

Summary of Comments Received on Draft VTrans 2019 Mid-term Needs

Draft documents released on October 28, 2019

Draft documents available here: <http://vtrans.org/mid-term-planning/mid-term-needs>

ID	Name of Submitter	Agency or Public	Submitter's Affiliation (if applicable)	Construction District	Date Received	Method Received	Comment	Response
1	Joseph Kroboth, III	Agency	Loudoun County	Northern Virginia	9/25/2019	Letter	The Office of Intermodal Planning and Investment (OIP) is actively seeking input on the draft Mid-term Needs. By December 2019 the CTB will consider action on the Mid-term Needs, with the goal of publishing final Needs by the end of the Year. We know that proving a project meets a VTRANS Need is part of the screening process for Smart Scale. Don't meet a need, the application is 'screened out". While the OIP staff is going around the Commonwealth on a very aggressive schedule to provide this update, coming forth with recommendations in December that could eliminate a project, or validate another project, leaves little time to do the advance planning needed to produce a competitive application by March of 2020. We recommend that the existing needs in VTRANS stay through Round 4, and if changes are needed based on OIP staff surveys and studies, then those changes be added to the list of needs, without any being cut. This gives everyone a chance to start preparing early for Round 4; major changes, if recommended by CTB, will be all ready for Round 5.	It is our intent to seek Commonwealth Transportation Board action in time for SMART SCALE Round 4.
2	Joe Vidunas	Agency	Hanover County	Richmond	10/15/2019	Fall Transportation Meeting (discussion)	County interested in recommending inclusion of Route 360 in Hanover County as a CoSS	Acknowledged. No response required.
3	Ron Svejkovsky	Agency	Crater PDC/Tri-Cities MPO	Richmond	10/15/2019	Fall Transportation Meeting (public comment)	Thank you to OIP for holding the Mid-Term Needs Workshop in August and in seeking our input and ideas.	Acknowledged. No response required.
4	Ron Svejkovsky	Agency	Crater PDC/Tri-Cities MPO	Richmond	10/15/2019	Fall Transportation Meeting (public comment)	We are concerned re: bike/ped and eligibility – this is a Tier 1 Need in the 2025 Needs Assessment. We need to strengthen the bike/ped needs, access, and connections to Activity Centers in this Mid-Term Needs Assessment.	The 2019 Update of Mid-term Needs includes three distinct categories to address bike/ped needs: (1) Need for Non-motorized Access to Activity Centers; (2) Need for Pedestrian Safety Improvements; and, (3) Need for Transportation Demand Management.
5	Ron Svejkovsky	Agency	Crater PDC/Tri-Cities MPO	Richmond	10/15/2019	Fall Transportation Meeting (public comment)	We are concerned with the Activity Centers and various purposes and modes – as we build on the Activity Centers already identified in the previous 2025 Needs Assessment we should include the freight, auto, bike/ped, and transit access and connection needs for the various Activity Center purposes, not focus on one or two purpose categories. The VTrans Mid-term Regional Network Needs should be Regional Network Needs, not Statewide Needs.	Needs for freight and auto access to Activity Centers and other places are captured as part of the Congestion and Reliability categories. Additionally, freight access related Needs are also captured as part of the Access to Industrial and Economic Development Area category.
6	Ron Svejkovsky	Agency	Crater PDC/Tri-Cities MPO	Richmond	10/15/2019	Fall Transportation Meeting (public comment)	We are concerned that PSI safety locations located in the previous Rounds may not be identified in this Round and will focus primarily on limited PSI locations in large urban areas. For most rural areas and small MPOs, Safety is the only eligible VTrans Needs category to apply for SMART SCALE funding, and we are limited in the time to develop good applications. If we used the 2013-2017 PSI list the last 2 Rounds, the #1 Safety project in Virginia for Round 2 (in Prince George County) and the #1 Safety Project for Round 3 (in Nottoway County) would not even have been eligible for SMART SCALE.	The 2019 Update of Mid-term Needs include VDOT Top 100 PSIs and other locations based on crash history, frequency, and severity.
7	Ron Svejkovsky	Agency	Crater PDC/Tri-Cities MPO	Richmond	10/15/2019	Fall Transportation Meeting (public comment)	As you can see, these concerns above directly affect the VTrans Mid-Term Needs Assessment and SMART SCALE project eligibility. We will take a closer look at the Draft Mid-Term Needs and you should expect formal comments after our next round of TAC and Policy Committee meetings (in early-mid November)	Acknowledged. No response required.

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8	Virginia Cowles	Public	League of Women Voters	Richmond	10/15/2019	Fall Transportation Meeting (public comment)	We observed that accessing bus service on West Broad Street west of Glenside Drive (Henrico County) is dangerous for pedestrians because of the lack of continuous sidewalks and an insufficient number of crosswalks and pedestrian crossing traffic signals in an areas where drivers often exceed the 45 mph speed limited along six traffic lanes. This need for greater pedestrian safety has been recognized in VTrans2040: "Transit access is limited west of Willow Lawn. Extending and improving transit access along the entire corridor would improve transit accessibility for the region substantially (Table 11.B. page 137). VTrans 2040 also recognizes that the C4 segment is congested and dangerous for traffic in this corridor of statewide significance.....we respectfully request that priority will continue to be given to the safety of those who both need and want to use transit.	The 2019 Update of Mid-term Needs identifies need for pedestrian infrastructure at these locations.
9	Jon Lugbill	Public	Sportsbackers Group	Richmond	10/15/2019	Fall Transportation Meeting (discussion)	Will Ashland to Petersburg Trail meet a VTrans Need?	Needs do not prescribe nature or location of potential improvements.
10	Ron Svejkovsky	Agency	Crater PDC/Tri-Cities MPO	Richmond	10/16/2019	Email	We are pleased that it appears that there will be a good "VTrans Safety Needs" list beyond the VDOT Top 100 PSIs" in the Mid-Term Safety Needs, and that there is a strengthening of the bike/ped/transit/TDM needs identification in this exercise.	Acknowledged. No response required.
11	Ron Svejkovsky	Agency	Crater PDC/Tri-Cities MPO	Richmond	10/16/2019	Email	One VTrans Need, however, is still a concern to the MPO and its members; that is regarding Activity Centers and the need for improved access and connectivity for all of the various purposes of the Activity Centers by all transportation types (freight, auto, bike/ped, and transit). As Secretary Valentine mentioned last night, "Virginia is Open for Business". However it appears VTrans is disconnected to that theme when it comes to Activity Centers. Looking yesterday at the Draft Mid-Term Needs on the online map (which now appears to be down), we have a few key and economically busy Activity Centers that need improvements to access and connectivity but only the bike/ped, transit, and TDM Needs are noted.	Needs for freight and auto access to Activity Centers and other places are captured as part of the Congestion and Reliability categories. Additionally, freight access related Needs are also captured as part of the Access to Industrial and Economic Development Area category.
12	Ron Svejkovsky	Agency	Crater PDC/Tri-Cities MPO	Richmond	10/16/2019	Email	It appears we have Activity Centers identified in VTrans that will only have VTrans Mid-Term Needs if they are narrowly-defined bike/ped, transit, safety, or capacity needs. Therefore, we will miss the bigger picture of the connection between transportation and economic vitality benefits for the region and state. By focusing on these few modes (bike/ped, transit), we risk "putting the cart before the horse" for addressing the Mid-Term Needs via SMART SCALE projects and miss the transportation needs and solutions that carry out the economic vitality portion of the VTrans Vision (and based on the Secretary's remarks last night, that sounds like it will remain part of the VTrans Vision). Three examples in our MPO area: 1.) Meadowville Technology Park has only one real access into the Park (via the 2-lane Meadowville Road bridge over I-295). The MPO and the County have identified the need to improve Enon Church Road from Meadowville Technology Parkway to Route 10 to provide a better access for freight, autos, etc. It would be much cheaper to widen Enon Church Road to Route 10 than build a wider or additional bridge on Meadowville Rd. (note: the new Meadowville Rd. bridge project was applied for in Round 3 and was screened in because it provided sidewalk; it did not score well and was ultimately not selected for funding). The MPO has already committed \$2.6 million RSTP to this project and has a shortfall in FY26-27. If I understand the previous Needs Assessment correctly and this Draft, this project will likely only meet	Needs for freight and auto access to Activity Centers and other places are captured as part of the Congestion and Reliability categories. Additionally, freight access related Needs are also captured as part of the Access to Industrial and Economic Development Area category.

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							a Vtrans Mid-Term Need if it adds a sidewalk or bike lane. 2.) Central State Hospital is undergoing a multi-million dollar redevelopment by the Commonwealth with associated redevelopment along Route 1. Improving Route 1 to a three-lane roadway met a VTrans Safety Need (PSIs) in Round 3 but may not in Round 4 and it appears will only meet a VTrans Need if sidewalks are provided. 3.) Rives Road is a joint Petersburg/Prince George County economic development project, with active efforts to bring in large businesses. The I-95/Rives Road interchange and the portion of Rives Road from the economic development site to Route 1 needs improving. Unless it has bike/ped improvements, it appears it would not address a VTrans Need, plus it would be difficult to obtain technical assistance from VDOT or its on-call consultant for a feasibility study of the interchange.	
13	Ron Svejkovsky	Agency	Crater PDC/Tri-Cities MPO	Richmond	10/16/2019	Email	For most rural areas and small MPOs, economic development is the #1 or #2 SMART SCALE benefit score category. However, it appear there is not a corresponding Economic Vitality VTrans Need. I believe a more appropriate VTrans Mid-Term Need would be: "Improve Access and/or Connectivity of Activity Centers," and just leave it that simple.	The 2019 Update of VTrans Mid-term Needs includes a new Need category called - Access to Industrial and Economic Development Areas.
14	N.A.	Public	N.A.	Northern Virginia	10/22/2019	Fall Transportation Meeting (discussion)	A congestion need at intersection of Fairfax County Parkway and Sunrise Valley Drive (Fairfax County) was shared. A follow-up was requested.	We confirmed that the Draft VTrans Needs identify a need for congestion mitigation at this intersection.
15	Erik Olsen	Agency	Blacksburg Transit	Salem	10/25/2019	Email	While providing input for VTRANS during Aug 2019, I noted that the Blacksburg Transit bus stops data is not up-to-date. The stops appear to be about 2 years old as shown on the map layers at http://vtrans.org/mid-term-planning/InteractVTrans . This may be the same for both Radford Transit and for Pulaksi Area Transit, as their routes and stops have likely changed recently.	We will work with DRPT to ensure a method for regular updates of this data.
16	Tom Hartman	Agency	City of Harrisonburg	Staunton	10/28/2019	Email	Studying the VTRANS data for next round. Thanks for your support on these.	Acknowledged. No response required.
17	Virginia Cowles	Public	League of Women Voters	Richmond	10/28/2019	Email	Constructing sidewalks, crosswalks, and pedestrian crossing traffic lights for public transit users ALONG West Broad Street in Henrico County would fulfill many of the mid-term needs recognized by VTrans: More transit use would reduce the congestion mitigation in the area (and also improve air quality). More transit use would improve time reliability for both buses and automobiles through the U.S. 250 corridor (a CoSS). Sidewalks, crosswalks, and pedestrian crossing lights would create transit and non-motorized accessibility for workers. These bicycle and pedestrian facilities would be tremendous safety improvements, not only for bicyclists and pedestrians but also for anyone using transit. Please give priority to these much needed improvements.	The 2019 Update of Mid-term Needs identifies need for pedestrian infrastructure and transit infrastructure at these locations.
18	Ann W. Cundy	Agency	Central Shenandoah Planning District Commission	Staunton	10/28/2019	Fall Transportation Meeting (discussion)	Inquired about the availability of VTrans print-ready documents.	We shared available resources.
19	Bob Brown	Agency	Loudoun County	Northern Virginia	10/29/2019	Email	I attached some screen shots from the VTRANS interactive maps and are indicating a number of places in Loudoun where roads have been completed in the past couple of years (in some case even longer), but do not appear to be included in the Regional Network. I may have missed some; I did not include the new interchanges	We have looked at this issue and plan on using the official roadway dataset (LRS 19.1) released in February 2019 for the 2019 Update of VTrans Mid-term Needs. This dataset is linked to many other attributes within the analysis so consistency is

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							that have been built that replace signalized intersections. I also included some roads that are about to be constructed. I have been concerned about these missing links (sometimes nodes for new interchanges) that have occurred in Loudoun and are not being picked up in these networks (and perhaps even in your models). I am more than happy and willing to come to you and review all of these changes (as they happen quickly in Loudoun it seems these days). Thank you for your consideration.	essential. Newly constructed facilities are designed for future traffic conditions and, in other words, do not necessarily have additional set of needs on the day or the year of the opening. Once approval and acceptance process is complete, the identified facilities will be reflected in the next update of the VTrans Mid-term Needs.
20	David Phelps	Public	Bedford/Franklin Regional Rail Initiative	Salem	10/30/2019	Fall Transportation Meeting (public comment)	VTrans only identifies needs, not solutions. It is inadequate. On-time performance of Amtrak is a concern.	Acknowledged. No response required.
21	Brian Hill	Agency	Roanoke Alleghany Regional Commission & Roanoke Valley TPO	Salem	10/30/2019	Fall Transportation Meeting (public comment)	VTrans needs should be defined broadly, specific needs sometimes exclude good projects.	The 2019 Update of VTrans Mid-term Needs do not prescribe location or nature of improvements. The identified needs are specific to ensure that nature and location of needs are clearly communicated.
22	Liz Belcher	Agency	Roanoke Valley Greenway Commission	Salem	10/30/2019	Fall Transportation Meeting (public comment)	Thank you past funding on Roanoke River Greenway. It needs to be included in VTrans.	The 2019 Update of VTrans Mid-term Needs do not prescribe location or nature of improvements which may include a greenway or other pedestrian facilities.
23	Liz Belcher	Agency	Roanoke Valley Greenway Commission	Salem	10/30/2019	Fall Transportation Meeting (public comment)	(Referring to a need category in VTrans Draft report) Non-motorized needs are for all users, not just workers.	Agreed.
24	Liz Belcher	Agency	Roanoke Valley Greenway Commission	Salem	10/30/2019	Fall Transportation Meeting (discussion)	Is Valley to Valley Greenway (In Roanoke) identified as a VTrans Need?	Acknowledged. Two important clarifications on the VTrans Mid-Term Needs: 1.) A solution to a Need may be elsewhere on the same facility or on a parallel facility 2.) Needs are not solutions - in this case a greenway may be part of the solution to solve a highway congestion or TDM need. The 2019 Update of VTrans Mid-term Needs do not prescribe location or nature of improvements.
25	Ron Svejkovsky	Agency	Crater PDC/Tri-Cities MPO	Richmond	11/1/2019	Email	I reviewed the (Richmond District) Executive Summary Report and the InteracVTrans Map and at today's TAC meeting I referred our members to them, and have these two comments: 1.) Our TAC members commented today about how wonderful and helpful the InteractVtrans Map is 2.) The IEDA list appears to omit Meadowville Technology Park (which is a Tier 4 Certified location) and therefore the Map does not show the IEDA Need for Meadowville like it should.	We are relying on a Virginia Economic Development Partnership (VEDP) Business Ready Site Program database to identify readiness status. Please contact VEDP to make appropriate changes. We will review site Readiness Status at the time of VTrans Need screening during SMART SCALE Round 4.
26	Chad Neese	Agency	Southside PDC	Richmond	11/5/2019	Email	In looking over the VTrans materials there were two items that caught my attention. The first is that the old UDA for the Town of South Boston is shown in the Lynchburg Executive Summary. Attached to this email you will find their updated UDA in shapefile format. It was my understanding that the Town was going to provide this info, so if there was a mix up please accept my apologies.	We will use the up to date version and ensure that the right boundary is used for the final VTrans Needs.

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27	Chad Neese	Agency	Southside PDC	Richmond	11/5/2019	Email	The second comment relates to the "Arterial Managements Plans" layer on InteractVTrans. Specifically, the US 58 Arterial Preservation Plan that has recently been worked on is shown on the map, but it is identified as "US 58 from Suffolk to Greensville County". Would it be more accurate to reword the Plan Name to "US 58 from Suffolk to Mecklenburg County" since that would be the furthest point west along US 58 that the plan now stretches?	The Arterial Management Plan layer on InteractVTrans points to a feature service hosted on VDOT's ArcGIS Online. We will notify the data owner with VDOT about your comment. If they do make an update it will be reflected in our application. (Additional details) This data was provided by VDOT's Transportation Planning and Management Division and will not have a material impact on VTrans Mid-term Needs identification.
28	Chad Neese	Agency	Southside PDC	Richmond	11/5/2019	Email	Other than that, thank you for the opportunity to participate and provide feedback throughout the planning process. (In the Richmond District Executive Summary and Draft Mid-term Needs) Appendix C was especially helpful, thank you.	Acknowledged. No response required.
29	Tara Reel	Agency	City of Virginia Beach	Hampton Roads	11/6/2019	Fall Transportation Meeting (discussion)	In Hampton Roads Draft Mid-Term Needs report, the "Needs Adjacent to the UDA" for the Rosemont UDA are not captured in report profile	As of the publication date for draft data and report we were relying on previous UDA survey response (circa 2015) for Rosemont. We now have your updated survey completed on October 31 and we will be sure that responses for question #107 are used to inform the updated external/adjacent UDA Needs for Rosemont in the final version of the VTrans Needs.
30	Elijah Sharp	Agency	New River Valley Regional Commission	Salem	11/7/2019	Email	I would like to recommend the addition of three regional networks: VA Primary Route 100, Connecting I-81 to US Route 460 in Giles County, VA: this route serves daily commuters and freight needs for several large employers in the NRV. VA Primary Route 8, between the Town of Floyd and Montgomery County-Line: nearly 70% of the county's workforce commutes outside of the county daily for work. This route is one of two that provide connections to employment centers and medical treatment facilities (no hospital in Floyd County). US Route 221, between the Town of Floyd and Roanoke County-Line: nearly 70% of the county's workforce commutes outside of the county daily for work. This route is one of two that provide connections to employment centers and medical treatment facilities (no hospital in Floyd County).	Acknowledged and clarified that Regional Networks are made of cities and counties and are not defined by corridors.
31	Clara Vaughn	Agency	Accomack-Northampton PDC	Hampton Roads	11/7/2019	Email	We are planning to request a VDOT study for a rail-to-trail project along Route 13, a CoSS in Accomack and Northampton Counties on the Eastern Shore. Our question is: Since the trail is adjacent to Route 13 within the CoSS buffer zone and will help address TDM, will the resulting study recommendations be eligible for SMART SCALE funding?	We are not at the point to make this determination as we have yet to begin applying the new set of Draft VTrans Mid-term Needs for SMART SCALE screening. The Commonwealth Transportation Board will consider both the VTrans Needs and proposed changes to the SMART SCALE process. Prior to pre-application and application intake for SMART SCALE next Spring (2020), we expect some additional guidance will be provided by the OIPI SMART SCALE team regarding the screening process.
32	Troy Eisenberger	Agency	City of Chesapeake	Hampton Roads	11/8/2019	Email	Thank you for the informative presentation today. I could hear the audio fine, but was only able to view the slides with my phone. I had asked the section about business development zones. Can you help direct me to any additional information on this topic?	We shared available resources.
33	N.A.	Agency	N.A.	Salem	11/12/2019	InteractVTrans	Included in the widening of Valleypointe Parkway (In Roanoke), the construction of a sidewalk along the the western portion of the road would greatly enhance the	The 2019 Update of Mid-term Needs identifies need for pedestrian infrastructure at these locations.

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							accessibility of the Green Ridge Recreation Center; a heavily used Recreation and wellness facility within close proximity to heavily populated portions of the county.	
34	N.A.	Agency	N.A.	Salem	11/12/2019	InteractVTrans	(In Roanoke) Realign and widen Valleypointe Parkway from Concourse Drive to Woodhaven road. This would enhance access to the Woodhaven Technology Park resulting in increased economic benefits for the region.	This roadway segment is in the Roanoke County-I-81/Glenvar/Hollins Urban Development Area for which several Mid-term Needs have been identified including Needs for Complete Streets and Street Grid connections.
35	N.A.	Agency	N.A.	Richmond	11/12/2019	InteractVTrans	(In Chesterfield County) Shoulder improvements, turn lanes, or widening needed. Morning traffic constantly lining up and driving on shoulders westbound. Eastbound backs to signal at Brandermill Parkway.	Available data does not indicate a Need that exceeds the proposed thresholds.
36	Rupert Farley	Public	N.A.	Fredericksburg	11/12/2019	Fall Transportation Meeting (discussion)	Suggested that toll based funding should be generated. Shared that all tolls should be value based or congestion priced throughout the state, not just in NOVA or Fredericksburg.	This comment will be considered as part of the Long-term Needs.
37	Leslie Tate	Agency	Augusta County	Staunton	11/13/2019	Email	(In the Staunton District Executive Summary and Draft Mid-term Transportation Needs) Stuarts Draft and Weyers Cave are listed as areas that do not have a need for improved transit access. It is a bit contradictory because areas of Stuarts Draft are later identified as areas with a potential for transit based on the data showing transit access for equity emphasis areas. Augusta County would like Weyers Cave and Stuarts Draft identified as areas that have a need for improved transit access. Weyers Cave has a local community college and is currently serviced by the transit system.	Mid-term Needs are identified for different categories. Needs identified in different categories should be seen as supplementary, not contradictory. The Transportation Demand Management category captures transit needs for both areas. The methodology was also revised to reflect needs associated with these Activity Centers.
38	Leslie Tate	Agency	Augusta County	Staunton	11/13/2019	Email	Augusta County has identified a past need for park and ride facilities in Weyers Cave due to the location along I-81, in close proximity to Harrisonburg City, the Shenandoah Valley Regional Airport, and as mentioned above Blue Ridge Community College.	The Transportation Demand Management category identifies a Need for park-and-ride improvements along I-81.
39	Leslie Tate	Agency	Augusta County	Staunton	11/13/2019	Email	Perhaps the most important issue is related to economic development centers. Using the VEDP shovel ready Tier 3 or above to identify needs in this category eliminates a key need for various activity centers within Augusta County. The only economic development center need showing up within our County is Mill Place's access to a Corridor of Statewide Significance. This eliminates need we have for improvements in Weyers Cave, stemming from all of the uses listed above as well as a distribution activity center.	Mid-term Needs are identified for different categories. Needs identified in different categories should be seen as supplementary. While the threshold for Industrial and Economic Development Areas is Readiness Status of 3 or higher, need for existing developments are identified under other VTrans Need categories including congestion, reliability, and several other Needs are identified for existing development.
40	Leslie Tate	Agency	Augusta County	Staunton	11/13/2019	Email	(In the Staunton District Executive Summary and Draft Mid-term Transportation Needs) The end of the report includes the high, moderate, and low needs identified by each locality for their UDAs. Augusta County strongly recommends that the needs remain within the plan and can be used as categories meeting Smart Scale application criteria.	UDA Needs reflect responses provided by sponsoring jurisdictions in a survey conducting in summer of 2019. Funding applications for SMART SCALE Round 4 will be evaluated against all Needs.
41	Leslie Tate	Agency	Augusta County	Staunton	11/13/2019	Email	Capacity Preservation need does not take into account access management standards localities have adopted by ordinance.	The Needs identified in VTrans do not impact standards adopted by local jurisdictions, or prescribe the nature or location of possible solutions.
42	Leslie Tate	Agency	Augusta County	Staunton	11/13/2019	Email	Regional activity centers appear to be used to develop transit related needs and not to address economic development and movement of freight needs. We would recommend changing this so that identified activity centers are considered for other improvement projects beyond transit.	Freight access needs are captured as part of the Congestion and Reliability categories. Please refer to Maps 1A - 1C (In the Staunton District Executive Summary and Draft Mid-term Transportation Needs). Additionally, freight access related Needs

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								are also captured as part of the Access to Industrial and Economic Development Area category.
43	N.A.	Agency	N.A.	Hampton Roads	11/13/2019	InteractVTrans	(In Accomack County) Redwood Road (near US 13) - Widening and add shoulders (Walmart has increased traffic on the road)	Available data does not indicate a Need that exceeds the proposed thresholds.
44	N.A.	Agency	N.A.	Hampton Roads	11/13/2019	InteractVTrans	(In Accomack County) Locustville Road (near Colonial Drive) - Widening and add shoulders needed.	Available data does not indicate a Need that exceeds the proposed thresholds.
45	N.A.	Agency	N.A.	Hampton Roads	11/13/2019	InteractVTrans	(In Northampton County) Webbs Island Drive (near Seaside Rd.) - Inundation of 2' rise in water disconnects community	This is a systematic issue that affects this and several other areas. We are conducting detailed Vulnerability Assessment as part of the 2019 VTrans Update and plan on developing some recommendations.
46	N.A.	Agency	N.A.	Hampton Roads	11/13/2019	InteractVTrans	(In Accomack County) Bayside Road (near Church Neck Rd.) - Inundation of 2' rise at the headwaters of Hungars Creek in water limits access to community.	This is a systematic issue that affects this and several other areas. We are conducting detailed Vulnerability Assessment as part of the 2019 VTrans Update and plan on developing some recommendations.
47	N.A.	Agency	N.A.	Hampton Roads	11/13/2019	InteractVTrans	(In Northampton County) Old Neck Road (near Concord Wharf Rd) - inundation of 1' rise in water in two specific locations disconnects community.	This is a systematic issue that affects this and several other areas. We are conducting detailed Vulnerability Assessment as part of the 2019 VTrans Update and plan on developing some recommendations.
48	N.A.	Agency	N.A.	Hampton Roads	11/13/2019	InteractVTrans	(In Northampton County) Ramp Lane (within the Eastern Shore National Wildlife Refuge) - Inundated at 2' rise in water disconnects county landing.	This is a systematic issue that affects this and several other areas. We are conducting detailed Vulnerability Assessment as part of the 2019 VTrans Update and plan on developing some recommendations.
49	N.A.	Agency	N.A.	Hampton Roads	11/13/2019	InteractVTrans	(In Accomack County) Schooner Bay Road (near Deep Creek Rd.) - Inundation at 2' rise in water, disconnects community	This is a systematic issue that affects this and several other areas. We are conducting detailed Vulnerability Assessment as part of the 2019 VTrans Update and plan on developing some recommendations.
50	N.A.	Agency	N.A.	Hampton Roads	11/13/2019	InteractVTrans	(In Accomack County) Saxis Causeway (near Matthews Rd.) - Inundated at specific locations at 1' rise in water, complete inundation of causeway at 2' rise in water, community disconnected.	This is a systematic issue that affects this and several other areas. We are conducting detailed Vulnerability Assessment as part of the 2019 VTrans Update and plan on developing some recommendations.
51	N.A.	Agency	N.A.	Hampton Roads	11/13/2019	InteractVTrans	(In Accomack County) East Point Road (near Pebble Drive) - 3 low spots on East Point Road inundation at 2' water rise disconnects community	This is a systematic issue that affects this and several other areas. We are conducting detailed Vulnerability Assessment as part of the 2019 VTrans Update and plan on developing some recommendations.
52	N.A.	Agency	N.A.	Hampton Roads	11/13/2019	InteractVTrans	(In Accomack County) State Line Road 679 (near Church St.) - Inundation at 1' water rise limits access to the community	This is a systematic issue that affects this and several other areas. We are conducting detailed Vulnerability Assessment as part of the 2019 VTrans Update and plan on developing some recommendations.
53	N.A.	Agency	N.A.	Hampton Roads	11/13/2019	InteractVTrans	(In Accomack County) Chincoteague Causeway and Bridge Landing need improvement - Town and Wildlife Refuge inaccessible at inundation of 1' rise in water, also stormwater flooding at bridge landing on island at high tide	This is a systematic issue that affects this and several other areas. We are conducting detailed Vulnerability Assessment as part of the 2019 VTrans Update and plan on developing some recommendations.

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54	N.A.	Agency	N.A.	Hampton Roads	11/13/2019	InteractVTrans	(In Accomack County) Northside Rd (near Deep Creek Rd.) - Inundated at 2' rise in water disconnects community.	This is a systematic issue that affects this and several other areas. We are conducting detailed Vulnerability Assessment as part of the 2019 VTrans Update and plan on developing some recommendations.
55	Leslie Tate	Agency	Augusta County	Staunton	11/14/2019	Email	The amount of investment needed to take a site from a Tier II to a Tier III is significant. The County markets our Tier II sites and would encourage the needs include those sites as many localities throughout the Commonwealth are marketing Tier II sites for development.	Access to Industrial and Economic Development Areas was introduced in the 2019 Update of VTrans Mid-term Needs based on the comments received. The site readiness requirement was lowered from Tier 4 to Tier 3 based on feedback received at the VTrans Regional Workshops conducted in the summer of 2019. We will rely on similar feedback to make changes in the future updates of VTrans.
56	N.A.	Agency	N.A.	Hampton Roads	11/14/2019	InteractVTrans	(In Accomack County) The intersection of Bunting and Ridge Road (on Chincoteague Island) is very dangerous as Bunting intersects at an approximate 45 degrees angle to Ridge. A project to improve safety is proposed to bring Bunting into a 90 degree intersection with Ridge.	Based on the crash data, this location does appear to have several incidents over the last five years. The method to identify VTrans Safety Needs required that a segment or intersection must meet one or more of the following conditions: 1.) Included in the VDOT Top 100 Potential for Safety Improvement (PSI) segments or intersections 2.) Locations with PSI value > 0 for 2+ years in past five years, and with at least 3+ Fatal or Injury crashes at the intersection or segment over the last five years. Available data indicates that this threshold does not meet the established conditions or thresholds.
57	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	We understand that this document is driven by data; however, there are several corridors and intersections in desperate need of improvement that may not have experienced fatalities or injuries (yet). The local perspective needs to be accounted for, as locality staff know where backups, trouble spots and near-misses occur. Data alone does not tell the whole story.	We understand the concern and would like to share that a number of changes were made based on feedback received from localities, including Roanoke County. Our goal is to ensure objective and uniform analysis for the entire commonwealth and will be open to additional suggestions to further improving the Needs Assessment methodology for future updates.
58	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	Greenways are also part of our regional transportation infrastructure but are not included or considered in this document. Just because greenway routes typically follow watercourses instead of roadways does not mean they are not important to the transportation network.	Two important clarifications on the VTrans Mid-Term Needs: 1.) The location of a Need may not necessarily be same as the location of the solution. A solution to a Need may be elsewhere on the same facility or on a parallel facility 2.) Needs are not solutions - in this case a greenway may be part of the solution to solve a highway congestion or TDM need.
59	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page 13, Goal B: While Industrial and Economic Development Areas are marked, those locations are rarely identified in the document and there appear to be very few, if any, substantive measures or needs included in the document or the map to assist in improving access to these sites.	For Industrial and Economic Development Areas (IEDA) Needs our method identifies Needs to improve access and connections to the nearest CoSS for sites characterized as Tier 3 or above in terms of site readiness as evaluated by the Virginia Economic Development Partnership through the Virginia Business Ready Site Program (VBRSP).
60	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page 19, Needs for Congestion Mitigation and Travel Time Reliability Improvement: The long yellow line on the eastern edge of Roanoke County is identifying the Blue Ridge Parkway instead of Route 460, Challenger Avenue. Please update for all of Route 460 between I-581 and Botetourt County. Other segments of Southbound I-81 in Roanoke County should be showing up on this map.	VTrans 2019 Mid-term Needs are based on a data-driven approach and rely on objective thresholds to determine needs. We have reviewed the underlying data and confirmed accuracy. Available data does not indicate a Need that exceeds the proposed threshold at the other locations noted.

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61	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page 24, Needs for Transit and Non-Motorized Accessibility Improvement for Workers: Change the Richfield Activity Center on Route 460 between Daugherty Road and Alleghany Drive to "Need for Improved Transit Access" as several businesses with high concentrations of employees are located in this area, besides the Atlas freight facility. Add a Local-serving Activity Center on Plantation Road at Lila Drive as this is the highest concentration of employees in Roanoke County (approximately 3,000) and it has a need for improved transit access. Add the Woodhaven Technology Park at the intersection of I-81, I-581 and Woodhaven Road as it will have a need for improved transit access.	The 2019 Update of Mid-term Needs, under Transportation Demand Management category, identifies need for transit services at these locations.
62	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page 40, Needs for Capacity Preservation: Add Route 220 between Route 419 and the Blue Ridge Parkway. Add Route 117, Peters Creek Road, between I-581 and Route 11, Williamson Road. Add Route 419 from the City of Salem line to Grandin Road. Add Route 460 from I-581 through to Botetourt County	The 2019 Update of Mid-term Needs, the Capacity Preservation Needs are based on segments included in VDOT's Arterial Preservation Network. Sections of roadways mentioned, for example Route 460 in Roanoke County between the City of Roanoke and Botetourt County lines, are included as Capacity Preservation Needs.
63	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page B-4, Percent of Person Miles Traveled in Excessively Congested Conditions Other segments of Southbound I-81 in Roanoke County should be showing up on this map.	VTrans 2019 Mid-term Needs are based on a data-driven approach and rely on objective thresholds to determine needs. Available data does not indicate a Need that exceeds the proposed threshold at the locations noted.
64	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page B-12, Level of Travel Time Reliability (LOTTR) The long blue line on the eastern edge of Roanoke County is identifying the Blue Ridge Parkway instead of Route 460, Challenger Avenue. Please update for all of Route 460 between I-581 and Botetourt County. Add Route 419 between Route 221 and Route 220. Add Route 220 between Route 419 and Yellow Mountain Road.	VTrans 2019 Mid-term Needs are based on a data-driven approach and rely on objective thresholds to determine needs. We have reviewed the underlying data and confirmed accuracy. Available data does not indicate a Need that exceeds the proposed threshold at the other locations noted.
65	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page B-18, Competitiveness of Transit Access to Activity Centers for Workers. Add the Richfield Activity Center on Route 460 between Daugherty Road and Alleghany Drive as a Local-serving Activity Center as several businesses with high concentrations of employees are located in this area, besides the Atlas freight facility. Add a Local-serving Activity Center on Plantation Road at Lila Drive as this is the highest concentration of employees in Roanoke County (approximately 3,000).	The 2019 Update of Mid-term Needs, under Transportation Demand Management category, identifies need for transit services at these locations.
66	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page B-22, Non-Motorized Access to Activity Centers for Workers. Add the Richfield Activity Center on Route 460 between Daugherty Road and Alleghany Drive as a Local-serving Activity Center as several businesses with high concentrations of employees are located in this area, besides the Atlas freight facility. Add a Local-serving Activity Center on Plantation Road at Lila Drive as this is the highest concentration of employees in Roanoke County (approximately 3,000).. Add the Woodhaven Technology Park at the intersection of I-81, I-581 and Woodhaven Road	The 2019 Update of Mid-term Needs, under Transportation Demand Management category, identifies need for transit services at these locations.
67	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page B-30, Pedestrian Safety Improvement Locations. Add Route 419 between Route 221 and Route 220. Add Route 115, Plantation Road, between the current extent and I-81. Add Route 117, Peters Creek Road, between I-581 and Route 11, Williamson	VTrans is a statewide plan and relies on data-driven methods designed to capture issues similar to those mentioned in the comment. Pedestrian Safety Needs are based on segment needs identified in VDOT's Statewide Pedestrian Safety Action Plan.

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							Road. Add Route 11, Williamson Road, from the City of Roanoke line to Botetourt County. Add Route 220 between Route 419 and Clearbrook Village Lane. Add Route 221 between the City of Roanoke and Ranchcrest Drive. Add Route 460 between the City of Salem and Technology Drive. Add Route 460 between the City of Roanoke and the Botetourt County line. Add Ogden Road between Route 419 and Colonial Avenue. Add Valleypointe Boulevard between Route 117, Peters Creek Road, and Woodhaven Road	
68	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page B-34, Capacity Preservation. Add Route 220 between Route 419 and the Blue Ridge Parkway. Add Route 117, Peters Creek Road, between I-581 and Route 11, Williamson Road. Add Route 419 from the City of Salem line to Grandin Road. Add Route 460 from I-581 through to Botetourt County	The 2019 Update of Mid-term Needs, the Capacity Preservation Needs are based on segments included in VDOT's Arterial Preservation Network. Sections of roadways mentioned, for example Route 460 in Roanoke County between the City of Roanoke and Botetourt County lines, are included as Capacity Preservation Needs.
69	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page E-30, UDA #133 - Roanoke County- 1-81/Glenvar/Hollins (UDA Needs). Sidewalks – High . Other Pedestrian Infrastructure – High. Bicycle Infrastructure – High. Other Complete Streets Improvements – High. Intersection Design or Other Improvements – High. Street Grid – Moderate. Signage/Wayfinding – Moderate. Transit Capacity and Access – Moderate. Transit Facilities and Amenities – Moderate	Responses are based on an online survey completed in summer of 2019. We will modify those responses to reflect this new request.
70	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page E-31, UDA #130 - Route 220 South/Clearbrook (UDA Needs). Intersection Design or Other Improvements – High. Signage/Wayfinding – Moderate. Transit Capacity and Access – Low	Responses are based on an online survey completed in summer of 2019. We will modify those responses to reflect this comment
71	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page E-32, UDA #129 - Route 24/116/Vinton/Mount Pleasant (UDA Needs). Signage/Wayfinding – Moderate. Transit Capacity and Access – Low	Responses are based on an online survey completed in summer of 2019. We will modify those responses to reflect this comment
72	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page E-33, UDA #128 - Route 419/221/Cave Spring/Windsor (UDA Needs). Sidewalks – High . Other Pedestrian Infrastructure – High Bicycle Infrastructure – High. Other Complete Streets Improvements – High. Intersection Design or Other Improvements – High. Street Grid – Moderate. Signage/Wayfinding – Moderate. Transit Capacity and Access – Moderate. Transit Facilities and Amenities – Moderate. Improvements to the natural environment, etc. – High	Responses are based on an online survey completed in summer of 2019. We will modify those responses to reflect this comment
73	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page E-34, UDA #132 - Route 460 East/Bonsack (UDA Needs). Street Grid – Moderate. Signage/Wayfinding – Moderate. Transit Capacity and Access – Moderate	Responses are based on an online survey completed in summer of 2019. We will modify those responses to reflect this new request.
74	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) Insufficient space exists at the end of the ramp to merge into eastbound Peters Creek Road traffic. Additionally, it is difficult with minimal spacing to cross two lanes of Peters Creek Road traffic to access the left turn lane to turn onto Valleypointe Parkway. As Valleypointe Parkway to Wood Haven Road is the most appropriate route to access the Wood Haven Technology Park, this weaving movement from I-581 to Peters Creek to Valleypointe Parkway needs improvements.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Roadway Capacity, Operations, Intersection Design and Safety, at this location.

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75	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) The Thirlane Road intersection at Peters Creek Road needs improvements to provide better access to the I-581 interchange. Currently, drivers make a u-turn at Northside High School Road to access the interchange.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Roadway Capacity, Operations, Intersection Design and Safety, at this location.
76	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) The I-581 interchange at Peters Creek Road/Exit 2 and the associated road network, which includes Valleypointe Parkway, Thirlane Road (City), Thirlane Road (County) and Frontage Road need improvements to enhance safety and to provide appropriate access to the Wood Haven Technology Park.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Roadway Capacity, Operations, Intersection Design and Safety, at this location.
77	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) Pedestrian signals and crosswalks are needed at the intersection of Route 419/Electric Road and Starkey Road.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Bicycle Infrastructure, Pedestrian Infrastructure, Complete Streets, and Safety Features, at this location. The location is also identified with Regional Network Non-motorized (Bicycle and Pedestrian) Access to Activity Center Needs.
78	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) Pedestrian and bicycle accommodations are needed along Route 419/Electric Road between Ogden Road and Starkey Road.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Bicycle Infrastructure, Pedestrian Infrastructure, Complete Streets, and Safety Features, at this location. The location is also identified with Regional Network Non-motorized (Bicycle and Pedestrian) Access to Activity Center Needs.
79	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) Pedestrian signals and crosswalks needed at the intersection of Colonial Avenue and Ogden Road.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Bicycle Infrastructure, Pedestrian Infrastructure, Complete Streets, and Safety Features, at this location. The location is also identified with Regional Network Non-motorized (Bicycle and Pedestrian) Access to Activity Center Needs.
80	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) Pedestrian and bicycle accommodations are needed along Ogden Road between Route 419/Electric Road and Colonial Avenue. Transit improvements are needed along this corridor as well to connect residents in multifamily housing to the Tanglewood Activity Center.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Bicycle Infrastructure, Pedestrian Infrastructure, Complete Streets, and Safety Features, at this location. The location is also identified with Regional Network Non-motorized (Bicycle and Pedestrian) Access to Activity Center Needs.
81	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) Pedestrian signals and crosswalks are needed at the intersection of Route 419/Electric Road, Carriage Lane and Grandin Road. Users in motorized wheelchairs cross Route 419 from Fairington Apartments to Oak Grove Plaza every day. Sidewalks are needed to connect to the crosswalks.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Bicycle Infrastructure, Pedestrian Infrastructure, Complete Streets, and Safety Features, at this location. The location is also identified as a Pedestrian Safety Improvement Need and with Regional Network Non-motorized (Bicycle and Pedestrian) Access to Activity Center Needs.
82	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) The approach to the intersection at Route 221/Brambleton Avenue at Old Cave Spring Road is too narrow. Turn lanes need to be extended and the throat of the intersection expanded to accommodate heavy traffic volumes.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Roadway Capacity, Operations, and Intersection Design, at this location.
83	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) The approach to the intersection at Route 419/Electric Road at McVitty Road is too narrow. Turn lanes need to be extended and the throat of the intersection expanded to accommodate heavy traffic volumes.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Roadway Capacity, Operations, and Intersection Design, at this location.
84	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) The Orange Market Park and Ride and Creekside Parking Lot need to be paved and expanded. Pedestrian accommodations and bicycle amenities need to be provided in both locations, and connections need from both lots to the Hanging Rock Battlefield Greenway.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Bicycle Infrastructure, Pedestrian Infrastructure, Complete Streets, and Safety Features, at this location. The location is also identified with Regional Network Non-motorized

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85	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) Pedestrian signals and crosswalks are needed at the intersection of Route 221/Brambleton Avenue and Garst Mill Road.	(Bicycle) Access to Activity Center and Transportation Demand Management Needs. The 2019 Update of Mid-term Needs identifies several UDA Needs, including Bicycle Infrastructure, Pedestrian Infrastructure, Complete Streets, and Safety Features, at this location. The location is also identified with Regional Network Non-motorized (Bicycle and Pedestrian) Access to Activity Center Needs.
86	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) Pedestrian accommodations are needed along Garst Mill Road from Route 221/Brambleton Avenue to Halevan Road as many residents from multifamily housing walk along this dangerous stretch of road.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Bicycle Infrastructure, Pedestrian Infrastructure, Complete Streets, and Safety Features, at this location. The location is also identified with Regional Network Non-motorized (Bicycle and Pedestrian) Access to Activity Center Needs.
87	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) Pedestrian accommodations are needed along Brambleton Avenue/Route 221 between the City of Roanoke and Ranchcrest Drive.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Bicycle Infrastructure, Pedestrian Infrastructure, Complete Streets, and Safety Features, at this location. The location is also identified with Regional Network Non-motorized (Bicycle and Pedestrian) Access to Activity Center Needs.
88	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) Bicycle accommodations are needed along Route 221/Brambleton Avenue between Route 419 and Cotton Hill Road.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Bicycle Infrastructure, Pedestrian Infrastructure, Complete Streets, and Safety Features, at this location.
89	Michael Sawyer	Agency	City of Richmond	Richmond	11/20/2019	InteractVTrans	For nodes and segments of the VTrans Safety Improvement Needs, please utilize the work completed in the City of Richmond and our Vision Zero Action Plan which identified the High Injury Street Network. This network identifies 58 percent of the serious injuries and deaths from traffic-related crashes on just 16 percent of the street network.	VTrans is a statewide plan and relies on data-driven methods designed to capture the Needs mentioned in the comment.
90	Michael Sawyer	Agency	City of Richmond	Richmond	11/20/2019	InteractVTrans	For segments of the VTrans Bicycle Access, please utilize the work completed in the City of Richmond Bicycle Master Plan which identifies all short, mid, and long term work required for bicycle access and safety improvements.	Bicycle access related needs are identified in two VTrans Need categories: (1) Need for Non-motorized Access to Activity Centers for Workers; and, (2) Need for Transportation Demand Management. These two categories identify numerous bicycle access needs that address this comment. As for implementation time frame, we plan on prioritizing the identified needs in 2020 and will rely on agency and public feedback.
91	Michael Sawyer	Agency	City of Richmond	Richmond	11/20/2019	InteractVTrans	For nodes and segments of the VTrans Pedestrian Safety Needs, please utilize the work completed in the City of Richmond Vision Zero Action Plan and the Statewide Pedestrian Safety Action Plan.	VTrans is a statewide plan and relies on data-driven methods designed to capture issues similar to those mentioned in the comment. Pedestrian Safety Needs based on segment needs identified in VDOT's Statewide Pedestrian Safety Action Plan.
92	Michael Sawyer	Agency	City of Richmond	Richmond	11/20/2019	InteractVTrans	This measure appears to value coverage over frequency. Please look at increasing frequency and extending hours of high frequency transit lines that assist the transportation disadvantaged communities (low income, disabled, elderly) identified by the Richmond Regional TPO. Also, do not neglect the transit stop and the basics of sitting areas, shelter, bike parking, and trash cans.	We agree that quality of transit service is an important measure. We have reviewed this subject and found that, at this time, this measure cannot be developed for the entire state due to incomplete or inconsistent datasets. We would like to pursue this for future updates of VTrans Mid-term Needs. As for the transit amenities and infrastructure, these needs are identified for Equity Emphasis Areas and other areas as part of the Transportation Demand Management.

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93	Michael Sawyer	Agency	City of Richmond	Richmond	11/20/2019	InteractVTrans	The Boulevard Bridge (Westover Hills Boulevard), crossing the James River, is weight restricted for transit vehicles and is therefore functionally obsolete.	The intent is to convey the underlying need. Solution to an identified need can be on parallel streets or corridors.
94	Michael Sawyer	Agency	City of Richmond	Richmond	11/20/2019	InteractVTrans	State agencies need a comprehensive approach to TDM with GRTC providing free rides to all state employees and using the same model partnership that VCU is currently enjoying.	We will examine this matter as we work on policy related needs.
95	Michael Sawyer	Agency	City of Richmond	Richmond	11/20/2019	InteractVTrans	Entire I-64 / I-95 overlap needs to have improved TDM to improve travel time reliability for peak periods within the City of Richmond. HOV/HOT conversion should be considered for peak periods only.	The draft VTrans Mid-term Needs identify the suggested TDM need as part of the Need for Transportation Demand Management. As for HOV/HOT conversion, please note that our team will be working on recommendations to address the identified mid-term needs. We will commence this work in 2020.
96	Michael Sawyer	Agency	City of Richmond	Richmond	11/20/2019	InteractVTrans	The current corridors selected within the City of Richmond on the local system for congestion mitigation appears to be deficit.	The results are based on available datasets. VTrans Mid-term Needs are updated periodically to reflect change in conditions.
97	Lindsey Coley	Agency	Smith Mountain Lake Regional Chamber of Commerce	Lynchburg	11/21/2019	Letter	<p>On Behalf of more than 700 members of the Smith Mountain Lake Regional Chamber of Commerce, I am writing to convey our support for the VTrans Draft Mid-term Transportation Needs (Virginia Statewide Transportation Plan) as discussed during the Salem District Public Meeting held 30 October, 2019.</p> <p>We commend the Salem district staff on their analytical assessment of transportation needs in the Bedford and Franklin County areas, specifically those needs identified in the "Bedford Area and Moneta Areas, Bedford County # 16"; as well as the "Westlake-Hales Ford, Frankling County, # 157"; and the "220 North Corridor, Franklin County, #163".</p> <p>As tourism is the lifeblood of the economic well-being of the Smith Mountain Lake region, sound transportation planning and project execution area critical to our success. Thank you for allowing us to comment on this important work.</p>	Acknowledged. No response required at this time.
98	Liz Belcher	Agency	Roanoke Valley Greenway Coordinator - Roanoke County	Salem	11/22/2019	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) In the mid-term Needs document, for the Roanoke region, the Roanoke Valley Greenway Plan needs to be specifically mentioned. The maps on Page 42 and 44 mention bicycle and pedestrian facilities but the maps are road maps and do not include the needed off-road connections. Plus the colors are not distinguishable on the maps. If you add "greenways" to the legend to say "... bicycle, pedestrian and greenway facilities", I would be more comfortable that you are not leaving out one of the region's most important initiatives.	A solution to an identified Need can be on-road or off-road. VTrans Mid-term Needs do not specify nature or type of solution. Therefore, a solution to an identified pedestrian connectivity need can be a "greenway" or other pedestrian infrastructure.
99	Liz Belcher	Agency	Roanoke Valley Greenway Coordinator - Roanoke County	Salem	11/22/2019	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Also, bicycle, pedestrian and greenway facilities need to be included in the section on Non-motorized Accessibility Improvements. The maps on page B-22 are helpful.	Maps included in the final documentation distinguish between Need for Pedestrian Access Improvement and Need for Bicycle Access Improvement.
100	Ann W. Cundy	Agency	Central Shenandoah Planning District Commission	Staunton	11/24/2019	Email	We mapped the projects in both MPO's LRTPs with the draft VTrans Needs to evaluate whether our regions' priority projects will be eligible for SMART SCALE. We found one project in Staunton that is not identified in any travel market, which we think is a mapping error (Englewood Drive).	We agree that the segment of Englewood Drive mentioned should be tagged for UDA Needs. We will make the required change.

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101	Ann W. Cundy	Agency	Central Shenandoah Planning District Commission	Staunton	11/25/2019	Email	<p>We have a number of projects in our LRTPs significant to both the MPOs and our member jurisdictions which are only eligible through UDA needs. In particular, we and the Staunton District have completed or will soon complete corridor and STARS studies on 2 US highways in the SAWMPO (US 250 and US 11) and 2 US highways in HRMPO (US 33 and US 11). None of these facilities and their needs within the cities of Harrisonburg, Staunton, or Waynesboro will be eligible for Regional Network needs or Statewide High Priority funding as the Mid-Term needs are currently structured.</p> <p>The MPOs will be asked to submit some of these projects for SMART SCALE, but at present the projects are ineligible because they are excluded from Regional Networks. I've listed the projects in the attached spreadsheets.</p> <p>We strongly encourage OIPI to revise the Needs and not exclude Regional Network facilities from UDA areas given MPO and PDC eligibility to submit projects only on Regional Network and CoSS facilities, and UDA projects' ineligibility to compete for Statewide High Priority Program dollar.</p>	<p>Shared with Chad Tucker, SMART SCALE Program Manager, and Kim Pryor, Director, VDOT Infrastructure Investment Division. for comments related to the SMART SCALE program.</p> <p>(Clarification on Nov 27, 2019) Roadway and other multimodal facilities within UDAs are not excluded from analysis for CoSS and RN analysis. Please consider the following examples: (1) a number of RN and CoSS congestion and reliability needs are identified within Staunton UDA; (2) a number of RN accessibility needs are identified for Activity Centers that are within UDAs; and, (3) CoSS Reliability need is identified for Amtrak station which also is within a UDA.</p>
102	Gary	Public	Roanoke	Salem	11/25/2019	Email	<p>This 2018 article with quotes from a DOT official is the path to Virginia's future. Thanks for reading and sharing this content.</p> <p>An official with DOT admits the following:</p> <p>https://www.equipmentworld.com/wsdot-chief-cannot-build-out-congestion/?fbclid=IwAR2QJLoCq7EK7L9AqBxMLKHeUAzqFCIfRC4GNDIhpwHM OeEZIEpzc_ol7CU#</p>	<p>Maximizing existing capacity either by technology applications/operational improvement or with rail and transit services is important. VTrans identifies needs associated with these categories.</p>
103	Mark Duceman	Agency	City of Herndon	Northern Virginia	11/26/2019	Email	<p>A quick note to request a few changes (attached shown in red) to the Town of Herndon's UDA transportation needs associated with the town's Herndon Metrorail Station (UDA #199), per Appendix page E-6 of the VTrans Executive Summary and Mid-Term Transportation Needs (Northern Virginia Construction District) draft'.</p>	<p>Responses are based on an online survey completed in summer of 2019. We will modify those responses to reflect this comment</p>
104	Mark Duceman	Agency	City of Herndon	Northern Virginia	11/26/2019	Email	<p>Also, would it be possible to have the Town of Herndon's 2 Urban Development Areas placed together in the aforementioned VTrans document...so that the town's UDA #199 (ie. Herndon Metrorail Station UDA) would immediately follow the town's other designated UDA (ie. UDA 36 - Herndon Town)?</p>	<p>We will make modifications to the document per the suggestion.</p>
105	Leslie C. Tate	Agency	Augusta County	Staunton	11/27/2019	Email	<p>The following two projects are in the LRTP and the (Augusta) County wants to ensure that they would screen in for Smart Scale.</p> <p>Wilson Workforce and Rehabilitation Center long-term access improvements. This project was applied for in the last round of Smart Scale. Construction of a 3,700 ft. new alignment to connect US 250 to the WWRC complex. We would ask that you consider the needs this project met during the last Smart Scale application round. Funding was received for the short-term improvements at the entrance to the WWRC complex, but a small area study made long-term recommendations for a secondary access/new alignment.</p> <p>Johnson Road (909), new alignment from current southern terminus to VA 608 Cold</p>	<p>We are not quite at the point to make screening determination for SMART SCALE. The Commonwealth Transportation Board (CTB) will consider both the VTrans Needs and proposed changes to the SMART SCALE process. Prior to pre-application and application intake for SMART SCALE next Spring, we expect some additional guidance will be provided by the OIPI SMART SCALE team regarding the screening process.</p>

Summary of Comments Received on Draft VTrans 2019 Mid-term Needs

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							Springs Road. This project does include a shared use path component and would be serving bicycle and pedestrian needs in the Stuarts Draft UDA.	
106	John Bishop	Agency	Frederick County	Staunton	11/30/2019	Email	(In the Staunton District Executive Summary and Draft Mid-Term Transportation Needs) Please review shield placement on the graphic as it seems that some of my concerns may be partially captured but obscured by the graphics.	We will review and make modifications.
107	John Bishop	Agency	Frederick County	Staunton	11/30/2019	Email	(In the Staunton District Executive Summary and Draft Mid-Term Transportation Needs) Page 20: Congestion and Reliability: Route 11 North. As noted it appears Exit 317 is identified as an area in need of congestion mitigation. However, the congestion issues in this area extend beyond just the immediate area of the interchange as the graphic seems to indicate. This area really should be identified from Crown Lane through Snowden Bridge Blvd at a minimum and would actually be more fully addressed by extending from Crown Lane all the way to Old Charlestown road to the north of the interchange. Additionally I feel that it is incorrect to not also note this area as having issues of Travel Time Reliability as well as Congestion Mitigation. It may be anecdotal evidence, but this area is notoriously bad in the evening hour to the point that anyone who is familiar with it and has the option goes out of their way to avoid it at that time. This is an ongoing issue about which I receive many many complaints. Our current ongoing MPO study of the area only serves to confirm this.	<p>The location of a solution may not necessarily be same as the location of an identified Need.</p> <p>It also appears that this segment is within Fredrick County UDA for which a number of Needs including a need for Roadway Capacity has been identified based on the County's response.</p> <p>Finally, this segment is near an Industrial and Economic Development Area (IEDA) for which projects and solutions can be submitted.</p>
108	John Bishop	Agency	Frederick County	Staunton	11/30/2019	Email	(In the Staunton District Executive Summary and Draft Mid-Term Transportation Needs) Page 20: Congestion and Reliability: Route 11 South. Frankly the situation is much the same as Route 11 North, though I will still not the Route 11 north issue as more severe. From the area of Winchester City Limits to the Route 37 interchange, peak hour traffic is significant and once again this has become an area to be avoided. It appears that travel time reliability has been identified but only at the interchange itself. This is simply inaccurate.	<p>VTrans 2019 Mid-term Needs are based on a data-driven approach and rely on objective thresholds to determine needs. We have reviewed the underlying data and confirmed accuracy. Available data does not indicate a Need that exceeds the proposed threshold at the other locations noted Please note that the location of a Need may not necessarily be same as the location of the solution. Also, in addition to Congestion and Reliability there are UDA and IEDA Needs in and around this area.</p>
109	John Bishop	Agency	Frederick County	Staunton	11/30/2019	Email	(In the Staunton District Executive Summary and Draft Mid-Term Transportation Needs) Page 20: Congestion and Reliability: Brucetown Road and Hopewell Road at Route 11. It appears this area is identified for congestion mitigation but I can't tell the extent because of the I-81 shield on the graphic. Since I can't see I will just note that the area should cover all the way to the I-81/Hopewell Road Interchange.	We will look at this issue of overlapping labels in the report. For more flexibility in visualizing the 2019 Update Mid-Term Needs we encourage you to use InteractVTrans, the interactive mapping application which allows for zooming in and out to view or search Mid-term Needs at specific locations.
110	John Bishop	Agency	Frederick County	Staunton	11/30/2019	Email	(In the Staunton District Executive Summary and Draft Mid-Term Transportation Needs) Page 20: Congestion and Reliability: Tasker Road. I am surprised to not see Tasker Road at its interchange with Route 37 identified. This is largely an AM peak issue but Tasker road does incur significant back ups in this area.	VTrans 2019 Mid-term Needs are based on a data-driven approach and rely on objective thresholds to determine needs. Available data does not indicate a Need that exceeds the proposed threshold at the location noted.
111	John Bishop	Agency	Frederick County	Staunton	11/30/2019	Email	(In the Staunton District Executive Summary and Draft Mid-Term Transportation Needs) Page 20: Congestion and Reliability: This is more of a question than a comment but I am guessing that Route 277 in the vicinity of Exit 307 is not noted due to the upcoming project?	The 2019 Update of Mid-term Needs does not account for planned or programmed projects in any methods for identifying Needs.
112	John Bishop	Agency	Frederick County	Staunton	11/30/2019	Email	(In the Staunton District Executive Summary and Draft Mid-Term Transportation Needs) Page 33: I am uncertain why only Graystone Industrial Park is identified. We have numerous other industrial areas that were previously identified.	The Graystone Industrial Park is a site in the Virginia Economic Development Partnership (VEDP) Business Ready Site Program. The VTrans Industrial and Economic Development Areas (IEDAs) include Locally-identified industrial and economic development

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								sites submitted to VEDP's program by political subdivisions of the Commonwealth of Virginia, including counties, cities, towns, industrial/economic development authorities. We encourage you to coordinate with VEDP for their consideration of additional sites.
113	John Bishop	Agency	Frederick County	Staunton	11/30/2019	Email	(In the Staunton District Executive Summary and Draft Mid-Term Transportation Needs) Page 33: Our UDA does appear to be accurately captured, but I would note that in Frederick County you don't only have to be within the UDA to be able to develop commercial or industrial property. Our UDA primarily limits residential development. We have a separate designation for our sewer and water service area within which commercial and industrial development can take place. I'm not sure if this impacts or not, but thought I should make note of it.	Acknowledged. A jurisdiction's sewer and water service area does not impact UDA designation or VTrans Mid-term Needs.
114	John Bishop	Agency	Frederick County	Staunton	11/30/2019	Email	(In the Staunton District Executive Summary and Draft Mid-Term Transportation Needs) Page 37: Once again I can't fully tell if all are captured due to shield placement on the map. However, it does appear that most of the areas of greatest concern have been captured.	We will look at this issue of overlapping labels in the report. For more flexibility in visualizing the 2019 Update of Mid-Term Needs we encourage you to use InteractVTrans, the interactive mapping application which allows for zooming in and out to view or search Mid-term Needs at specific locations.
115	John Bishop	Agency	Frederick County	Staunton	11/30/2019	Email	(In the Staunton District Executive Summary and Draft Mid-Term Transportation Needs) Page 37: On Route 11 south, Route 11 at Shawnee Drive and Opequon Church lane appears to have been missed. This area regularly comes to our attention.	Several Intersections and Segments with Need for Safety Improvement were identified along Route 11 South in the area noted in the comment. For more flexibility in visualizing the 2019 Update of Mid-Term Needs we encourage you to use InteractVTrans, the interactive mapping application which allows for zooming in and out to view or search Mid-term Needs at specific locations.
116	John Bishop	Agency	Frederick County	Staunton	11/30/2019	Email	(In the Staunton District Executive Summary and Draft Mid-Term Transportation Needs) Page 37: As noted it's difficult to tell due to the shield on the map but I believe the area in the vicinity of Exit 317 along Route 11 north is not fully captured.	We will look at this issue of overlapping labels in the report. For more flexibility in visualizing the 2019 Update of Mid-Term Needs we encourage you to use InteractVTrans, the interactive mapping application which allows for zooming in and out to view or search Mid-term Needs at specific locations.
117	John Bishop	Agency	Frederick County	Staunton	11/30/2019	Email	(In the Staunton District Executive Summary and Draft Mid-Term Transportation Needs) Page 37: It also appears that Exit 315 is not fully captured. Unless it is not properly placed there really should be a node at the Valley Mill Road/Route 7 intersection at the interchange. There are also needs for improvement at Route 7 and Regency Lakes Drive as well as Gateway Drive though the main issue we have at Gateway drive is turn lane spillover in the evening peak on the eastbound side.	VTrans 2019 Mid-term Needs are based on a data-driven approach and rely on objective thresholds to determine needs. Available data does not indicate a Need that exceeds the proposed threshold at the Valley Mill Road/Route 7 intersection at the interchange. Segments with Need for Safety Improvement was identified along Route 7 WB at Regency Lakes Drive and at Route 7 WB at Gateway Drive.
118	Melissa L. Kim	Agency	Washington Metropolitan Area Transit Authority	Northern Virginia	12/2/2019	Email	(In the Northern Virginia Executive Summary and Draft Mid-Term Transportation Needs) Pg. 12: PECC Measure, Goals and Measures by Travel Market: In the measure column of the Goals and Measures by Travel Market table, PECC is defined as the Percent of Personal Miles Traveled in Excessively Congested Conditions while in the "What it Measures" column, it states that PECC measures the percent of total vehicle travel at speeds significantly slower than the posted speed limit. Please be more explicit about methodology used to convert vehicle miles traveled to person miles traveled. Is it based on an average number of people per car? If so, "adjusted VMT" may be more accurate than person miles traveled.	A more detailed methodology document has been developed. It provides more details and addresses this comment.

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119	Melissa L. Kim	Agency	Washington Metropolitan Area Transit Authority	Northern Virginia	12/2/2019	Email	(In the Northern Virginia Executive Summary and Draft Mid-Term Transportation Needs) Pgs. 22-25: Needs for Transit and Non-Motorized Accessibility Improvement for Workers: The majority of the Metropolitan Washington area's regional activity centers, as defined by the Metropolitan Washington Council of Governments (MWCOCG), are also identified as VTrans activity centers. However, while King Street-Old Town in Alexandria is identified as a regional activity center by MWCOCG (https://www.mwcog.org/maps/map-listing/activity-centers/), the maps on pages 22 through 25 do not include any activity centers along King Street or in Old Town Alexandria. As such, King Street-Old Town is excluded from the Needs for Transit and Non-Motorized Accessibility Improvement for Workers analysis, even though it is an area with a high density of economic and social activity that would likely qualify as having a need for improved transit accessibility for workers.	Acknowledged. In addition to the nearby Braddock Rd. Metro Area Activity Center, please note that Non-Motorized Accessibility Needs also assessed Needs to reach fixed guideway transit stations - for example King Street Metro Station.
120	Melissa L. Kim	Agency	Washington Metropolitan Area Transit Authority	Northern Virginia	12/2/2019	Email	(In the Northern Virginia Executive Summary and Draft Mid-Term Transportation Needs) Pgs. 26-29: Needs for Transit Improvements for Equity Emphasis Areas: The Metadata Documentation for Draft VTrans Mid-Term Segment Needs (available as a ZIP file online at http://www.vtrans.org/mid-term-planning/mid-term-needs), states that for this measure "Equity Emphasis Areas that are mostly outside of a ¼-mile radius of a transit stop are considered underserved by transit. Equity emphasis areas whose population density exceeds the lowest 10th percentile density of communities in the RN already served by fixed-route transit are considered viable for fixed-route transit." Please confirm that both fixed-route bus stops and Metrorail stations were considered to determine areas underserved by transit as part of this analysis.	A more detailed methodology document has been developed. It provides more details and addresses this comment.
121	Melissa L. Kim	Agency	Washington Metropolitan Area Transit Authority	Northern Virginia	12/2/2019	Email	(In the Northern Virginia Executive Summary and Draft Mid-Term Transportation Needs) Pgs. B-16 to B-19: Competitiveness of Transit Access to Activity Centers for Workers: Please include more information about assumptions used for the Competitiveness of Transit Access to Activity Centers for Workers maps. The Metadata for the Draft VTrans Mid-Term Node Needs (available as a ZIP file online at http://www.vtrans.org/mid-term-planning/mid-term-needs), states that the VDOT TransCAD model was applied to assess the number of workers that can access an Activity Center within 45 minutes by bus or rail transit compared to auto. Please state some of the major assumptions that went into the model. For example, what time period was used for this analysis? Does the 45-minute car travel shed assume peak period traffic conditions? Is the 45-minute transit travel-shed based on peak period service, when more service is running but traffic impacts bus travel times? According to these maps, Crystal City (served by Metrorail, Metroway, VRE) has the same transit access deficit as Dulles South (served by less transit, most of which is buses in mixed traffic). This is counterintuitive, given that the Competitiveness of Transit Access to Activity Centers for Workers measure is intended to highlight the greatest need for improved transit services based on the difference between public transportation and auto, and Crystal City is served by several transit routes that have dedicated right of way and therefore do not compete with traffic. Additional information about the inputs and assumptions that were used when developing the VDOT TransCAD model for this analysis will allow readers to have a better understanding of some of these findings.	A more detailed methodology document has been developed. It provides more details and addresses this comment.

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122	Melissa L. Kim	Agency	Washington Metropolitan Area Transit Authority	Northern Virginia	12/2/2019	Email	<p>(In the Northern Virginia Executive Summary and Draft Mid-Term Transportation Needs) Pgs. B-28 to B-31: Pedestrian Safety Improvement Locations: Please elaborate on how corridors with safety needs were identified. The report states that these were part of the VDOT Pedestrian Safety Action Plan from 2018. For those not familiar with the VDOT Pedestrian Safety Action Plan, it would be valuable to discuss how this study identified corridors as having safety needs.</p> <p>There are several clusters of high pedestrian crashes identified in the VDOT Pedestrian Safety Action Plan heatmap (http://vdot.maps.arcgis.com/apps/View/index.html?appid=ae073e60495948deafc34d08812dfb20) that are not identified as priority corridors in the VDOT Pedestrian Safety Action Plan and therefore are not identified in the Mid-Term Needs as roadway segments with pedestrian safety needs (see Figure 1). Corridors that have a high rate of pedestrian crashes, but are not identified as segments with safety needs include:</p> <ul style="list-style-type: none"> • Gallows Road between US-50 & Washington & OD • Route 7 in City of Falls Church and Pimmit Hills • Pentagon City/Crystal City • Fairfax City • Sterling Boulevard in Loudoun 	A more detailed methodology document has been developed. It provides more details and addresses this comment. Need for Pedestrian Safety Improvement are based on segments identified in VDOT's Pedestrian Safety Action Plan.
123	Melissa L. Kim	Agency	Washington Metropolitan Area Transit Authority	Northern Virginia	12/2/2019	Email	Interact VTrans Online Tool: In future versions of the Interact VTrans online tool (http://vtrans.org/mid-term-planning/InteractVTrans), it would be valuable to include heavy rail and light rail stations (such as Metrorail Stations) as a layer feature in the Multimodal Facilities group, which currently includes Bus Stops and VRE Passenger Rail Stations.	We will consider this for future updates.
124	Tara D. Reel	Agency	Virginia Beach	Hampton Roads	12/2/2019	Email	This looks great. It looks like there is a missing answer for 106 (Rosemont UDA - Virginia Beach) – sidewalk, which would be low. I realize you may have went to print but it was the only error I saw.	Acknowledged. We will make this change.
125	Ann W. Cundy	Agency	Central Shenandoah Planning District Commission	Staunton	12/3/2019	Email	<p>We understand that eligibility to apply for SMART SCALE in certain travel markets is codified in HB2 and not subject to change, and we do not seek to make MPOs/PDCs eligible to apply for projects at a local level.</p> <p>The VTrans 2045 changes to how needs are grouped by travel corridor may clarify the planning process for a statewide long range plan, but given the critical nexus between VTrans Needs and SMART SCALE eligibility, we submit that the outcome for our region/regions is a negative one.</p> <p>The reduction in Regional Network needs in this VTrans 2045 update, combined with the 4 application limit for areas with > 500k people, puts smaller urbanized regions like SAWMPO and HRMPO at a disadvantage in SMART SCALE by reducing our ability to apply for projects in partnership with our localities. We can only apply for projects on CoSS and RNS, yet our arterials/regional travel corridors predominately qualify only for TDM and Bike/Ped Regional Network/CoSS needs. This reduction in CoSS and RN needs also limits projects' eligibility for High Priority Program Funds.</p>	The 2019 Update of VTrans Needs utilizes travel markets established per Code of Virginia § 33.2-353. The needs are established based on the methodology that was shared at the Regional Workshops and then modified based on the feedback received at the Regional Workshops. Application limit and program funding eligibility are related to SMART SCALE Policy and have been shared with relevant OIPI and VDOT contact persons.

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							I have attached two tables to illustrate this. The first shows our eligibility limitations with regards to travel markets, funding programs, and application limits. The second table lists corridors that we have recently studied using MPO planning funds, or through the VDOT STARS program. As currently proposed, most segments of these corridors in the SAWMPO and HRMPO do not have any RN needs other than Bike/Ped and TDM, yet we have developed capacity preservation, safety and congestion mitigation improvement recommendations for them, in addition to important non-motorized improvements. From a project application and delivery perspective, we would not de-couple a set of corridor improvements in this way.	
126	N.A.	Agency	N.A.	Culpeper	12/3/2019	InteractVTrans	This segment (Barracks Rd. at US 29) does not show the correct RN Need as adjacent segments (Need for Bicycle and Pedestrian Facilities).	Acknowledged. We will make this change.
127	N.A.	Agency	N.A.	Culpeper	12/4/2019	InteractVTrans	This intersection (Route 29 Seminole Trail & Frays Mill Rd.) shows up as a safety need on the COSS and RN in addition to the capacity preservation. It is in the Top 100 PSI location ranked 12th in the district.	Acknowledged. No response required at this time.
128	Barb Smith	Agency	Chesterfield County	Richmond	12/6/2019	Email	We have been reviewing the mid-term needs and trying to understand IEDAs in particular. While IEDAs are grouped with UDA's in VTRANS, I would suggest that in the Smart Scale process, projects that address IEDA needs be eligible for submission by localities, regional entities and transit agencies.	The Commonwealth Transportation Board will consider both the VTrans Needs and proposed changes to the SMART SCALE process. Prior to pre-application and application intake for SMART SCALE next Spring (2020), we expect some additional guidance will be provided by the OIPI SMART SCALE team regarding the screening process.
129	Joe Bonanno	Agency	West Piedmont PDC/ Danville MPO	Lynchburg	12/16/2019	Email	On the map entitled Needs for Transit and Non-Motorized Accessibility for Workers on Pages 22 and 25 (Maps 3A and 3D), Hurt (northern Pittsylvania County) should be indicated as "Need for Improved Transit Access," as Danville Transit plans to expand service as far north as Hurt.	VTrans 2019 Mid-term Needs are based on a data-driven approach and rely on objective thresholds to determine needs. The "Need for Improved Transit Access" were determined by analyzing the transit access deficit, defined as the difference between number of workers that can access an Activity Center within 45 minutes by bus or rail transit compared to auto. Any deficit greater than zero constitutes a Need. Activity Centers in the 2019 Update of VTrans Mid-term Needs are based on the set of Activity Centers that were identified in VTrans2040, supplemented by new locations identified by regional stakeholders. In this case, the Town of Hurt in Pittsylvania County was not identified as an Activity Center through the outreach process and therefore was not analyzed for Transit Access.
130	Joe Bonanno	Agency	West Piedmont PDC/ Danville MPO	Lynchburg	12/16/2019	Email	Were towns along the US 29 corridor in Pittsylvania County (Chatham, Gretna, and Hurt) analyzed for the Needs for Transit Accessibility Improvement for Equity Emphasis Areas? The poverty rate for Gretna, for instance, is 28%, and the minority population is approximately 49.2%, based on the 2017 ACS. Additionally, the population aged 65 and over is greater than 35% in all three towns. This comment also applies to maps 8A and 8D on pages B-24 and B-27, respectively.	VTrans 2019 Mid-term Needs are based on a data-driven approach and rely on objective thresholds to determine needs. The analysis of Transit Access for Equity Emphasis areas were applied to all block groups within Regional Networks, including block groups within the Towns of Chatham, Gretna and Hurt. In addition to consideration of elderly (age 75 or older), persons with low income, disabilities, minorities, and limited English proficiency population the identification of the "Transit Access for Equity Emphasis Area" Need also included a population density variable to assess the viability of fixed route transit service.

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131	Joe Bonanno	Agency	West Piedmont PDC/ Danville MPO	Lynchburg	12/16/2019	Email	There does not appear to be any map highlighting bicycle crashes / needs.	The 2019 Update of Mid-term Needs includes three distinct categories to address bike/ped needs: (1) Need for Non-motorized Access to Activity Centers; (2) Need for Pedestrian Safety Improvements; and, (3) Need for Transportation Demand Management. We do plan on further evaluating bicycle mode specific safety needs for future updates.
132	Joe Bonanno	Agency	West Piedmont PDC/ Danville MPO	Lynchburg	12/16/2019	Email	The table in Appendix F shows the Southern Virginia Mega Site at Berry Hill and Cane Creek Center being in close proximity to I-785. While I-785 is planned, this roadway is currently US 58 / 29 (Danville Expressway). Perhaps relabel as "Future I-785."	Acknowledged. We will make this change.
133	Joe Bonanno	Agency	West Piedmont PDC/ Danville MPO	Salem	12/16/2019	Email	In the map needs (Maps 1 – 10 on pages 17 to B-35), the maps include close-ups of Roanoke City, Roanoke County, much of the New River Valley, Bedford County and points north in the Salem District, yet close-ups are not shown for any localities within the West Piedmont Planning District, or for Carrol or Floyd counties. For example, the set of maps entitled Transit Access for Equity Emphasis Areas shows maps 8A – 8D, but does not show the southern portion of the region (noted above) in detail. Why is this? These should be shown as close-ups as well, as it is difficult to discern detail in smaller localities such as Martinsville.	Acknowledged. The map extents include the entirety of the Salem District, and one map for each Regional Network area in the Salem District. For more flexibility in visualizing the 2019 Update of Mid-Term Needs we encourage you to use InteractVTrans, the interactive mapping application which allows for zooming in and out to view or search Mid-term Needs at specific locations.
134	Joe Bonanno	Agency	West Piedmont PDC/ Danville MPO	Salem	12/16/2019	Email	Many of the maps (Maps 1 – 10 on pages 17 to B – 35) appear to be missing analyses within the West Piedmont Planning District, as well as possibly in Floyd and Carrol counties. The West Piedmont Planning District has transit service – Piedmont Area Regional Transit (PART), which serves the City of Martinsville and parts of Henry County. Additionally, the Ferrum Express, operated by RADAR of Roanoke, provides limited service the Village of Ferrum and the Rocky Mount area, connecting these localities to Roanoke. The maps in which data appear to be missing include the following: <ul style="list-style-type: none"> • Needs for Transit and Non-motorized Accessibility Improvement for Workers (Map series 3) • Needs for Transit Accessibility Improvement for Equity Emphasis Areas (Map series 4). • Needs for Transportation Demand Management (Map series 8) • Competitiveness of Transit Access to Activity Centers for Workers (Maps series 6 – Appendix B) • Non-motorized Access to Activity Centers for Workers (Map series 7 – Appendix B) • Transit Access for Equity Emphasis Areas (Map series 8 – Appendix B) • Pedestrian Safety Improvement Locations (Map series 9 – Appendix B) 	Please see the table "Goals and Measures by Travel Market" on page 12-13 in the Executive Summary and Draft Mid-Term Transportation Needs for Salem Construction District document which outlines the travel markets in which Needs were identified.
135	Joe Bonanno	Agency	West Piedmont PDC/ Danville MPO	Salem	12/16/2019	Email	UDA needs in the Town of Rocky Mount are blank (Page E-36, #1). This is also the case for Martinsville (Page E-19, #193)	Acknowledged. Several UDA Needs surveys were received after the publication date of the Executive Summary and Draft Mid-Term Transportation Needs for Salem Construction District, and will be included in the final documentation.