



# Grant Avenue Streetscape Improvements

## Project Update

Georgetown South Community Meeting  
August 29, 2019



# Project Description & Status



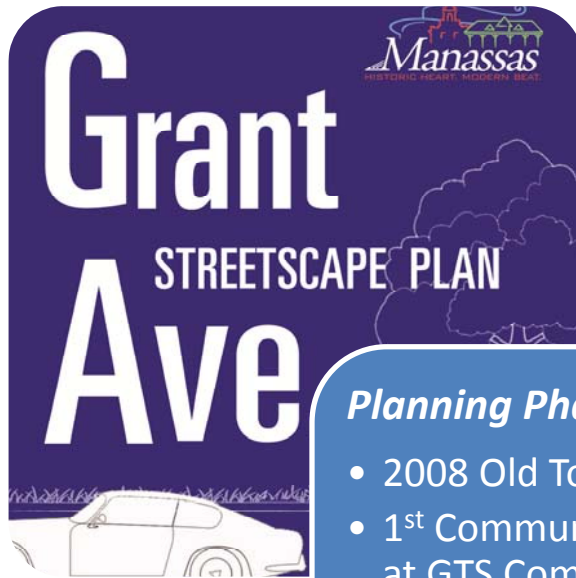
Streetscape improvements to Grant Avenue  
from Lee Avenue to Wellington Road



# Goals

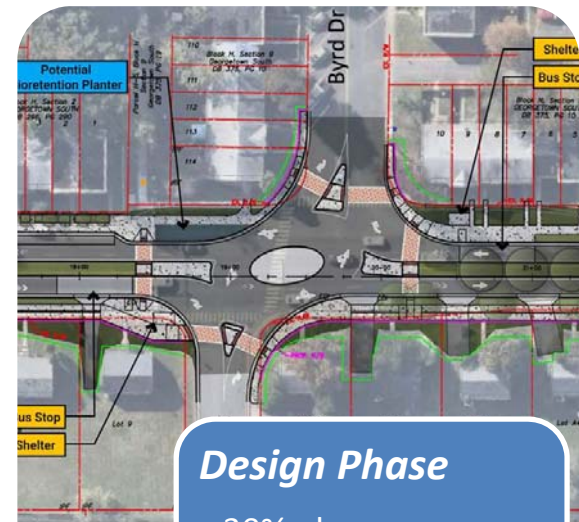
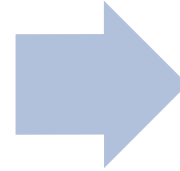
- Enhance overall street appearance
- Extend boulevard streetscape treatments similar to those found on the northern end of Grant Avenue
- Create a downtown gateway
- Improve pedestrian and bicycle facilities
- Upsize water main
- Underground electrical
- Install new decorative street lighting

# Project History



## *Planning Phase*

- 2008 Old Town Sector Plan
- 1<sup>st</sup> Community Meeting in June 2016 at GTS Community Center – Existing conditions and potential alternatives & project website was launched
- Traffic study in July 2017
- 2<sup>nd</sup> Community Meeting in Nov 2017 at GTS Community Center – preliminary concept based on traffic study and public comments
- Funding was approved in FY19 CIP
- Project handoff from Community Development to Engineering



## *Design Phase*

- 30% plans completed in March 2019
- City Council work session on April 29, 2019
- 3<sup>rd</sup> Community Meeting in June 2019 at GTS Community Center – 30% design plans

# Proposed Design



- 1 travel lane in each direction with pocket turn lanes
- Roundabout at Byrd Dr. & Bartow Street
- Bus Shelters
- Pedestrian facilities on both sides of roadway (refuge islands and bulbouts)
- On-street and off-street bike facilities on east side
- Raised Landscape Median and Landscaped Buffers
- Public Art
- Decorative street lights

# Adjacent Projects

- Public Safety Facility
- Prince William Street



# Project Benefits

## Safety

- Lane reduction and vegetated medians and buffer will reduce traffic speed and increase pedestrian comfort and safety
- Raised median and pedestrian refuges reduce pedestrian crashes by 46%
- The roundabout reduces likelihood of crashes

## Quality of Life

- Provides and improves travel options
- Supports active mobility (biking, walking, and transit) and healthy lifestyle
- Reduces transportation noise and improves air quality

## Economic

- Stimulates investment
- Increases property values
- Stimulates job creation

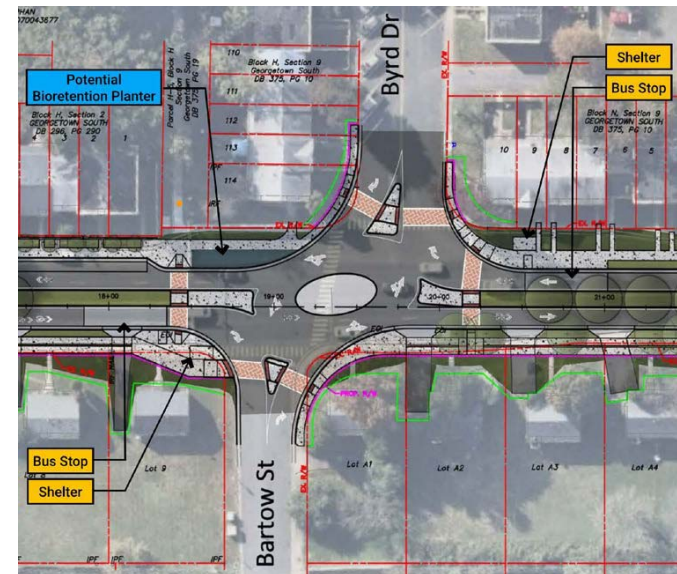
## Sustainability & Resiliency

- Improves storm water management
- Reduces energy cost
- Reduces operations and maintenance cost (paving, traffic signal, etc.)

# Traffic Impacts

## 2017 Traffic Study:

- Traffic volume on Grant Ave:
  - decrease North of Downtown
  - stable within the project limits
- The proposed streetscape plan will not result in significant degradation to operating conditions in the corridor.
- The most significant effect is the increase in queue length at Prince William Street and Byrd Drive/Bartow street which will be mitigated by:
  - No road diet in Downtown
  - Extended left turn lane at PW St.
  - Roundabout at Byrd Dr. and Bartow





# Traffic Impacts

## Transportation Master Plan - 2040 Traffic Model:

- Confirmed the 2017 traffic study conclusions
- All the intersections within this corridor operate at an overall acceptable LOS D or better except for the Grant Ave. and Wellington Rd. intersection.
- Proposed improvements:



- Restripe eastbound approach with one exclusive left-turn, 2 thru, & 1 right-turn lanes
- Restripe westbound approach with exclusive dual left-turn, 1 thru, & 1 thru/right-turn lane

# Schedule

- **Bid Plans and Specifications - 30% complete**
- **60% Design - Underway**
- **Underground Electric, Comcast and Verizon & Water main – In Design**





**For updates and additional information:**

- Visit Project Website:  
[www.manassascity.org/grantave](http://www.manassascity.org/grantave)
- Sign-up for notifications:  
[www.manassascity.org/Notifyme](http://www.manassascity.org/Notifyme)
- Contact Corinna Sigsbury, Project Manager  
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