



Mid Term Needs Assessment Regional Workshop Summary Danville/West Piedmont Area August 1, 2019



Office of Intermodal Planning and Investment

1221 E. Broad Street

Richmond, Virginia 23219

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Prepared in support of VTrans, Virginia's Statewide Multimodal
Transportation Plan

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1 INTRODUCTION

This report summarizes the input from a workshop conducted by the Virginia Office of Intermodal Planning and Investment (OIPI) with representatives of local, regional, and state agencies that support transportation planning for the Danville/West Piedmont area. The purpose of the meeting was to elicit input on the analysis methods (specifically, key performance measures) and the regional results of initial analyses conducted to identify statewide transportation needs for the coming seven to ten years.

2 MEETING LOCATION AND PARTICIPANTS

The workshop was conducted at the Danville Science Center in Danville, Virginia from 10:00 a.m. to 2:00 p.m. Table 1 provides a list of participants and invitees.



*Danville Science Center at
Historic Amtrak Station*

Table 1: Workshop Participants and Invited Representatives

Name	Agency	Title
Regional and Local Representatives		
Brian Dunevant	Danville	City Engineer
Charles W. Crowder	Town of South Boston	Operations Supervisor
Chad Neese	Southside Planning District Commission	GIS Planner
Chris Franks	City of Danville	Engineer
Chris Morris	City of Martinsville	Public Works Director
David Hoback	West Piedmont PDC/Danville MPO	Executive Director
Geri Hazelwood	Patrick County	Assistant County Administrator
Greg Sides	Pittsylvania County- Community Development	Assistant County Administrator
Joe Bonanno	WPPDC	Regional Planner

Name	Agency	Title
Kenneth Gillie	City of Danville	Director of Community Development
Leah Manning	WPPDC	Department Director/Planner
Lisa Cooper	County of Franklin	Principal Planner
Richard Cooke	Town of Chatham	Town Manager
Steven Sandy	Franklin County	Planning Director
Thomas S. Raab	Town of South of Boston	Town Manager

Additional Regional, Local, and State Representatives Invited but Unable to Attend

Carl Espy	Town of Halifax	
Jessica Heckman	Town of Rocky Mount	
Lee Clark	Henry County	
Marc Adelman	City of Danville Transit	
David Lilly	Town of Gretna	
Sandra Belcher	Patrick County	
Stephanie Jackson	Halifax County	

State Agency Staff

Katherine Graham	VDOT	Multimodal Planner
Michael Todd	DRPT	Rail Planner
David Kiser	VDOT-Martinsville Residency	ARELU
Michael Gray	VDOT	District Planning Manager
David Cook	VDOT Lynchburg District Planning	Transportation Planner
Carol Linkenhoker	VDOT Salem District Planning	Planning Specialist
Jitender Ramchandani	OIPI	Transportation Planning Program Manager
Chris Wichman	OIPI	Transportation Planner
Katie Schwing	OIPI	Transportation Planner

Consultant Facilitators and Scribes

Name	Agency	Title
Vlad Gavrilovic	VTrans Consultant team	Facilitator
Hannah Twaddell	VTrans Consultant team	Facilitator
Phillip White	VTrans Consultant team	Scribe
Marissa Sperry	VTrans Consultant team	Scribe
Michael Stafford	VTrans Consultant team	Scribe

3 AGENDA AND MATERIALS

Following a plenary presentation and discussion of the VTrans Needs Assessment method and performance measures, the participants broke into small groups to review the information developed for the region. They regrouped at the end of the meeting to share their findings and to hear about the process and schedule for developing, reviewing, and finalizing the VTrans mid-term needs assessment.

At sign-in, each participant received a packet with the following materials, all of which are available for download from VTrans website.¹



Breakout Group Discussion

- Agenda
- Plenary presentation slides
- VTrans Summer 2019 Newsletter
- VTrans Mid-Term Needs Frequently Asked Questions (FAQ)
- Comment Form
- Regional maps, charts, and/or tables of data developed for nine measures of statewide transportation system performance. Detailed descriptions of each performance measure and analysis method are included in the plenary presentation slides.

4 SYNTHESIS OF COMMENTS

The following section provides a summary of comments about each performance measure, compiled from the plenary session, breakout groups, and comment sheets. The appendix includes transcripts of the sessions and sheets, including photos of the marked-up maps developed by each breakout group. After the participants have

¹ VTrans website: www.vtrans.org Location of workshop summaries: <http://vtrans.org/get-involved/online-meetings/VTrans-Mid-Term-Needs-Regional-Workshops>

reviewed and vetted the draft report, OIPI will synthesize the comments that were associated with the maps and upload them to the online InteractVTrans map.² In addition to serving as a repository for regional workshop comments, InteractVTrans provides a publicly available resource for ongoing input from local stakeholders and the public.

OIPI will consider each comment during the process of refining the needs assessment methodology and developing the draft needs, and will respond directly to specific questions posed by stakeholder. As noted in the plenary presentation, OIPI will present the initial list of needs to the Commonwealth Transportation Board in October 2019, and the final Needs Assessment with a request for Board action in December 2019.

Table 2 Synthesis of Comments on Performance Measures

Comment	
Congestion: Percent Person Miles Traveled in Excessively Congested Conditions (PECC) and Travel Time Index (TTI)	
1	Congestion issues in this region are often concentrated in small areas and “hot spots” that may not show up in large-scale analyses.
2	Some of the recent data may have been affected by major disruptions in roadway network conditions, such as the months of closures after a hurricane, or a lengthy construction project on a key entrance ramp. Suggest looking at longer term trends to put smaller clusters of time in context.
Reliability: Unreliable Delay (UD) and Buffer Time Index (BTI)	
3	Consider the impacts of seasonal traffic patterns in this region such as Smith Mountain Lake traffic in the summer, and of major attractions and events such as Virginia International Speedway and regional agricultural or music festivals.
Passenger Rail: Amtrak Station On-Time Performance	
4	This region supports improvements to the Long Bridge over the Potomac in northern Virginia, in hopes that this will improve performance of the Amtrak Crescent through Danville.
5	Support more intercity bus transit such as Virginia Breeze extending to Danville.
Accessibility: Transit Access Deficit to Activity Centers	

² InteractVTrans: www.vtrans.org/mid-term-planning/InteractVTrans

- | | |
|---|--|
| 6 | A key barrier to transit access in this region is the difficulty hiring and retaining bus drivers. Employers have been asking for more transit service in order to attract a broader range of workers, and even offered to pay for it, but the local transit services don't have enough operators to provide it. |
|---|--|

Travel Options: Disadvantaged Population Beyond ¼ Mile Access to Fixed Route Transit

- | | |
|---|--|
| 7 | For the Transit for Disadvantaged Population measure, what is meant by "150% above poverty level"? |
| 8 | Could the data consider households with lack of access to a vehicle? |
| 9 | Measuring access to fixed route transit is not particularly relevant to non-urban regions - given the rural location of many disadvantaged populations, it's not economically feasible to provide fixed route (or even para-) transit. |

Safety: Vehicle Crashes/ Potential for Safety Improvement measure

- | | |
|----|---|
| 10 | Suggest a statewide analysis of unsafe intersections from a geometric standpoint; |
| 11 | In general, it's acceptable that the safety needs method identify the top 100 PSI in each district. But note that this may work differently in rural areas such as Lynchburg district compared to areas with urban and rural subregions - in the Richmond district, the City generates the majority of the top 100 PSI locations. |
| 12 | Many crashes in this region are due to sharp curves (which can cause trucks to tip) sudden reductions in speed limits, access management issues. |

Economic Development: Urban Development Areas and VEDP Business Ready Sites

- | | |
|----|---|
| 13 | Support for adding VEDP business ready sites to the needs assessment and for using VEDP database Tiers 4 & 5 as thresholds for eligible locations to study. |
|----|---|

5 APPENDIX: COMMENTS FROM BREAKOUT GROUPS AND WORKSHOP HANDOUTS

i. COMMENTS DURING PLENARY PRESENTATION

The following section summarizes questions and comments about the topics covered during the plenary presentation by Jitender Ramchandani.

INTRODUCTION/OVERVIEW

- Jitender re-introduced the purpose of VTrans, the planning context and the federal and state requirements
- He emphasized that the data and analysis presented is meant to spur discussion, and is not the final Needs. He requested that participants also review the data with an eye for completeness/accuracy.

SUMMARY/WRAP-UP

- The facilitators briefly summarized the discussion and comments received at each table
- Jitender asked the group if there was anything that wasn't covered that the participants expected to cover. There was no discussion on this.

ii. BREAKOUT SESSION COMMENTS

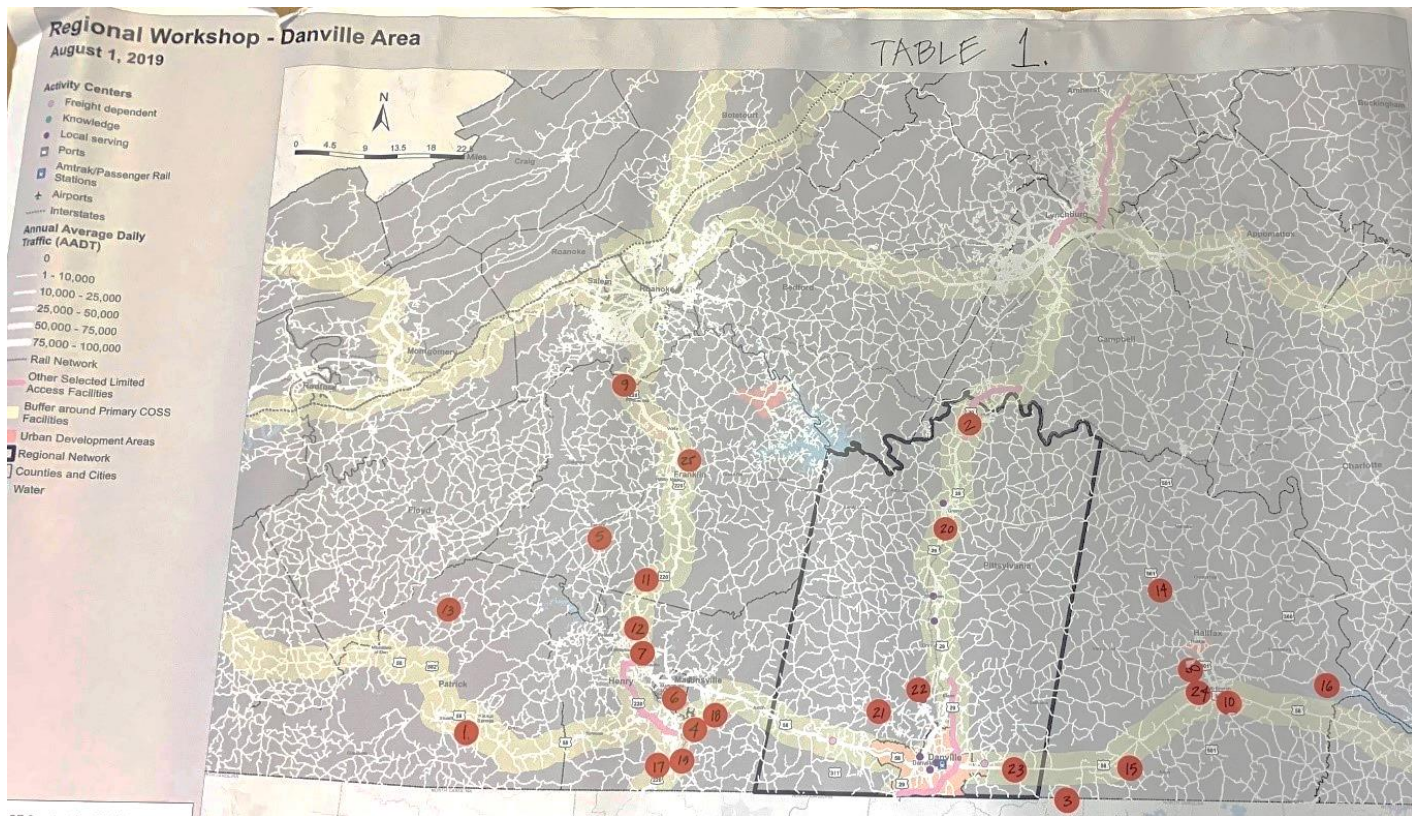
The following synthesis reflects input from all the breakout groups. Participants were asked to reflect broadly upon the issues addressed by the performance measures (i.e., congestion, reliability, passenger rail on-time performance, accessibility to activity centers, travel options for disadvantaged populations, safety, and economic development. They were also asked for input on the regional applicability of each measure.

Facilitators and scribes assigned to each group recorded the input by writing notes on a flip chart and on a laptop. For comments with geographic specificity, facilitator and/ or group members placed numbered stick-on dots onto a poster-sized base map and noted the meaning of the numbered dot on the flip chart.

Participants were invited to jot down additional notes on the Comment Form and return it to a facilitator at the end of the meeting, or to fill it out later and email their responses to OIPI staff. A summary of input from the written Comment Forms is included at the end of this section.

GROUP 1 COMMENTS

Breakout Group 1 Map



Economic Development

- 1) Rich Creek Industrial Park is important but not on the VEDP list
 - a. 60.6 acres
 - b. Supports economic development in Southside where there are no CoSS or Regional Networks
- 2) Southern Virginia Industrial Park in Hurt is important but not on VEDP list
 - a. 80 acres
 - b. Rail accessible
 - c. Potential consideration as an Inland Port
- 3) Virginia International Raceway is a big activity center
- 4) Martinsville Speedway events create operational issues
- 5) Ferrum is newly adopted UDA

Additional comments on Economic Development/ VEDP Business Ready Sites

- Two rail accessible sites are already on the VEDP list
 - Commonwealth Crossing
 - Berry Hill Mega Park
- Vaughn estate is another important site
- Concern that decline in coal industry will hurt the coal-fired powerplants in Halifax county
- Support for using VEDP database Tiers 4 & 5 as thresholds for locations to add to VTrans needs assessment.

- White Mill site in Danville is an economic development site- mixed use rehab
- Schoolfield site on Main St. in Danville will be redeveloped

Safety, Congestion and Reliability

- 6) Commonwealth Boulevard in Martinsville - safety concerns at Market Street/Liberty/Fairy Street intersections
- 7) Kings Mountain & Daniel's Creek intersection in Henry County subject to congestion and safety issues due to trucks leaving Patriot Center
- 8) Sinai Road/ Green Falls intersection has safety issues - needs sidewalks and crosswalks around low/moderate income housing area
- 9) 220 North of Rocky Mount (Franklin County) high traffic volumes, congestion, and multiple safety issues (e.g. Naff Rd & Wirtz Rd);
- 10) 58/ 501 Intersection floods regularly causing bypassing around rural roads and Reliability issues for trucks
- 11) Henry Rd & Rt 220 safety/ congestion
- 12) 220 North of Bassetts Forks - curves create safety issues
- 13) Rt. 8 & 40 in Woolwine in Patrick County
- 14) Bottling Plant @ Grand Springs Water co. generates lots of truck traffic
 - a. *Clarification: Dot in wrong location- Bottling plant address is in Alton near dot #15, south of US 58.*
- 15) Future megasite at Piney Grove (SR 751)/ Mt. Carmel (SR 699) Road
- 16) Vaughn Estate will have major impacts on Route 344 next to Staunton River State Park; 10,000-acre tract for sale now
- 17) 220 Southern Connector Study to address safety
- 18) 58 bypass south of Martinsville is potential limited access road
- 19) Drewry Mason Elementary School on 220 in Ridgeway has congestion Issues
- 20) Rt 29 at Tightsqueeze has slowdowns due to a lack of parallel facilities to relieve incidents on 220 north of Rocky Mount
- 21) Whitmill School & Mt. Cross Rd. has safety issues
- 22) Piney Forest & Franklin Turnpike has reliability issues

Rail/Intercity Bus

- 23) New inter-city bus from South Boston to Danville to Hurt: 3-year test project funded by DRPT; testing extension to Martinsville (Southern VA Transit Service)

Additional comments on Rail/ Intercity Bus

- Virginia Breeze (Blacksburg to DC) will be expanding to Danville & Martinsville
- Ferrum Express runs from Ferrum to Roanoke

Accessibility to Activity Centers and Travel Options for Disadvantaged Populations

- 24) Southern Virginia Higher Education Center (South Boston) is emerging activity center (looking for drivers for existing transit service)
- 25) Park & Ride lot in Rocky Mount - part of Roanoke Valley's Ride Solutions program;

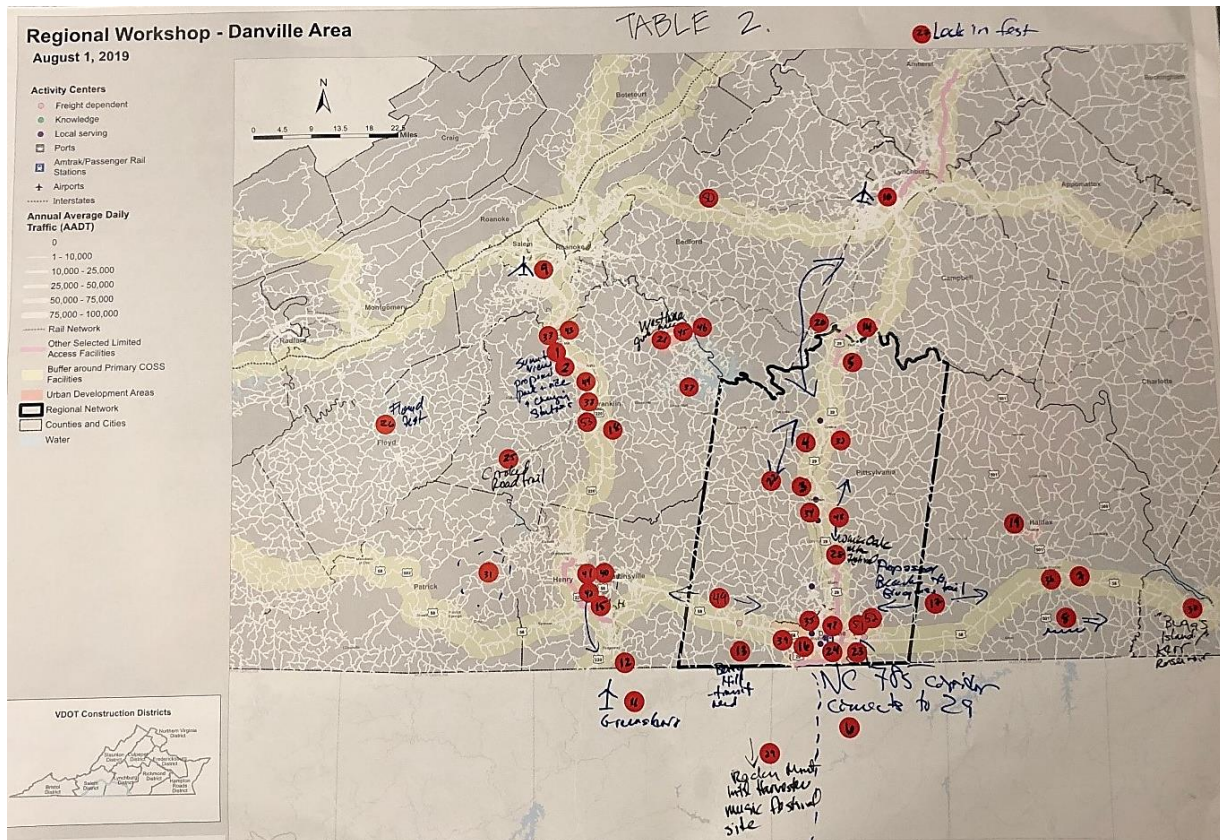
Additional comments on transit accessibility

- Ferrum Village Plan calls for transit in Ferrum;

- For the Transit for Disadvantaged Population measure, what is meant by “150% above poverty level”?
- Existing fixed routes in Danville, Martinsville & around Martinsville are run by Piedmont Area Regional Transit

GROUP 2 COMMENTS

Breakout Group 2 Marked-Up Map



Economic Development/ Business Ready Sites

- 1) Cardinal Path
 - a. Water Sewer going in, site may be ready in about 12 months
 - b. Some areas are ready, and others are still in need of support; park is labeled as tier 3, but this may reflect the site as a whole [not differentiating the sections that may open soon]
- 2) Dogwood Site within Pleasant Breeze
 - a. Will be ready soon - funded with economic development access grants, tobacco grant money, have applied for money for an access road, revenue sharing
 - b. Several transportation improvements in the works - phased signals, access roads
 - c. Will create some truck traffic on 220 for manufacturers
 - d. No rail freight access - whatever is manufactured is going to generate truck traffic on 220
 - e. Will also include campus style corporate office park, generating commuter traffic

- f. Will also include recreational trails/ amphitheater, serve as a regional destination center, generating weekend and event traffic. The produce auction is moving to the site from current location in Boone's Mill; possibly also the agricultural fair, farmer's market, etc.
- 3) ODAG site @ Chatham area has agricultural shows, weddings, and many other types of events - a great visitor attraction for the area, generating weekend and event traffic.
- 4) Chatham-Gretna area along 29 has LOTS of industrial sites but not enough industry to fill them
- 5) Wellington Industries- industrial supply, water treatment plant- with some investment could support significant development
 - a. Water capacity 19 million gallons a day; 620 acres; 600,000 square foot pad there and to use as a freight pad; great access to 29
- 6) Re-think the 29 Corridor South of Hurt/Lynchburg to orient to NC 785 for highway, water and rail access.
 - a. A lot more trucking now to move products.
- 7) US 58 forms a mega-regional triangle with 29/ 785 corridor, potential for Mega-regional economic network concept
 - a. In addition to the North-South movement, there is a lot of east-west trade between this area and Hampton Roads/Coastal region.
 - b. Opportunity for intermodal freight container facility similar to Front Royal inland port - perhaps around Wellington Industries site (dot #5)?
- 8) Economic opportunity- this region's water supply could be marketed to the VA/NC coastal regions (related to dots #5-7, Wellington Industries water treatment plant and mega-regional truck/ rail lines connecting 29, 785, and 58)
- 9-11) Access to regional airports is an important economic resource here- note distance to airports on our charts of business ready sites
- 12) Martinsville IDA Commonwealth Crossing: major glass manufacturing workforce training center. 50-60-mile catchment area for commuters
- 13) Tier 4 largest industrial pad-ready industrial site in VA
 - a. recently got a lot of funding for roadway connection, but need transit options to attract employees.
 - b. Related issue- Danville transit is losing drivers (hard to attract new ones) due to low pay - they've lost 19 of 20 existing drivers.
- 14) Altavista- rail access, manufacturing opportunities
- 15) Martinsville (US 220) Southern Connector Study currently underway by VDOT
 - a. connect 220 bypass to North Carolina state line to put 220 on an alternate route
- 16) Placemaking investments to attract millennials & knowledge workers- bike, ped, maybe road diets, amenities like trails, river access
 - a. Placemaking is really important economic stimulator now because the workforce is looking more at desirable locations to live rather than locations of jobs; creating an attractive place would attract the workers, and job opportunities would follow.
- 17) Proposed Beaches to Bluegrass trail- see VA Bicycle Plan- potential economic development attractions
- 18) Blueways- Pig River, Blackwater
- 19) Regional blueways plan- Roanoke River, Smith River dam, Mayo, Blackwater.... All economic development opportunities

Accessibility to Activity Centers

- 20) Major attractions for jobs and shopping are in the Lynchburg-Danville corridor - the people between Danville and Lynchburg work in one or the other city, seek entertainment, educational opportunity, etc.
 - a. Focus on park & ride, transit, and EV charging facilities along this 70 mile corridor
 - b. Berry Hill area is getting transit - has a bus stop currently.
- 21) Westlake development area @ Smith Mtn Lake- apartments, trail network, shopping
 - a. Working on Smart Scale projects for interconnected trails
- 22) Access to wineries & breweries- big tourism draw
 - a. Example “flip-flop Friday” at Home Place Vineyards off of Rt 29 attracts people from all areas (several hundred)
- 23) VA International Raceway- major attraction, one of the best road tracks in the country - this is a huge draw for our area.
- 24) Attractions in downtown Danville
 - a. Riverwalk
 - b. Mountain bike trails
 - c. Major regional tourism/ residential amenity
 - d. Raleigh NC Research Triangle Park teleworkers moving into Danville
- 25-30) Music festivals, wineries, breweries - huge economic generator, but can cause significant weekend/ event-related road congestion
- 31) Agriculture is VA #1 economic generator
 - a. This region- beans, wheat, corn, cattle
 - b. Growing industry of distilleries that use local grains

Congestion, Reliability and Safety

- 32) Not sure why this section of 29 is popping up on the congestion measures
- 33) 220 from Roanoke- Franklin County @ Tanglewood & Boone’s Mill
 - a. Significant congestion already before the new industrial park builds out
 - b. Contributors- Roanoke commuters, turning movements, change in speed limit
 - c. Good opportunity for access management.
 - d. There is a shift in speed limit from 55 to 45 and that area is known as a speed trap, so people put their brakes on when they get to that area.
- 34) Route 29 “Tight Squeeze” Area south of Chatham - our highest problem area for safety and congestion issues
 - a. Retail corridor with lots of crashes - need better access management.
 - b. Speed limit drops to 45
- 35) Mt Cross Rd Congested Area
- 36) 58/Main St. South Boston- congestion, crashes and flooding
- 37) Smith Mountain Lake (SML) congestion in summer
 - a. Note preponderance of older drivers on winding country roads.
- 38) School traffic congestion @ Rt 40/220 (Rocky Mount)- Example location of spot congestion that may not show up on measures
- 39) Riverside Drive Downtown 58 Danville- lots of ped & driver crashes
- 40) Commonwealth Blvd Martinsville- Pedestrian and Vehicle
 - a. Access management issues
- 41) 220 Business Collinsville/Martinsville
 - a. Turning movements/ access management
- 42) Kings Mtn Rd.-short cut to 220 on East side of Martinsville. Congestion and crashes

- 43) Turning Movement Naff RD/220- crashes & congestion
- 44) Bonbroil Rd/220- Crashes
- 45) 834/616- Crashes
- 46) Lakemont/122- Crashes

Passenger Rail/ Intercity Transit

- 47) This region supports improvements @ Long Bridge @ Potomac to improve Amtrak Crescent rail service reliability (recent locally adopted statement)
 - a. The inconvenience of the Danville arrival/ departure time is exacerbated by the unreliability - makes people not want to use the train [as alternative to driving on corridors such as 29]
- 48) Opportunity for intercity bus along 29
- 49) Opportunity for intercity bus along 58
- 50) Opportunity for Amtrak stop in Bedford- would require new station

Access to Activity Centers

- 51) Transit- Strain on Danville Transit success
 - a. Loss of drivers due to pay, training, background checks, etc
 - b. So a flat ridership rate on the dial-a-ride may not indicate a lack of interest, but the effects of capping the available service due to lack of drivers
- 52) Employers are asking Danville Transit for services- willing to pay, but service can't be increased due to lack of drivers

Transit Access for Disadvantaged Populations

- 53) People in Rocky Mt (older/disabled) are calling 911 just to get to dialysis because Franklin County Transit doesn't have enough buses or they can't afford the nominal fare

GROUP 3 COMMENTS

Note: This group did not mark up a map.

Economic Development

- It is a good idea to add an economic development factor to the VTrans needs assessment (including VEDP business ready sites). It would enable more communities to qualify for SMART SCALE funding.
- Sites 31, 32 & 33 on this region's VEDP list have utilities ready and should probably be at least a Tier 4.
- Make sure all the sites listed are updated to reflect their actual Tiers. Several sites in this region do not have assigned Tiers, but they are ready for development.

Safety

Facilitator: Is there a reason for the increase in crashes in the Danville region?

- We really do not have a lot of safety issues; this is a very rural region. Some possible contributors:
 - We have had tractor trailers flip from load shift on ramps.
 - Man hit a car while skateboarding at night, police were called.
 - Person crossing highway in black clothing was killed.

Facilitator: How broad do we want to be with the Potential for Safety Improvement measure? (making it broader could make it less comprehensive)

- The needs method should identify the top 100 PSI in each district.

Participant question: Is crash data from insurance companies collected?

- When you are out in a rural area (e.g. Pittsylvania County) and you are in an accident, it takes a long time for police response. People may just exchange information and go through their insurance companies to resolve damages, so the crash would never show up on a police report.

Congestion

Facilitator: Why is there congestion?

- Goodyear plant shift workers use the bypass; they work 12 hour shifts, changing at 7am and 7pm.
- The bypass around Danville was shut down for many months after it collapsed in a hurricane; this could have caused a spike in congestion for the given year.
- Near Martinsville, there was some prolonged construction last spring on the ramp at the split into North Carolina.
- Local staff would like OIPI to look further into possible reasons for congestion around Martinsville and Gretna, not sure about these analysis results.
- Ridgeway (south of Martinsville) congestion could be caused by:
 - Heavy truck traffic through village
 - Lots of pedestrian activity near this area
 - This may be a good candidate for a UDA

Reliability

- Congestion hot spots tend to align with reliability problems.
 - Ridgeway near Martinsville
 - Virginia Avenue commercial activity, access points
- Suggest comparing this Danville Bypass data with past trends / data; the issues showing on the current set of maps may not occur regularly. For example, the bridge on 85 was flooded out from hurricane in Eastern corridor.

Passenger Rail and Intercity Bus

- Rail delays could partly be due to a lot of at-grade crossings between Charlottesville and Danville
- Note new service - the Virginia Breeze from DC to Blacksburg - successful.
- Commuters from Danville go primarily to Greensboro, Raleigh/Durham, and Lynchburg
- Regional routes are needed in these corridors:
 - Danville and South Boston
 - Danville and Hurt
 - Martinsville and Danville
- Toughest problem for Danville local transit is getting the drivers

Accessibility to Activity Centers

- High transit access deficit: Danville Mall
- Medium deficit: Downtown-River District and area near Hospital

Transit for Disadvantaged Populations

- Shoefield area key for disadvantaged populations
- Could the data consider households with lack of access to a vehicle?

Urban Development Areas

Questions for followup between OIPI and local staff:

- Is the Sara Lee-Baldwin area actually two different UDAs?
- Contact Jess Heckman at town of Rocky Mount for survey response

Possible candidates for new UDAs:

- Ridgeway
- Chatham
- Gretna
- Stuart

iii. WRITTEN COMMENTS

The following section lists the written input from participants who chose to fill out the printed comment sheet in their meeting packets. Key points and concepts related to performance measures from this input are reflected in Table 2 (Synthesis of Comments) and will be annotated in the online InteractVrans map. Some participants planned to send comments to OIPI staff after the meeting; input from these post-meeting messages may not be captured in this meeting summary, but OIPI is considering all continued input during the development of the needs assessment.

Congestion

Does Congestion affect this region's economic competitiveness? If so- where, how, and why?

- Not really- no major concerns
- Not really for Halifax Co.

Person hours in Excessively Congested Conditions (PECC) Measure

Does this measure reveal the region's needs as YOU perceive them? If not, why?

- Doesn't take into account seasonal traffic & special events

Reliability

Does travel time reliability affect this region's economic competitiveness? If so-where, how, and why?

- Not really Halifax Co.
- No major concerns

Passenger Rail on Time Performance

Does passenger rail on-time performance affect this region's economic competitiveness? If so- where, how, and why?

- Danville- scheduling issue, possibly
- N/A- none in Halifax County

Does this measure reveal the region's needs as YOU perceive them? If not, why?

- Concerned about future of commercial rail

Accessibility to Activity Centers

Is accessibility to activity centers a concern for this region? If so- where, how, and why?

- Virginia International Raceway
- South Boston Speedway
- Martinsville Speedway (Group 2 map #4) in Henry County
- VA International Raceway (Group 2 map #3) in Halifax County
- White Mill in Danville
- Schoolfield Site on Main St. in Danville

Travel Options for Disadvantaged Populations

Is the availability of travel options for disadvantaged populations a concern for this region? If so- where, how, and why?

- Yes, but with the majority being rural, it is not economically feasible [to provide fixed route or paratransit]
- We use the HART Bus
- The new bus route between Danville & South Boston may help address this. The non-fixed service offered by HART helps address local trips in Halifax/SoBo

Safety

Is traveler safety a concern for this region? If so- where, how, and why?

- Yes. Sinai/Greens Folly & Sinai from Greens Folly to Westside Dr (Ped/Crash)
- 58/501- Safety/Reliability with flood concerns
- 58/Piney Grove- intersections trucks turning
- Crosswalks across high traffic intersections
- HWY 501/Hamilton BLVD & HWY 501/HWY 129 - Asked VDOT to review
- Kings Mtn/Daniels CrK (Henry)- accidents/truck traffic from Patriot Center Industrial Park
- Commonwealth Blvd- int w/ Market St. & int w/Liberty St (Martinsville)- Congestion/close[ly spaced] intersections
- Naff Rd/Rt 220 (Franklin County)-Trucks overturn (curves)
- Rt 220/Henry Rd (Franklin County)- Trucks overturn (curves)
- Rt 220 North of Bassett Forks (Henry)- trucks overturn (curves)
- Rt 40/Rt 8 (Patrick County)-intersection
- Rt 220 S (Martinsville Southern Connector in Henry County)
- Yes 129 east & west/501 north and south: no signalized crosswalks, very large intersection
- Yes 501 & Hamilton Blvd: no signalized crosswalks, large intersection

Does this measure reveal the region's needs as YOU perceive them? If not, why?

- Yes

Do you have an opinion on the Analysis threshold?

- Ok in Lynchburg District

Additional Comments

What did you find most useful about this workshop?

- Learned a lot from other areas & know what is going on as for rail, transit, and transportation
- Everything
- Commercial rail future concerns in Halifax County
- Discussing methodology

Do you have any concerns or questions we didn't get a chance to discuss today?

- Park and ride lots needed along Rt. 29 in Pittsylvania Co. & along Danville Expressway in Danville (near state line)