drivers pay attention and adhere to the speed limit

Convenience

Arrange transportation systems and manage traffic flow so that as the campus grows, it will be possible to move traffic through the corridor with fewer turning movements and stops, and less traffic congestion.

Esteem

Raise the awareness of the Education District and improve the aesthetics of the area to make the campus distinctive. It should be on par with other identifiable municipal investments in areas such as the Biomedical Campus, City Market, Hotel Roanoke, and other college campuses in the region. The street should clearly convey to the user that they are in a special place. Instill a pride of place in the Education District that these other districts enjoy.



Roanoke has a tradition of providing esteemed streetscape to complement revitalizing districts, such as Biomedical Park and Hotel Roanoke /Wells Avenue

Care

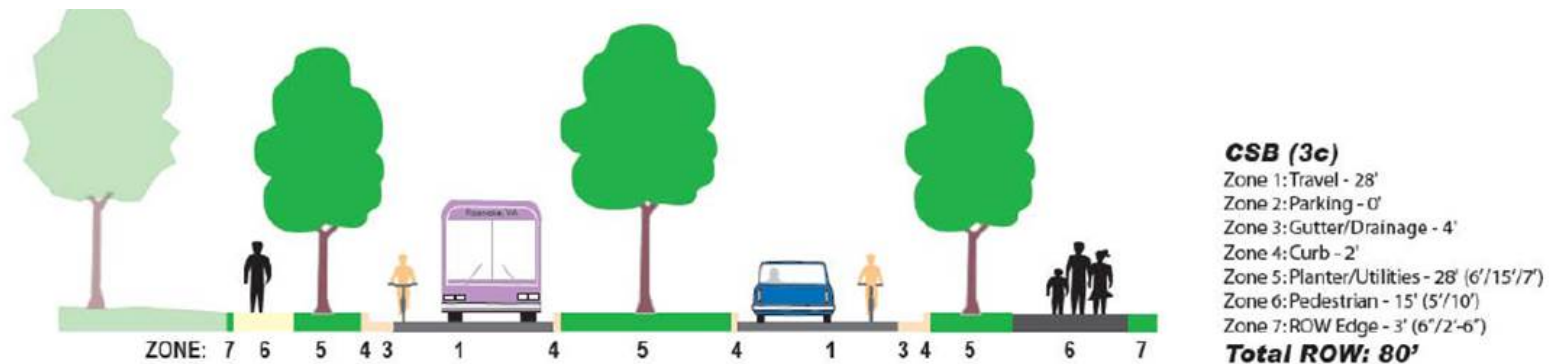
Ensure that the Colonial Boulevard and College Campus design adequately considers maintenance so that as the campus and corridor matures, the landscape and roadway corridors can mature gracefully and are relatively easy to maintain.

Teaching

Provide educational opportunities in the design of facilities and infrastructure, particularly with respect to environmental/green design and creative stormwater management and remediation.

Example

Provide an outstanding example of a Collector Boulevard, as defined in Roanoke City Street Guidelines.



Description of the Plan

Through the project area, Colonial Avenue will be one of the most scenic half-miles in the Roanoke Valley. Envision the corridor described below:

- Beginning at the eastern gateway to the district, a narrow median begins between Persinger and Overland Road. Canopy trees begin on the left as the visitor approaches Virginia Western.
- Coming up the small rise to the intersection of Overland Drive, a large roundabout is visible. Traffic flows through this intersection without need of a traffic signal.
- On the west side of the roundabout, brick and backlit-capped sign walls announce the schools of the education district.
- For the next 2,000 linear feet, the motorist traverses a combined bike / traffic lane, with independent setback sidewalks on both sides, and hedges and the enhanced allee flanking the outer boundary. A landscaped 22-foot median, the widest on a City Boulevard, contains a wide-variety of plants that change color with the seasons, and assist in the mitigation of stormwater runoff.
- Pedestrian crossing points are coordinated with the existing traffic signal at McNeil Boulevard, the roundabout, and at the plaza adjacent to the STEM building. All are lighted for nighttime crossing and feature countdown waiting and in-road flashing lights.
- Utilities in this corridor are entirely underground, in a duct-bank that is organized and allows for co-location and protection of lines.
- The boulevard continues to the intersection of Winding Way Road. At the western terminus of the corridor, the median narrows and with the help of a wedge-shape, the roadway transforms back into a two-lane Colonial Avenue. A smaller set of matching gateway sign walls flank the western terminus.

A preliminary concept plan for Colonial Boulevard is on the next page, followed by a few detailed plan enlargements. Following are typical road section, and two architectural illustrations, depicting the general character of the proposal.



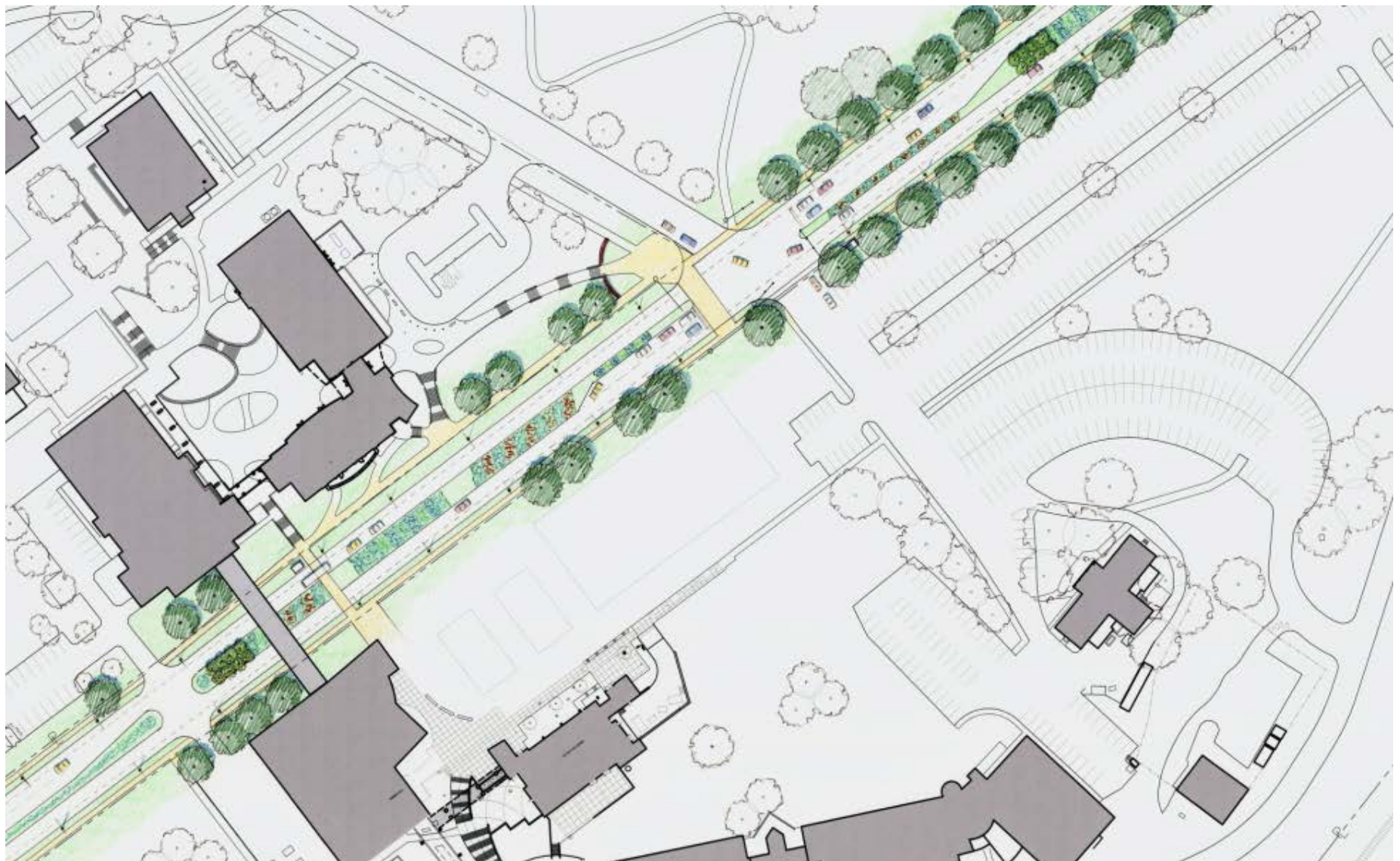
COLONIAL AVENUE IMPROVEMENTS
PRE-PLANNING STUDY

HILL STUDIO
FEBRUARY 5, 2015

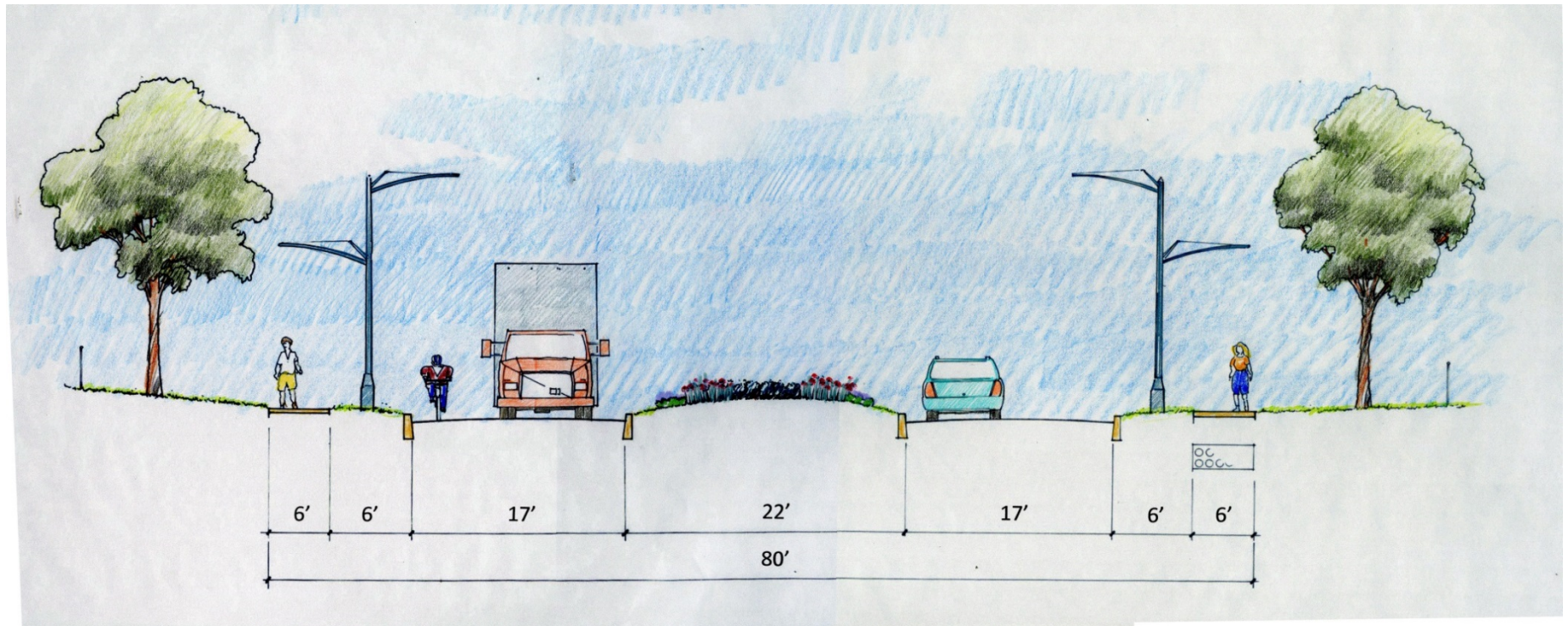




Plan Detail – Traffic Circle area at the intersection of Colonial Avenue and Overland



Plan Detail – Central Pedestrian Crossing Areas



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The College has already made many major contributions to the Roanoke's infrastructure. Most recently, significant stormwater improvements were built along Colonial Avenue as part of an adjacent parking lot development. This project cost was greater than \$400,000. Additionally, VWCC is committed to contribute the following portions of the work from local college funds that total approximately \$665,000:

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While the entirety of the project would best serve the College and the City of Roanoke, the study design team is confident that there are ways to reduce the overall cost of the project if total funding cannot be secured. One such idea is to relocate the utility poles currently running between Overland Road and McNeil Avenue from the Colonial Avenue street edge to the Fishburn Park Elementary School side of the tree line rather than undergrounding along this portion of the project. Another idea is to determine a phased implementation plan.

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The College is working on a Strategic Plan that will show VWCC contributions to Roanoke's economic development. This document is not yet complete however it is important to recognize that, in addition to over \$130 million in building construction over the past 10 years, VWCC has contributed greatly to strengthen the local economy through education of the regional workforce, and their own sizeable workforce.

Colonial Avenue Improvements Pre-Planning Study for Virginia Western Community College



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This Document was prepared for Virginia Community College System

Virginia Western Community College
 SFCS
 Hill Studio
 ALTA Planning + Design
 Engineering Concepts, Inc.

Executive Summary

Virginia Western Community College and the City of Roanoke are proposing a much safer, convenient, and scenic arrangement of Colonial Avenue through the existing education district of the City of Roanoke. Implementation of the proposed plans will alleviate peak-time congestion, make safer and more recognizable street crossing areas, slow the traffic, provide better evening pedestrian safety through lighting, connect the greenways system to the campus, and better mitigate roadway stormwater while teaching the principles of conservation and green design.

The ½ mile roadway segment that traverses the district of the schools is proposed to be transformed into a boulevard, beginning north of Overland Drive and terminating south of Winding Way Road. The boulevard features a signature traffic circle at the intersection of Colonial Avenue and Overland Drive, and a 22'-wide planted median between Overland Drive and Winding Way Road.

With recent investments in the campus of over \$100 million during the last decade, and with another \$60 million planned for the near future, the timing has never been better to transform the sprawling pavement into a destination boulevard that demonstrates Roanoke's steadfast commitment to community education and welcomes visitors into a safe park-like campus, while coordinating the boundaries of municipal and state properties as they prosper in a coordinated way.

This report discusses the background, describes the proposed action, and provides an assessment of probable cost, for consideration of this investment of funds into public budgets.



Project Need

Safety

The proposed project will make the principal street through the campus safer for pedestrians. Each street design advanced by the College takes into consideration making the campus safer for pedestrians. This aspect of building the campus is a primary consideration for Colonial Avenue Boulevard. The “complete street” design will make bicycle traffic areas visible; provide parallel sidewalks away from traffic; provide a substantial median between lanes; and provide a signal activated by pedestrian demand. In addition, the project will provide significant lighting in the campus corridor to provide sufficient lighting during night classes so that cars, bicycles and pedestrians are visible to traffic. Finally, existing fences will be enhanced and direct all pedestrians to safe crossing points.

The proposed improvements will make vehicular traffic safer by encouraging reduced speeds. The current, broad sixty-foot expanse of pavement tends to encourage increased vehicular speeds, particularly in the eastbound direction where the gradual slope increases. Because there are fewer pedestrians in this location, drivers tend to increase their speed. Traffic calming measures employed in the new design will encourage drivers to pay attention to both traffic and pedestrians.

Public Transportation

There are eastbound and westbound bus stops for public transportation serving the campus. Dedicated pull off lanes to maintain this service will be provided in the final design.

Traffic Congestion

At present, Colonial Avenue has multiple street entrances into the adjacent parking lots that cause traffic to back-up beyond the turn lanes. In addition, during peak demand times in the morning and evening, the traffic signals at both Overland and McNeil Drives result in the back up of westbound traffic.



A highway through campus prevails with overhead utilities, fences, and the massive pavement width.

Roanoke's Education District, including Virginia Western Community College, Fishburn Park Elementary School, James Madison Middle School, the Gator Aquatics Center, and WBRA Public TV (from www.GoogleEarth.com)

Enrollment Growth

Virginia Community Colleges have dramatically increased enrollment for students eventually pursuing bachelor degrees. Virginia Western has led the way, with scholarships available to all qualifying Roanoke Valley residents. Over the last decade, student enrollment at Virginia Western has increased and the Community College has grown from 8,300 students in 2006 to over 13,000 students today, yet the roadway serving the campus has not received significant improvements. Long-term projections show that Virginia Western will continue to grow. To accommodate this growth, VWCC has invested over \$100 million into the campus and buildings.

Within the next two years, the campus will see the greatest single investment in building since Virginia Western was established. The College will build one of Virginia's first S.T.E.M. buildings, oriented to health-related science, technology, engineering and mathematics. After construction of this \$24-million building, the College will construct a \$15-million sheltered parking structure for 750 cars.

Campus Growth

Already the third-largest community college in Virginia, as Virginia Western Community College continues to expand, the campus grows closer to Colonial Avenue. In 1966, when the educational institution was established, UVA and VPI satellite campuses were located on two hills and looked across great lawns and Colonial Avenue at one another. These small campuses eventually became one of Virginia's first community colleges. Fifty years after VCCS was established, 2016 will mark a significant year that can prove to be transformational for this campus.

Over the years, master-planning efforts have encouraged growth of these two separate campuses toward a new campus center, at or near Colonial Avenue. Steps to connect the campuses included the pedestrian bridge in the 1970s, and more recently, the Fralin Center for Science and Health Professions, and Campus Life Center. The STEM Building will close the gap more, creating a central campus around science and mathematics. The STEM Building will border Colonial Avenue and include a central campus plaza open to the improved Colonial Avenue Boulevard. Stair towers of the new building will position the complex next to the road and drivers approaching will be immersed in the urban campus setting.

Following construction of the STEM building, a campus-parking garage is proposed on the south side of Colonial Avenue. Improvements to Colonial Boulevard will intentionally divert college traffic off of Colonial Avenue and through a roundabout onto a smaller road at the edge of the campus where between 50 and 90 cars can stack without impeding Colonial Avenue.

The need for Colonial Boulevard has never been greater. The timing is right for this project to further the growth and momentum of the college campus and to develop a more thoughtful Educational District.

Site Conditions

ROW

The Colonial Avenue right-of-way through the campus of Virginia Western Community College and Fishburn Park Elementary School is a generous 65 feet between Overland Road and McNeil Drive, and 80 feet between McNeil Drive and Winding Way Road. The corridor narrows west of Winding Way Road.

Topography

The road is mostly flat, but gradually sloping (approximately one-tenth of one percent) from the western end of the corridor to the eastern end, and falling twenty feet over 1,980 linear feet through the corridor. In addition, there is little side-slope adjacent to the road in this portion of the corridor.

Traffic Flow

Currently 19,000 vehicles per day move through Colonial Avenue just north of Overland Drive. Of those, only 6,500 continue west of Winding Way Drive. Thus, most of the traffic going through this portion of Colonial Avenue is destined to Virginia Western Community College.

Backup of Traffic

There is no study data available to define back-up traffic quantities during peak school hours. However, there are unsubstantiated comments that traffic backs-up occasionally along westbound Colonial Avenue during assembly times for the educational institutions in the district.

Aesthetics

The educational district exhibits distant mountain views, significant architecture, and benefits from the foresight of a maturing allee of maples, planted decades ago at the edge of the corridor. Visual distractions of the corridor include the very wide road pavement, exposed aerial utilities, chain-link fencing, and large parking lots next to the road.

Design Goals

Safety

1. Calm traffic by providing more visual stimuli and visually and physically narrowing the street;
2. Make it safer for pedestrians and cyclists to cross the road both day and night;
3. Provide fewer chances for turning incidents; and
4. Create an environment where drivers pay attention and adhere to the speed limit

Convenience

Arrange transportation systems and manage traffic flow so that as the campus grows, it will be possible to move traffic through the corridor with fewer turning movements and stops, and less traffic congestion.

Esteem

Raise the awareness of the Education District and improve the aesthetics of the area to make the campus distinctive. It should be on par with other identifiable municipal investments in areas such as the Biomedical Campus, City Market, Hotel Roanoke, and other college campuses in the region. The street should clearly convey to the user that they are in a special place. Instill a pride of place in the Education District that these other districts enjoy.



Roanoke has a tradition of providing esteemed streetscape to complement revitalizing districts, such as Biomedical Park and Hotel Roanoke /Wells Avenue

Care

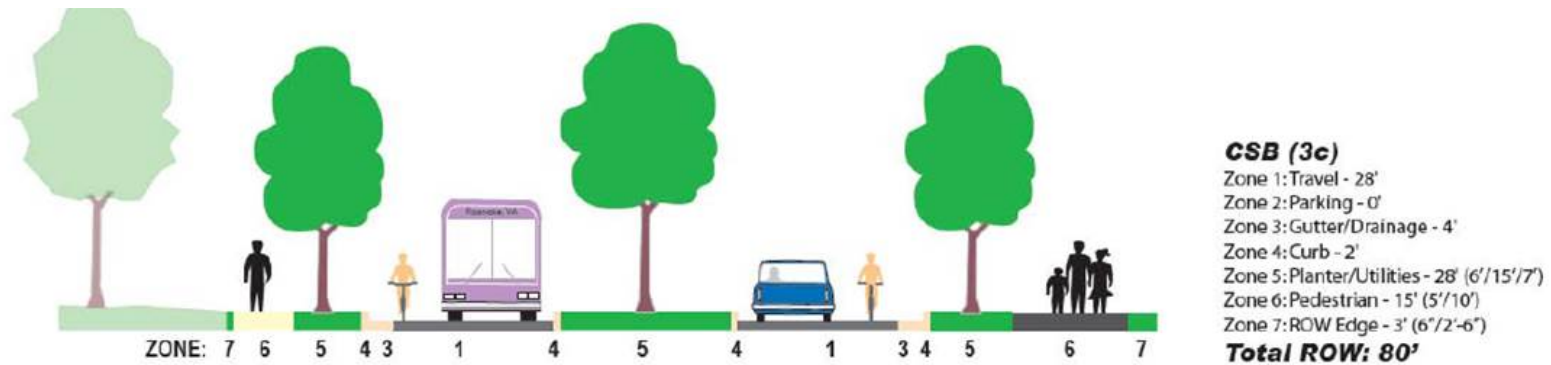
Ensure that the Colonial Boulevard and College Campus design adequately considers maintenance so that as the campus and corridor matures, the landscape and roadway corridors can mature gracefully and are relatively easy to maintain.

Teaching

Provide educational opportunities in the design of facilities and infrastructure, particularly with respect to environmental/green design and creative stormwater management and remediation.

Example

Provide an outstanding example of a Collector Boulevard, as defined in Roanoke City Street Guidelines.



Description of the Plan

Through the project area, Colonial Avenue will be one of the most scenic half-miles in the Roanoke Valley. Envision the corridor described below:

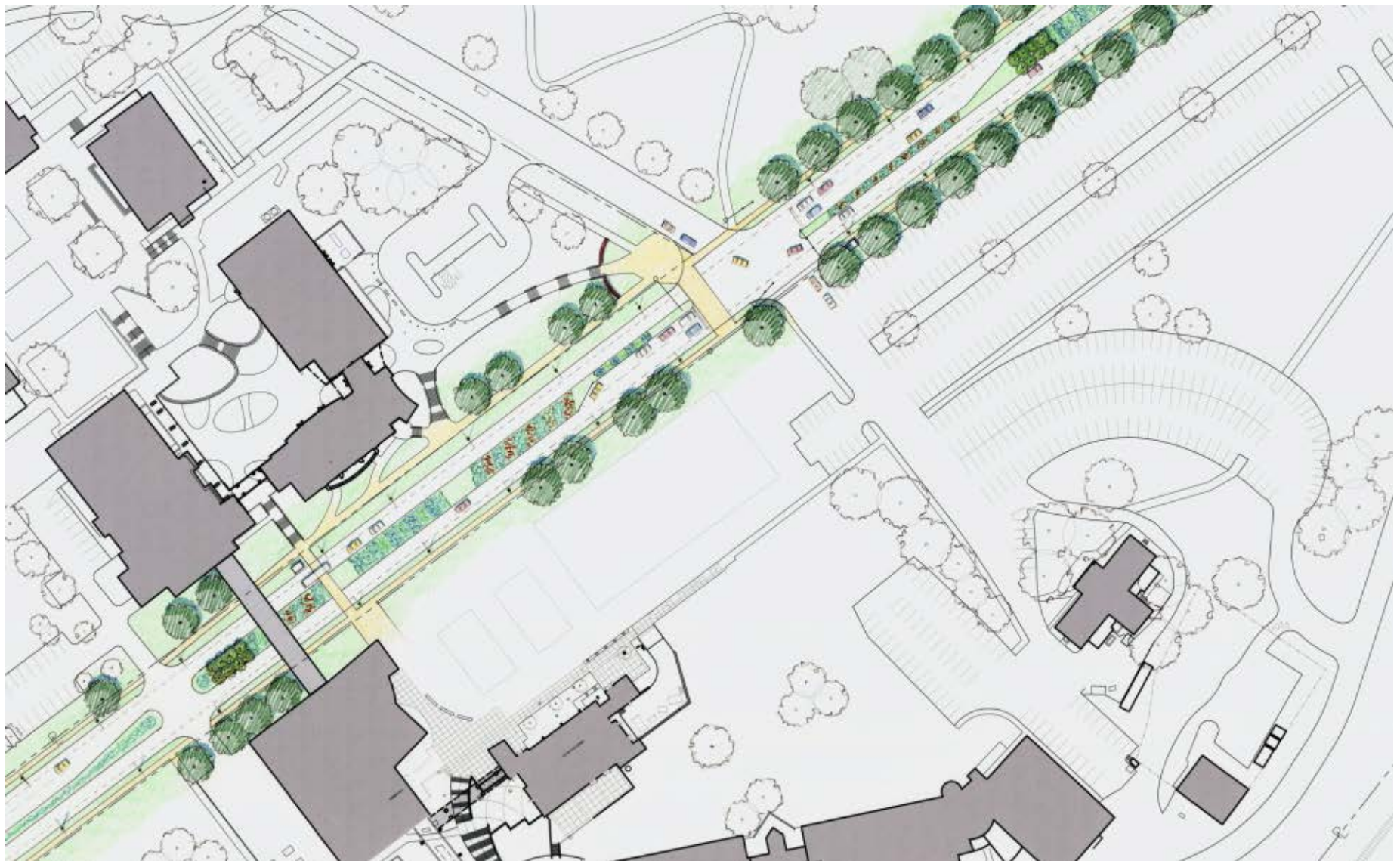
- Beginning at the eastern gateway to the district, a narrow median begins between Persinger and Overland Road. Canopy trees begin on the left as the visitor approaches Virginia Western.
- Coming up the small rise to the intersection of Overland Drive, a large roundabout is visible. Traffic flows through this intersection without need of a traffic signal.
- On the west side of the roundabout, brick and backlit-capped sign walls announce the schools of the education district.
- For the next 2,000 linear feet, the motorist traverses a combined bike / traffic lane, with independent setback sidewalks on both sides, and hedges and the enhanced allee flanking the outer boundary. A landscaped 22-foot median, the widest on a City Boulevard, contains a wide-variety of plants that change color with the seasons, and assist in the mitigation of stormwater runoff.
- Pedestrian crossing points are coordinated with the existing traffic signal at McNeil Boulevard, the roundabout, and at the plaza adjacent to the STEM building. All are lighted for nighttime crossing and feature countdown waiting and in-road flashing lights.
- Utilities in this corridor are entirely underground, in a duct-bank that is organized and allows for co-location and protection of lines.
- The boulevard continues to the intersection of Winding Way Road. At the western terminus of the corridor, the median narrows and with the help of a wedge-shape, the roadway transforms back into a two-lane Colonial Avenue. A smaller set of matching gateway sign walls flank the western terminus.

A preliminary concept plan for Colonial Boulevard is on the next page, followed by a few detailed plan enlargements. Following are typical road section, and two architectural illustrations, depicting the general character of the proposal.

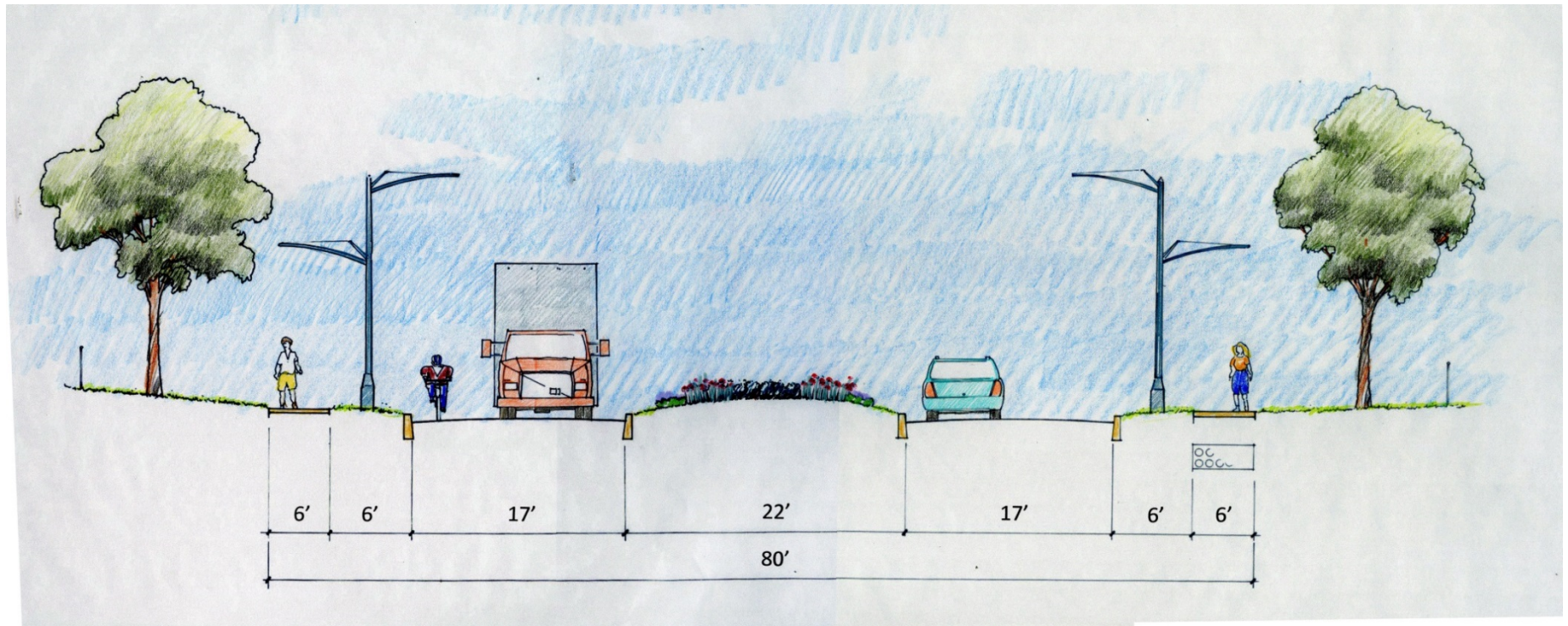




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