

The logo for VTRANS, featuring the word "VTRANS" in a bold, blue, sans-serif font. The letter "V" is significantly larger than the other letters.The logo for Virginia's Transportation Plan, featuring a grey silhouette of the state of Virginia above the text "VIRGINIA'S TRANSPORTATION PLAN" in a blue, sans-serif font.

# Spring 2019 Meeting Summary

For VTrans Open Houses,  
held April 11-May 13, 2019



Office of Intermodal Planning and Investment

1221 E. Broad Street

Richmond, Virginia 23219

June 2019

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

Contract Number 47082, Task Three: Public Involvement, Branding, &  
Marketing

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# 1 INTRODUCTION

The Office of Intermodal Planning and Investment (OIPI) held a total of nine VTrans public Open Houses between April 11 and May 13, 2019 in conjunction with the [Commonwealth Transportation Board's \(CTB\) Spring Transportation Meetings](http://www.ctb.virginia.gov/planning/springmeetings/default.asp) (www.ctb.virginia.gov/planning/springmeetings/default.asp). This Spring 2019 Open House Summary documents the advertising, attendance, locations, and input received at the meetings.

Each Open House was held one hour prior to the CTB's transportation meeting. To ensure efficiency, the OIPI team collaborated with local VDOT Public Affairs Offices in scheduling, advertising, and facilitating VTrans public Open Houses.

## 2 MEETING PURPOSE

The Spring 2019 Open Houses represented the first of four planned rounds of public information meetings scheduled to occur within each of the nine CTB Districts, in alignment with the CTB's Spring and Fall Transportation Meetings. These Open Houses were conducted in support of Task Three: Public Involvement, Branding, and Marketing.

The Open Houses were conducted in an informal "meet and greet" style in all nine CTB Districts across the Commonwealth (Lynchburg, Hampton Roads, Staunton, Bristol, Richmond, Culpeper, Salem, Fredericksburg, and Northern Virginia). The purpose of this approach was to provide a meaningful opportunity for OIPI to exchange information and engage the public in the Plan process.

Activities for the Open Houses, including facilitated discussions, display boards, PowerPoint presentations, and handout materials, were designed to effectively provide information and elicit input. The content for each round of Open Houses is intended to coincide with project milestones. The Spring 2019 Open Houses focused on the following project milestones:

- VTrans Vision and Goals
- VTrans Objectives and Guiding Principles
- Initial demographic trends/results

Public involvement is essential throughout each phase of the VTrans planning process, from the initial long-term visioning, scenario evaluation, and goal-setting to the finishing touches of the mid-term needs assessment and recommendations. OIPI will use the public feedback received at each Open House to guide and adjust priorities and processes during the development and adoption phases of the Plan. Comments submitted during each Open House will be documented and summarized thematically for consideration during each step of project decision-making. OIPI will also use comments and feedback to refine VTrans public outreach approaches for future meetings and engagement opportunities.

### 3 MEETING PROMOTION

In addition to the traditional methods the CTB used to advertise public transportation meetings, OIPI promoted the Spring 2019 Open Houses via the following platforms.

**VTrans Website:** OIPI promoted the Open Houses on the VTrans website - specifically, through one blog post to “The Latest” program update section on the VTrans website and nine event listings under the “What’s Happening” event section. During the month of April, there were over 3,100 visits to the [VTrans event page](http://vtrans.org/get-involved/events) (<http://vtrans.org/get-involved/events>).

**Facebook:** OIPI shared a meeting announcement post to the VTrans Facebook page on April 1. OIPI also ran a series of nine geo-targeted Facebook ads (one ad per meeting) to promote the Open Houses. Each ad was launched approximately two-four days prior to each event. This campaign reached a total of 205,046 people and resulted in 5,282 link clicks, as well as approximately 148 comments. (A summary snapshot of Facebook comment themes can be viewed on page eighteen of this report.) Additionally, 3,480 new visitors who clicked on a paid promoted post from Facebook visited the VTrans website in April.

**Instagram:** OIPI posted a total of six Open House promotional posts on the VTrans Instagram page, garnering a total of 76 likes.

**MailChimp:** OIPI disseminated one general CTB meeting/VTrans Open House series announcement to all VTrans subscribers who have signed up to receive email updates. Additionally, the team sent out nine reminder eblasts for each Open House, targeted by contact groups tagged for each district.



Figure 1-Mailblast Reminder

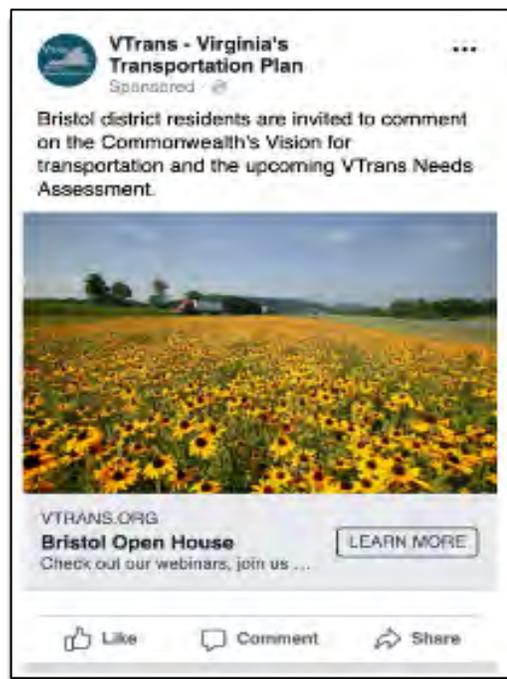


Figure 2-Facebook Ad

## 4 MEETING STRUCTURE AND OVERVIEW

Each meeting was held at a variety of locations within each district. Based on the list of individuals who signed in for each Open House, a total of 143 people attended the Spring 2019 Open Houses.

In addition to informal discussion with OIPI representatives, attendees were invited to complete a comment form and offer their input on the VTrans Vision and Goals. Additionally, post-it notes were placed on display boards, allowing attendees to share any comments or local issues for consideration. Halfway through each Open House, an OIPI representative provided a brief presentation, followed by a Q&A period.

The following section summarizes the location for each Open House, as well as the date, time, attendance rate, and comments received at each meeting. All meeting artifacts, including scanned sign-in sheets and comment forms, can be found in Appendix A, which was prepared separately in conjunction with this meeting report.

## I. LYNCHBURG DISTRICT OPEN HOUSE SUMMARY

Location	Date/Time	Attendance
Holiday Inn Lynchburg 601 Main Street Lynchburg, VA 24504	April 11, 2019 3PM - 4PM	10

### Comments Received at the Lynchburg District Open House

#### Vision and Goals

- Add Interstate travel considerations, especially for passenger rail.
- Study ways to increase the number; clarify that "accessibility" refers to availability of various model of transportation of passenger trains & stations without unacceptable interference with freight trains.
- Is a paradigm change in the kind of passenger equipment used a possible solution?

#### Mid-Term Needs/District Map

- Please expand the regional networks to include Rt. 360 and US Rt. 15.
- Does VTrans also address interstate needs originating/terminating in Virginia?
- Can safety include undersized bridges, intersections and undesirable angles, and other unsafe designs before injuries/fatalities occur?
- Regional Networks - include more rural roadways (i.e.: 360, 58, 501) in the Southside district.
- Safety - Rural areas are overlooked in some of the current methodology.
- Increased public demand/desire for more passenger trains and stations. But how to do so and not interfere with freight trains?



Figure 3-Lynchburg Meeting



Figure 4-Lynchburg Meeting

## ii. HAMPTON ROADS DISTRICT OPEN HOUSE SUMMARY

Location	Date/Time	Attendance
Hampton Roads District Office 7511 Burbage Drive Suffolk, VA 23435	April 15, 2019 3PM – 4PM	8

No Comments Received.

### iii. STAUNTON DISTRICT OPEN HOUSE SUMMARY

Location	Date/Time	Attendance
Blue Ridge Community College 1 College Lane Weyers Cave, VA 24486	April 22, 2019 3PM – 4PM	25

#### Comments Received at the Staunton District Open House

##### Vision and Goals

- Drop “good to go” slang. Good for Go Virginia, good for getting around? Clarify please.
- Replace “good to go” with “Good for Mobility.” Is this the intended meaning?
- Not sure how to word this, but it needs to be short/concise. The vision should be broad, far-reaching, and strive to achieve mobility for all in safe, sustainable manner.
- I thought the vision statement was “safe and efficient mobility of people and goods” or something like that. I prefer the aforementioned statement.

##### Mid-Term Needs/District Map

- Covington - RT 220NB from intersection W/18 past where it diverges with RT 60 - past west rock: sidewalks not ADA; telephone poles in the middle of the sidewalks constrained by retaining walls; parking in grass no curb, no gutter, asphalt built up to level of curb where curb exists.
- RT 220 - 60 & 64 Run in common from Exit 27 to Exit 16, there is no secondary road from Covington to Clifton Forge; in the most incident prone segment of 64 west of 81, I-64 serves “crosstown” traffic.
- Why is Rt. 7 not a CoSS and what would be the process to add it? Also Rt. 50 & Rt. 522?



Figure 6-Staunton Meeting



Figure 5-Staunton Meeting

## IV. BRISTOL DISTRICT OPEN HOUSE SUMMARY

Location	Date/Time	Attendance
Southwest Virginia Higher Education Center 1 Partnership Circle Abingdon, VA 24210	April 23, 2019 3PM – 4PM	10

### Comments Received at the Bristol District Open House

#### Vision and Goals

- Do not build bypass roads in Pennington gap.
- Looks ok as far as the metrics for a highway system.
- Rt. 58 Powell Mtn. Road East & West construction in 1964 needs new roads from Sicklerville to Duffield, VA.



Figure 7-Bristol Meeting



Figure 8-Bristol Meeting

## V. RICHMOND DISTRICT OPEN HOUSE SUMMARY

Location	Date/Time	Attendance
Richmond Marriott-Short Pump 4240 Dominion Boulevard Glen Allen, VA 23060	April 25, 2019 3PM – 4PM	27

### Comments Received at the Richmond District Open House

#### Vision and Goals

- Good, but with an aging population and increasing congestion in our urban areas, we must increase our prioritization on transit, multimodal, and bike/ped.
- Gas will not be cheap forever and building more lanes of highway is not the long-term solutions.
- In the short term, we must do a better job of monitoring the roads and bridges we have.
- Drop “Good to go”; consider other wording.
- Add language about building a “world-class” transportation system. VA needs to stand up against the best.
- What does “good to go” mean?

#### Mid-Term Needs/District Map

- Consider Rte. 288 at a major component of the CoSS.
- Climate Change Planning.
- Please provide a map of all “Regional Network” routes.
- CoSS do not include bike/ped. corridors (e.g., USRR1, USBR76, East Coast Greenway). These are used for travel, tourism, community etc.); therefore, shouldn't they be included?
- Transit connection from Broad St. to Lauderdale/John Rolfe in Western Henrico.
- Now school complex on 58 at Rt. 4. Potential issues on 92 (e.g., project on 47 wide shoulders).



Figure 9-Richmond Meeting



Figure 10-Richmond Meeting

## vi. CULPEPER DISTRICT OPEN HOUSE SUMMARY

Location	Date/Time	Attendance
Culpeper District Office 1601 Orange Road Culpeper, VA 22701	May 6, 2019 3PM – 4PM	7

### Comments Received at the Culpeper District Open House

#### Mid-Term Needs/District Map

- Albemarle County: UDA Mapping is missing an area that is covered in the text. Please contact Kevin McDermott for info (434-296-5832 ext: 3414).
- Albemarle County: Intersection S 29/64 E-W highly congested at grade crossover. Regular accidents.
- Albemarle County: New connectivity bridge over N-S 250 W-240. Supports safety, EMS delivery, 3 sides of rectangle for services.
- 2 renaming N-S roads carry all traffic heavily congested.
- 240 bridge to be closed for work in 2022.



Figure 11-Culpeper Meeting



Figure 12-Culpeper Meeting

## vii. SALEM DISTRICT OPEN HOUSE SUMMARY

Location	Date/Time	Attendance
Holiday Inn Tanglewood 4469 Starkey Road Roanoke, VA 24018	May 7, 2019 3PM – 4PM	36

### Comments Received at the Salem District Open House

#### Vision and Goals

- The vision puts business as the focus. Is this really the point of government? Our citizens should come first.
- Add "healthy, equitable communities" and/or "healthy diverse communities."
- Equity or Fairness - Our transportation system should not preserve racial inequality and segregation.
- What does Good to Go mean or imply? The wording is awkward, and the three parts of the sentence form a non-parallel list. So the "Good to Go" phrase has two problems in that it is unclear what specifically is good to go, and the verb "Go" is not presented in a manner that is parallel with the nouns Business and Communities. I am unsure what the solution is. The phrase Good to Go usually implies something is prepared and ready for implementation. If that was the case, then the transportation system would need no further improvements. *(Received via email)*

#### Mid-Term Needs/District Map

- Pollution has decreased thanks to Ohio power plants.
- Keep the 2040 Needs.



Figure 13-Salem Meeting



Figure 14-Salem Meeting

## viii. FREDERICKSBURG DISTRICT OPEN HOUSE SUMMARY

Location	Date/Time	Attendance
James Monroe High School 2300 Washington Avenue Fredericksburg, VA 22401	May 9, 2019 5PM – 6PM	6

### Comments Received at the Fredericksburg District Open House

#### General

- Seems like a methodical process. A lot of the growth in the area has not been methodical. How does this process plan for the changes that come as a result of technology?

#### Mid-Term Needs/District Map

- Norris Bridge?
- Downing Bridge?



Figure 15-Fredericksburg Meeting



Figure 16-Fredericksburg Meeting

## ix. NORTHERN VIRGINIA DISTRICT OPEN HOUSE SUMMARY

Location	Date/Time	Attendance
Northern Virginia District Office 4975 Alliance Drive Fairfax, VA 22030	May 13, 2019 5PM – 6PM	14

### Comments Received at the Northern Virginia District Open House

#### General

- Many suburban communities in the Northern Virginia/Fairfax area remain too dispersed and spread out to allow people to feasibly run errands and commute to work via bicycle.

#### Mid-Term Needs/District Map

- RT 7/bypass 6 lanes from RT 9 to Greenway.

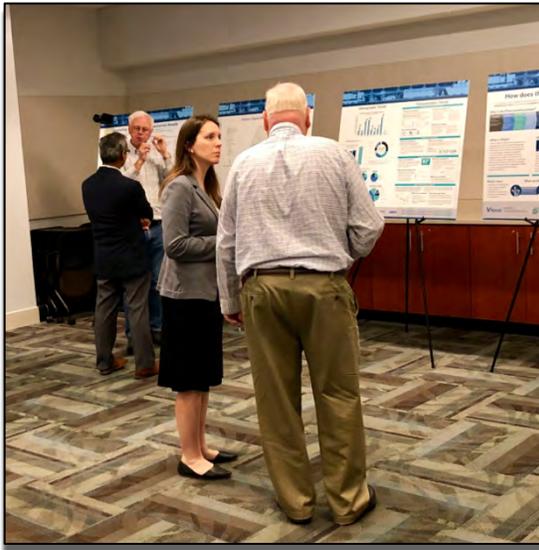


Figure 17-NOVA Meeting

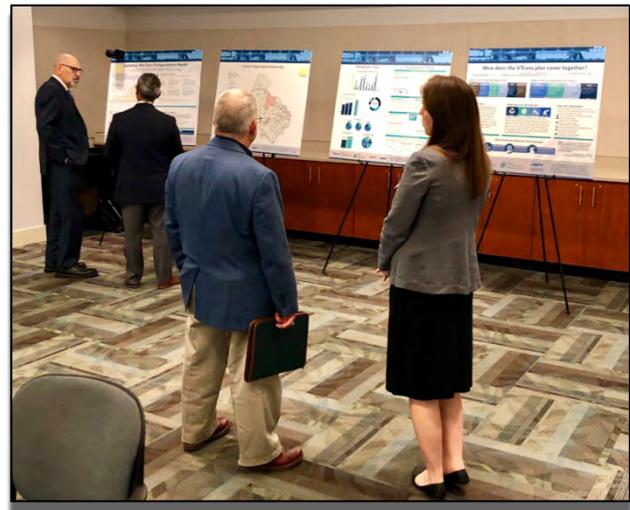


Figure 18-NOVA Meeting

# 5 MEETING MATERIALS

A total of four display boards were set at each Open House to illustrate an overview of the VTrans process and mid-term transportation needs; a snapshot of statewide trends; and a local district map. Post-it notes were placed on the Mid-Term Needs and District Map posters and attendees were invited to offer comments and suggestions for consideration. In addition, two factsheets (“What is VTrans?” and “Updating Mid-Term Transportation Needs”) and a Vision and Goals comment form were provided to attendees at each Open House.

**Updating Mid-Term Transportation Needs**  
 The VTrans Update is assessing transportation needs over an 8-10 year timeframe to help Virginia prepare for future 10-year programs, which allocate public funds for transportation projects.

**1. Start with needs...**  
 Identify and build upon needs identified in VTrans2016 (previous plan) organized by travel markets: 1) Conditions of Statewide Significance (CS2); 2) Regional Networks; 3) Urban Development Areas; 4) Future sites for safety needs.

**2. Propose to measure...**  
 What metrics to assess needs with better data and stakeholder input.

<b>CONGESTION</b> What delays and backups do travelers encounter and where do these issues occur?	<b>RELIABILITY</b> How predictable are travel times between places? Where is travel least predictable?	<b>ACCESSIBILITY</b> What are your travel choices to get to your destination? How close are people to the places they need to go?
<b>SAFETY</b> Is Virginia walking, progress towards its safety targets? Where are the safety hotspots?	<b>RESILIENCE</b> Is Virginia's transportation infrastructure in good condition? What are the priorities for improvement?	<b>MODAL DEMAND</b> (Bicycles, Commuters) Is there an increase in walking and bicycling options?

**3. Tie needs measures...**  
 In updated VTrans2019 Vision and Goals.

**4. Coordinate and engage...**  
 with stakeholders to validate and finalize needs. The project team will present the needs methodology, complete the needs analysis, and finalize the results with presentation of the results to the URB in December 2019.

**WE WANT TO HEAR FROM YOU!**

Figure 19-Mid-Term Needs Display Board

**How does the VTrans plan come together?**  
 VTrans provides a vision for Virginia's future transportation system and defines goals, objectives, and guiding principles to achieve the vision. It identifies transportation conditions, trends and anticipated growth patterns. It also explores the design, build, operate and maintain (DBOM) needs, and provides a road map for the coming years and the 10-year outlook for transportation.

**What is the VTrans planning process?**

**What are the key milestones for VTrans?**

**What is VTrans?**  
 VTrans is Virginia's first-ever, all-encompassing plan developed by the Commonwealth Transportation Board (CTB) every 10 years. VTrans lays out the overarching Vision and Goals for transportation in the Commonwealth, provides strategic and implementation strategies and programs to the CTB and to transportation agencies such as Virginia Department of Transportation (VDOT) and Virginia Department of Surface Public Transportation (VDOT), as well as regional Metropolitan Planning Organizations (MPOs).

**What does this mean for me?**  
 All projects, roads, bridges, bike lanes start with a vision. These ideas are then idea-based, prioritized, funded and then built. VTrans guides decision-makers in a public-based transportation system that draw on revenue sources both at Virginia's share of the Federal gas tax, to state gas and heavy freight tax and tolls for all revenue paid for your drive. You have a stake in creating the future that support our transportation system, so you also have a role in planning the ways in which these ideas will be used.

**How can I participate?**  
 All 17 people involved in all transportation are invited to be part of the VTrans conversation process and there are lots of ways to share your input.

**What's New?**  
 Updated and improved data sources where available  
 Updated technical performance requirements  
 Analysis of transportation funding sources

**What are the key themes for the VTrans plan?**

**How can I participate?**  
 All 17 people involved in all transportation are invited to be part of the VTrans conversation process and there are lots of ways to share your input.

Figure 20-“What Is VTrans?” Display Board

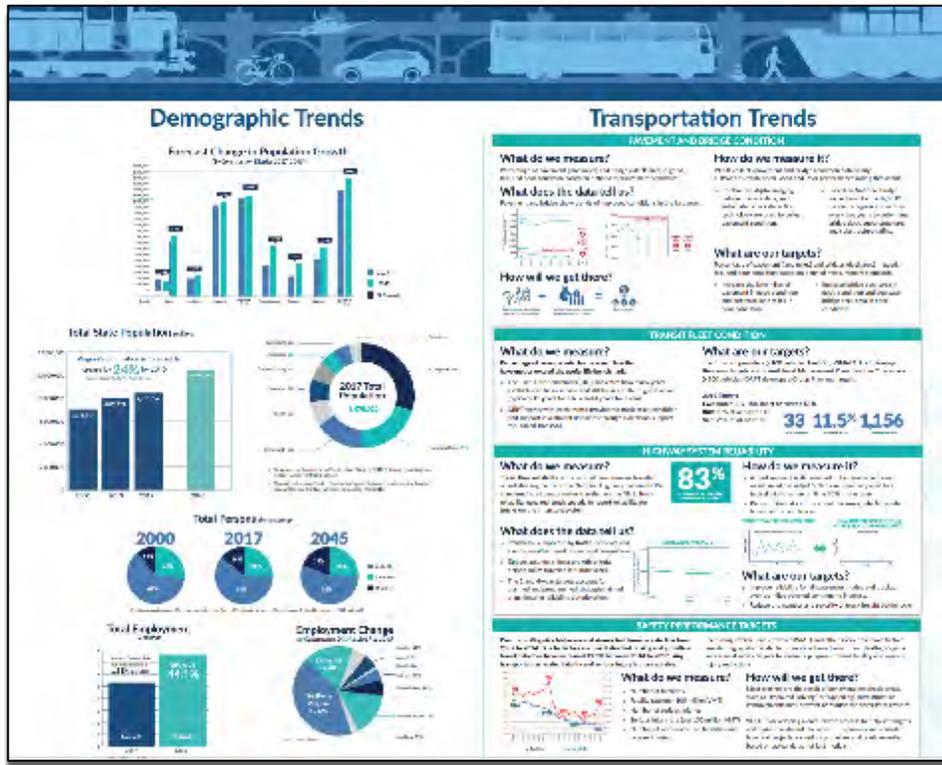


Figure 21-Statewide Trends Display Board

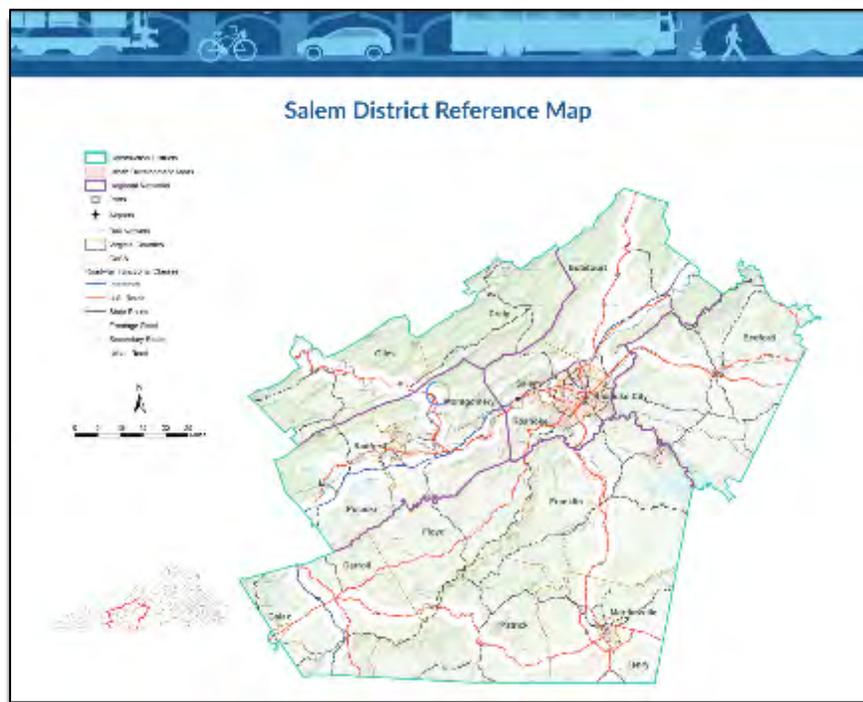


Figure 22-Construction District Map Sample Display Board

Figure 23-Comment Form

Figure 24-Mid-Term Needs Factsheet

FRONT

BACK

Figure 25-“What is VTrans?” Factsheet

## 6 ONLINE MEETING

To accommodate those who were unable to attend a VTrans Open House in their district, OIPI created a [Spring 2019 Open House online meeting page](http://vtrans.org/get-involved/online-public-meetings/spring-2019-open-house) (<http://vtrans.org/get-involved/online-public-meetings/spring-2019-open-house>). This page allows visitors to virtually experience the Open House by viewing all of the posters and handouts shared, as well as a recorded version of the VTrans Open House presentation. Visitors may also complete an online comment form to provide their input on the VTrans Vision and Goals.

During the month of April, 101 users visited the VTrans Spring 2019 Open House online meeting page. As of May 2019, OIPI has received one email comment form.

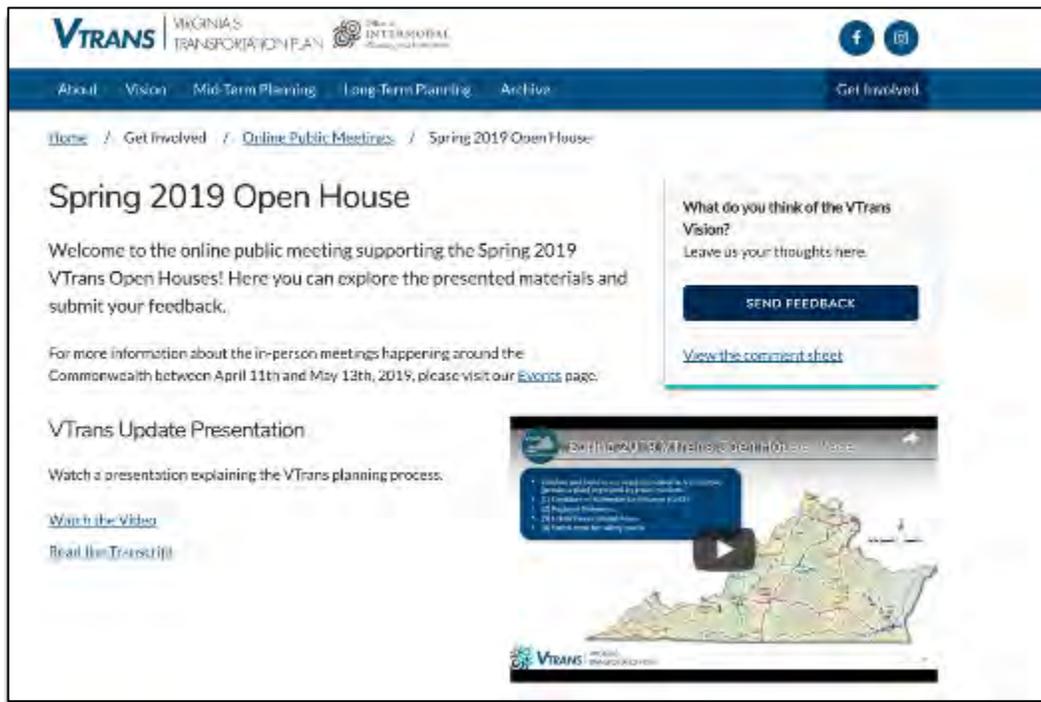
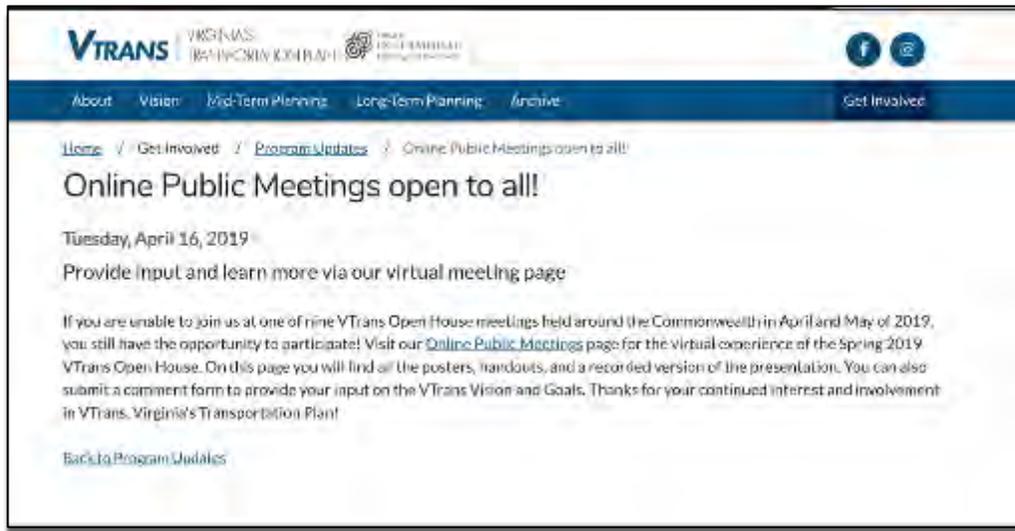


Figure 26-Online Meeting Screenshots

## 7 SUMMARY OF ADDITIONAL INPUT RECEIVED

In addition to the Vision and Goals comment forms offered to attendees, OIPI also received public input through interactive discussion at the Open Houses, as well as social media comments. The following section provides a snapshot of themes and comments OIPI gathered via conversations and Facebook comments. OIPI will use the public feedback received at each Open House to guide and adjust priorities and processes during the development and adoption phases of the Plan.

### I. CONVERSATIONAL INPUT

As part of the Open House format, OIPI used informational poster boards as an icebreaker for opening dialogue and fostering engagement. The following table identifies key themes and highlights that emerged from the conversations that took place at each Open House:

Comment Theme	Comment Summary
Geography/Unit of Analysis Related Items	<ul style="list-style-type: none"> <li>• Include Route 122 between Franklin/Bedford County line to Rocky Mount (A letter from the Smith Mountain Lake Regional Chamber of Commerce)</li> <li>• Include Routes 19 and 23 that are currently out of the RN in Bristol</li> <li>• Concerns about the exclusion of rural areas (in RN) were raised again</li> <li>• Comments about key routes, examples of Routes 501 and 360</li> <li>• How to incorporate Activity Centers or facilities outside the RN Boundaries but closely tied to RN</li> <li>• How are activity centers defined?</li> </ul>
VTrans Category/Designation Related Items	<ul style="list-style-type: none"> <li>• Need to revisit the CoSS designation in the context of Rt. 288 in Richmond</li> <li>• General inquiries about creating new UDAs in rural areas to make needs eligible for SMART SCALE funding</li> </ul>
Mode-specific Comments	<ul style="list-style-type: none"> <li>• Comment about the reason for lack of transit interest in VTrans and SMART SCALE (program not suitable)</li> <li>• Importance of bicycle and pedestrian safety</li> <li>• Question about how rail infrastructure projects are selected for funding when the tracks are privately owned (how to balance private and public needs)</li> </ul>
Facility or Activity Center Related Comments	<ul style="list-style-type: none"> <li>• Need to ensure Port of Virginia's needs are adequately reflected in VTrans</li> </ul>
Other Comments	<ul style="list-style-type: none"> <li>• General questions about how I-81 and I-95 work relates to VTrans</li> <li>• Question about how STARS and Arterial Preservation studies will be captured in the Needs</li> <li>• Expecting comments from the Southern Environmental Law Center requesting consideration of sea level rise in the development of VTrans Needs</li> <li>• Expecting comments from the Sierra Club</li> </ul>

## ii. FACEBOOK COMMENTS

OIPI ran a series of nine geo-targeted Facebook ads (one ad per meeting) to promote the Open Houses. Each ad was launched approximately two-four days prior to each event. The following table identifies some of the key comment themes, as well as a snapshot of the comments left on each ad:

Comment Theme	Comment Summary
Tolls	<ul style="list-style-type: none"> <li>Isolating Hampton Roads from the rest of the world by tolls.</li> <li>No more tolls, no more expansion. Repair existing DMV roads and stop all the construction. Increase 2-8 hour street parking in DC the way it was BEFORE 9/11. Make the metro more COMFORTABLE to ride. Start there.</li> </ul>
Traffic	<ul style="list-style-type: none"> <li>The Governor was on PBS tonight taking credit for his expansion of I-64 to support the needs of shipping product in and out of Virginia's ports (3rd busiest in the country). Great you get traffic out of the coast fast on an expanded I-64 and then dump it on the bottleneck that is I-81.</li> <li>I live off of I-40 and when it was widened from six to ten lanes (in Knoxville) by the time that project was complete it again needs to be widened. All lanes are full and moving no more than 30 MPH during morning and evening commute. So trust me you want I-81 to be eight lanes.</li> <li>RT 28 definitely needs to be widened out to RT 29, if not RT 29 at least RT 17. PWC needs to take it all the way to the Fauquier Co line and then people need to put pressure on Fauquier.</li> </ul>
Public Transit	<ul style="list-style-type: none"> <li>Have the Tide connect all the way to Norfolk, with a stop in towns center. Also including a stop in Hampton could help alleviate traffic congestion in the tunnel.</li> <li>Make the metro more COMFORTABLE to ride.</li> <li>Real high speed train RICHMOND TO D.C.; high fencing like Japan</li> </ul>
Infrastructure	<ul style="list-style-type: none"> <li>Fix 81. Eight lanes minimum in congested areas like Harrisonburg, Roanoke, Christiansburg and Marion/Abington and Bristol!</li> <li>Would love to see an extension from the airport to the resort area and a Military Base loop including Old Dominion University.</li> <li>Add shoulders/bike lanes to Stevensburg Rd, Carrico Mills Rd, Bel Pre Rd and 522. Add turn lanes off 29 business to Inlet Rd. Pave Glen Ella Rd and fix bridge over Jonas Run on Glen Ella before it caves in from undermining.</li> <li>Stop approving building permits. Move the truck scales south, near the already existing rest area near Kings Dominion. Then let big trucks on the HOV lanes to travel as far south as is possible. No need to have them in the right two lanes, directly where people are entering or exiting the highway.</li> </ul>
Meeting Logistics	<ul style="list-style-type: none"> <li>I wish these meetings were at a more convenient time for the public. 6pm would seem logical.</li> <li>By the year 2000, these things will be online and virtual. Maybe one day we will have the ability to have online meetings. I hear the information superhighway is coming.</li> </ul>
Construction	<ul style="list-style-type: none"> <li>When is the "permanent construction" on I-395 going to end?!?! Every day and every night two or three lanes are closed for no apparent reason, and they don't appear to be accomplishing ANYTHING!!</li> </ul>

# **ATTACHMENT A**

## **“WHAT IS VTRANS?” FACTSHEET**



## How does the VTrans plan come together?

VTrans provides a vision for Virginia's future transportation system and defines **goals, objectives, and guiding principles** to achieve the vision. It identifies **transportation conditions, trends and anticipated growth patterns**. It also explores the **demographic, economic, environmental and technological trends** anticipated over the coming years and their potential influences on transportation.

### What is the VTrans planning process?



### What are the key milestones for VTrans?



#### What is VTrans?

VTrans is Virginia's multimodal transportation plan developed by the Commonwealth Transportation Board (CTB) every four years. VTrans lays out the overarching Vision and Goals for transportation in the Commonwealth, identifies transportation investment priorities, and provides direction on implementation strategies and programs to the CTB and to transportation agencies such as Virginia Department of Transportation (VDOT) and Virginia Department of Rail and Public Transportation (DRPT), as well as regional Metropolitan Planning Organizations (MPOs).

#### What does this mean for me?



All projects (roads, bridges, bike lanes) start off as ideas. These ideas are then fine-tuned, prioritized, funded and then built. VTrans guides decisions about publicly funded transportation investments that draw on revenue sources such as Virginia's share of the Federal gas tax, to which you and every Virginian contribute whenever you fill up your tank. You have a stake in creating the funds that support our transportation system, so you also have a stake in planning the ways in which those funds will be used.



## What are the key themes for the VTrans plan?

 <p><b>SMART INFRASTRUCTURE</b>                  Investing to increase technology and capacity for the 5G society.</p>	 <p><b>SMARTER INVESTMENTS</b>                  Prioritizing to achieve a higher rate of return on the Commonwealth's transportation investments.</p>	 <p><b>RESILIENT INFRASTRUCTURE</b>                  Investing to ensure more resilient transportation infrastructure for fewer disruptions and fewer closures due to natural events.</p>
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### How can I participate?

All Virginia residents and businesses are invited to be part of the VTrans development process and there are lots of ways to share your input:

-  Sign up for updates on the website (VTrans.org)
-  Like our Facebook Page facebook.com/VTransVirginia
-  Follow our Instagram Page Instagram.com/VTransVirginia
-  Contact OIPI staff directly comment@VTrans.org
-  Attend public open houses in Spring 2019 and Fall 2019
-  Participate in social media polls and statewide opinion survey



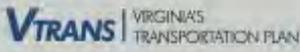
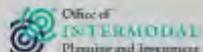
Secretary of Transportation  
Shannon Valentine

*"I believe our legacy is going to be built on 3 pillars: Tying more deliberately transportation decisions to economic opportunity and competitiveness, executing and delivering superior projects, and embracing innovation."*

- Secretary Shannon Valentine  
Innovation Summit Video, October 31, 2018

*"Embracing innovation has helped the Commonwealth create a world-class, multimodal transportation system that serves as the platform for Virginia's economy."*

- Secretary Shannon Valentine  
September 12, 2018

			Virginia's transportation system is a complex network of highways, streets, sidewalks, trails, rail corridors, transit systems, information systems, airports and runways, shipping ports and docks, intermodal connectors, and even a space port. This variety is the essence of a "multimodal" transportation system.
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# **ATTACHMENT B**

## **UPDATING MID-TERM NEEDS FACTSHEET**



## Updating Mid-Term Transportation Needs

### Needs Identification Approach

- 1.** Validate and build upon needs identified in VTrans2040 (previous plan) organized by travel markets: 1) Corridors of Statewide Significance (CoSS) 2) Regional Networks 3) Urban Development Areas 4) Entire state for safety needs.
- 2.** Propose to measure what matters to assess needs with better data and stakeholder input.
- 3.** Tie needs measures to updated VTrans2040 Vision and Goals.
- 4.** Coordinate and engage with stakeholders to validate and finalize needs. The project team will present the needs methodology, complete the initial analysis, and validate the results, with a presentation of the results to the CTB anticipated for December 2019.

### VTrans Vision and Goals

**VISION:** Virginia's multimodal transportation system will be Good for Business, Good for Communities, and Good to Go. Virginians will benefit from a sustainable, reliable transportation system that advances Virginia businesses, attracts a 21st century workforce, and promotes healthy communities where Virginians of all ages and abilities can thrive.

**GOAL A**  
Economic Competitiveness and Prosperity

**GOAL B**  
Accessible and Connected Places

**GOAL C**  
Safety for All Users

**GOAL D**  
Proactive System Management

**GOAL E**  
Healthy Communities and Sustainable Transportation Communities



### Proposed Schedule

Develop new and updated measures:  
Late Spring 2019

Present methodology:  
Late Spring 2019

Finalize and approve needs measures:  
Late Summer 2019

Engage with stakeholders to update needs: Fall 2019

### Needs Categories

#### CONGESTION

What delays and backups do travelers encounter and where do these issues occur?

#### RELIABILITY

How predictable are travel times between places? Where is travel least predictable?

#### ACCESSIBILITY

What are your travel choices to get to your destination? How close are people to the places they need to go?

#### SAFETY

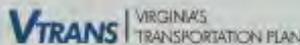
Is Virginia making progress towards its safety targets? Where are the safety hotspots?

#### PRESERVATION

Is Virginia's transportation infrastructure in good condition? What are the priorities for improvement?

#### MODAL DEMAND (Healthy Communities)

Is travel-induced pollution decreasing? Do Virginians have healthy walking and bicycling options?



Virginia's transportation system is a complex network of highways, streets, sidewalks, trails, rail corridors, transit systems, information systems, airports and seaports, shipping ports and locks, intermodal connections, and even a space port. This variety is the essence of a "multimodal" transportation system.

# **ATTACHMENT C**

## **VISION AND GOALS COMMENT FORM**



**What's your vision?**

In 2015, the Commonwealth Transportation Board adopted a Vision, Guiding Principles, and Goals to guide VTrans2040. In our fast-moving world, a lot has happened since 2015. For this VTrans update, should we revisit the Vision? Is it time to rethink any of the Guiding Principles or Goals? Tell us what you think by jotting down your thoughts on this sheet.

**What's a vision statement?**

A vision statement describes the optimal future that all of us, working together, want to bring about. An inspiring picture of what we want to accomplish over time, the vision statement motivates and guides everyone involved in achieving it. It provides a focal point that helps each partner agency and stakeholder to align its own plans and actions with the desired future outcomes, and to stay true to the course during the long journey toward success.

**Why might we want to change the vision?**

It's important to step back every so often and assess the meaning and relevance of a previously adopted vision statement, given the values, needs, and desires of today's Virginians. Regardless of whether we make any changes to the words, we need to make sure the vision—and the goals that support it—represents our very best aspiration for the world in which future generations of Virginians will live.

**WHAT DO YOU THINK? CHECK OPTION A, B, OR C, AND SHARE YOUR IDEAS.**

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<b>A</b>	This is just right – keep as is!
<b>B</b>	It's pretty good, but I'd suggest dropping, adding, or changing a few things.

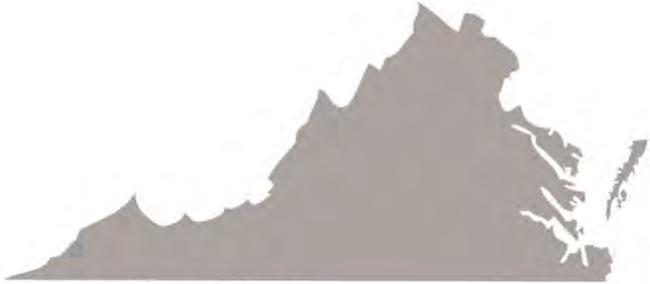
Drop:

Add:

Change:

<b>C</b>	My vision is really different. Here's how I'd describe Virginia's ideal future:
----------	---

If you have additional comments, please email us at [Comment@VTrans.org](mailto:Comment@VTrans.org)

The logo for VTRANS, with 'V' in a large, bold, blue font and 'TRANS' in a smaller, bold, blue font.

VIRGINIA'S  
TRANSPORTATION PLAN

The logo for Virginia's Transportation Plan, featuring a silhouette of the state of Virginia in a light brown color above the text 'VIRGINIA'S TRANSPORTATION PLAN' in a dark blue, sans-serif font.

# Spring 2019 Meeting Summary – Appendix A

For VTrans Open Houses,  
held April 11-May 13, 2019



Office of Intermodal Planning and Investment

1221 E. Broad Street

2<sup>nd</sup> Floor, East Wing

Richmond, Virginia 23219

June 2019

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

Contract Number 47082, Task 3: Public Involvement, Branding, &  
Marketing

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# 1.1 LYNCHBURG

Comment Form(s) Received:



### What's your vision?

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A | This is just right – keep as is!

B | It's pretty good, but I'd suggest dropping, adding, or changing a few things.

Drop:

1) Add: Interstate travel considerations, especially for passenger rail; 2) Study ways to increase the number of stations without unacceptable interference with freight trains. Is a paradigm change of the kind of passenger equipment used a possible solution??  
Change: Clarify that "Accessibility" refers to availability of various modes of transportation

My vision is really different. Here's how I'd describe Virginia's ideal future:

(Cont. from above) of passenger trains & stations without unacceptable interference with freight trains. Is a paradigm change of the kind of passenger equipment used a possible solution??

If you have additional comments, please email us at [Comment@VTrans.org](mailto:Comment@VTrans.org)

Sign-in Sheet(s):



VTrans Open House Sign-in Sheet  
Lynchburg District

April 11, 2019

Please **print** your NAME AND ADDRESS. Optional E-Mail address for project updates.

NAME	ADDRESS	E-MAIL ADDRESS
David Phelps	11 Vermont Ave Moneta, VA 24121	drperiepa@gmail.com
David Hoback	P.O. Box 5268 Martinsville, VA 24119	dhoback@wppdc.org
Scott Smith	828 Main St 12th Fl 24504	scott.smith@cupdc.org
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VTrans Open House Sign-in Sheet  
Lynchburg District

April 11, 2019

Please **print** your NAME AND ADDRESS. Optional E-Mail address for project updates.

NAME	ADDRESS	E-MAIL ADDRESS
Chad Neese	2005 Rockledge Ave. South Hill, VA 23470	Cneese@southsirept.org
Melody Foster	P.O. Box P Farmville, VA	mfoster@virginiasheartline.org
C.W. Crowder	710 Hamilton Blvd South Boston, VA 24502	ccrowder@southbostonva.us
Kelly Hitchcock	1023 Linden Ave (WOM) 828 Main St, 12th Fl (WC)	kelly.hitchcock@cupdc.org
Lindsay Legrand		Lindsay.legrand@vdot.virginia.gov

Sticky Notes:

**Update**

to he

1. Start with needs...  
validate and build upon needs identified in markets: 1) Corridors of Statewide Significance 2) Urban Development Areas 3) Urban Development Areas 4) Entire Region

Regional Networks  
• Urban Development Areas (as of May 2018)

Travel Markets:  
Corridors of Statewide Significance serve inter-regional travel.  
Regional Networks serve commuters, intra-regional, and local travel.  
Urban Development Areas are designated by local governments and are intended to promote walkable development and traditional neighborhood design.

Does VDOT also address interstates needs originating/terminating in Virginia?

Corridors of Statewide Significance\*

- Coastal Corridor
- Eastern Shore Corridor
- North West
- Crescent Corridor
- Heartland Corridor
- North

*Does VDOT also address interstates needs originating/terminating in Virginia?*

Can safety include additional bridges, sidewalks on walkways, and other needs brought before regional bodies?

Regional Networks - Include more rail, transit, and other modes in the same of the current marketing.

Business, Sustainable, Reliable, Attractive  
Businesses, attracts a 21<sup>st</sup> century workforce, and all ages and abilities can thrive.

GOAL E  
Healthy Communities and Sustainable Transportation Communities

System

Legend:  
Northern Virginia Corridor  
Seminole Corridor  
Southside Corridor  
Washington to North Carolina Corridor  
Western Mountain Corridor  
Airports  
Rail Network

Needs

ects.

ata and stakeholder input.

ACCESSIBILITY  
What are your travel choices to get to your destination? How close are people to the places they need to go?

MODAL DEMAND (Healthy Communities)  
Is travel-induced pollution decreasing? Do Virginians have healthy walking and bicycling options?

Increased public demand/desire for more passenger trains & stations, BUT How to do so and not interfere with freight train?

Transportation Trends

PAVEMENT AND BRIDGE CONDITION

How do we measure it?  
VDOT collects pavement and bridge condition data based on defined measurement standards. FHWA has established Good and Poor pavement condition standards.

How do we measure it?  
Based on National Bridge Inspection Standards, VDOT conducts regular inspections every two years to determine bridge deck, superstructure, and substructure rating.

What are our targets?  
Percentage of pavement (lane miles) and bridges (deck area) in good, fair, and poor condition based on defined measurement standards.

What are our targets?  
Tier 1 transit providers (>100 vehicles) like VRE, WMATA, HRT develop their own targets and Transit Asset Management Plans. For Tier 2 providers (<100 vehicles) DRPT develops a Group Plan and targets.

2019 Targets  
Commuter Bus: 15% meet or exceed ULB  
Bus: 10% at or past ULB  
Van: 25% at or past ULB

33 11.5% 1,156

HIGHWAY SYSTEM RELIABILITY

83%

How do we measure it?  
A road segment is determined to be unreliable if one or more of the following conditions are met:

# 1.2 HAMPTON ROADS

Comment Form(s) Received: N/A

Sign-in Sheet(s):



**VTrans Open House Sign-in Sheet  
Hampton Roads District**

**April 15, 2019**

Please *print* your NAME AND ADDRESS. Optional E-Mail address for project updates.

NAME	ADDRESS	E-MAIL ADDRESS
Robin Gaur	VDOT	robin.gaur@vastr.mcgm5c.gw
ERIC STRINGFIELD	VDOT	ERIC.STRINGFIELD@VDOT.VA.GOV
Dawn Odom	VDOT	Dawn.Odom@VDOT.Virginia.gov
Barbara Nelson	POV	bnelson@portofvirginia.com
Amy Inman	2	amy.inman@norfolk.gov
Jungwook Jun	VDOT	Jungwook.Jun@VDOT.VA.GOV
Rob Case	KRTPO	—
Bob Scott	MJ Spring, NE 1	b.scott1@MJSpring.net

Sticky Notes: N/A

# 1.3 STAUNTON

## Comment Form(s) Received



### What's your vision?

In 2015, the Commonwealth Transportation Board adopted a Vision, Guiding Principles, and Goals to guide VTrans2040. In our fast-moving world, a lot has happened since 2015. For this VTrans update, should we revisit the Vision? Is it time to rethink any of the Guiding Principles or Goals? Tell us what you think by jotting down your thoughts on this sheet.

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A | This is just right – keep as is!

B | It's pretty good, but I'd suggest dropping, adding, or changing a few things.

Drop:

"... Good to Go..." → slang, good for Go Virginia, good for getting around? clarify, please.

Add:

Replace with: "... Good for Mobility..." ? Is this the intended meaning?

Change:

C | My vision is really different. Here's how I'd describe Virginia's ideal future:

If you have additional comments, please email us at [Comment@VTrans.org](mailto:Comment@VTrans.org).

Sign-in Sheet(s):



VTrans Open House Sign-in Sheet  
Staunton District

April 22, 2019

Please **print** your NAME AND ADDRESS. Optional E-Mail address for project updates.

NAME	ADDRESS	E-MAIL ADDRESS
Susan Lovelady	201 Clearwater Dr Covington VA 24426	Lovelady845@gmail.com
Adam Campbell	VDOT	adamf.campbell@vdot.virginia.gov
Brod Reed	VDOT Staunton	brod.reed@vdot.virginia.gov
Erin Yancey	320 Emory Rd Hburg VA 22501	Erin.Yancey@hamiltonburgva.gov
Kate Wofford	PO Box 104 NewMarket VA	KWofford@Shenandoahalliance.org
John Bishop	107 N Kent Win	jbishop@fcva.us
Daniel Davies	PO Box 6, Hamilton, VA 20157	deldlarock@house.virginia.gov
Ann Cundy	112 MacTandy Pl. Staunton VA	ann@cspdc.org
Alex Wilbur	201 Green St. Bridgewater, VA	annwilbur@bridgewater-ham
John Madera	400 Kendrick Ln Ste E Front Royal, VA 22630	j.madera@NSVRegion.org



VTrans Open House Sign-in Sheet  
Staunton District

April 22, 2019

Please **print** your NAME AND ADDRESS. Optional E-Mail address for project updates.

NAME	ADDRESS	E-MAIL ADDRESS
Tom Hartman	320 Emory Rd Harrisonburg VA 22501	Tom.HARTMAN@HARRISONBURGVA.GOV
Bradford Dyjak	20 E Gay Street, Harrisonburg, VA 22802	BDyjak@RockinghamCountyVA.gov
Judy McLean Skughter	107 N Kent St Winchester VA 22601	
GERALD GATTSBU	475 E Washington St, Harrisonburg, VA 22802	Gerald.Gatstb@hamisoburgva.gov
Jonathan Howard	112 MacTandy Pl Staunton, VA	jonathan@cspdc.org
MURPHY TUOMEY	113 MILL PLACE VERONA	mtuomey@ANTTenergy.com
Bob Childress	County of Warren 222 N. Commerce Ave Front Royal, VA 22630	rchildresse@warrencountyva.net
Mark Long	512 Madison St Winchester VA	mark.long@gmail.com
DEVON THOMPSON	112 MAC TANDY PL. STAUNTON VA	DEVON@CSPDC.ORG

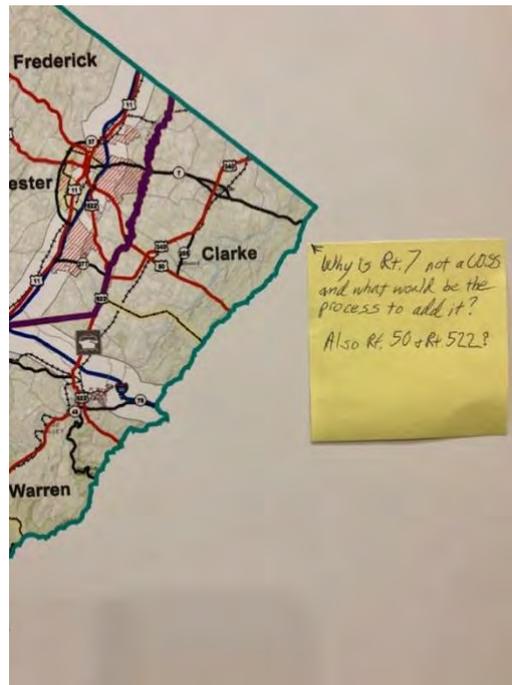
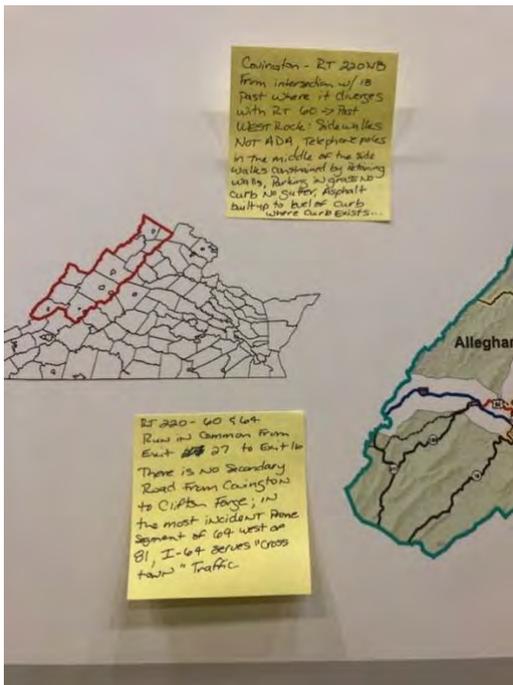
VTrans Open House Sign-in Sheet  
Staunton District

April 22, 2019

Please **print** your NAME AND ADDRESS. Optional E-Mail address for project updates.

NAME	ADDRESS	E-MAIL ADDRESS
Marsha Fied	VDOT TMPD CO	Marsha.Fied@VDOT.Virginia.gov
Paradise Jones	VDOT TMPD CO	Paradise.jones@vdot.virginia.gov
Rhonda Cooper	RCAE 20 E. Gay St Hwy 22802	rcooper@rockinghamcountygov
Zach Beard		Zach@espdc.org
Dan 1st	726 Glass Hollow Rd RFV VA 22920	11459@icloud.com
Terry Rodgers	1800 Shenandoah Ave Waynesboro	Terry.Rodgers@dss.virginia.gov
Jerry Lilly	84 Peters Pike Rd Hite VA 24181	

Sticky Notes:



# 1.4 BRISTOL

Comment Form(s) Received:



**What's your vision?**

In 2015, the Commonwealth Transportation Board adopted a Vision, Guiding Principles, and Goals to guide VTrans2040. In our fast-moving world, a lot has happened since 2015. For this VTrans update, should we revisit the Vision? Is it time to rethink any of the Guiding Principles or Goals? Tell us what you think by jotting down your thoughts on this sheet.

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A | This is just right – keep as is!

B | It's pretty good, but I'd suggest dropping, adding, or changing a few things.

Drop:

Add: DO NOT BUILD BY-PASS ROADS IN PENNINGTON GAP, POP. 1000 AND NO POVERTY TOWN VALUE ADDED.

Change: LOOKS OK AS FAR AS THE METRICS FOR A HIGHWAY SYSTEM

C | My vision is really different. Here's how I'd describe Virginia's ideal future:

Ⓢ RT 58 POWELL INTER ROAD EAST & WEST ~~TO~~ CONSTRUCTED IN 1964 NEED NEW ROAD FROM STICKLEYVILLE TO DOFFIELD VA

If you have additional comments, please email us at [Comment@VTrans.org](mailto:Comment@VTrans.org)

Sign-in Sheet(s):







**VTrans Open House Sign-in Sheet  
Bristol District** April 23, 2019

Please *print* your NAME AND ADDRESS. Optional E-Mail address for project updates.

NAME	ADDRESS	E-MAIL ADDRESS
Danny Necessary	870 Portern Frazier VA	dannal.necessary@vdot.virginia.gov
Michelle Watson	112 Huffard Dr Bluefield VA	watson@bluefieldva.org
Billie Roberts	112 Huffard Dr Bluefield VA	Roberts@bluefieldva.org
Todd Young <small>Mayor</small>	519 Campbell Ave S. Hill <sup>VA</sup> <small>24143</small>	Tyoung@mbpc.com
Jada Black	P.O. Box 217 Independence VA	jblack@graysoncountyva.gov
Anneke Beavers	324 Cludway Dr. <sup>Lebanon</sup> VA	annebeavers@obvu.net
Ricky WARREN	1021 TERPKE DRIVE, MARION VA 24185	RWARREN@marionva.org







**VTrans Open House Sign-in Sheet  
Bristol District** April 23, 2019

Please *print* your NAME AND ADDRESS. Optional E-Mail address for project updates.

NAME	ADDRESS	E-MAIL ADDRESS
Lesley Phillips	201 W Market St Kingsport TN 37660	LesleyPhillips@KingsportTN.gov
Joe FORTIFF		JFORTIFF@AASV.ORG
Bill Albright		BillAlb@kingsl.org

Sticky Notes: N/A

# 1.5 RICHMOND

Comment Form(s) Received:



## What's your vision?

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A | This is just right — keep as is!

B | It's pretty good, but I'd suggest dropping, adding, or changing a few things.

Drop:

GOOD TO GO, CONSIDER OTHER BUILDING

Add:

LANGUAGE ABOUT BUILDING A 'WORLD-CLASS' TRANSPORTATION SYSTEM. VIRGINIA NEEDS TO STAND UP AGAINST THE BEST.

Change:

C | My vision is really different. Here's how I'd describe Virginia's Ideal future:

If you have additional comments, please email us at [Comment@VTrans.org](mailto:Comment@VTrans.org).



### What's your vision?

In 2015, the Commonwealth Transportation Board adopted a Vision, Guiding Principles, and Goals to guide VTrans2040. In our fast-moving world, a lot has happened since 2015. For this VTrans update, should we revisit the Vision? Is it time to rethink any of the Guiding Principles or Goals? Tell us what you think by jotting down your thoughts on this sheet.

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A | This is just right — keep as is!

B | It's pretty good, but I'd suggest dropping, adding, or changing a few things.

Drop:

*Your goals are good. However, with*

*Add: With an aging population and our increasing congestion in our urban areas, we must increase our prioritization on transit, multimodal and bike/ped. Gas will not be*

*Change: Cheap forever and building more lanes of highway is not the long-term solution. That said, in the*

C | My vision is really different. Here's how I'd describe Virginia's ideal future:

*short term we must do a better job of maintaining the roads and bridges we have.*

If you have additional comments, please email us at [Comment@VTrans.org](mailto:Comment@VTrans.org)

Sign-in Sheet(s):



VTrans Open House Sign-in Sheet  
Richmond District

April 25, 2019

Please **print** your NAME AND ADDRESS. Optional E-Mail address for project updates.

NAME	ADDRESS	E-MAIL ADDRESS
Ron Szigkoshy	VDOT-Richmond Dist	ronald.szigkoshy@vdot.virginia.gov
CHARLOTTE T. WOODRIDGE, PH.D.	228 N. MAIN ST. LAWRENCEVILLE, VA 23148	cwoodridge@brnsindco.com
Desmond Smallwood	VDOT-Richmond Dist.	desmond_smallwood@vdot.virginia.gov
Jasmine Amarin	VDOT-Richmond Dist	Jasmine.Amarin@vdot.virginia.gov
Saket Kabra	Frankling & Robertson, Inc. 3015 Dumoiston Rd, Richmond, VA	skabra@fandm.com
Sharon Smidler	Henrico Co Transportation 4201 E. Beulah Rd, Henrico, VA	Smi20@henrico.us
Bret Schardin	Panhandle County	bschardin@panhandleva.gov
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Todd Scheid	The Berkley Group/MPPDC	todd.scheid@bgllc.net
STEVE YARUS	SEIRVA CLUB	hsyarus@gxtac



VTrans Open House Sign-in Sheet  
Richmond District

April 25, 2019

Please **print** your NAME AND ADDRESS. Optional E-Mail address for project updates.

NAME	ADDRESS	E-MAIL ADDRESS
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Virginia Cowles	4001 Meigswood Avenue Richmond VA 23130	virginiacowles@gmail.com



VTrans Open House Sign-in Sheet  
Richmond District

April 25, 2019

Please *print* your NAME AND ADDRESS. Optional E-Mail address for project updates.

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Shijun King	Richmond TPO	sking@plantra.org
Tadel Ewe	Henrico Co.	ewe@henrico.us
Steve Yob	Henrico Co.	yob@henrico.us
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Jesse Smith	PO Box 40 23952	smithjw@chesfield.gov



VTrans Open House Sign-in Sheet  
Richmond District

April 25, 2019

Please *print* your NAME AND ADDRESS. Optional E-Mail address for project updates.

NAME	ADDRESS	E-MAIL ADDRESS
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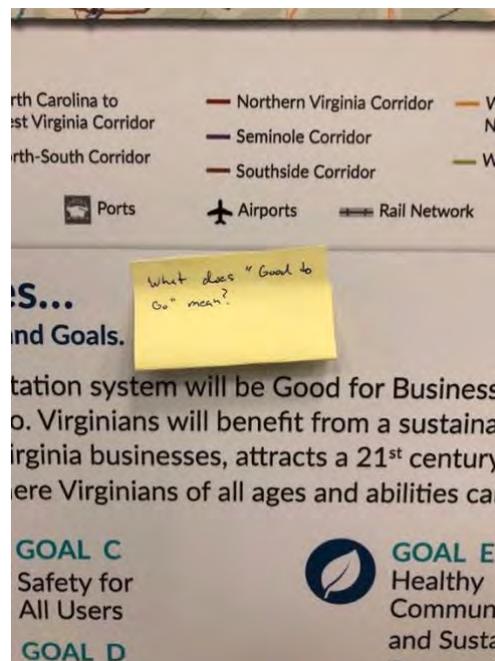
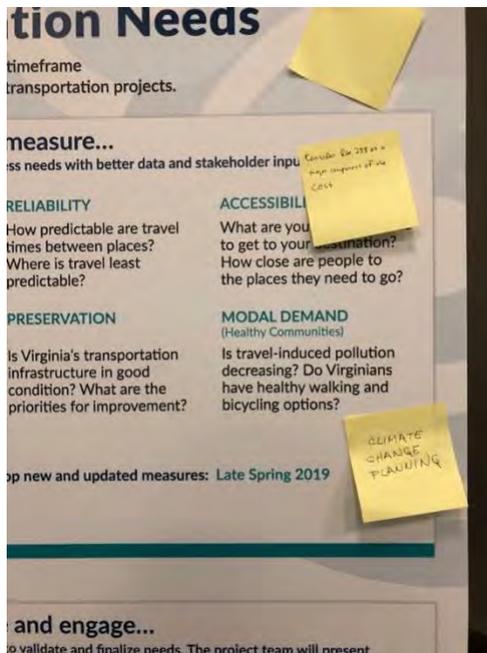
VTrans Open House Sign-in Sheet  
Richmond District

April 25, 2019

Please *print* your NAME AND ADDRESS. Optional E-Mail address for project updates.

NAME	ADDRESS	E-MAIL ADDRESS
Joe Vidunas	Hanover County Govt	javidunas@hanovercounty.gov
Si		

Sticky Notes:



Regional Networks serve commuters, in  
 Urban Development Areas are designat  
 and are intended to promote walkable d  
 neighborhood design.

*Corridors of statewide  
 significance do not  
 include bike/ped  
 corridors (e.g. USRR1,  
 USRR 76, East Coast Greenway)  
 These are used for  
 travel, tourism,  
 commuting etc. therefore  
 should not be included*

— Coastal Corridor — East  
 — Crescent Corridor — Heart  
 — East-West Corridor —  
 \*Thin lines of same color represent Corridor

ns Update is assessing transportation needs of  
 re for future six-year programs, which allocate

previous plan) organized by travel  
 Regional Networks  
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*Please provide a map  
 of all "Regional Network"  
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**SAFETY**  
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 are the saf

*Travel corridor has  
 but it is not  
 in blue*

*New school  
 in ~~the~~ ~~area~~  
 → project in 17  
 with school*

25 Miles

*MMI project - RTSS.  
 Riven Hazy MMI  
 Deltaville  
 ped, bike, golf cart  
 ped-in*

# 1.6 CULPEPER

Comment Form(s) Received: N/A

Sign-in Sheet(s):





VTrans Open House Sign-in Sheet  
Culpeper District

May 6, 2019

Please *print* your NAME AND ADDRESS. Optional E-Mail address for project updates.

NAME	ADDRESS	E-MAIL ADDRESS
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Kyle KLING		KLING K E CHARLOTTESVILLE ORG
Ann Mallick	Albemarle County	amallick@albemarle.org
Kevin McDesmott	Albemarle County	kmcdesmott@albemarle.org
Chip Boyles	TJPAAC - CA MAO	cboyles@tjpaac.org
Mike Flickner		mflickner@antonybeerz.com





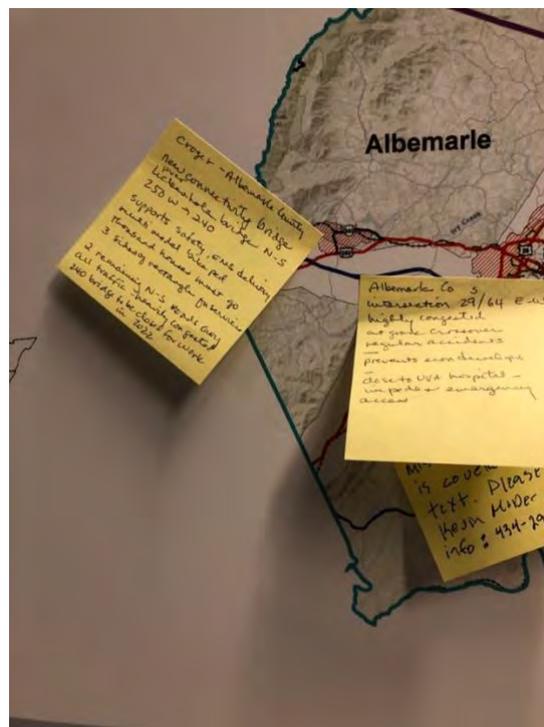
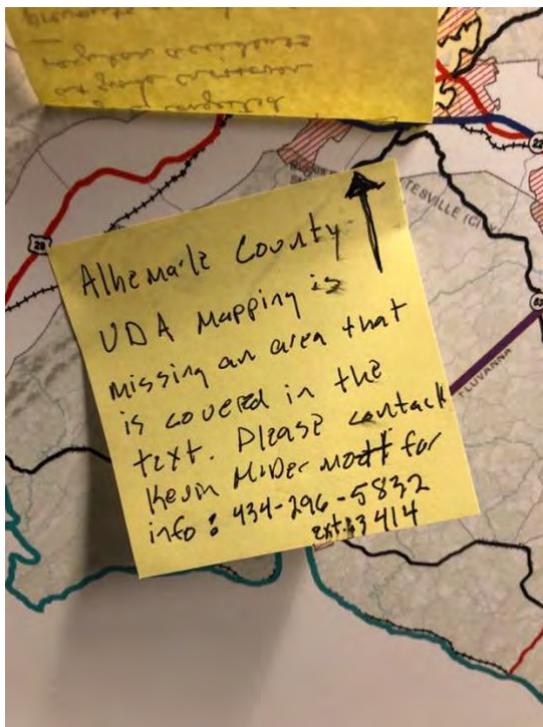
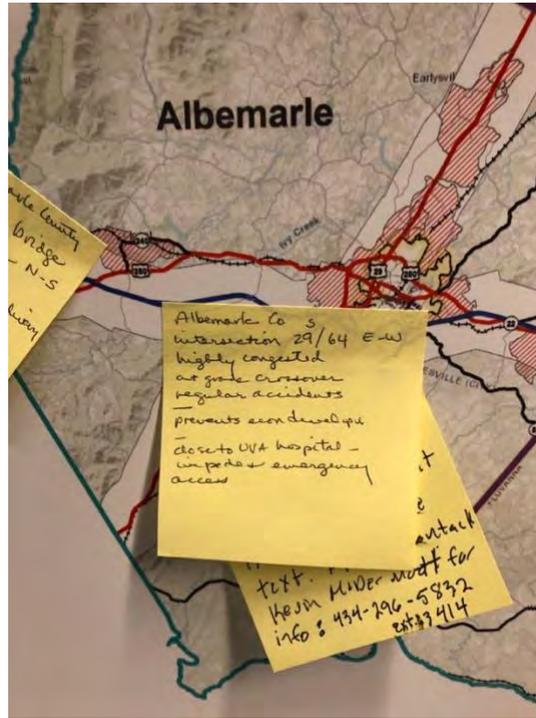
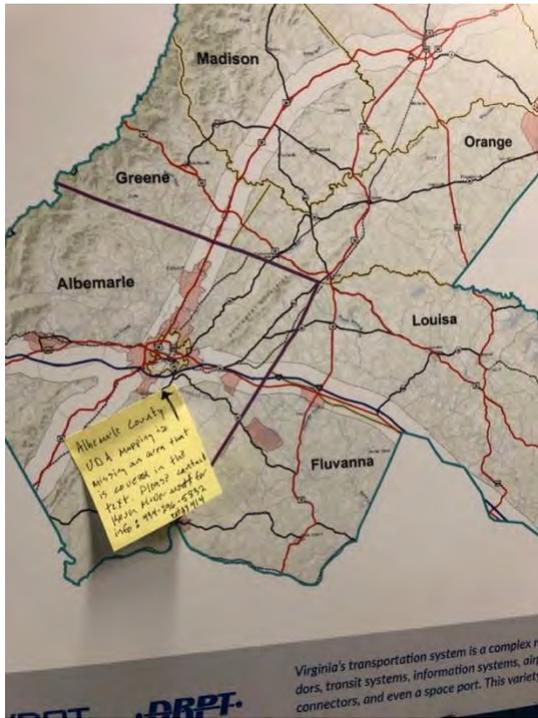
VTrans Open House Sign-in Sheet  
Culpeper District

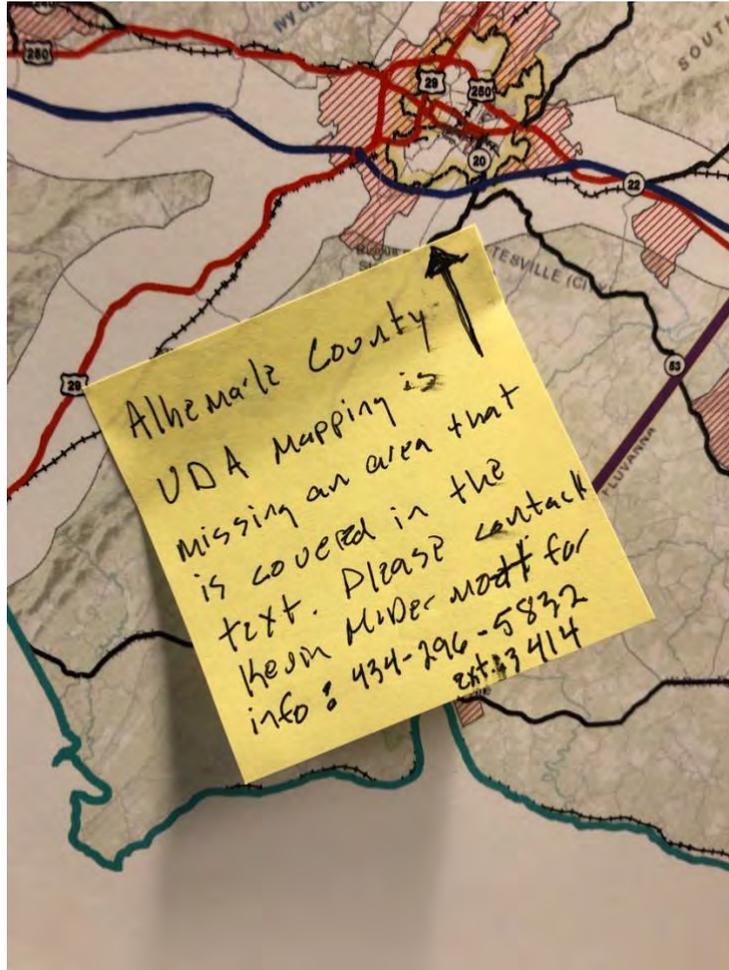
May 6, 2019

Please *print* your NAME AND ADDRESS. Optional E-Mail address for project updates.

NAME	ADDRESS	E-MAIL ADDRESS
Don Butch		dbutch@albemarle.org

Sticky Notes:





# 1.7 SALEM

Comment Form(s) Received:

**VTRANS** VIRGINIA'S TRANSPORTATION PLAN

**WE WANT TO HEAR FROM YOU**

Facebook.com/VTransVirginia Instagram.com/VTransVirginia Comments@VTrans.org

**What's your vision?**  
In 2015, the Commonwealth Transportation Board adopted a Vision, Guiding Principles, and Goals to guide VTrans2040. In our fast-moving world, a lot has happened since 2015. For this VTrans update, should we revisit the Vision? Is it time to rethink any of the Guiding Principles or Goals? Tell us what you think by jotting down your thoughts on this sheet.

**What's a vision statement?**  
A vision statement describes the optimal future that all of us, working together, want to bring about. An inspiring picture of what we want to accomplish over time, the vision statement motivates and guides everyone involved in achieving it. It provides a focal point that helps each partner agency and stakeholder to align its own plans and actions with the desired future outcomes, and to stay true to the course during the long journey toward success.

**Why might we want to change the vision?**  
It's important to step back every so often and assess the meaning and relevance of a previously adopted vision statement, given the values, needs, and desires of today's Virginians. Regardless of whether we make any changes to the words, we need to make sure the vision—and the goals that support it—represents our very best aspiration for the world in which future generations of Virginians will live.

---

**WHAT DO YOU THINK? CHECK OPTION A, B, OR C, AND SHARE YOUR IDEAS.**

VTrans2040 Vision: Virginia's multimodal transportation system will be Good for Business, Good for Communities, and Good to Go. Virginians will benefit from a sustainable, reliable transportation system that advances Virginia businesses, attracts a 21st century workforce, and promotes healthy communities where Virginians of all ages and abilities can thrive.

A | This is just right – keep as is!

B | It's pretty good, but I'd suggest dropping, adding, or changing a few things.

Drop:

\_\_\_\_\_

Add:

\_\_\_\_\_

Change: *The vision puts business as the focus, is this really the point of government? Our citizens should care.*

C | My vision is really different. Here's how I'd describe Virginia's ideal future:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

If you have additional comments, please email us at [Comment@VTrans.org](mailto:Comment@VTrans.org)



**What's your vision?**

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**WHAT DO YOU THINK? CHECK OPTION A, B, OR C, AND SHARE YOUR IDEAS.**

VTrans2040 Vision: Virginia's multimodal transportation system will be Good for Business, Good for Communities, and Good to Go. Virginians will benefit from a sustainable, reliable transportation system that advances Virginia businesses, attracts a 21st century workforce, and promotes healthy communities where Virginians of all ages and abilities can thrive.

A | This is just right – keep as is!

B | It's pretty good, but I'd suggest dropping, adding, or changing a few things.

Drop:

Add: "healthy, equitable communities" "healthy diverse communities"  
 Equity - our transportation system should not preserve racial inequality & segregation  
 or Fairness

Change:

C | My vision is really different. Here's how I'd describe Virginia's ideal future:

If you have additional comments, please email us at [Comment@VTrans.org](mailto:Comment@VTrans.org)

Sign-in Sheet(s):



VTrans Open House Sign-in Sheet  
Salem District

May 7, 2019

Please **print** your NAME AND ADDRESS. Optional E-Mail address for project updates.

NAME	ADDRESS	E-MAIL ADDRESS
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VTrans Open House Sign-in Sheet  
Salem District

May 7, 2019

Please **print** your NAME AND ADDRESS. Optional E-Mail address for project updates.

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VTrans Open House Sign-in Sheet  
Salem District

May 7, 2019

Please **print** your NAME AND ADDRESS. Optional E-Mail address for project updates.

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Andy Dordy	1425 West Crabburn TINNITON VA 24111	andy.dordy@va.gov
DALE WAGONER	P.O. Box 7 Collinsville VA 24078	dwagoner@co.henry.va.us



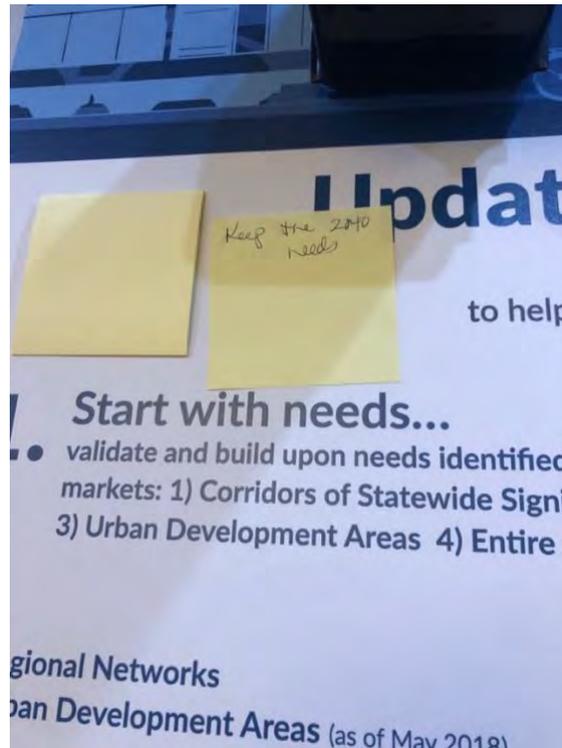
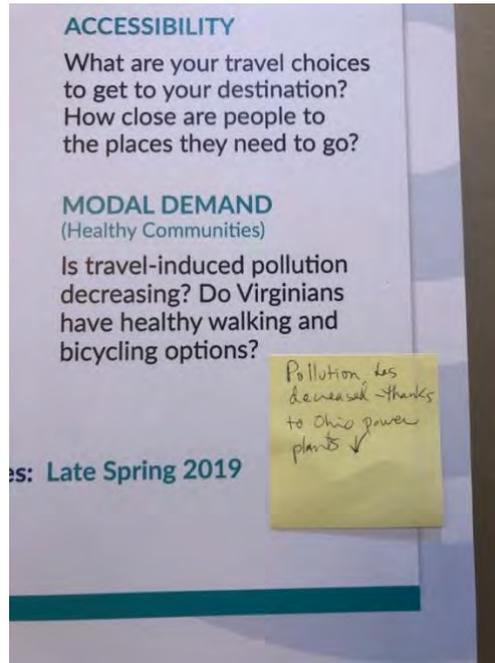
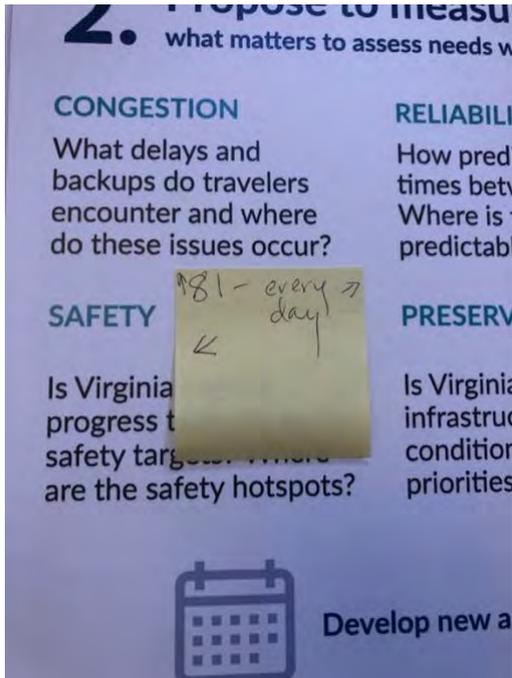
VTrans Open House Sign-in Sheet  
Salem District

May 7, 2019

Please **print** your NAME AND ADDRESS. Optional E-Mail address for project updates.

NAME	ADDRESS	E-MAIL ADDRESS
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Clive Brubaker	"	
B. Duent	2607 Rosalind Ave SW Roanoke 24014	banbgary@cox.net
Liz Bulcher	1206 Kessler Mill Salem 24155	liz.bulcher@greenspace.org
C		

Sticky Notes:



# 1.8 FREDERICKSBURG

Comment Form(s) Received: N/A

Sign-in Sheet(s):



VTrans Open House Sign-in Sheet  
Fredericksburg District

May 9, 2019

Please **print** your NAME AND ADDRESS. Optional E-Mail address for project updates.

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Bruce Petit	Spotsylvania	spotsy570@aol.com
Tony Brown	Kinnick resident	tlcrs4@msu.com
Dan Cole	Spotsy,	dcole@spotsylvania.gov
Andy FRANK	F+R	A.FRANK@FANOR.COM

Sticky Notes:



# 1.9 NOVA

Comment Form(s) Received: N/A

Sign-in Sheet(s):





**VTrans Open House Sign-in Sheet** May 13, 2019  
**NOVA District**

Please *print* your NAME AND ADDRESS. Optional E-Mail address for project updates.

NAME	ADDRESS	E-MAIL ADDRESS
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Andrea Bailey	Andrea Bailey (pslockridge@gmail.com)	
Penny Nequist	Penny Nequist	penny.nequist@loudoun.gov
Mark Schupfner	Barnard R, Zett	skuth@ymail.com
Bob KUTINS		kek@change@gmail.com
Morgan Butler	Seather Environmental Law Center	mbutler@seka.org
Douglas Stewart	VA Sierra Club	douglasstewart@gmail.com
RICK VAUGHAN		rick.vaughan@verizon.net



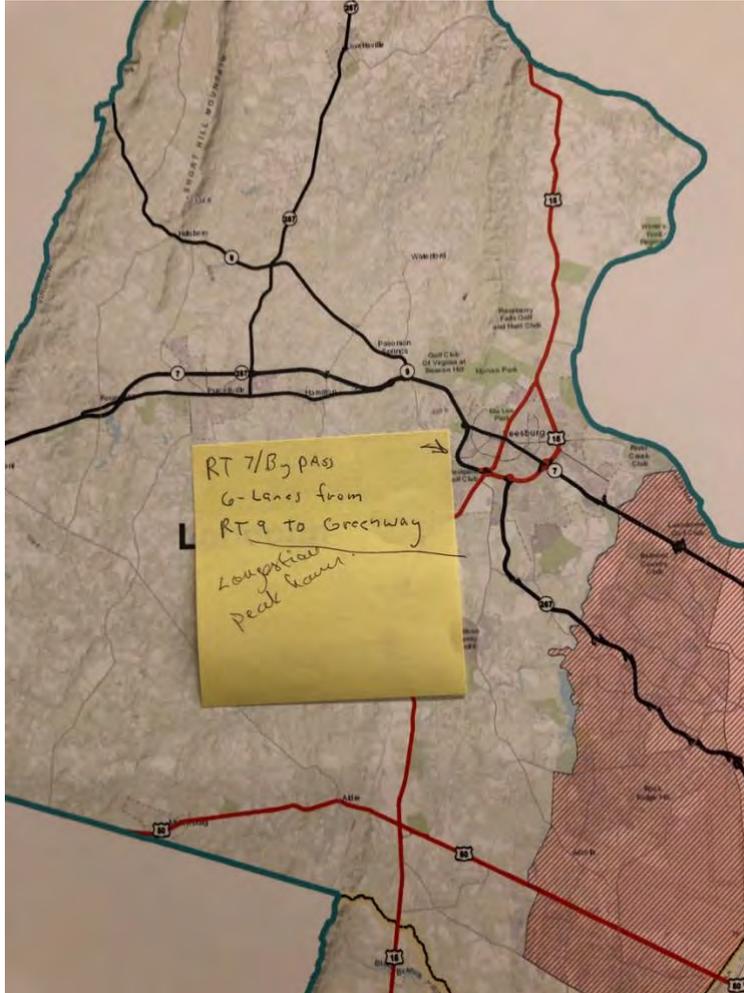


**VTrans Open House Sign-in Sheet** May 13, 2019  
**NOVA District**

Please *print* your NAME AND ADDRESS. Optional E-Mail address for project updates.

NAME	ADDRESS	E-MAIL ADDRESS
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Felicia Woodruff		felicia@woodruff.solutions
Allen Muchresick		allen22204@gmail.com
Michael Hewitt		michael.hewitt@mva.com

Sticky Notes:



## 1.10 LETTERS AND EMAILS

Letters:



May 14, 2019

Mr. Jitender Ramchandani  
 VTRANS Program Manager  
 Office of Intermodal Planning and Investment  
 1221 E. Broad Street  
 2<sup>nd</sup> Floor, East Wing  
 Richmond, VA 23219

Re: SML Reg. Chamber of Commerce Proposed Revision to VTRANS 2040

Dear Mr. Ramchandani:

On behalf of more than 750 members of the Smith Mountain Lake Regional Chamber of Commerce, we request that the entire length of Rte. 122 from the Town of Bedford to Rocky Mount be designated as a "regional connector" in VTRANS 2040. Currently, only the portion of Rte. 122 in Bedford County is designated as a "regional connector," arbitrarily ending at the Franklin County line at Hales Ford Bridge. We are asking that the adjoining section of Rte. 122 from the Franklin County line to Rocky Mount also be designated a "regional connector."

As the primary artery servicing Smith Mountain Lake with its more than 20,000 residents and tens of thousands of tourists, improvements to the safety and traffic flow on Rte. 122 are critical to the region's interconnectedness. Furthermore, it is the one and only road connecting Bedford and Franklin Counties as well as the Towns of Bedford and Rocky Mount. We request this change be included in the VTRANS 2040 updates currently underway.

Thank you for considering our views on these important issues.

Regards,

A handwritten signature in black ink, appearing to read "Lindsey A. Coley", is written over a light blue circular stamp.

Lindsey A. Coley  
 Chairman, SMLRCC Board of Directors

cc: Shannon Valentine, Secretary of Transportation, Commonwealth of Virginia  
 Nick Donahue, Director of the Office of Intermodal Planning and Investment,  
 Deputy Secretary of Transportation, Commonwealth of Virginia  
 Ray Smoot, Salem District Member, Commonwealth Transportation Board  
 Christopher Whitlow, Interim Franklin County Administrator  
 Steve Sandy, Director of Planning and Community Development, Franklin County  
 Ken King, Salem District Engineer, VDOT

JEWEL OF THE BLUE RIDGE

[www.vtransmithmountainlake.com](http://www.vtransmithmountainlake.com) • Phone: 540.721.1203 • Fax: 540.721.7796  
 16630 Booker T. Washington Hwy., #2, Smith Mountain Lake, VA 24121



201 West Main Street, Suite 14  
 Charlottesville, VA 22902-5065  
 434-977-4090  
 Fax 434-977-1483  
 SouthernEnvironment.org

June 14, 2019

comment@vtrans.org

VIA EMAIL

**Re: Comments on VTrans Planning Process and Spring Public Meetings**

The Southern Environmental Law Center would like to provide the following comments on the VTrans planning process that is now underway. SELC is a non-partisan, non-profit organization that works throughout Virginia to promote transportation and land use decisions that protect our natural resources, strengthen our communities, and improve our quality of life. This includes a focus on encouraging cleaner and more balanced transportation options, ensuring the resiliency of our communities and transportation system, and maintaining and maximizing Virginia's investments in existing infrastructure.

We appreciate the opportunity to comment at this early stage of the VTrans process, as well as the information that has been presented thus far at public meetings held this spring on existing conditions and trends affecting Virginia's transportation system—providing essential background before launching into future planning exercises. Along those lines, we appreciate the information that has been presented on key aspects such as the extent of Virginia's existing infrastructure and maintenance requirements, evolving transportation technologies, and significant changes in our communities and commuting patterns as more Virginians seek to live in urban areas with greater travel options. We are also encouraged by the ongoing work on various white papers that will help inform discussions going forward.

In our comments below, we highlight a number of areas that warrant particular attention in this VTrans update due to their importance in the coming years or, in some cases, due to the inadequate attention they have received in the Commonwealth's planning efforts to date. Among other things, this includes: reducing greenhouse gas emissions from our transportation system by promoting cleaner technologies and reducing vehicle miles traveled; ensuring the resiliency of our infrastructure and communities from the effects of climate change; a continuing focus on state of good repair and upgrades to existing infrastructure; and ensuring that future scenario planning adequately accounts for the potential effects—beneficial and adverse—of expected changes in the transportation landscape such as the introduction of autonomous vehicles. We have also attached comments we recently submitted on Virginia's draft Six-Year Improvement Program and other transportation planning efforts, which touch on a number of these points in further detail.

**Reducing Greenhouse Gas Emissions**

The transportation sector is now the largest contributor of greenhouse gas (GHG) emissions both in Virginia and nationwide. The effects of climate change—such as more intense storms and more frequent flooding—threaten every part of the state, and the Commonwealth's coastal areas are already grappling with the adverse impacts of rapidly rising seas. As such, it is imperative that efforts to reduce these emissions are made a central component of this VTrans



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update. This includes efforts both to advance cleaner transportation technologies such as electric vehicles, and to reduce vehicle miles traveled on our roads by encouraging greater shifts to alternative modes such as public transit, passenger and freight rail, and bicycling and walking, as well as promoting transportation projects and land use patterns that make these modes a viable option for more Virginians.

Another important piece of this effort is enhancing Virginia’s capabilities in assessing GHG emissions across our transportation system and in regards to particular transportation proposals. Along these lines, we urge the Commonwealth to continue exploring options to establish statewide GHG performance measures, incorporate a GHG emissions component into future scenario planning done as part of this VTrans update, and to ensure that the review of all major projects under the National Environmental Policy Act includes a careful review of the anticipated GHG emissions of transportation proposals and their alternatives.

### **Electric Vehicles and Charging Infrastructure**

Shifting toward cleaner transportation technologies must be a key piece of any plan to meaningfully reduce Virginia’s GHG emissions, making it imperative that this VTrans update devote significant attention to this subject. Electric vehicles (EVs) in particular present major opportunities to reduce transportation-related emissions, both because they are a zero emissions technology and because the adoption of EVs is expected to grow substantially in the coming years. While we applaud recent decisions to allocate a large chunk of Virginia’s mitigation funds from the Volkswagen settlement toward installing EV charging stations and funding electric buses, much more still needs to be done. We urge you to include in this VTrans update comprehensive review and discussion of additional strategies the Commonwealth can take to advance EV adoption and the creation of a robust EV charging station network.

### **Multimodal Transportation Options**

Providing a greater range of travel options must also be a core component of this VTrans update, as it will be critical to achieving the Commonwealth’s GHG reduction goals, as well as meeting the evolving needs of our residents and businesses. According to recent VTrans presentations, 70% of Virginians now live in urban areas where alternatives to driving—such as transit, passenger rail, bicycling, and walking—can be a convenient and effective travel option, and the *only* option for the many residents who do not own a car. Access to good public transit and other alternative modes has also become a key criterion in location decisions for many businesses, with just one example being Amazon’s recent search for a second headquarters.

Yet funding for these alternative modes has lagged far behind the amount allocated each year to our roads. This trend continues in Virginia’s currently-proposed Draft FY 2020-25 Six-Year Improvement Program, in which 78% of funding (\$16.4 billion) is allocated to highways. This VTrans update must include an emphasis on increasing investment in, and access to, these alternative modes across the Commonwealth. Among other things, this should include the identification of additional long-term and sustainable funding sources for Virginia’s transit systems, as well as improving data collection and traffic modeling on bicycle and pedestrian usage and infrastructure in our communities. In addition, it is important that VTrans provide

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trend data on funding allocated to Virginia’s high ways versus alternative modes in recent years to provide a more complete picture of our relative funding allocations for the public and decision-makers.

### **Climate Change Resiliency**

We are glad to see “Resilient Infrastructure” listed in the meeting materials as one of the three key themes for the VTrans update. It is already becoming clear that minimizing disruptions to transportation systems from natural events will be a tremendous challenge for Virginia, particularly in our coastal regions that are experiencing the highest rate of sea level rise on the East Coast. We certainly need to be looking at existing transportation infrastructure that will be increasingly threatened by flooding in the future and determining how best—or, in some cases, even whether—to upgrade it to make it more resilient to the effects of climate change. Of course, we also should not be building new transportation projects in flood-prone areas.

However, resiliency must also include a strong focus on making sure any new infrastructure we build does not increase flooding risks by destroying valuable natural resiliency resources such as wetlands and floodplains that help slow and store flood water and that provide communities with valuable storm protection. Similarly, we also need to ensure we are not building transportation projects that will pave over or spur development of the upland and adjacent spaces into which wetlands will need to migrate and floodplains will expand in the coming years as sea levels rise and as more intense storms exacerbate riverine flooding. We urge you to emphasize in VTrans the importance of factoring the protection of wetlands, floodplains, and marsh migration pathways into all transportation investment decisions in Virginia.

### **State of Good Repair and Upgrading Existing Infrastructure**

SELC strongly supports the Commonwealth’s renewed emphasis on maintaining and maximizing taxpayers’ investments in our existing infrastructure, and the need to do so will only grow stronger in the coming years. Recent presentations show that Virginia currently maintains over 127,000 roadway lane miles and over 19,000 bridges and large culverts. With our limited transportation dollars, it is imperative that we focus highway funding on the state of good repair of these facilities, as well as options to upgrade existing infrastructure (such as innovative intersections and improved access management) before considering highway expansions. Proper maintenance of our existing facilities will also be critical to safeguard against the effects of climate change, including ensuring culverts and stormwater infrastructure remain clear and adequate to handle flooding from increasingly intense storms. We urge you to give these issues careful consideration and attention in this VTrans update process.

### **Future Scenario Planning**

We also support the inclusion in this VTrans update of another round of future scenario planning as was done for the current long-range plan. This aspect of VTrans is also growing in importance as the transportation landscape continues to rapidly change through the emergence of new technologies (such as the growth in EVs and introduction of autonomous vehicles), new ways to navigate our communities (such as transit network companies, micro-transit, and

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e-scooters), and new challenges (such as climate change). In formulating and assessing future scenarios, it is essential that both the opportunities and challenges involved with this changing landscape are adequately considered. Among other things, this should include the potential GHG emissions implications of each scenario, as well as both the potential beneficial and adverse effects of the emergence of autonomous vehicles—such as potential increases in vehicle miles traveled and changes in land use patterns that may result from the enhanced mobility and convenience that this new technology would provide.

In light of Virginia’s goals to move toward a cleaner transportation system, it is also crucial that this exercise include a range of scenarios based on potential shifts in the Commonwealth’s policies and funding practices toward greater investment in alternative modes (such as transit, rail, and bicycle and pedestrian facilities) and cleaner technologies. These scenarios should include differing levels of future modal split, EV adoption, etc. Along similar lines, we encourage you to include at least one scenario based primarily on achieving a certain level of future GHG reduction from our transportation system in line with Virginia’s goals to help illustrate the types of changes that may be required to get us there.

#### **Explicitly Including Environmental Values in the Vision and Goals**

Finally, in regards to the vision statement from VTrans 2040 and the proposed goals for this plan update, we believe there is an overarching need to more directly recognize the strong connection between transportation and environmental quality. For example, if you decide to only tweak the current vision statement, we urge you to include the environment among the items that we aspire Virginia’s transportation system to be “good for” in the future. If, on the other hand, you rewrite the vision, it should include a phrase that captures Virginia’s need and desire for a cleaner and more balanced transportation system. Similarly, Goal E—“Healthy Communities and Sustainable Transportation Communities”—arguably gives an indirect nod to environment considerations, but the connection should be clearer by changing it to “Healthy Communities with Cleaner Transportation Options” or something along those lines.

Thank you for your consideration of these comments, and please feel free to contact us with any questions or if you would like to discuss any of these points further. We look forward to staying closely involved in the VTrans planning process as it moves forward.

Sincerely,



Morgan Butler  
Senior Attorney



Travis Pietila  
Staff Attorney

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Emails:



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## Spring 2019 Open House Comment - what is "Good to Go"?

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Erik Olsen <eolsen@blacksburg.gov>  
To: "comment@vtrans.org" <comment@vtrans.org>

Tue, May 14, 2019 at 9:29 AM

VTrans2040 Vision:

Virginia's multimodal transportation system will be Good for Business, Good for Communities, and Good to Go. Virginians will benefit from a sustainable, reliable transportation system that advances Virginia businesses, attracts a 21st-century workforce, and promotes healthy communities where Virginians of all ages and abilities can thrive.

What do you think?

Mark an "X" for your choice and write in your feedback at the bottom of this email

- Option A | This is just right — keep as is!

- Option B | It's pretty good, but I'd suggest dropping, adding, or changing a few things:

- Option C | My vision is really different. Here's how I'd describe Virginia's ideal future:

Write in your comments here:

What does Good to Go mean or imply? The wording is awkward and the three parts of the sentence form a non-parallel list, in that Business and Communities are nouns, and Go is a verb. If you put it into a bullet list, you can see it more clearly, such as:

Virginia's multimodal transportation system will be:

- Good for Business
- Good for Communities, and
- Good to Go.

So the "Good to Go" phrase as two problems in that it is unclear what specifically is good to go, and the verb Go is not presented in a manner that is parallel with the nouns Business and Communities.

I am unsure what the solution is. The phrase Good to Go usually implies something is prepared and ready for implementation. If that was the case, then the transportation system would need no further improvements.

Thank you for your comments! Mark the box below if you would like a reply:

- I would like an email reply.

Thanks,

*Erik*

Erik CB Olsen

Transportation Planner

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*-Supporting regional transportation planning for the  
[New River Valley Metropolitan Planning Organization](#)  
Including for [Roam NRV](#) bike share*