

# Appendix D – Glossary of Terms

# Appendix D – Glossary of Terms

- American Community Survey (ACS)** – A product published by the U.S. Census Bureau on an annual basis, which provides population, housing, social, and economic information for the United States, states, counties, places, and other political and geographic divisions. This information is distributed based on 1-year or on a 5-year average. Unlike the 10-year Decennial Census, which presents data based on full population counts, the ACS is based on sample data.
- Annual Average Daily Traffic (AADT)** – A traffic volume measure through which an annual traffic estimate is divided out by 365. Typically, traffic volume is measured by state transportation agencies over a relatively short period of time (a period of weeks or months), and then extrapolated to an annual time frame.
- Activity Centers** - Neighborhoods, commercial areas, and employment sites which attract or generate travel.
- Bicycle** – (Code of VA) a device propelled solely by human power, upon which a person may ride either on or astride a regular seat attached thereto, having two or more wheels in tandem, including children's bicycles, except a toy vehicle intended for use by young children. For purposes of Chapter 8 (46.2-800 et seq.) of this title, a bicycle shall be a vehicle while operated on the highway.
- Bicycle Facility** – A general term denoting improvements and other provisions made by public agencies to accommodate or encourage bicycling, including roadway improvements, signage, bicycle parking and storage facilities, and shared roadways not specifically designated for bicycle use.
- Bike Lane** – A portion of a roadway which has been designated by striping and pavement markings for the preferential or exclusive use of bicyclists.
- Bridge Sufficiency Rating** – A scoring mechanism developed as part of National Bridge Inspection Standards used to evaluate the condition of a bridge or culvert on a scale from 0 – 9, where 0 indicates the structure fails, and 9 indicates that it is in excellent condition.
- Business Park/Industrial Park** – A sizeable property serving as a major local or regional employment center which is typically designed exclusively for the conduct of business and/or manufacturing operations. These sites are typically single-use and located outside of an urban center, typically on the rural fringe.
- Bypass** – A major highway – typically a Principal Arterial roadway – built around or outside of a city or town designed to allow drivers to quickly “bypass” slower roads often found within cities and towns.
- Complete Streets** – Streets that are designed for all users which, in the most readily recognized context, include travel lanes for vehicles, sidewalks and pedestrian paths for pedestrians, bike lanes or paths, and possibly transit infrastructure/amenities.
- Continuous Green-T** – An innovative roadway intersection design that incorporates acceleration and deceleration lanes on the major roadway at an intersection which provide an extra margin of safety for vehicles turning left from the minor approach and allowing them to enter the traffic stream gradually. Likewise, traffic turning left from the major approach onto the minor approach enters a deceleration lane to gradually exit the stream of traffic.

**Corridor** – A linear passage from one point to another. In the context of transportation, corridors refer to highways, railroad tracks, and possibly other infrastructure between regions, cities, or towns.

**Corridor of Statewide Significance (CoSS)** – Identified transportation corridors in the State of Virginia, which serve the function of linking major activity centers, and facilitate intercity and interstate travel. According to VTrans 2040, Virginia's previous statewide transportation plan, to be classified as a CoSS, such a corridor must meet four criteria: It must be 1) multimodal; 2) it must emphasize connectivity by linking regions, states, and/or significant activity centers; 3) it must accommodate a significant travel volume; 4) it must address statewide goals and/or serve a unique function at the state level. (VTrans 2040)

**Crosswalk** – A designated walkway for pedestrians, typically located at intersections, which indicates to drivers that pedestrians may be present, via specialized pavement markings.

**FAST Act** – (Fixing America's Surface Transportation Act) The most recent federal transportation legislation, signed into law December 4, 2015.

**Fatal Injury** – An injury or injuries sustained during a motor vehicle accident resulting in death.

**Floor Area Ratio (FAR)** – A regulatory measure, typically found in local zoning ordinances, which establishes the maximum square footage that may be built on a given parcel of land. An example is an FAR of 0.5 indicates that the maximum floor area space that can be built on a given land parcel is 50% of the parcel's area. If the parcel area is 100,000 square feet, this FAR would allow for 50,000 square feet of building area.

**Form-Based Zoning** – A form of zoning which places emphasis on the form of development rather than the use. For example, a form-based code may mandate the front and side-yard setback of structures in relation to the sidewalk so as to promote an urban form that facilitates place-making.

**Functional Classification** – A roadway classification system based on the primary function of the given roadway. The general classifications include Principal Arterial, Minor Arterial, Collector, and Local. The Principal Arterial, an interstate highway, for example, serves the function of transportation traffic over a relatively long distance at a high speed. In contrast, the function of local roads is to provide direct access to individual neighborhoods at relatively low speeds.

**Grade Separation** – The vertical separation of conflicting travel ways with a structure.

**Greenway** – Refers to a path or trail passing through a wooded or natural area, such as along a river or stream.

**Innovative Intersection** – A roadway intersection configuration incorporating innovative design elements which contributes to roadway safety and/or performance of the roadway. Examples include roundabouts, Restricted Crossing U-Turns (R-CUTS), and the Continuous Green-T.

**Interchange** – The intersection of a Principal Arterial roadway – often an interstate highway – which physically separates traffic on both roads and includes multiple grades as well as on and off-ramps.

**Intersection** – The intersecting point of two or more roadways.

**Level of Service (LOS)** – Refers to the performance measurement of roadways, which includes a scale from A – F, with A representing free-flowing conditions and F representing heavily degraded performance due to an excess number of vehicles utilizing the facility.

**Local (road/street)** – The main purpose of Local Roads is to enable vehicular traffic to directly access lands that are adjoining them. These roads are intended for short-distance travel and serve transitional roles between various land uses (residences, farms, small businesses, etc.) and roadways of higher functional classifications such as collectors and arterials, which are intended for longer-distance travel. (VDOT Functional Classification Comprehensive Guide, 2014)

**Local jurisdictions** – Local jurisdictions in the West Piedmont Planning District Commission include: the cities of Danville and Martinsville; the counties of Franklin, Henry, Patrick, and Pittsylvania; and the Town of Rocky Mount.

**Major Approach** – Refers to the roadway at an intersection which comprises the higher functional classification and/or carries the greater volume of traffic.

**Major Collector** – Distinguishing factors which differentiate Major Collectors from Minor Collectors include the function they perform. In contrast to the latter, Major Collectors accommodate higher traffic volumes, tend to carry traffic longer distances at higher speed limits, and provide less direct access to individual land uses. In the absence of arterial or routes of higher classification in the rural context, major collectors serve larger towns and county seats, connect these with towns and cities, as well as with the larger arterial routes serving as major transportation routes within localities. In the urban context, major collectors serve commercial, industrial, and residential areas with the dual purposes of access and traffic movement. Major collectors function as segues between these land uses and arterials, as well as between arterials and local streets. (VDOT Functional Classification Comprehensive Guide, 2014)

**Matrix Tool** – A spreadsheet tool developed by the Virginia Department of Transportation (VDOT), which is used to rank proposed project areas based on numerous measures including annual average daily traffic, level of service, flow rate, crash rates, percent of trucks, environmental impacts, and economic development factors, among others.

**Metropolitan Planning Organization/Area (MPO/MPA)** – Refers to urbanized areas having a population of at least 50,000 persons, at which point MPOs are established to administer transportation planning within these regions based on the 3C approach – Cooperative, Continuing, and Comprehensive. MPO Boards consist of the MPO administrator and staff, as well as members of the legislative members of constituent cities and counties.

**Minor Approach** – Refers to the roadway at an intersection which comprises the lower functional classification and/or is characterized by the lower traffic volumes.

**Minor Arterial** - Minor Arterials are suited to medium-length trips, and often serve as connections to roadways of higher classifications such as Major Arterials, Other Freeways and Expressways, and Interstates. In the rural context, these roadways function as higher-speed networks promoting greater through-movements than roads of lower classifications to link states and counties, and to connect sizable towns and cities and significant destinations together. In urban areas, Minor Arterials constitute arterials of lesser classification than Principal Arterials, but form networks with them and complement them, and provide greater access to land than do they. (VDOT Functional Classification Comprehensive Guide, 2014)

**Minor Collector** – In rural areas, a function of Minor Collectors is to distribute traffic to smaller communities and to serve as avenues of travel between traffic-generating activity centers and outlying areas. For

example, these roads may serve as conduits between schools and small town and village centers and the low density residential areas in the countryside. In the urban context, Minor Collectors are typically characterized by relatively low speeds and few traffic signals, and they serve relatively low density areas comprising mostly commercial and residential as well as industrial functions. (VDOT Functional Classification Comprehensive Guide, 2014)

**Motor Vehicle** – A vehicle that is self-propelled or designed for self-propulsion.

**Multi-modal** – Including more than one mode of transportation (road, transit, bicycle, pedestrian, water, air, rail.)

**Multi-use Trail/Path** – Is a path or trail designed to be used by multiple users, including pedestrians, bicyclists, rollerbladers, etc.

**Non-Visible Injury** – Refers to an injury sustained during a motor vehicle accident which an individual complains of, but is not readily observable. Neck or back pain would be an example.

**Other Principal Arterial** - In the rural context, Other Principal Arterials facilitate significant interstate or intrastate travel, forming a comprehensive network without “dead ends.” In urban areas, Other Principal Arterials serve as the main conduits for a significant amount of vehicular travel in the major metropolitan centers, and serve to transition traffic from rural areas into urban areas. They also accommodate travel between suburban areas and urban centers, as well as linking virtually all urbanized areas and urban clusters. (VDOT Functional Classification Comprehensive Guide, 2014)

**Pavement Markings** – Painted or applied lines of legends on a roadway surface for regulating, guiding or warning traffic.

**Performance Zoning** – A form of zoning which bases regulations more on performance than uses. For example, performance zoning ordinances may mandate the percentage of open space that must be included as part of a development, the number of residential dwelling units per acre, or the minimum Floor Area Ratio (FAR) of a non-residential development.

**Place-Making** – Designing or redesigning development in such a way as to foster a sense of place, such as through a main street setting or a public square, or to emphasize the historical and/or cultural aspects of an area.

**Potential for Safety Improvements (PSI)** – Refers to a measure utilized to identify roadway segments or intersections characterized by one or more safety deficiencies. Specifically, Potential for Safety Improvements (PSI) is defined as the number of crashes along a road segment or at an intersection minus the predicted number of crashes for that type of segment or intersection and traffic volumes.

**Priority Project List** – A list of recommended projects within the *West Piedmont Planning District 2045 Rural Long Range Transportation Plan* that are included as the top 20 ranked, based on scores developed through a process involving the inclusion of numerous measurable data in a VDOT-created matrix ranking system.

**Regional Network (RN)** – Regional Networks (RN) consist of transportation networks which promote intra-regional travel within a Metropolitan Planning Area (MPA). These networks are typically closely associated with economic growth within a region. “Needs” identified at the RN level are a basis of Smart Scale applications for MPO/MPA areas. (VTrans 2040)

**Restricted Crossing U-Turn (R-CUT)** – An innovative roadway intersection configuration which prohibits left turns from the minor approach to a roadway intersection, and instead requires traffic to turn right from the minor approach followed by a U-Turn at a designated nearby location. Vehicles on the major approach are, however, permitted to turn left onto minor intersecting roadways.

**Right of Way** – The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian.

**Roadway** – The paved portion of the highway.

**Roundabout** – An innovative roadway intersection configuration which, unlike a traditional configuration, channels vehicular traffic in a counter-clockwise direction, by which intersecting roads would be accessed.

**Segment (Road Segment)** – Refers to a given length of roadway, as opposed to an intersection, the latter of which represents a point.

**Severe Injury** – Refers to an injury sustained during a motor vehicle accident which severely impacts the well-being of an individual and requires ambulatory transport to a hospital or trauma center.

**Shoulder** – The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of sub-base, base, and surface courses. Paved shoulders can be used for bicycle travel as well.

**Sidewalk** – A paved linear walkway for pedestrians alongside a road, which is typically elevated above the grade of the road itself.

**Smart Scale** – A relatively recent transportation funding grant program, which enables the Commonwealth Transportation Board (CTB) to score project applications based on how projects would impact six criteria which include safety, economic development, accessibility, congestion mitigation, the environment, and land use (land use is applicable in urban areas with populations over 200,000).

**The New Urbanism** – A relatively recent form of development which integrates elements of pre-World War II settlement patterns into community design. Such elements include walkability, place-making, density, and mix of uses, among other components.

**Traditional Neighborhood Development (TND)** – Development that generally adheres to the character of pre-World War II developments which include attributes such as interconnected street systems, mixed-use development and relatively dense development, and infrastructure to promote walkability.

**Traffic Flow Rate** – A traffic performance measurement referring to the quantity of vehicles tabulated at one point on a roadway at a certain time period.

**Traffic Volume** – The given number of vehicles that pass a given point for a given amount of time (hour, day, year.) See AADT.

**Transportation Demand Management (TDM)** – This term defines a set of strategies used to manage demand of a transportation system. Examples include tolling/dynamic tolling, carpooling, transit, telework, staggered employment hours, and walking and biking as means to change demand on a transportation system at any given time.

**Transportation Infrastructure** – The physical hardware and structures comprising the transportation networks, which include roads, sidewalks, paths and trails, railroad tracks, and bike lanes.

**Urban Development Area (UDA)** – This is a defined area, within or consisting of, a locality, and which Traditional Neighborhood Development (TND) is emphasized in an area of said locality which can accommodate expected growth over a 10-year period. In addition to this, the general rule of adopted UDAs is to facilitate development density/intensity of a minimum of 4 single-family residential units per acre and/or a Floor Area Ratio (FAR) of 0.4. As such, transportation investments in UDAs typically consist of bicycle and pedestrian improvements. (VTrans 2040)

**VDOT Six-year Improvement Program** – Updated every June, shows funding allocations and timelines for transportation improvements throughout the state.

**Vehicle Miles Traveled (VMT)** – The amount of vehicular travel, on a per-mile-basis on all roadways in a certain geographical area.

**Virginia Department of Rail and Public Transportation (DRPT)** – The Commonwealth of Virginia agency whose primary responsibility and mission it is to maintain and fund public transportation and Transportation-Demand Management (TDM) efforts within the State.

**Virginia Department of Transportation (VDOT)** – The Commonwealth of Virginia's principal transportation authority, responsible for maintaining the State's transportation assets and funding improvement projects.

**Visible Injury** – Refers to an injury sustained during a motor vehicle accident which produces an observable injury to an individual.

**Vision Project List** - A list of recommended projects within the *West Piedmont Planning District 2045 Rural Long Range Transportation Plan* that are included as 21 and greater, based on scores developed through a process involving the inclusion of numerous measurable data in a VDOT-created matrix ranking system.

**Volume-to-Capacity (V/C) Ratio** – A measure of the existing traffic on a given roadway relative to the share of traffic the roadway could accommodate. For example, a V/C Ratio of 0.6 indicates that traffic currently occupies 60% of the current road capacity.

**VTrans** – Refers to Virginia's Statewide Transportation Plan (2035, 2040, 2045), which establishes the basis for transportation investments in the State, providing identified "needs" for transportation project application via the Smart Scale funding process. Needs within VTrans are expressed on and within Corridors of Statewide Significance (CoSS), Urban Development Areas (UDAs), safety needs, and Regional Network (RN) needs.

# Appendix E – Urban Development Areas



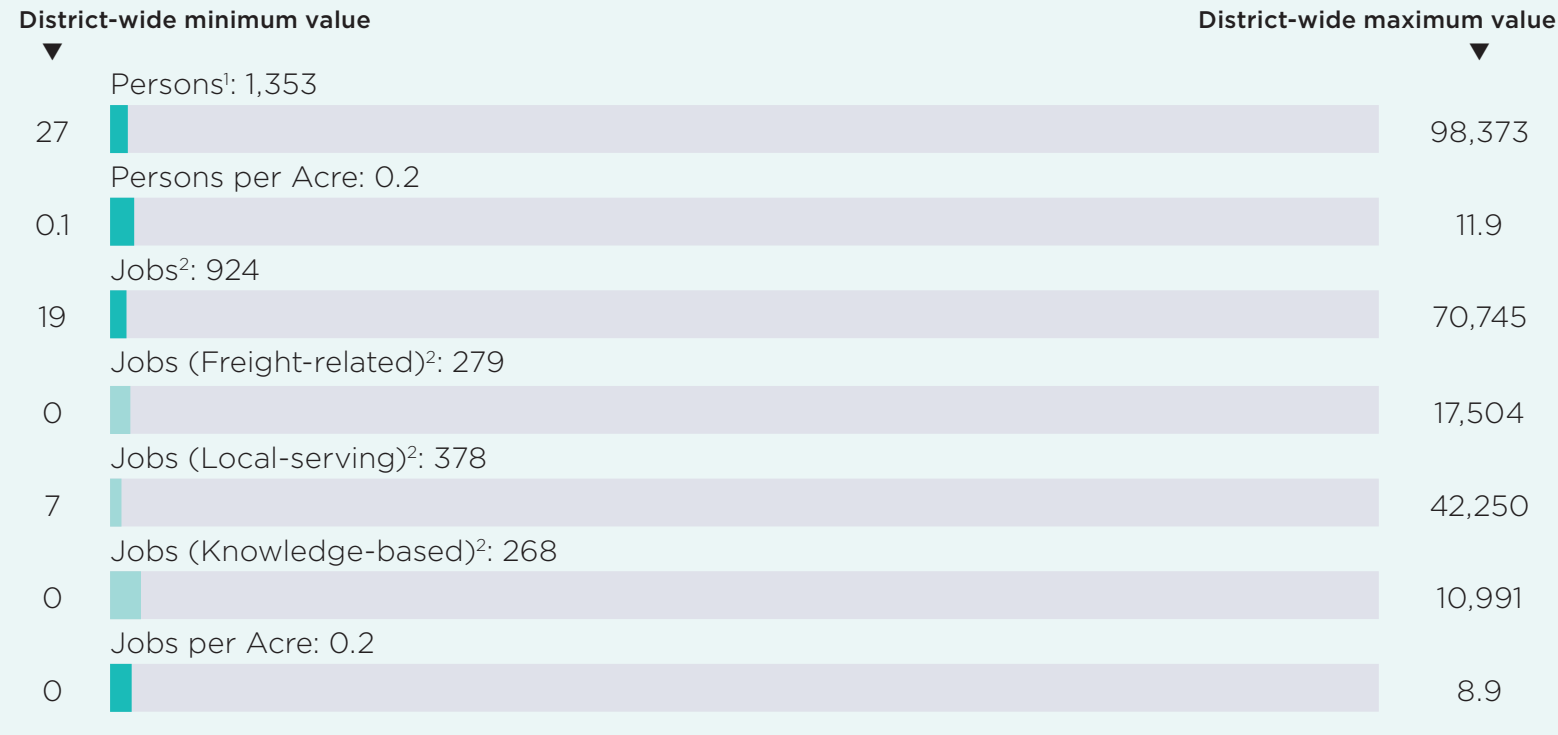
# UDA #4 Transportation Needs

## 220 North Corridor

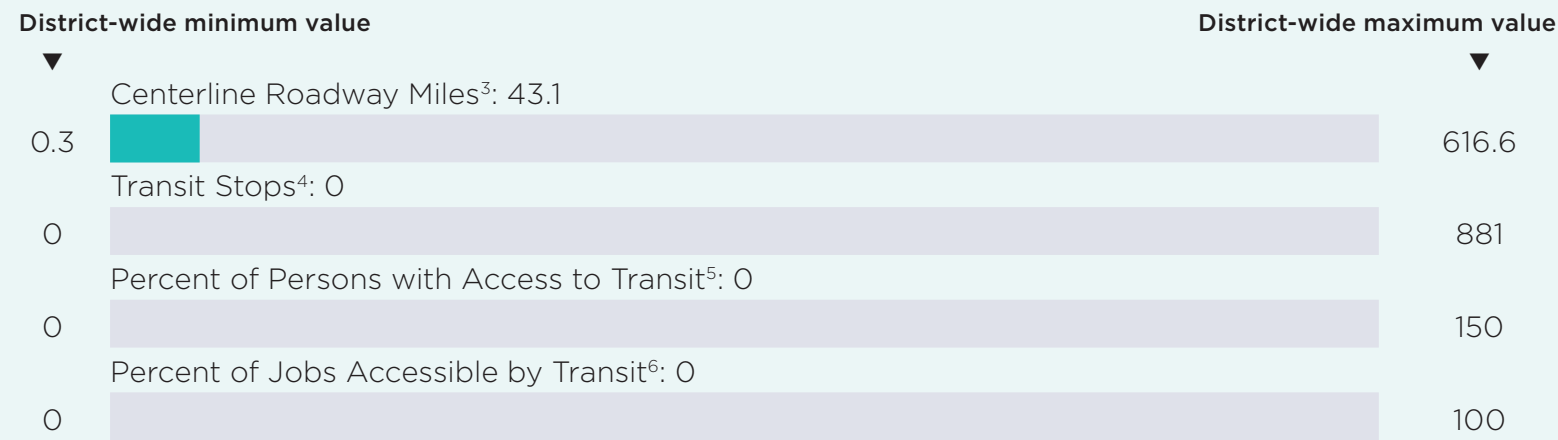
Jurisdiction: Franklin County  
 Year Designated: N/A  
 Acres: 5,973

PDC: Roanoke Valley-Alleghany Regional Commission  
 MPO: N/A  
 Construction District: Salem

### Socio-economic Profile



### Transportation Profile



<sup>1</sup> U.S. Census Bureau (2017). Table B01003: Total Population. 5-Year American Community Survey. Block group-level.

<sup>2</sup> U.S. Census Bureau (2015). LEHD Origin-Destination Employment Statistics (LODES). Workplace Area Characteristics (WAC) dataset at the block level. Available at <https://lehd.ces.census.gov/data/>.

<sup>3</sup> Geographic Information System (GIS) Shapefile provided by UDA sponsors and updated by consultant team. Roadway miles from Virginia Geographic Information Network (VGIN) centerline file (May 2019)

<sup>4</sup> GIS shapefile of transit stops in Virginia provided by the Virginia Department of Rail and Public Transportation. Updated in April/May 2019 by Fairfax Connector, Washington Metropolitan Area Transit Authority, Hampton Roads Transit, Alexandria Dash and Greater Richmond Transit Company

<sup>5</sup> Consultant team GIS analysis of employment in census block group centroid within a 1/4-mile radius of a transit stop

<sup>6</sup> Consultant team GIS analysis of population in census block centroid within a 1/4-mile radius of a transit stop



Transportation Needs	UDA Needs	Needs Adjacent to UDA
Sidewalks	●	●
Other Pedestrian Infrastructure	●	●
Bicycle infrastructure	●	●
Other complete streets improvements	●	●
Traffic calming features	●	●
Intersection design or other Improvements	●	●
Street grid	●	●
Signage/wayfinding	●	●
Safety features	●	●
Transit capacity and access	●	●
Transit facilities and amenities	●	●
Transit operations	●	●
Transit frequency	●	●
On-street parking capacity	●	●
Off-street parking capacity	●	●
Roadway capacity and infrastructure improvements	●	●
Roadway operations	●	○
Improvements to the natural environment; storm water management; site design; or landscaping	●	●

● = High   ● = Moderate   ● = Low   ○ = N/A

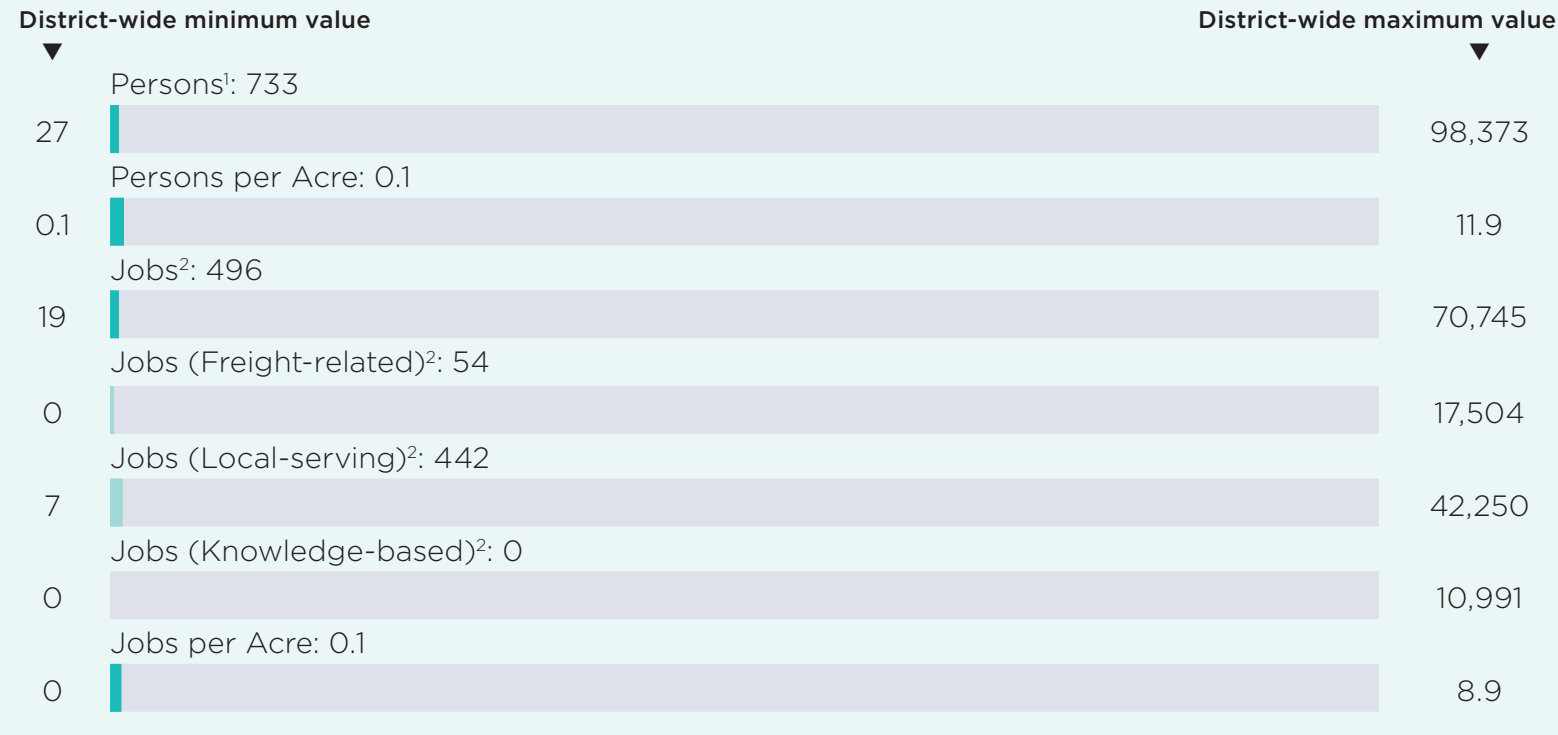
# UDA #5 Transportation Needs

## Ferrum

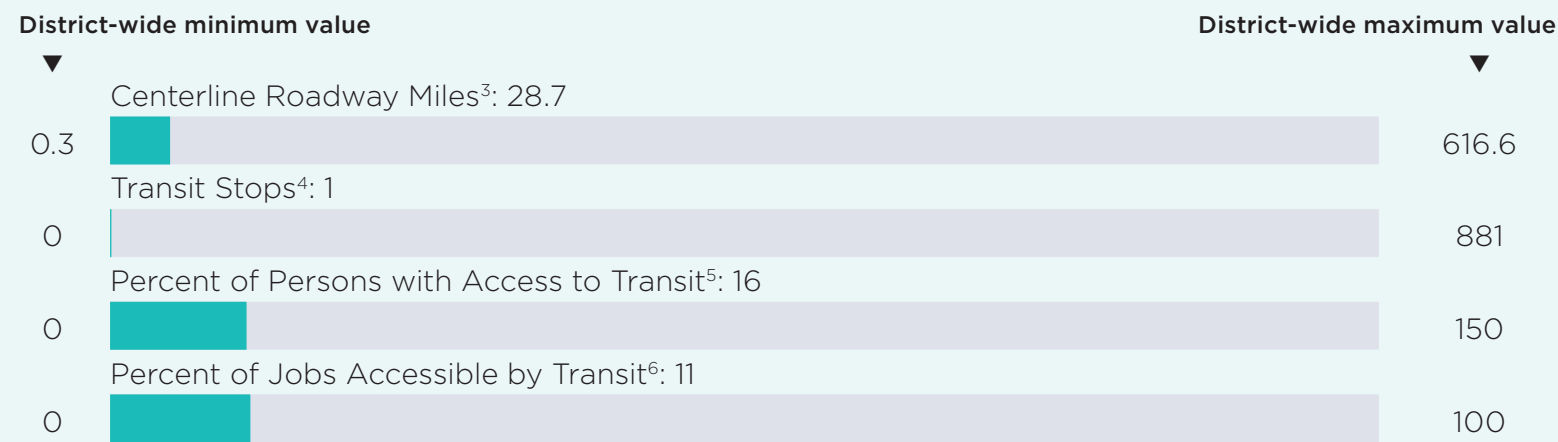
Jurisdiction: Franklin County  
 Year Designated: N/A  
 Acres: 5,864

PDC: Roanoke Valley-Alleghany Regional Commission  
 MPO: N/A  
 Construction District: Salem

### Socio-economic Profile



### Transportation Profile



<sup>1</sup> U.S. Census Bureau (2017). Table B01003: Total Population. 5-Year American Community Survey. Block group-level.

<sup>2</sup> U.S. Census Bureau (2015). LEHD Origin-Destination Employment Statistics (LODES). Workplace Area Characteristics (WAC) dataset at the block level. Available at <https://lehd.ces.census.gov/data/>.

<sup>3</sup> Geographic Information System (GIS) Shapefile provided by UDA sponsors and updated by consultant team. Roadway miles from Virginia Geographic Information Network (VGIN) centerline file (May 2019)

<sup>4</sup> GIS shapefile of transit stops in Virginia provided by the Virginia Department of Rail and Public Transportation. Updated in April/May 2019 by Fairfax Connector, Washington Metropolitan Area Transit Authority, Hampton Roads Transit, Alexandria Dash and Greater Richmond Transit Company

<sup>5</sup> Consultant team GIS analysis of employment in census block group centroid within a 1/4-mile radius of a transit stop

<sup>6</sup> Consultant team GIS analysis of population in census block centroid within a 1/4-mile radius of a transit stop



Transportation Needs	UDA Needs	Needs Adjacent to UDA
Sidewalks	●	●
Other Pedestrian Infrastructure	●	◐
Bicycle infrastructure	●	◐
Other complete streets improvements	●	◐
Traffic calming features	◐	◐
Intersection design or other Improvements	●	◐
Street grid	◐	◐
Signage/wayfinding	●	●
Safety features	●	●
Transit capacity and access	◐	◐
Transit facilities and amenities	◐	○
Transit operations	○	○
Transit frequency	○	○
On-street parking capacity	●	◐
Off-street parking capacity	◐	◐
Roadway capacity and infrastructure improvements	◐	◐
Roadway operations	◐	◐
Improvements to the natural environment; storm water management; site design; or landscaping	◐	◐

● = High   ◐ = Moderate   ◑ = Low   ○ = N/A

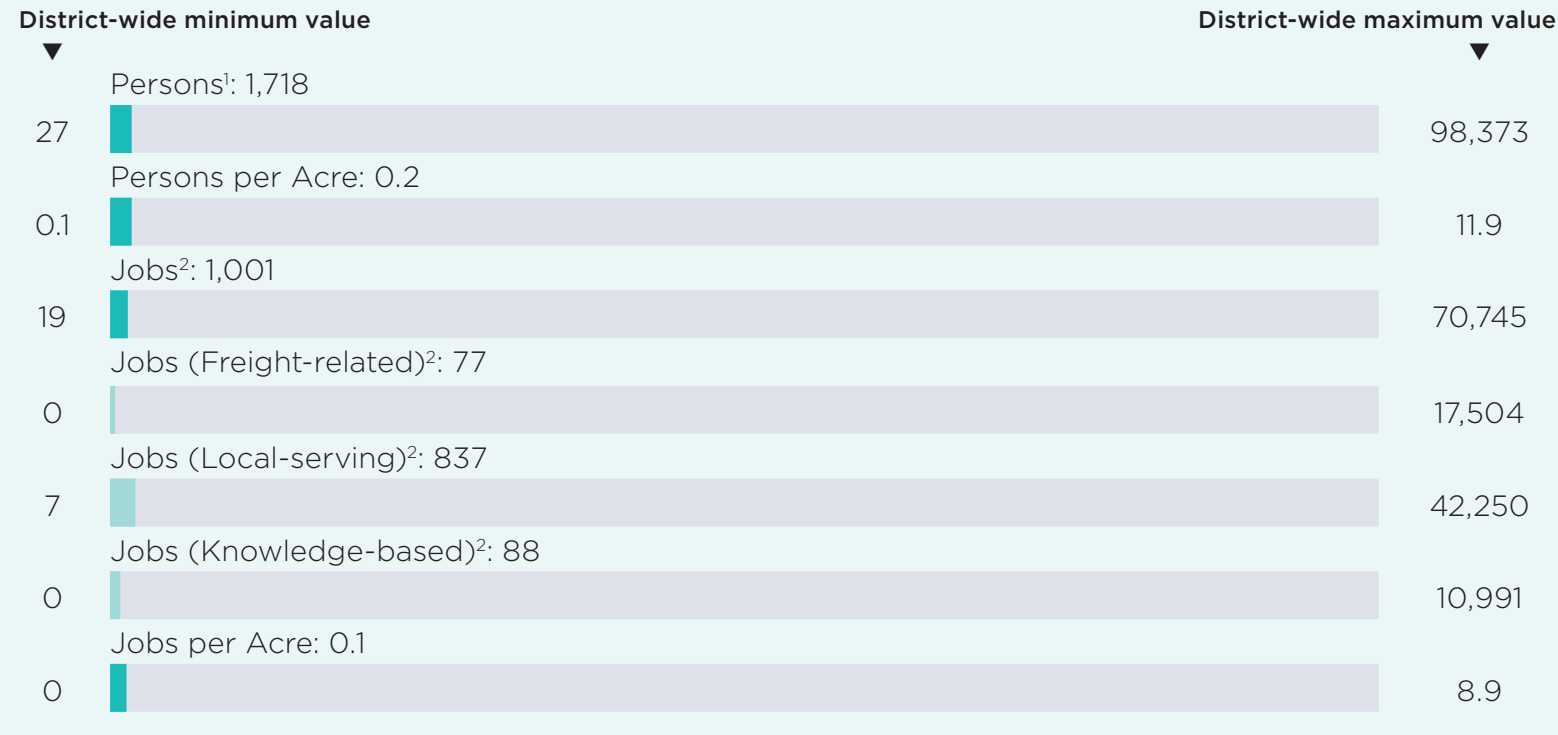
# UDA #6 Transportation Needs

## Westlake-Hales Ford

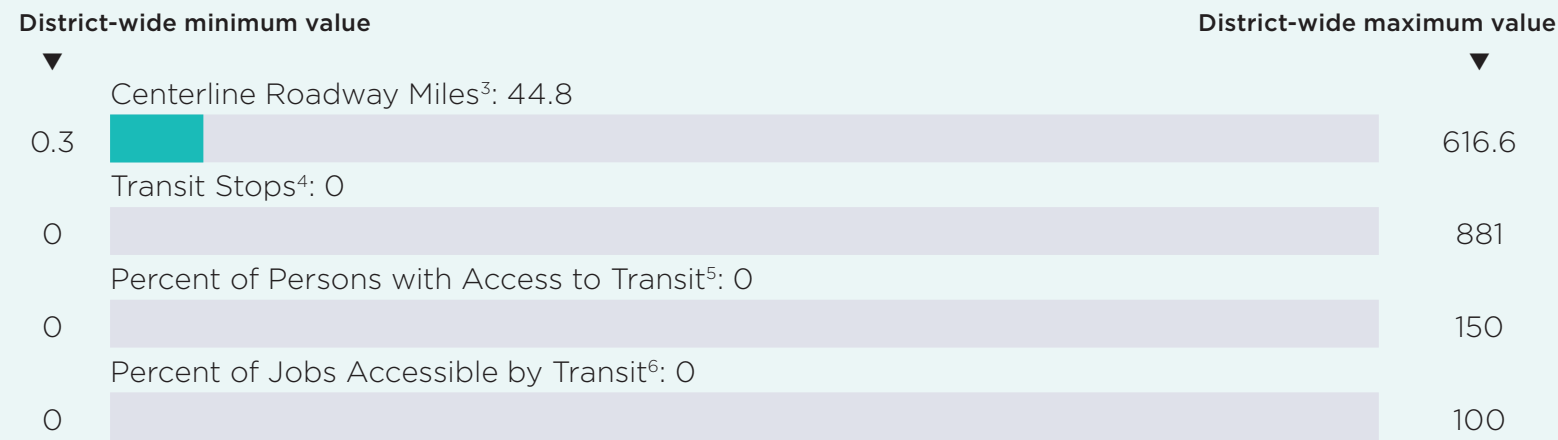
Jurisdiction: Franklin County  
 Year Designated: N/A  
 Acres: 8,440

PDC: Roanoke Valley-Alleghany Regional Commission  
 MPO: N/A  
 Construction District: Salem

### Socio-economic Profile



### Transportation Profile



<sup>1</sup> U.S. Census Bureau (2017). Table B01003: Total Population. 5-Year American Community Survey. Block group-level.

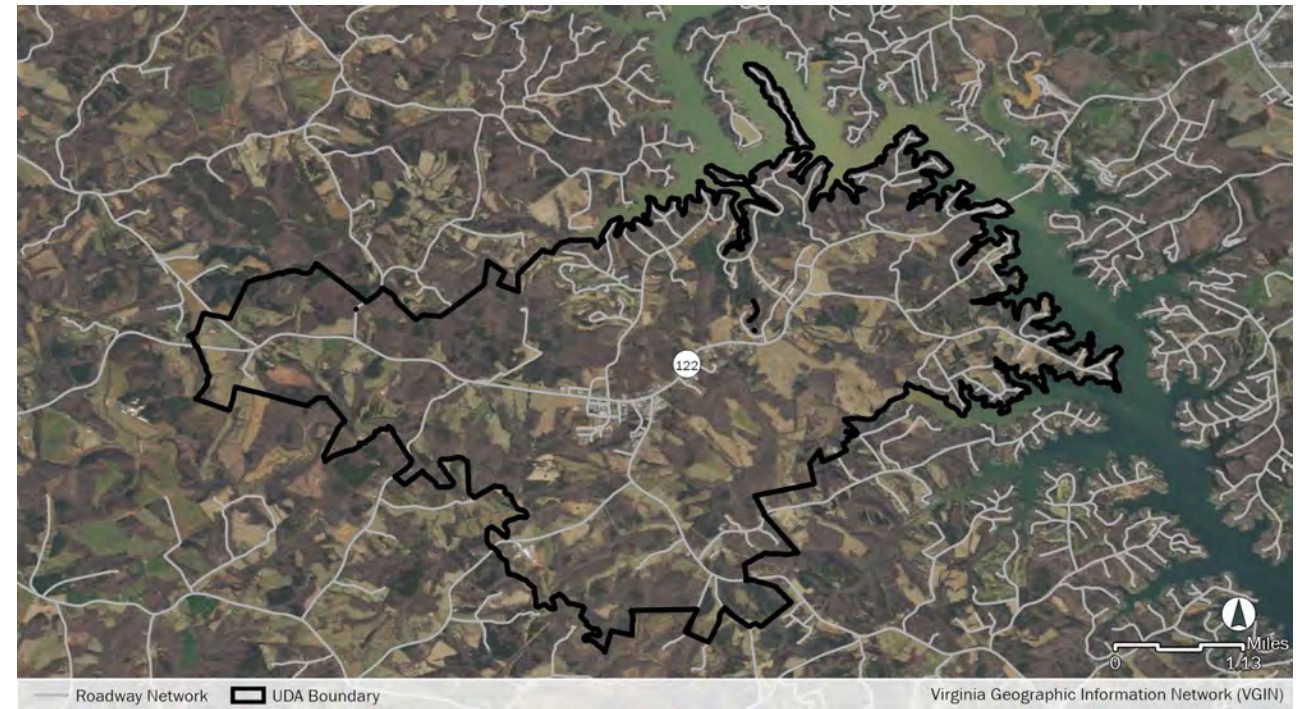
<sup>2</sup> U.S. Census Bureau (2015). LEHD Origin-Destination Employment Statistics (LODES). Workplace Area Characteristics (WAC) dataset at the block level. Available at <https://lehd.ces.census.gov/data/>.

<sup>3</sup> Geographic Information System (GIS) Shapefile provided by UDA sponsors and updated by consultant team. Roadway miles from Virginia Geographic Information Network (VGIN) centerline file (May 2019)

<sup>4</sup> GIS shapefile of transit stops in Virginia provided by the Virginia Department of Rail and Public Transportation. Updated in April/May 2019 by Fairfax Connector, Washington Metropolitan Area Transit Authority, Hampton Roads Transit, Alexandria Dash and Greater Richmond Transit Company

<sup>5</sup> Consultant team GIS analysis of employment in census block group centroid within a 1/4-mile radius of a transit stop

<sup>6</sup> Consultant team GIS analysis of population in census block centroid within a 1/4-mile radius of a transit stop



Transportation Needs	UDA Needs	Needs Adjacent to UDA
Sidewalks	●	●
Other Pedestrian Infrastructure	●	◐
Bicycle infrastructure	◐	◐
Other complete streets improvements	●	◐
Traffic calming features	○	◐
Intersection design or other Improvements	●	●
Street grid	●	◐
Signage/wayfinding	◐	◐
Safety features	◐	●
Transit capacity and access	○	○
Transit facilities and amenities	○	○
Transit operations	○	○
Transit frequency	○	○
On-street parking capacity	◐	◐
Off-street parking capacity	◐	◐
Roadway capacity and infrastructure improvements	●	●
Roadway operations	◐	◐
Improvements to the natural environment; storm water management; site design; or landscaping	◐	◐

● = High   ◐ = Moderate   ◑ = Low   ○ = N/A

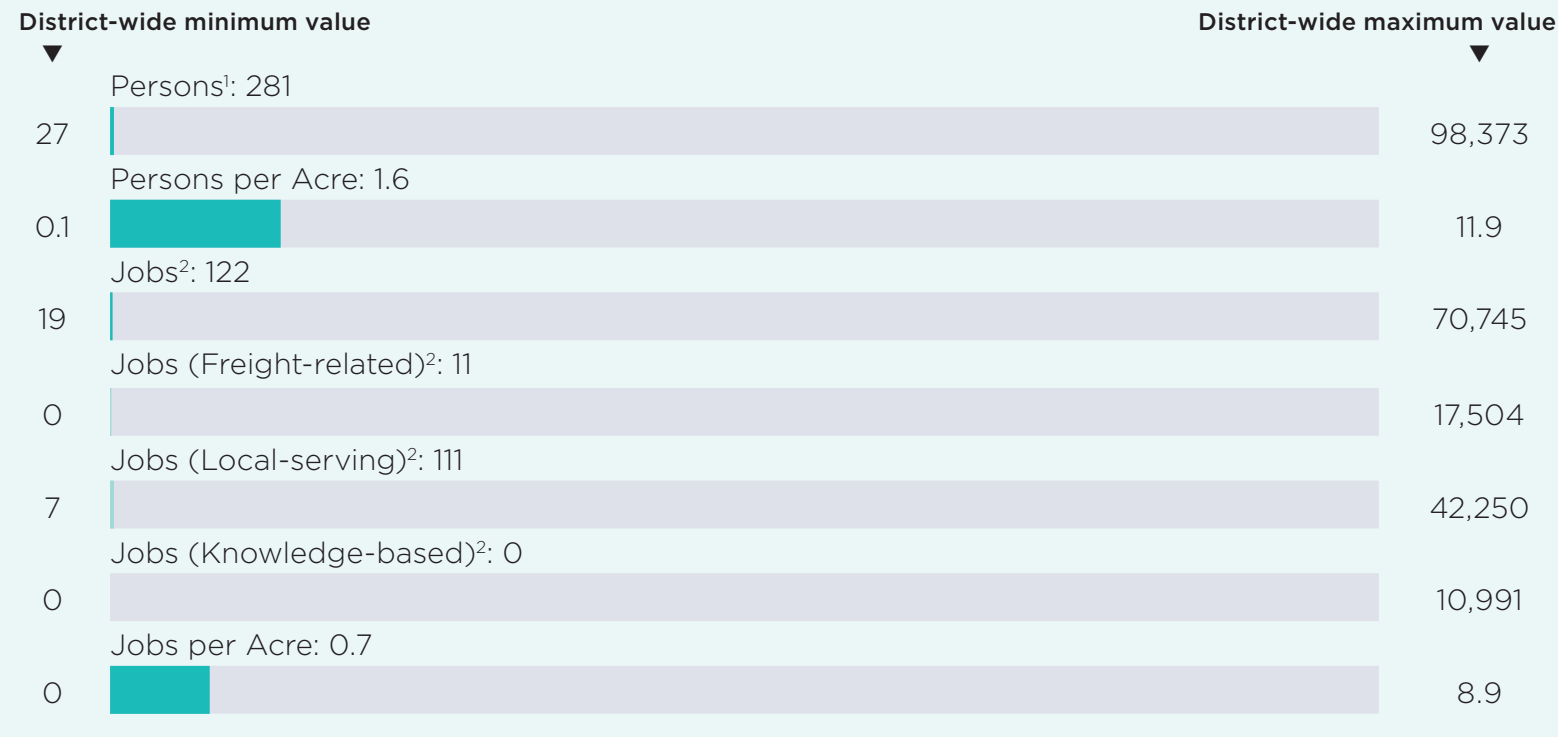
# UDA #7 Transportation Needs

## Martinsville

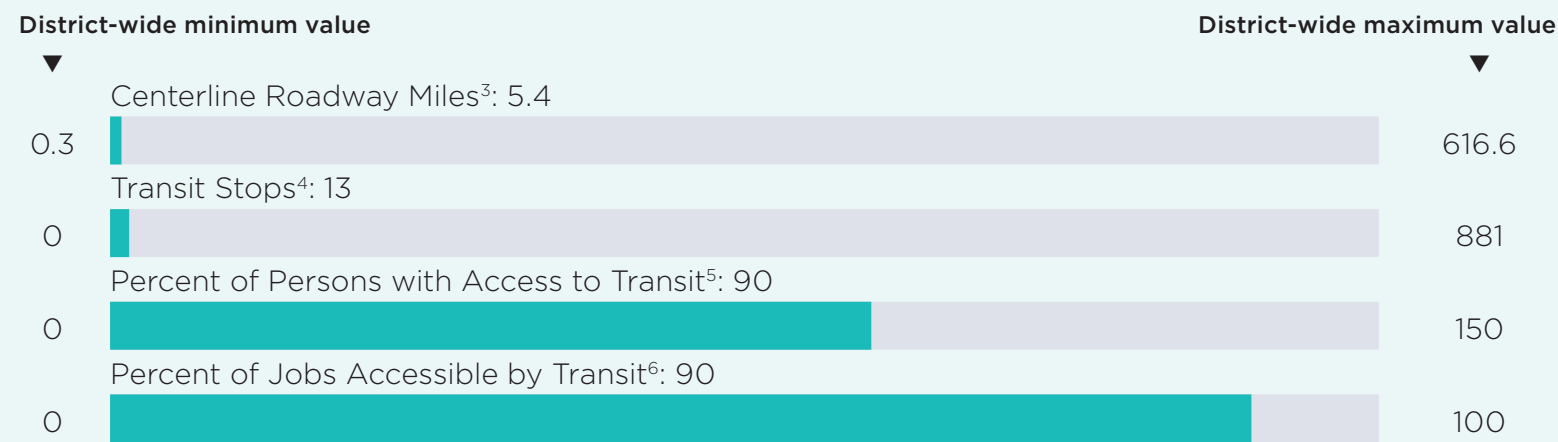
Jurisdiction: Martinsville City  
 Year Designated: 2011  
 Acres: 176

PDC: West Piedmont  
 MPO: N/A  
 Construction District: Salem

### Socio-economic Profile



### Transportation Profile



<sup>1</sup> U.S. Census Bureau (2017). Table B01003: Total Population. 5-Year American Community Survey. Block group-level.

<sup>2</sup> U.S. Census Bureau (2015). LEHD Origin-Destination Employment Statistics (LODES). Workplace Area Characteristics (WAC) dataset at the block level. Available at <https://lehd.ces.census.gov/data/>.

<sup>3</sup> Geographic Information System (GIS) Shapefile provided by UDA sponsors and updated by consultant team. Roadway miles from Virginia Geographic Information Network (VGIN) centerline file (May 2019)

<sup>4</sup> GIS shapefile of transit stops in Virginia provided by the Virginia Department of Rail and Public Transportation. Updated in April/May 2019 by Fairfax Connector, Washington Metropolitan Area Transit Authority, Hampton Roads Transit, Alexandria Dash and Greater Richmond Transit Company

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<sup>6</sup> Consultant team GIS analysis of population in census block centroid within a 1/4-mile radius of a transit stop



Transportation Needs	UDA Needs	Needs Adjacent to UDA
Sidewalks	●	●
Other Pedestrian Infrastructure	●	●
Bicycle infrastructure	●	●
Other complete streets improvements	●	●
Traffic calming features	●	●
Intersection design or other Improvements	●	●
Street grid	●	●
Signage/wayfinding	●	●
Safety features	●	●
Transit capacity and access	●	●
Transit facilities and amenities	●	●
Transit operations	●	●
Transit frequency	●	●
On-street parking capacity	●	●
Off-street parking capacity	●	●
Roadway capacity and infrastructure improvements	●	●
Roadway operations	●	●
Improvements to the natural environment; storm water management; site design; or landscaping	●	●

● = High    ● = Moderate    ● = Low    ○ = N/A

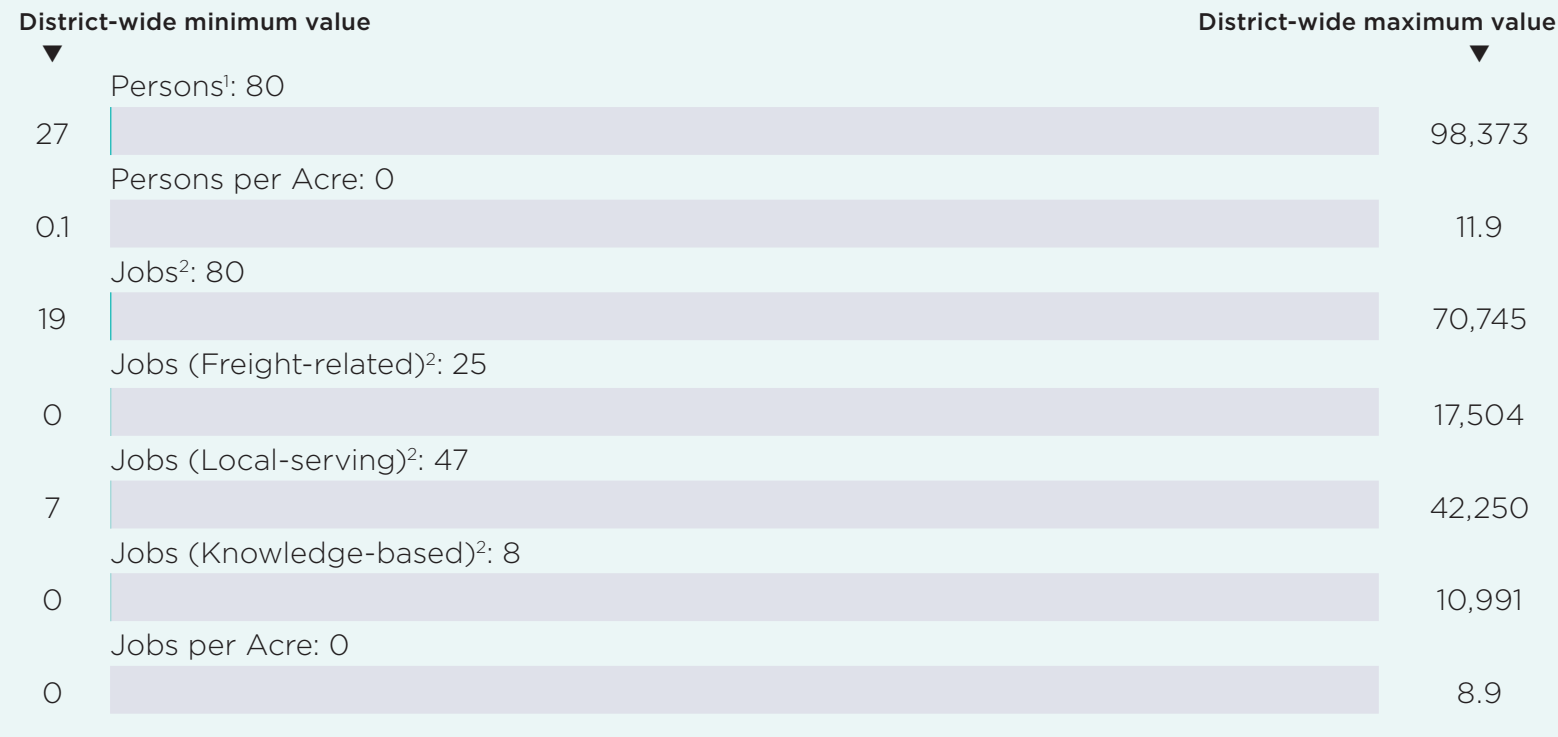
# UDA #8 Transportation Needs

## Martinsville City-Sara Lee-Baldwin

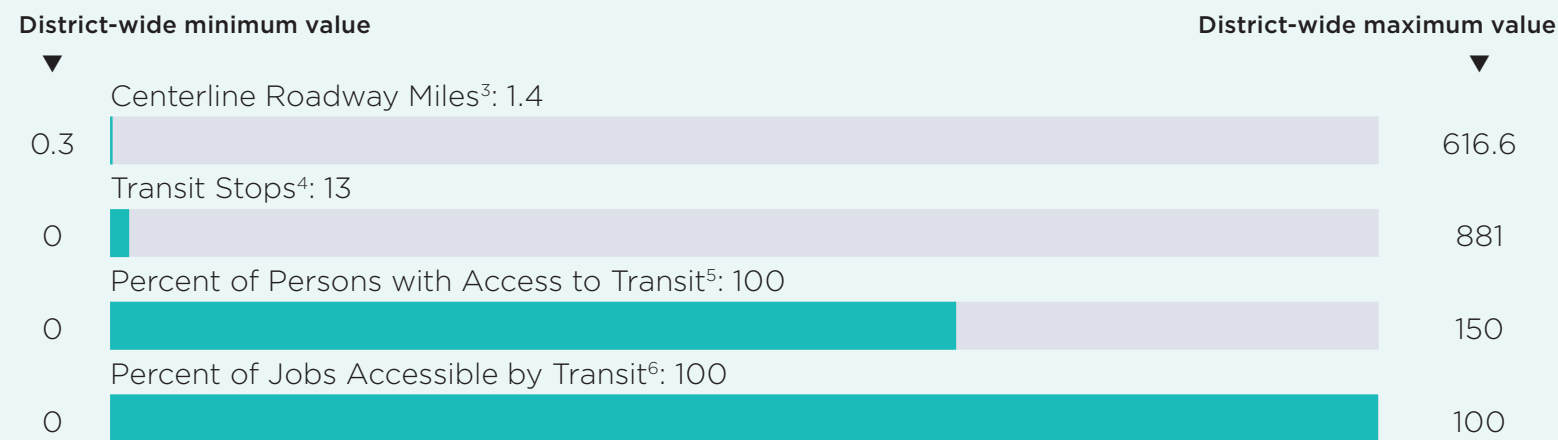
Jurisdiction: Martinsville City  
 Year Designated: 2011  
 Acres: 46

PDC: West Piedmont  
 MPO: N/A  
 Construction District: Salem

### Socio-economic Profile



### Transportation Profile



<sup>1</sup> U.S. Census Bureau (2017). Table B01003: Total Population. 5-Year American Community Survey. Block group-level.

<sup>2</sup> U.S. Census Bureau (2015). LEHD Origin-Destination Employment Statistics (LODES). Workplace Area Characteristics (WAC) dataset at the block level. Available at <https://lehd.ces.census.gov/data/>.

<sup>3</sup> Geographic Information System (GIS) Shapefile provided by UDA sponsors and updated by consultant team. Roadway miles from Virginia Geographic Information Network (VGIN) centerline file (May 2019)

<sup>4</sup> GIS shapefile of transit stops in Virginia provided by the Virginia Department of Rail and Public Transportation. Updated in April/May 2019 by Fairfax Connector, Washington Metropolitan Area Transit Authority, Hampton Roads Transit, Alexandria Dash and Greater Richmond Transit Company

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Transportation Needs	UDA Needs	Needs Adjacent to UDA
Sidewalks	●	●
Other Pedestrian Infrastructure	●	●
Bicycle infrastructure	●	●
Other complete streets improvements	●	●
Traffic calming features	●	●
Intersection design or other Improvements	●	●
Street grid	●	●
Signage/wayfinding	●	●
Safety features	●	●
Transit capacity and access	●	●
Transit facilities and amenities	●	●
Transit operations	●	●
Transit frequency	●	●
On-street parking capacity	●	●
Off-street parking capacity	●	●
Roadway capacity and infrastructure improvements	●	●
Roadway operations	●	●
Improvements to the natural environment; storm water management; site design; or landscaping	●	●

● = High    ● = Moderate    ● = Low    ○ = N/A

# Appendix F – References

# Appendix F – References

*About MPOs – A Brief History.* Association of Metropolitan Planning Organizations. <http://www.ampo.org/about-us/about-mpos/>.

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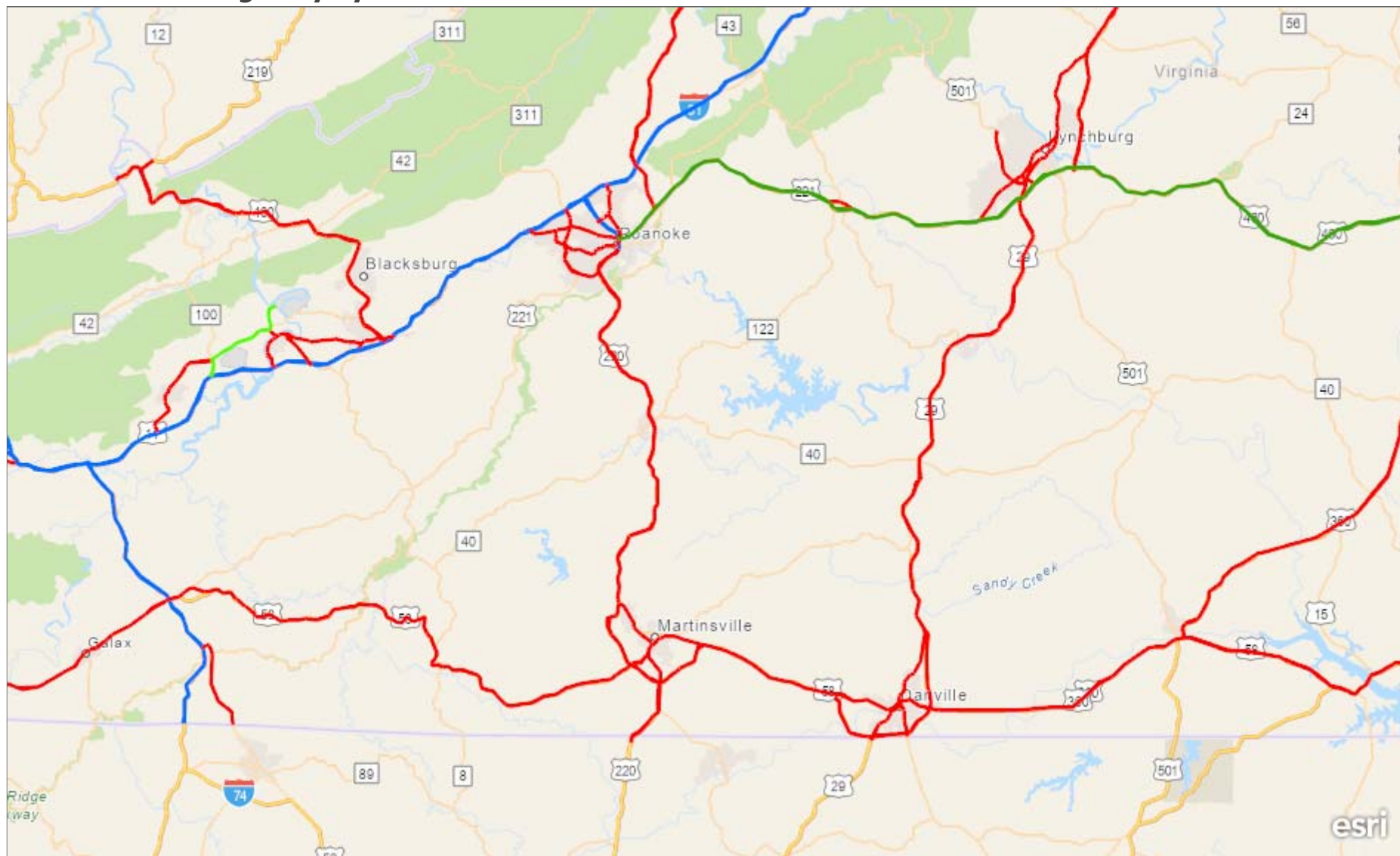
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# Appendix G – National Highway System (NHS)



### VDOT National Highway System



The purpose of the National Highway System is to provide an interconnected system of principal arterial routes which will serve major population centers, international border crossings, ports, airports, public transportation facilities.

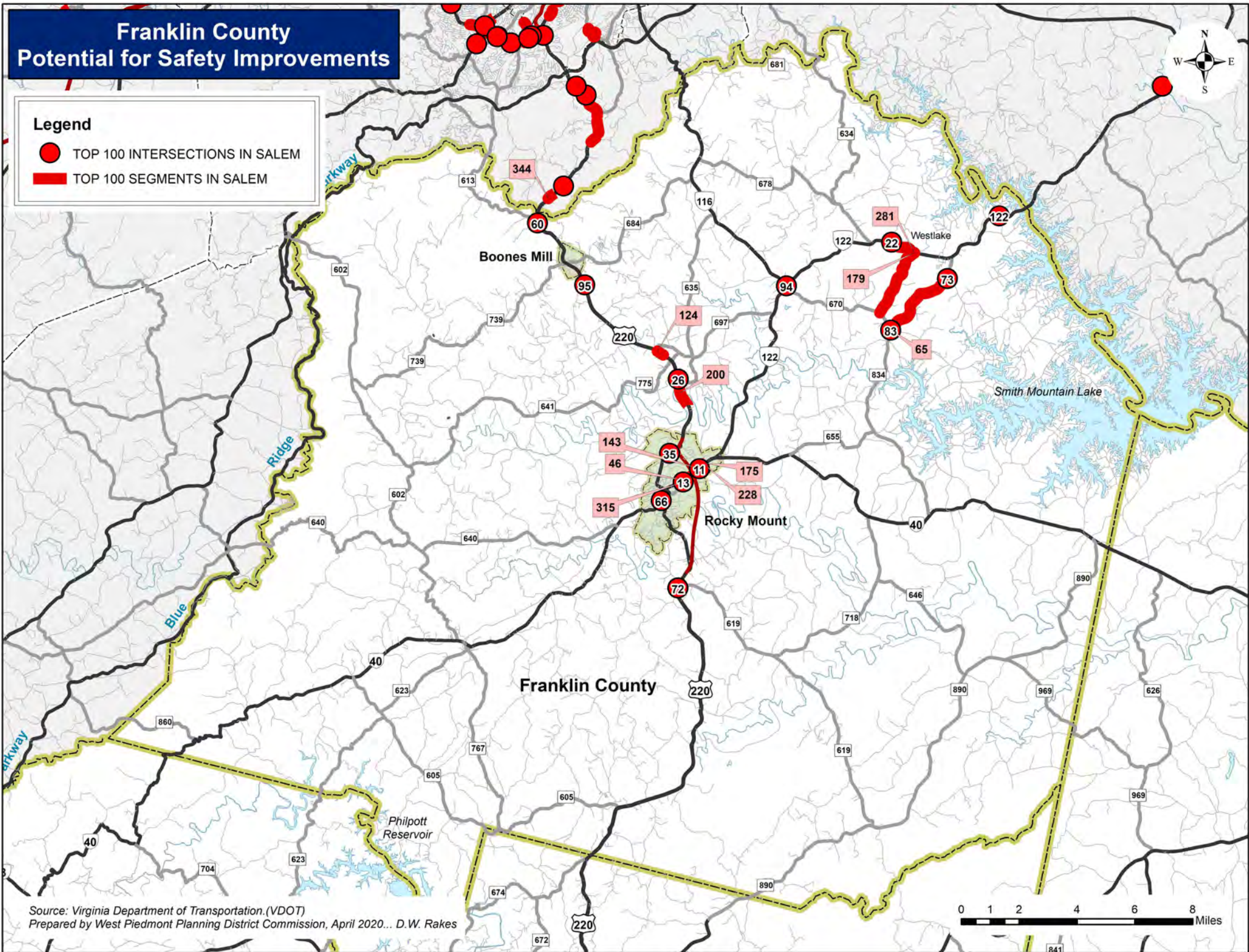
VITA, Esri, HERE, Garmin, FAO, USGS, EPA, NPS

# Appendix H – 2014 – 2018 Potential for Safety Improvement (PSI) Locations

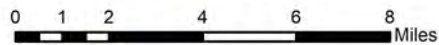
# Franklin County Potential for Safety Improvements

**Legend**

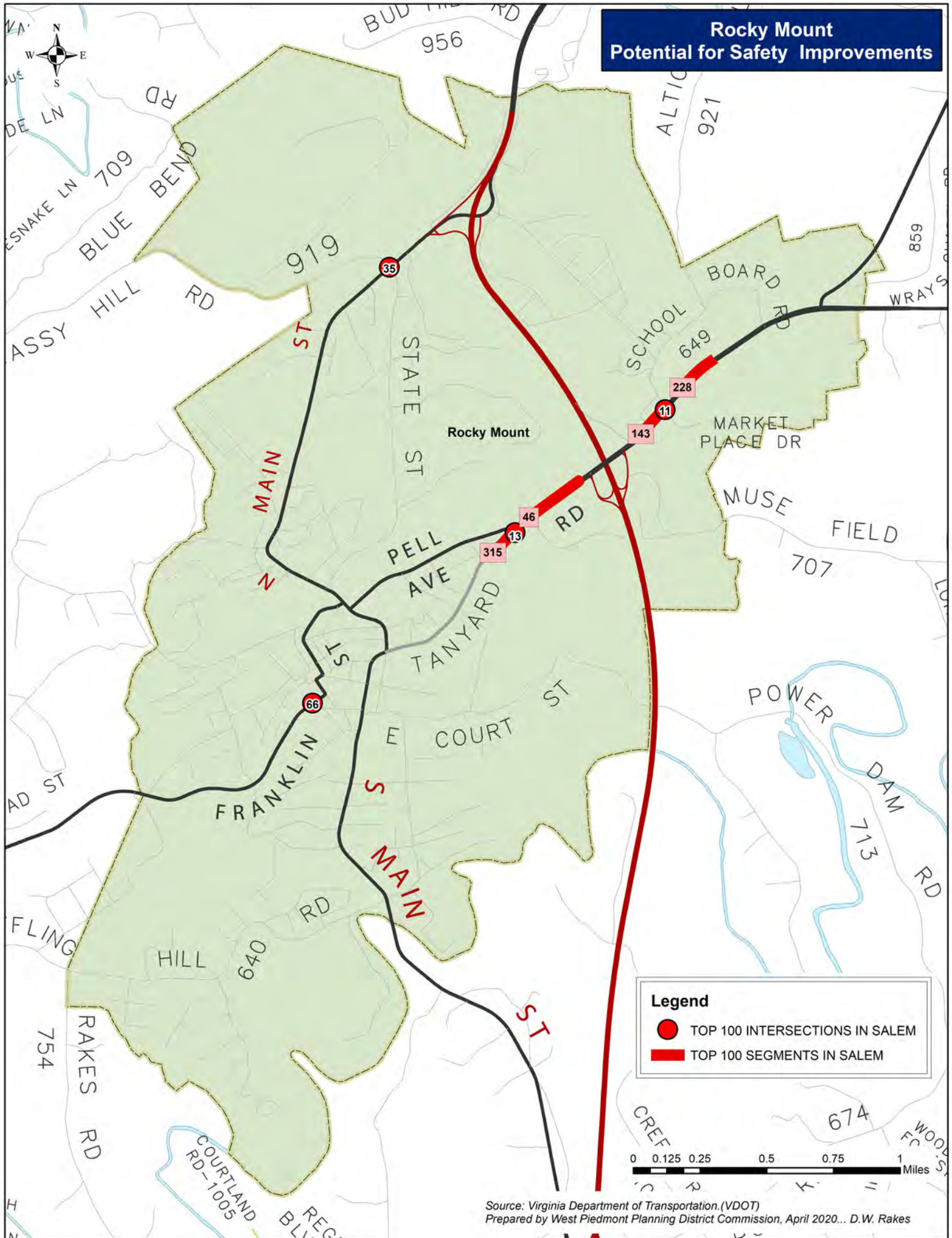
- TOP 100 INTERSECTIONS IN SALEM
- █ TOP 100 SEGMENTS IN SALEM



Source: Virginia Department of Transportation (VDOT)  
Prepared by West Piedmont Planning District Commission, April 2020... D.W. Rakes



# Rocky Mount Potential for Safety Improvements

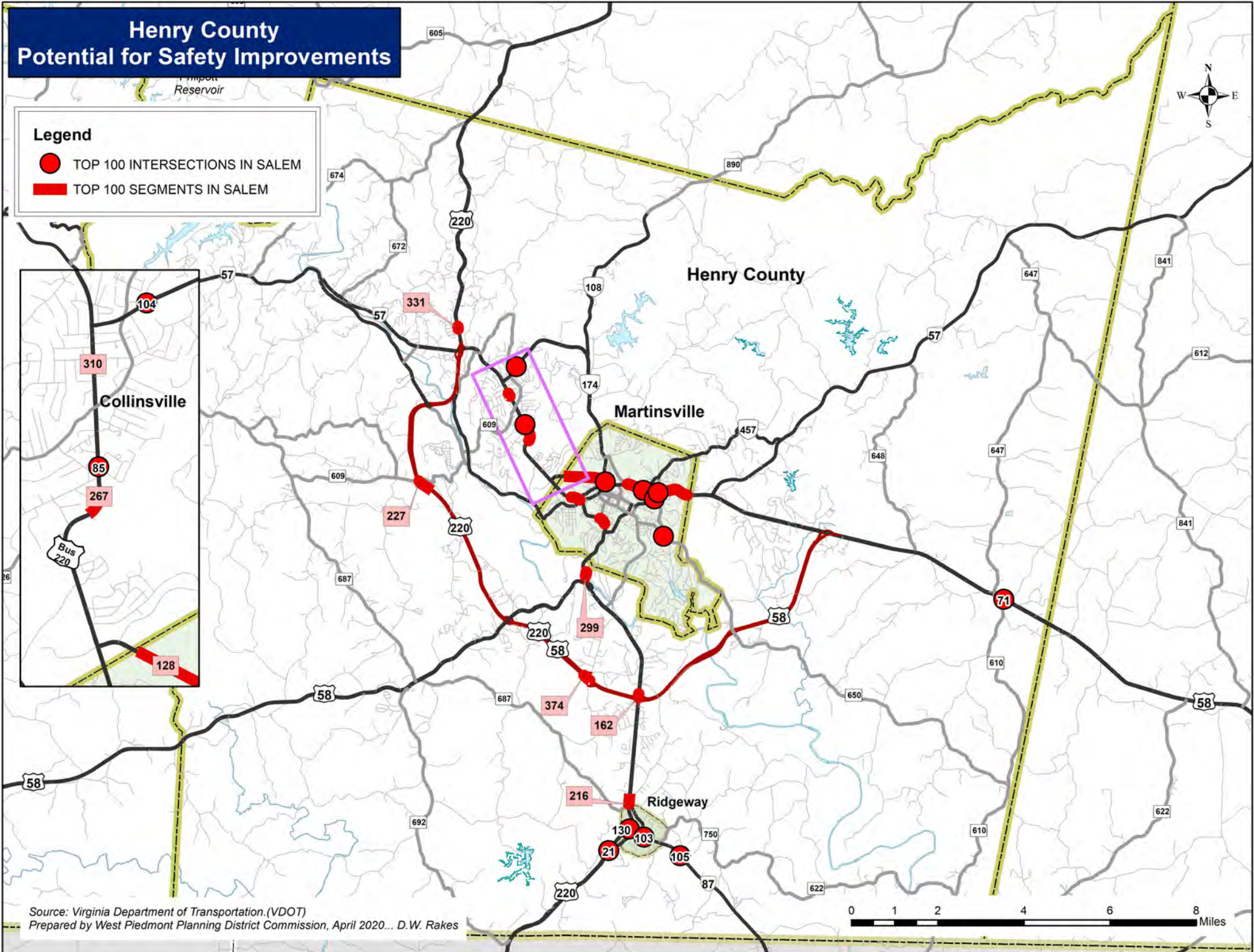


Source: Virginia Department of Transportation (VDOT)  
Prepared by West Piedmont Planning District Commission, April 2020... D.W. Rakes

# Henry County Potential for Safety Improvements

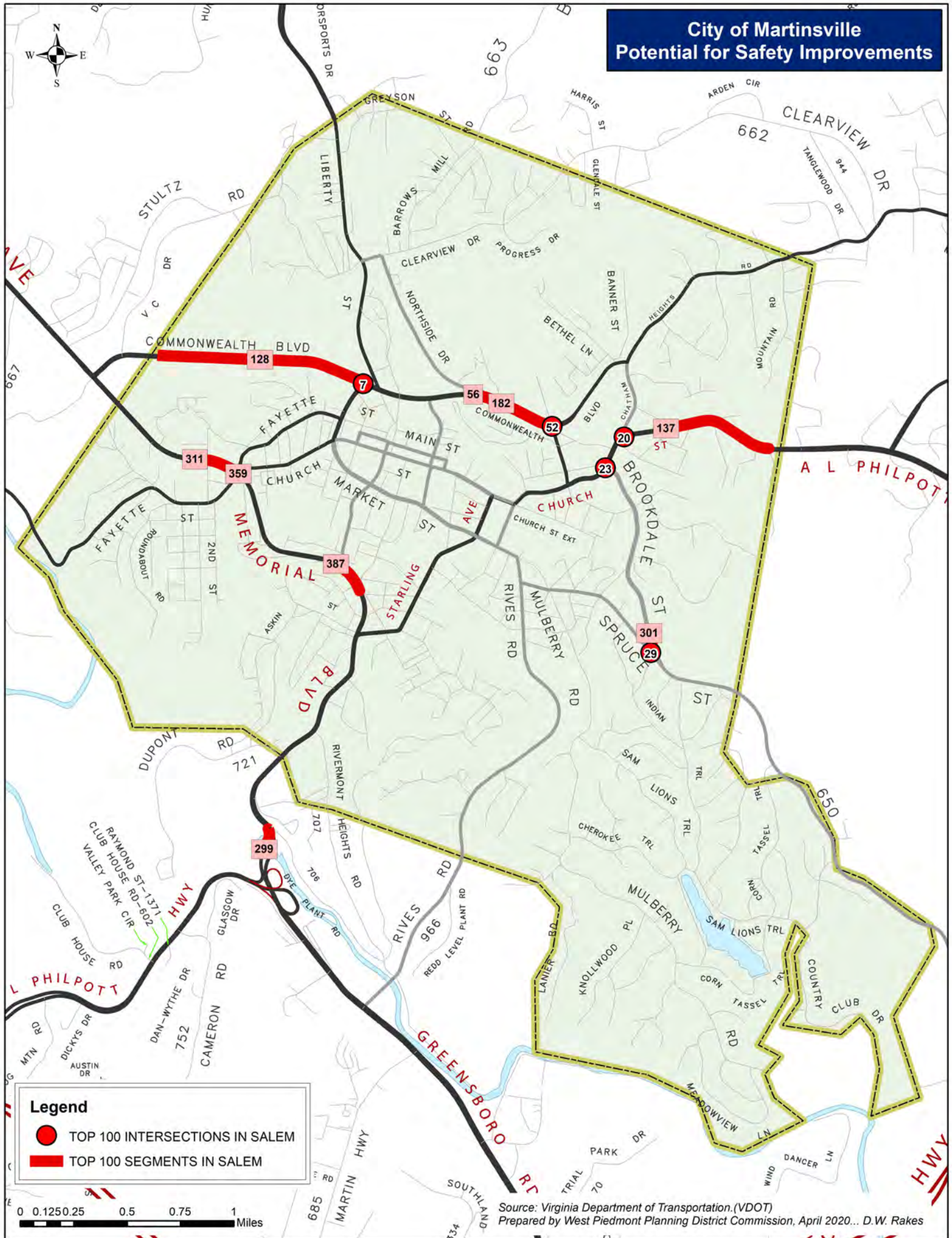
## Legend

- TOP 100 INTERSECTIONS IN SALEM
- TOP 100 SEGMENTS IN SALEM



Source: Virginia Department of Transportation (VDOT)  
Prepared by West Piedmont Planning District Commission, April 2020... D.W. Rakes

# City of Martinsville Potential for Safety Improvements





Appendix I – Virginia Multimodal  
Transportation Plan (VMTP) 2025 Mid-Term  
Needs



## VMTP TIERED CONSOLIDATED NEEDS - LYNCHBURG DISTRICT

Need ID	Need Description	Need Icons	Local Priority Score (out of 5)	VTrans Goal Score (out of 5)	Need Criticality Score (out of 10)	Total Score (out of 20)	Final Tiering
L.7	Within the Lynchburg District and regional networks, the activity centers have walkability and placemaking needs to support the emerging workforce.		5	4.5	6	16	1
L.6	Within the Central Virginia MPO, the Lakeside Drive / Lynchburg Expressway area has safety, congestion and mode choice needs to support the knowledge sector.		5	4.25	5.5	15	1
L.9	Within the Central Virginia MPO, the Wards Road area has reliability needs to help connect local activity centers.		5	4	5	14	1
L.4	Within the Danville MPO and throughout Pittsylvania County, US 58 has reliability and safety needs for commute, through and freight traffic.		5	4	4.5	14	1
L.17	Within the Lynchburg District, the US 460 corridor between Bedford and Farmville has redundancy, mode choice, safety and reliability needs.		4	4.5	5	14	1
L.2	Within the Danville MPO and throughout Pittsylvania County, US 29 has congestion and safety needs to address freight and commuter traffic, especially during peak periods.		4	4.25	2.5	11	1
L.5	Within the Central Virginia MPO and through Amherst and Campbell Counties, the US 29 corridor has reliability and mode choice needs for passengers and freight.		3	4.25	6	13	1
L.11	Within the Central Virginia MPO and in Campbell County, the US 501 corridor has travel time reliability needs in order to support the knowledge and local economic sectors for workforce travel.		3	3.25	3.5	10	1
L.10	Within the Central Virginia MPO and in Bedford County, the US 221/US 460 corridor has travel time reliability and mode choice needs to better serve inter and intra-regional centers.		3	3	7	13	2
L.3	Within the Danville MPO, there are safety needs due to minimal active transportation infrastructure.		3	4.25	5	12	2
L.15	Within the Lynchburg District, the US 29 corridor between Danville and Lynchburg has mode choice and travel demand management (TDM) needs associated with intercity travel.		4	2.75	5	12	2
L.16	Within Central Virginia MPO, there are additional air service needs from the Lynchburg Regional Airport.		4	4	1.5	10	2
L.8	Within the Lynchburg District and through Bedford County, the rural areas have paratransit needs to connect the rural workforce to activity centers.		3	3.5	2.5	9	2
L.1	Within the Danville MPO and throughout Pittsylvania County, the US 29 corridor has mode choice and travel demand management needs.		2	3.25	3.5	9	2
L.13	Within the Lynchburg District, the Town of South Boston has safety needs.		2	2.75	3.5	8	3
L.12	Within the Lynchburg District and cross-District, US 58 has mode choice needs to support intercity travel from Danville and Hampton Roads.		2	2.5	2.5	7	3
L.14	Within the Lynchburg District, US 58 East in Halifax County has reliability issues.		2	3	0	5	3

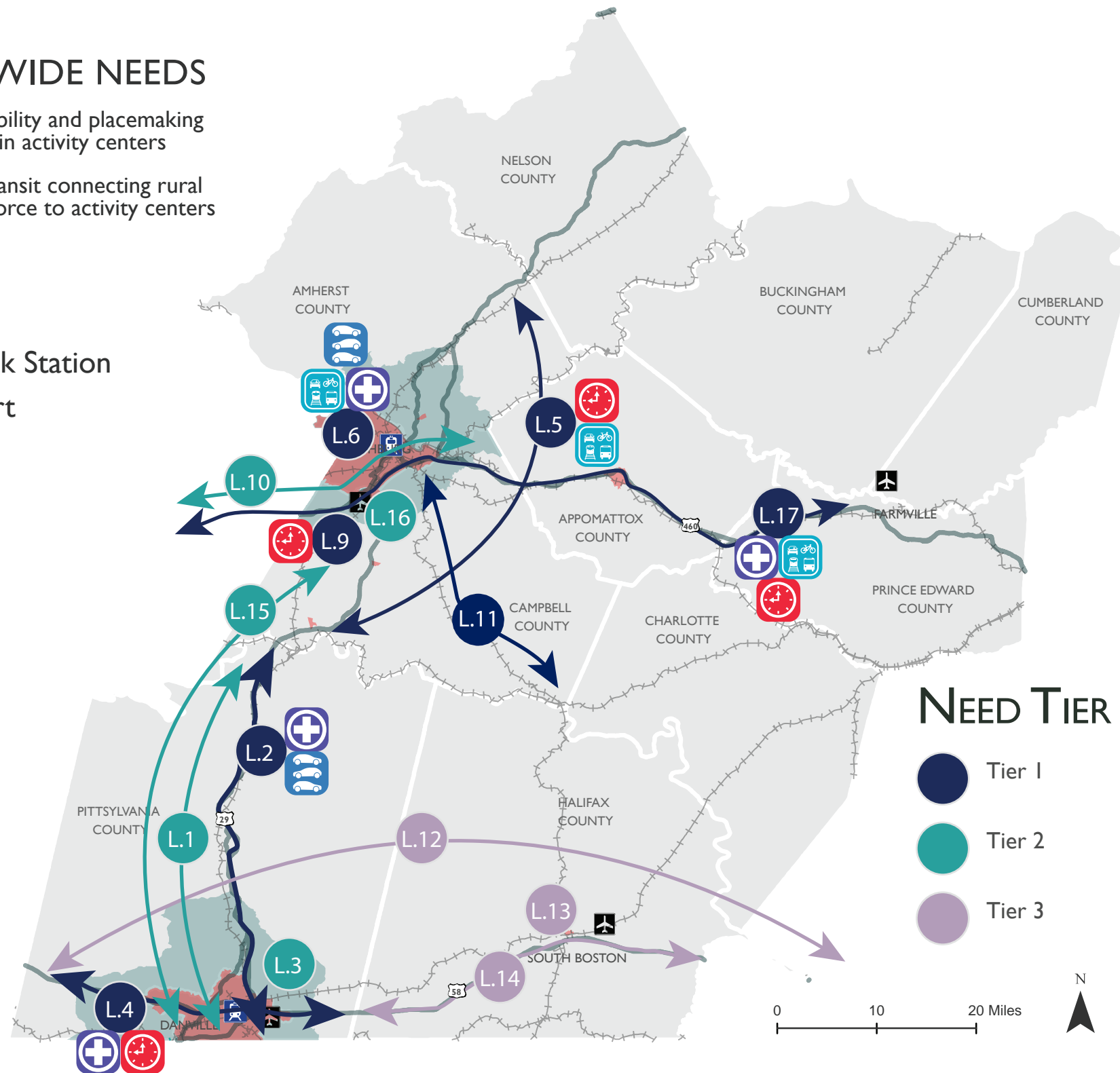
# VMTP GENERALIZED MAP OF CONSOLIDATED NEEDS LYNCHBURG DISTRICT



## DISTRICT-WIDE NEEDS

- L.7 Walkability and placemaking needs in activity centers
- L.8 Paratransit connecting rural workforce to activity centers

- Amtrak Station
- Airport
- CoSS
- UDA
- MPO



## NEED TYPE

- Corridor Reliability
- Network Connectivity
- Transportation Demand Management
- Redundancy & Mode Choice
- Walkability & Bikeability
- Safety
- Bottlenecks
- Congestion
- Circulation and Access within the UDA
- Access to Transportation Networks beyond the UDA

## NEED TIER

- Tier 1
- Tier 2
- Tier 3

NEED LOCATIONS ARE GENERALIZED BY REGION; THEY ARE NOT INTENDED TO BE EXACT GEOGRAPHIC REPRESENTATIONS.











## VMTP TIERED CONSOLIDATED NEEDS - SALEM DISTRICT

Need ID	Need Description	Need Icons	Local Priority Score (out of 5)	VTrans Goal Score (out of 5)	Need Criticality Score (out of 10)	Total Score (out of 20)	Final Tiering
S.1	Within RVTPO, I-81, I-581, US 11, US 220, US 460 have congestion, reliability, and safety needs for regional freight and passenger movement.		5	5	6.5	17	1
S.3	Within RVTPO, regional activity centers and Urban Development Areas (UDAs) have bicycle and pedestrian needs.		5	5	6.5	17	1
S.4	Within NRVMPPO, US 11 and I-81 have TDM, safety and parallel redundancy needs.		5	4	6	15	1
S.11	Within the Salem District, I-81 (north of RVTPO), US 460, and US 11 have reliability, congestion, redundancy, mode choice and safety needs.		4	4	6.5	15	1
S.12	Within the Salem District, US 220 and US 58 between Martinsville, Ridgeway, and Rocky Mount have safety, congestion, and reliability needs. The Rocky Mount UDA and UDAs within this corridor have circulation, safety and access needs.		4	5	5	14	1
S.17	Within the Salem District, the Greenway and Regional Trail system have network connectivity and mode choice needs.		4	5	5	14	1
S.9	Within the Salem District, the US 460 and US 220 corridors in Bedford County between Roanoke, New River Valley and Lynchburg have intercity transit, interregional connectivity, reliability, congestion, airport access, and safety needs.		5	5	4	14	1
S.7	Within NRVMPPO, Pepper's Ferry Rd has connectivity, congestion, safety, and TDM needs.		5	5	3.5	14	1
S.2	Within RVTPO, there are intercity and intracity transit accessibility needs as well as travel demand management (TDM) needs.		4	4	7	15	2
S.6	Within NRVMPPO, US 460/Main St. has safety, congestion and TDM needs to serve economic connections in around towns.		1	3	6.5	11	2
S.8	Within NRVMPPO, regional trails, activity centers, and UDAs have pedestrian and bicycle access needs.		3	4	5	12	2
S.5	Within NRVMPPO, the I-81 corridor has a need for more regional mode choice to access activity centers that serve key economic linkages for workforce access.		3	3	5	11	2
S.14	Within the Salem District, US 58 near Martinsville has safety and reliability issues.		3	5	1	9	2
S.16	Within the Salem District, VA 8, VA 57, VA 100, VA 220, VA 221, and VA 311 in Giles and Madison County have reliability and mode choice needs for commuters traveling to regional activity centers		3	3	1.5	8	2
S.10	Within the Salem District, the VA 122 corridor and the Moneta UDA have bicycle needs, pedestrian needs, and multimodal access needs.		1	5	2.5	9	3
S.13	Within the Salem District, I-77 in Carroll County has safety and congestion issues.		2	4	1	7	3
S.18	In the Martinsville UDA, there are circulation, access and multimodal needs.		1	3	3	7	3
S.15	Within the Salem District, US 460 in Giles County between Pearisburg and Narrows has safety and access needs.		2	3	0.5	6	3





# VMTP GENERALIZED MAP OF CONSOLIDATED NEEDS SALEM DISTRICT

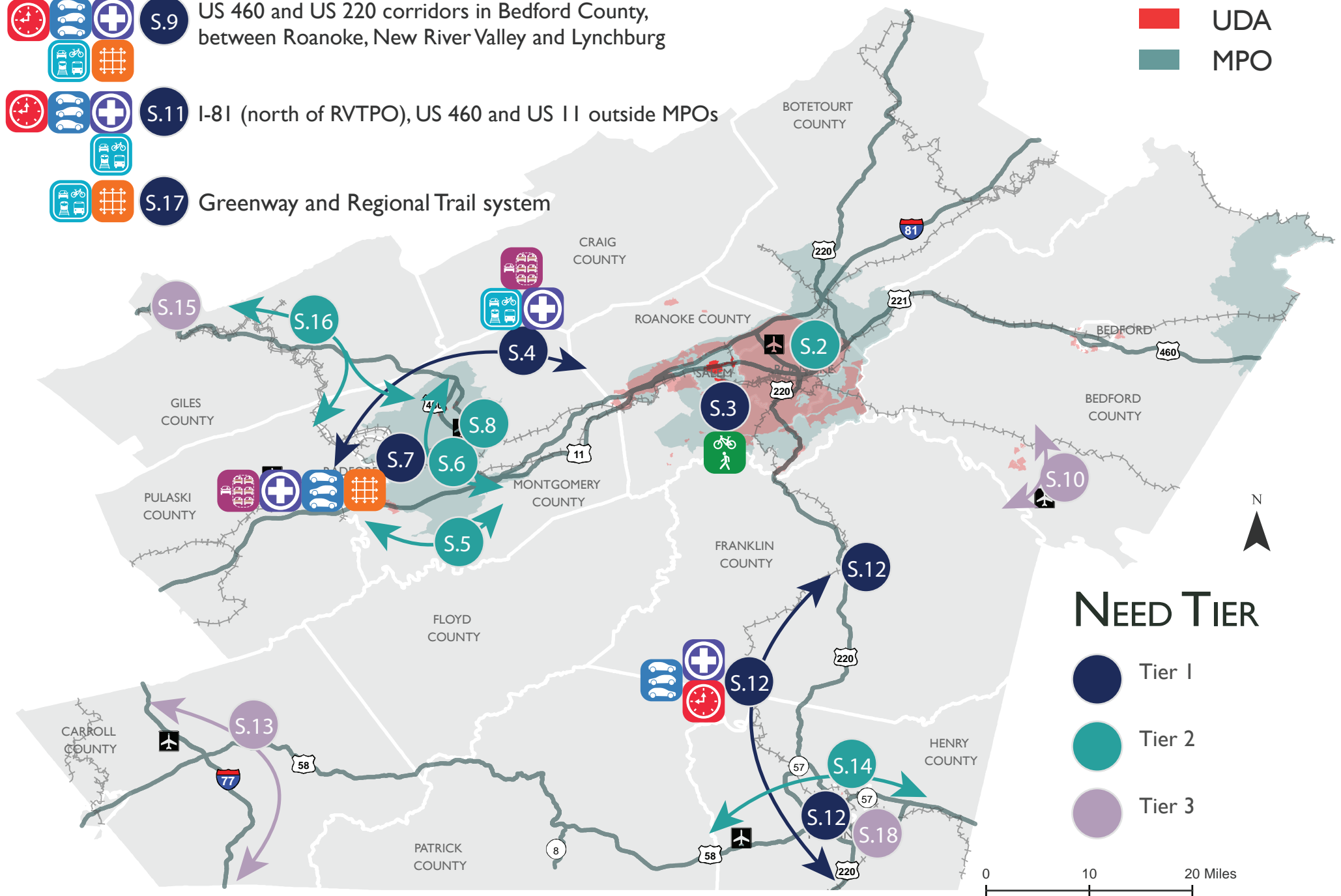


## NEED TYPE

-  Corridor Reliability
-  Network Connectivity
-  Transportation Demand Management
-  Redundancy & Mode Choice
-  Walkability & Bikeability
-  Safety
-  Bottlenecks
-  Congestion
-  Circulation and Access within the UDA
-  Access to Transportation Networks beyond the UDA

## DISTRICT-WIDE NEEDS

-  S.1 Within RVTPO: I-81, I-581, US 11, US 220, US 460
-  S.9 US 460 and US 220 corridors in Bedford County, between Roanoke, New River Valley and Lynchburg
-  S.11 I-81 (north of RVTPO), US 460 and US 11 outside MPOs
-  S.17 Greenway and Regional Trail system

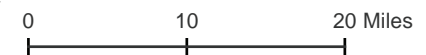


-  Airport
-  CoSS
-  UDA
-  MPO

## NEED TIER

-  Tier 1
-  Tier 2
-  Tier 3

NEED LOCATIONS ARE GENERALIZED BY REGION; THEY ARE NOT INTENDED TO BE EXACT GEOGRAPHIC REPRESENTATIONS.



# Appendix J – Additional Resources

## Appendix J – Additional Resources

- 1) Congress for the New Urbanism - <https://www.cnu.org/>
- 2) Danville Metropolitan Planning Organization (Danville MPO) - <http://www.wppdc.org/danville-mpo>
- 3) Federal Highway Administration (FHWA) - <https://highways.dot.gov/>
- 4) Federal Transit Administration (FTA) - <https://www.transit.dot.gov/>
- 5) Port of Virginia - <http://www.portofvirginia.com/>
- 6) RIDE Solutions – [www.ridesolutions.org](http://www.ridesolutions.org)
- 7) Smart Growth America - <https://smartgrowthamerica.org/program/national-complete-streets-coalition/>
- 8) Virginia Department of Rail and Public Transportation (DRPT) - <http://www.drpt.virginia.gov/>
- 9) Virginia Multimodal System Design Guidelines - <http://www.drpt.virginia.gov/transit/planning/multimodal-guidelines/>
- 10) Virginia Department of Transportation (VDOT) - <http://www.virginiadot.org/>
- 11) Virginia Department of Transportation Road Design Manual - <https://www.virginiadot.org/business/locdes/rdmanual-index.asp>
- 12) Virginia Multimodal Freight Plan - [http://www.ctb.virginia.gov/resources/2013/dec/pres/Presentation\\_Agenda\\_Item\\_6.pdf](http://www.ctb.virginia.gov/resources/2013/dec/pres/Presentation_Agenda_Item_6.pdf)
- 13) Virginia Smart Scale - <http://vasmartscale.org/>

- 14) Virginia's Transportation Plan (VTrans 2045) - <https://www.vtrans.org/>
- 15) West Piedmont Health District Walkability Assessment Report - [http://www.wppdc.org/content/wppdc/uploads/PDF/docs\\_publications/transportation/wppd\\_complete\\_streets\\_coalition\\_walkability\\_assessment\\_final\\_report.pdf](http://www.wppdc.org/content/wppdc/uploads/PDF/docs_publications/transportation/wppd_complete_streets_coalition_walkability_assessment_final_report.pdf)
- 16) West Piedmont Regional Bicycle Plan, Planning Document - [http://www.wppdc.org/content/wppdc/uploads/PDF/docs\\_publications/transportation/wppd\\_regional\\_bicycle\\_plan\\_final.pdf](http://www.wppdc.org/content/wppdc/uploads/PDF/docs_publications/transportation/wppd_regional_bicycle_plan_final.pdf)
- 17) West Piedmont Regional Bicycle Plan Interactive Map - <https://wppdc.maps.arcgis.com/apps/View/index.html?appid=abfe3df1b6ec4769aff2253d528fe2e9&extent=-80.3966,36.5503,-79.3420,37.0073>
- 18) West Piedmont Planning District Commission (WPPDC) – [www.wppdc.org](http://www.wppdc.org)

# Appendix K – Communications and Outreach



## REQUEST FOR PUBLIC COMMENT

The West Piedmont Planning District Commission (WPPDC) is in the process of updating the *West Piedmont Rural Long-Range Transportation Plan*, originally adopted in 2011. Since that time, some of its recommendations have been implemented, new needs and priorities have emerged, and funding mechanisms have changed, necessitating this update. The updated plan will list projects for localities and serve as a basis for proposed transportation project funding in the rural areas of the region. The PDC requests comments on this draft plan during the 30 day public review period beginning March 11, 2020 at (1) [www.wppdc.org](http://www.wppdc.org), under “Public Announcements, Notices, and Events of Interest;” (2) the WPPDC office at 1100 Madison Street, Martinsville, VA; (3) each respective local government office; and (4) the main public library locations in Chatham, Danville, Martinsville, Rocky Mount, and Stuart, VA. Send comments and/or questions to [staff@wppdc.org](mailto:staff@wppdc.org) or mail to WPPDC, PO Box 5268, Martinsville, VA 24115. The WPPDC ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil rights Act of 1964. If special assistance is needed for persons with disabilities or limited English proficiency, contact 276-638-3987 or [staff@wppdc.org](mailto:staff@wppdc.org) with at least 48 hours’ notice.

## Public Comments Received During Public Review Period

The draft *West Piedmont Planning District 2045 Rural Long Range Transportation Plan* was published for public review for a 30-day period, beginning March 11, 2020 and ending April 9, 2020. As part of this public review process, a link to the draft plan was provided on the WPPDC website, [www.wppdc.org](http://www.wppdc.org), and was advertised via social media (Facebook) for RIDE Solutions as well as the West Piedmont Planning District, which included a link to the plan. The link to the plan, and other relevant information, was also emailed to each locality in the West Piedmont Planning District, and regional/state organizations such as the Virginia Department of Transportation (VDOT), for review. Additionally, physical copies of the draft plan were available for review at the Henry County Administration Building, the City of Martinsville Municipal Building, the Blue Ridge Public Library in Martinsville, the Blue Ridge Public Library in Stuart, the Patrick County Administrative Offices, the Pittsylvania County Administrative Offices, the Pittsylvania County Public Library in Chatham, the Franklin County Public Library in Rocky Mount, the Town of Rocky Mount Administrative Offices, the Franklin County Government Center, and the office of the West Piedmont Planning District Commission. Notice was also provided in local newspapers pertaining to the beginning of the 30-day review period (see next page for the advertisement).

Comments received during the 30-day review period include the following:

- 1) A representative of the Port of Virginia provided in-person input into the plan regarding phraseology pertaining to discussion of the Port of Virginia.
- 2) A Virginia Department of Transportation (VDOT) planner provided thorough feedback regarding the draft of the plan.
- 3) Franklin County provided input into the plan, particularly with regard to contents of the project recommendations.
- 4) Danville Transit reviewed and provided a comment with respect to this plan.

# Danville Register & Bee

Advertising Affidavit

Account Number

3317876

700 Monument Street  
 Danville, Virginia 24541  
 (434) 793-2311

Date

March 17, 2020

WEST PIEDMONT PLANNING  
 PO BOX 5268  
 MARTINSVILLE, VA 24115-5268

Date	Category	Description	Ad Size	Total Cost
03/20/2020	Legal Notices	REQUESTFORPUBLICCOMMENTTHEWESTPIEDMONTPLAI	2 x 23 L	123.00

### REQUEST FOR PUBLIC COMMENT

The West Piedmont Planning District Commission (WPPDC) is in the process of updating the West Piedmont Rural Long-Range Transportation Plan, originally adopted in 2011. Since that time, some of its recommendations have been implemented, new needs and priorities have emerged, and funding mechanisms have changed, necessitating this update. The updated plan will list projects for localities and serve as a basis for proposed transportation project funding in the rural areas of the region. The POC requests comments on this draft plan during the 30 day public review period beginning March 11, 2020 at (1) www.wppdc.org, under "Public Announcements, Notices, and Events of Interest"; (2) the WPPDC office at 1100 Madison Street, Martinsville, VA; (3) each respective local government office; and (4) the main public library locations in Chatham, Danville, Martinsville, Rocky Mount, and Stuart, VA. Send comments and/or questions to staff@wppdc.org or mail to WPPDC, PO Box 5268, Martinsville, VA 24115. The WPPDC ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If special assistance is needed for persons with disabilities or limited English proficiency, contact 216-639-3587 or staff@wppdc.org with at least 48 hours' notice.

### Publisher of the Register & Bee

This is to certify that the attached REQUESTFORPUBLICCOMMENTTH was published by the Register & Bee in the City of Danville, State of Virginia, on the following dates:

03/11/2020

The First insertion being given ... 03/11/2020

Newspaper reference: 0001072532

Sworn to and subscribed before me this

Tuesday, March 17, 2020

Kimberly B Harris Shank  
 Notary Public Supervisor

Kimberly B. Harris  
 NOTARY PUBLIC  
 Commonwealth of Virginia  
 Notary Registration Number 356753  
 Commission Expires January 31, 2021

State of Virginia

My Commission expires \_\_\_\_\_

THIS IS NOT A BILL. PLEASE PAY FROM INVOICE. THANK YOU

Martinsville, Virginia  
Affidavit of PublicationWEST PIEDMONT PLANNING  
COMMISSION  
P.O. BOX 5268  
MARTINSVILLE, VA 24115

Date	Category	Description	Ad Size	Total Cost
03/20/2020	Legal Notices	REQUEST FOR PUBLIC COMMENT The West Pie	2 x 23 L	94.79

**REQUEST FOR PUBLIC COMMENT**

The West Piedmont Planning District Commission (WPPDC) is in the process of updating the *West Piedmont Rural Long-Range Transportation Plan*, originally adopted in 2011. Since that time, some of its recommendations have been implemented, new needs and priorities have emerged, and funding mechanisms have changed, necessitating this update. The updated plan will list projects for localities and serve as a basis for proposed transportation project funding in the rural areas of the region. The PDC requests comments on this draft plan during the 30 day public review period beginning March 11, 2020 at (1) www.wppdc.org, under "Public Announcements, Notices, and Events of Interest," (2) the WPPDC office at 1100 Madison Street, Martinsville, VA; (3) each respective local government office; and (4) the main public library locations in Chatham, Danville, Martinsville, Rocky Mount, and Stuart, VA. Send comments and/or questions to staff@wppdc.org or mail to WPPDC, PO Box 5268, Martinsville, VA 24115. The WPPDC ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil rights Act of 1964. If special assistance is needed for persons with disabilities or limited English proficiency, contact 276-638-3987 or staff@wppdc.org with at least 48 hours' notice.

**Publisher of the  
Martinsville Bulletin**

I, (the undersigned) an authorized representative of the Martinsville Bulletin, a daily newspaper published in Martinsville, Henry County, Virginia; do certify that the annexed notice REQUEST FOR PUBLIC COMMENT was published in said newspapers on the following dates:

03/11/2020

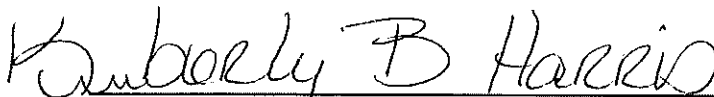
The First insertion being given ... 03/11/2020

Newspaper reference: 0001072650



Billing Representative

Sworn to and subscribed before me this Wednesday, March 11, 2020



Notary Public

State of Virginia  
City of Martinsville  
My Commission expires \_\_\_\_\_

Kimberly B. Harris  
NOTARY PUBLIC  
Commonwealth of Virginia  
Notary Registration Number 356753  
Commission Expires January 31, 2021

# The Enterprise

MOUNTAIN MEDIA, LLC

Post Office Box 429, Lewisburg, WV 24901

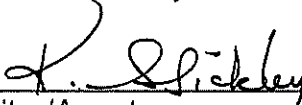
304-647-5724

## **CERTIFICATE OF PUBLICATION**

State of Virginia  
County of Patrick, SS:

I, **Kathleen Stickley**, one of the Editors or Agents of **The Enterprise**, a weekly newspaper of general circulation published in the County of Patrick, State of Virginia, do certify that publication of the advertisement or advertisements **Request for Public Comment**, attached hereto was made in **1 issue(s)** of the newspaper, dated **March 11<sup>th</sup>, 2020**.

Given under my hand this **13<sup>th</sup> Day of March 2020**.

  
\_\_\_\_\_  
Editor/Agent

**\$38.50**  
Publication fee

Account Number

6046552

THE FRANKLIN NEWS-POST  
 P.O. Box 250  
 Rocky Mount, Virginia 24151-0250  
 540-483-5113

Date

March 11, 2020

WEST PIEDMONT PDC  
 Attn: David Hoback, Executive Director  
 P.O. BOX 5268  
 MARTINSVILLE, VA 24115-5268

**Affidavit of Publication**

Date	Category	Description	Ad Size	Total Cost
03/20/2020	Legal Notices	REQUEST FOR PUBLIC COMMENT The West Piedmont Plar	2 x 23 L	82.81

**REQUEST FOR PUBLIC COMMENT**

The West Piedmont Planning District Commission (WPPDC) is in the process of updating the West Piedmont Rural Long-Range Transportation Plan, originally adopted in 2011. Since that time, some of its recommendations have been implemented, new needs and priorities have emerged, and funding mechanisms have changed, necessitating this update. The updated plan will list projects for localities and serve as a basis for proposed transportation project funding in the rural areas of the region. The PDC requests comments on this draft plan during the 30 day public review period beginning March 11, 2020 at (1) www.wppdc.org, under "Public Announcements, Notices, and Events of Interest;" (2) the WPPDC office at 1100 Madison Street, Martinsville, VA; (3) each respective local government office; and (4) the main public library locations in Chatham, Danville, Martinsville, Rocky Mount, and Stuart, VA. Send comments and/or questions to staff@wppdc.org or mail to WPPDC, PO Box 5268, Martinsville, VA 24115. The WPPDC ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If special assistance is needed for persons with disabilities or limited English proficiency, contact 276-638-3887 or staff@wppdc.org with at least 48 hours' notice.

**Publisher of the  
FRANKLIN NEWS-POST**

I, (the undersigned) hereby certify that a Notice regarding

REQUEST FOR PUBLIC COMMENT

was published in the Franklin News-Post at Rocky Mount,  
 County of Franklin, State of Virginia on the following dates:

03/11/2020

The First insertion being given ... 03/11/2020

Newspaper reference: 0001072529

*Brenda Bruce*

Billing Representative

Sworn to and subscribed before me this Wednesday, March 11, 2020

*Kimberly B Harris*

Notary Public

Kimberly B. Harris

NOTARY PUBLIC

Commonwealth of Virginia

Notary Registration Number 356753

Commission Expires January 31, 2021

State of Virginia

City/County of \_\_\_\_\_

My Commission Expires \_\_\_\_\_

# STAR-TRIBUNE

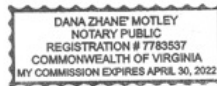
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Chad Harrison, Publisher

[Signature], Editor, acting agent for the publisher  
May 18, 2020



STATE OF VIRGINIA, AT LARGE

County of Pittsylvania, To-wit:

The foregoing instrument was acknowledged before me this  
18 day of May 2020 by Chad Harrison.  
My commission expires April 30, 2022.

[Signature]  
Notary Public

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# Minutes, February 15, 2019 Rural Long Range Plan Update Technical Committee Meeting #1

West Piedmont Planning District Commission  
1100 Madison Street, Martinsville, VA 24115  
10:00 a.m.

## Attendees

Wayne Knox, City of Danville  
Pam Cobler, Disability Rights & Resources Center  
Mandy Folman, Southern Area Agency on Aging  
Joseph Baker, RADAR of Roanoke  
Lisa Cooper, Franklin County  
Lee Clark, Henry County  
Greg Sides, Pittsylvania County  
Richard Cocke, Town of Chatham  
Lisa Hughes, VDOT  
Michael Gray, VDOT  
David Cook, VDOT  
Jay Craddock, VDOT  
Dave Hoback, WPPDC Executive Director  
Leah Manning, WPPDC Deputy Director  
David Rakes, WPPDC Cartographer/Planning Technician  
Joe Bonanno, WPPDC Regional Planner

## 1) Welcome and Introductions

Introductions were made, and each participant identified the organization/agency they represented and their role in the organization/agency.

## 2) What is the Rural Long-Range Transportation Plan

Mr. Bonanno described to the group what the Rural Long-Range Transportation Plan was. He noted that the document included transportation recommendations identified by each locality within the rural portion of the West Piedmont Planning District, excluding the Danville MPO, which prepared its own plan. He noted that transportation projects included in the Rural Plan were identified via VTrans, Virginia's statewide transportation plan; local comprehensive plans; the regional Comprehensive Economic Development Strategy (CEDS) document; direct input from localities; and other sources. He stated that while the plan was not a requirement, it was an extremely important document by which localities advanced their projects. He added that the current plan was adopted in 2011 and that its



horizon year was 2035; he noted that the horizon year for this iteration of the plan would be 2045. According to Mr. Bonanno, several developments since 2011 which made the update of this plan even more important included the advent of Smart Scale, as well as new transportation designs embraced by VDOT which included innovative intersections. Mr. Gray noted that funding programs such as the Highway Safety Improvement Program, Transportation Alternatives, and Revenue Sharing would be important funding sources. He noted that most programs had some type of data associated with them, and were based off of some type of need.

### 3) Where are we now

Mr. Bonanno discussed the update progress of the Rural Long-Range Plan to date. He stated that information from the Six-Year Improvement Program was compared to projects within the Rural Long-Range Plan to determine which had been completed and which were programmed for funding. He then noted that a matrix spreadsheet, which was a scoring tool developed by VDOT, would serve as an integral mechanism in identifying potential projects. After Mr. Bonanno identified the types of data that would be input into the matrix, Mr. Gray stated that Potential for Safety Improvement (PSI) data would be another important data source, and he added that Mr. Cook could provide the most updated PSI data, 2013 - 2017. It was noted that this PSI data, which was released in January, was different from the PSI data on the VTrans website, as those data were not as current. Mr. Gray further added that it would be good to look at the top 20, 10, or 5 PSI items in each locality and then correspond with planners to determine whether there was consistency between the data and what they were seeing in terms of deficiencies. Ms. Cooper noted that Franklin County used PSI data for Smart Scale applications. Mr. Bonanno noted that a survey had been sent out to solicit input into the process from localities, and that this survey would be active until February 25<sup>th</sup>. It was noted by Mr. Cook that updated crash data for 2018 would likely be released in April 2019, and Mr. Bonanno added that he would wait until that data was available to continue work on the matrixes.

### 4) Goals

Mr. Bonanno brought the committee's attention to a handout containing goals within the current Rural Plan. Then, he presented revised goals and received input from the committee. He stated that he would email the revised goals to the committee members following the meeting, to enable them to brainstorm additional revisions if they wished.

### 5) Project Status

Mr. Bonanno stated that he emailed committee members a copy of highlighted project recommendations within the Rural Long-Range Transportation Plan. He explained that projects highlighted in yellow pertained to those within the Primary and Secondary Six-Year Improvement Programs which had either been completed or programmed for funding. He noted that in some cases, work completed or underway at a location did not exactly match what was recommended within the plan, but that he highlighted such recommendations since they denoted work at the location, regardless. He noted the

intersection of U.S. 58 and South Mayo Road in Patrick County as an example of this. He added that recommendations highlighted in blue referred to those which were identified via local comprehensive plans or other plans, but that had not yet been completed and were not yet programmed for funding. Mr. Bonanno asked the committee members to review the yellow highlighted recommendations to determine whether they should be removed, retained, or revised in some fashion. Mr. Hoback added that local officials should not compile a wish list of projects, but should identify those project recommendations with realistic prospects of being funded. Mr. Gray added that if a project was in a local economic development plan, it may be a good idea to include it in the updated Rural Plan. He noted that even if a project simply supported an economic development project, it should be considered for inclusion. He added that Urban Development Areas should be looked at for project recommendations as well. Mr. Cook and Mr. Bonanno also noted that bike and pedestrian plan elements could be included in the Rural Plan. Mr. Bonanno asked committee members to review these recommendations and provide him comments within thirty days.

6) Discussion of projects to eliminate or carry over to updated plan

Mr. Bonanno stated that this agenda item was similar to Agenda Item #5. In contrast, he added that this item pertained to those projects included in the current plan which were not completed or programmed. He asked the committee to spend the next thirty days reviewing recommendations in this plan to determine which should be removed, retained, or revised, and then submit comments to him. He added that Smart Scale was not the only funding source, inferring that local staff should not eliminate a recommendation simply because it was not identified as a VTrans need. Ms. Cooper asked if committee members should refer to a project by its reference number in the plan, to which Mr. Bonanno replied in the affirmative.

7) Analytical tools.

Mr. Bonanno stated that he would like to gather input from VDOT and local staff with regard to the data sources they would like to see utilized in developing the updated Rural Long-Range Transportation Plan. He mentioned several, including volume-to-capacity ratio, traffic and truck volume, bridge data, sidewalk information, and others. Mr. Cocke stated that economic development sites could be a source to be reviewed. Ms. Cooper added that the U.S. Route 220 Arterial Preservation Study undertaken by Kimley-Horn would be a good information source. Mr. Clark added that the Martinsville Southern Connector would be another good source, and that project would affect most other projects in southern Henry County. It was also stated that the Coordinated Human Services Mobility (CHSM) Plan would be yet another good data source. Mr. Bonanno stated that the CHSM Plan was currently in the update process and asked if it that update would be completed soon, to which Ms. Folman replied that it was expected to be completed very soon. Mr. Bonanno asked whether the VTrans 2045 update would be completed soon, to which Mr. Gray replied that it would likely not be completed prior to the adoption of the Rural Long-Range Transportation Plan. Mr. Gray added, however, that by the fall, some needs would likely be identified, and that these could be incorporated into the Rural Long-Range Plan.

8) Next steps

Mr. Bonanno stated that a next step would be to tabulate the results of the survey, which would conclude on February 25<sup>th</sup>. He added that he would work with Mr. Rakes to generate maps articulating valuable data for plan development. Additionally, he noted that comments received from localities regarding recommendations would be compiled. He added that demographic analyses would be put together showing population trends in the region. He concluded by stating that he would likely schedule the next meeting in mid to late April, and that the focus of that meeting would emphasize results of the data analyses. Mr. Gray recommended that data analyses be shared with the localities once they were available. He also recommended that it would be valuable to look at data that was developed for the existing plan to see how it compared with new data, to therefore identify areas of overlap.

9) Adjourn.

The meeting adjourned at 11:12 a.m.

# Minutes, May 2, 2019 Rural Long Range Plan Update Technical Committee Meeting #2

West Piedmont Planning District Commission  
1100 Madison Street, Martinsville, VA 24115

1:30 p.m.

## Attendees

Chris Morris, City of Martinsville  
Pam Cobler, Disability Rights & Resources Center  
Linda Albrecht, Disability Rights & Resources Center  
Lisa Cooper, Franklin County  
Greg Sides, Pittsylvania County  
Richard Cocke, Town of Chatham  
Lisa Hughes, VDOT  
David Cook, VDOT  
Dave Hoback, WPPDC Executive Director  
David Rakes, WPPDC Cartographer/Planning Technician  
Joe Bonanno, WPPDC Regional Planner

### 1) Welcome and Introductions

Introductions were made, and each participant identified the organization/agency they represented and their role in the organization/agency.

### 2) Summary of Meeting #1, February 15, 2019

Mr. Bonanno briefly summarized points of discussion that took place at the February 15, 2019 meeting, which included:

- What the Rural Long-Range Transportation Plan was
- Where the update process stood at that time
- Goals
- Project status
- Discussion of projects to eliminate or carry over to the new plan
- Analytical tools
- Next steps

### 3) Accomplishments since the last meeting

Mr. Bonanno described the accomplishments made toward the update of the Rural Long-Range Plan since the previous meeting. He noted that accomplishments included:

- Surveying localities and organizations around the region with regard to plan input

- The receipt from localities of input regarding recommendations within the current plan
- Writing of an introductory chapter of the plan, as well as the demographics chapter being underway
- Compilation of a number of maps containing valuable data such as
  - Annual Average Daily Traffic (AADT)
  - Volume to capacity ratio (V/C)
  - Level of Service (LOS)

#### 4) Discussion of Survey Results

Mr. Bonanno presented to the technical committee results from a survey sent out to localities and organizations within the region which gauged the needs pertaining to various transportation elements, as a means to solicit input into this plan update.

Mr. Cocke noted that he was informed of an effort to create an Amtrak stop in the Town of Bedford was not successful, and some discussion ensued. He added that he thought it would be a good idea for Amtrak to add service to the Blacksburg/Radford area, to which Mr. Bonanno noted that he had heard of an effort to accomplish that. Mr. Cook added that there was a plan to eventually achieve that, but there was a bus service which currently transported passengers between the New River Valley and the Roanoke Amtrak station.

Mr. Bonanno asked if anyone had any questions, and Ms. Cooper asked if the survey results could be sent out to the committee members, to which Mr. Bonanno replied that he would distribute them following the meeting. Mr. Cocke noted that the popularity of electric scooters and bike share systems had been a problem for some localities. Mr. Bonanno agreed, noting that the dockless devices could be left laying in the middle of sidewalks or other inconvenient places, and he added that this was something local governments may want to address policy-wise.

#### 5) Data Analysis

Mr. Bonanno presented to the committee a number of maps that were being utilized as a basis by which to formulate project recommendations for the updated Rural Long-Range Transportation Plan. These maps included Annual Average Daily Traffic (AADT), Level of Service (LOS), Volume to Capacity (V/C) Ratio, crash data, and VTrans Potential for Safety Improvements (PSI) data.

Mr. Bonanno asked if any committee members had input regarding other data which could be utilized for this update process. Ms. Cooper asked if VDOT would have any record of pedestrian-related crashes, given the fact that such crashes had been increasing nationally in recent years. Mr. Rakes provided Ms. Cooper with maps illustrating pedestrian crashes which he had produced. Ms. Cooper asked whether the crash data was three-year or five-year, to which Mr. Bonanno replied it was three-year. Discussion ensued, and Mr. Cook stated that it would be best if the crash data were consistent with the VTrans PSI safety data, and Mr. Cook determined that five-year data would be optimal for this analysis. Local staff noted that they would like to see five-year data used rather

than three-year data. Some discussion took place, and Mr. Bonanno stated that the analysis would include five-year data.

#### 6) Demographic Analyses

Mr. Bonanno presented to the committee demographic analyses which he was including in the demographic chapter of the Rural Long-Range Plan update. He noted that the metrics he was using included:

- Population changes
- Age cohorts for 2010 and 2017 (5-year ACS) (0 – 19, 20 – 39, 40 – 64, 65 and over)
- Top 10 commute destinations and points of origin
- Share of population disabled, below poverty, and minority
- Means of journey to work
- Educational attainment
- Employment cluster maps

Mr. Bonanno asked the attendees if they would recommend any other metrics to include in the demographics chapter, to which Mr. Cook replied that median household income and unemployment rates would be valuable.

#### 7) Discussion of Next Steps

Mr. Bonanno stated that he would continue to work on the VDOT transportation matrixes as means to rank potential projects by locality, and added that initial rankings would be discussed at the next meeting. He added that he would send individual localities' matrix results to staff within the next month to enable them to determine what potential projects they might like to keep, eliminate, or which they would like to add. He noted that following agreed-upon project areas, specific project ideas could be formulated. Mr. Morris asked when it was believe the plan update would be concluded, to which Mr. Bonanno replied that the goal for completion was by the end of the year or early next year, in time for the next Smart Scale round. Mr. Bonanno stated that the next technical committee meeting would likely be held over the summer.

Mr. Bonanno concluded by stating that Danville Transit planned an expansion of service north along the U.S. 29 corridor, serving the towns of Chatham, Gretna, and Hurt, as well as east to Halifax County. He added that this service was planned to begin in the fall. He also noted that the Virginia Department of Rail and Public Transportation had funding for a new inter-city transit route, which would likely include the City of Danville, and possibly Martinsville as well.

#### 8) Adjourn

The meeting adjourned at approximately 2:30 p.m.

# **Minutes, July 31, 2019 Rural Long Range Transportation Plan Update Technical Committee Meeting #3**

West Piedmont Planning District Commission  
1100 Madison Street, Martinsville, VA 24115  
10:00 a.m.

## Attendees

Chris Morris, City of Martinsville  
Lisa Cooper, Franklin County  
Tom Rose, Patrick County  
Greg Sides, Pittsylvania County  
Richard Cocke, Town of Chatham  
David Cook, VDOT  
Carol Linkenhoker, VDOT  
Jay Craddock, VDOT  
Linda Albrecht, Disability Rights and Resources Center  
Mandy Folman, Southern Area Agency on Aging  
David Hoback, WPPDC Executive Director  
Leah Manning, WPPDC  
Joe Bonanno, WPPDC

### **1) Welcome and Introductions**

At the request of Mr. Bonanno, introductions were made.

### **2) Summary of Past Activities**

Mr. Bonanno discussed activities which had taken place pertaining to the update of the Rural Long-Range Transportation Plan, which included items covered during the first two technical committee meetings, held on February 15<sup>th</sup> and May 2<sup>nd</sup>, respectively.

### **3) Accomplishments Since Meeting #2**

Mr. Bonanno described accomplishments which had taken place since the second technical committee meeting. He noted, in particular, that he had employed VDOT's matrix spreadsheet as a tool to rank potential projects in the region, by locality. He briefly explained the function of the matrix tool to those who may not have been familiar with it. He noted that the main data sources he used to identify potential project areas included 2013 – 2017 VTrans PSI data, crash clusters, and items in the current Rural Long-Range Transportation Plan; he added that he would review other potential data sources. He asked Ms. Linkenhoker to describe PSI, and she noted that PSI, which is Potential for

Safety Improvements, was a formula which divided actual crashes / expected crashes, and that a quotient greater than 1 indicated that there were more crashes in an area than would be expected.

Mr. Bonanno noted that, while he scored many projects, he prepared the top 15-ranked projects for review by the localities. He added that he mapped the top 10 – 15 projects ranked by locality. He noted that the rankings would serve as a basis for identifying projects to be included in the updated plan. He added, however, that the potential projects in the lists he was about to present were simply suggestions.

#### **4) Discussion of Potential Project Location Areas**

Mr. Bonanno explained that he would present the lists of the top 15 projects by locality, and he began with Franklin County. After concluding, Ms. Cooper stated that Iron Ridge Road at US 220 involved a bridge closure, and she questioned whether the crash rate would decline because not as many drivers would be using the cut-through from Wirtz Road after the bridge re-opened; she added that she would look at that project area more closely. Ms. Cooper then stated that in the area of Woodale Drive was a road that residents would often use as a cut-through, and she questioned whether the crash cluster had to do with drivers being impatient. She also stated that she was surprised by the large number of crashes on the segment of US 220 from Boones Mill to the Roanoke County line. Next, Ms. Cooper stated that VDOT installed a traffic signal and a turn lane at the intersection of Routes 122 and 616. She also noted that the County had discussed the intersection of Scuffling Hill Road and Route 40 with the VDOT Residency. Ms. Cooper then stated that there was some potential for improvement at the intersection of Wirtz Road and Route 122, but the safety needs may not be sufficient to support a Smart Scale application. Lastly, Ms. Cooper stated that the intersection of Route 40 and Ferrum Mountain Road in the Village of Ferrum could be a possibility, especially when the Urban Development Area was implemented there. She added that Ferrum College and a health facility were planning to locate access points along Ferrum Mountain Road. She noted that she would like to go over data with Mr. Bonanno to more effectively determine needs. Ms. Linkenhoker noted that 2013 - 2017 PSI data would be a good source of information for determining needs, and Mr. Cook added that he believed the 2014 – 2018 PSI data would be published in August of this year, so this data source could provide additional safety information for road segments and intersections. Mr. Hoback added that the project list did not need to be limited to 15 projects, and Ms. Cooper said she may be more comfortable with 20 projects. Ms. Linkenhoker added that the recommendations on this list and on the Arterial Preservation Plan mirrored each other.

Mr. Bonanno went through a list of potential projects generated for Henry County. Ms. Manning stated that some of the southern projects may tie in with the proposed Martinsville Southern Connector. Mr. Bonanno then read through the list of project recommendations for Patrick County. He stated that Mr. Rose would prefer a proposal which included the intersection of Spring Road and Providence Road higher on the list, and Mr. Cook added that the matrix was simply a tool to suggest projects, and that the locality could request that a particular project be made a higher priority. Mr. Rose stated that he would also like to see the crash column broken out to show the number of fatalities and injuries.

Mr. Bonanno went through the list of potential project areas for Pittsylvania County. Mr. Sides stated that several projects (projects #1, 8, 5, 2, and 3) in the Tightsqueeze area of the county could possibly be combined into one project, which was met with widespread



agreement. Mr. Sides added that almost all the projects were located along the U.S. Route 29 corridor, but that many times, county residents made note of problem areas; he noted that these should be included. Mr. Cook stated that a roundabout had been proposed at the intersection of Tunstall High Road and Mount Cross Road, and Mr. Bonanno added that he believed that intersection was included in the scoring matrix, and that he would check to confirm it.

Mr. Bonanno went through the list of proposed projects for the City of Martinsville. Ms. Linkenhoker stated that perhaps two recommended project segments on Memorial Boulevard (#3 and 9) could be combined. She also added that perhaps the segment of Fayette Street included in the analysis could be extended to include the entire study area. Mr. Cook stated that if there were any site-specific UDA needs that overlapped with these locations, they could be entered into the matrix.

Mr. Bonanno read through the list of proposed projects for the Town of Rocky Mount. It was suggested that the projects encompassing Route 40 from Perdue Lane to School Board Road (projects #1, 2, 3, 5, and 6) be grouped into one project. Mr. Bonanno suggested that perhaps the various projects on either side of the US Route 220 Bypass be grouped into one project each.

#### **5) Next Steps**

As part of the next steps in this process, Mr. Bonanno suggested that planners continue to review the lists of projects and provide him with recommendations for potential projects to either be removed or added (new project suggestions). He stated that after this, project suggestions should be formulated for each of the project areas. He asked Mr. Cook how that process should take place. Mr. Cook replied that many of these areas may already have recommendations in pre-existing studies or plans, and that these should be reviewed for updates. He added that he would speak with the traffic engineering department to see if they would like to add anything. He also added that if there was a signalized intersection as one of the recommendations, innovative intersection solutions should be looked at. Mr. Bonanno stated that he would look at bike/pedestrian suggestions as well as bridges; Mr. Cook added that deficient bridges, traffic data, and crash location maps would need to be included in the plan. Mr. Bonanno stated that perhaps projects could be broken out by priority projects and vision projects. Mr. Cook agreed, and added that priority projects should include those that qualified for Smart Scale or the Highway Safety Improvement Program (HSIP).

#### **6) Adjourn**

The meeting adjourned at approximately 11:05 a.m.

# **Minutes, February 3, 2020 Rural Long Range Transportation Plan Update Technical Committee Meeting #4**

West Piedmont Planning District Commission  
1100 Madison Street, Martinsville, VA 24115

1:30 p.m.

## Attendees

Mark McCaskill, City of Martinsville

Lisa Cooper, Franklin County

Richard Cocke, Town of Chatham

Lee Clark, Henry County

David Cook, VDOT

Michael Gray, VDOT

Lisa Hughes, VDOT

Linda Albrecht, Disability Rights and Resources Center

Mandy Folman, Southern Area Agency on Aging

David Hoback, WPPDC Executive Director

Leah Manning, Deputy Director, WPPDC

Joe Bonanno, WPPDC

## **1) Welcome and Introductions**

At the request of Mr. Bonanno, introductions were made.

## **2) Summary of Past Activities**

Mr. Bonanno discussed activities which had taken place pertaining to the update of the Rural Long-Range Transportation Plan, including the first three technical committee meetings, review of the State's Six-Year Improvement Program to eliminate projects already programmed or completed, results of a survey sent out to localities and regional organizations to solicit transportation needs, the writing of an introduction and demographic chapters by locality, refinement of goals from the original plan, and formulation of draft priority and vision project lists using a VDOT ranking tool. Mr. Bonanno then provided an overview of objectives for the meeting, which included obtaining input regarding the Priority and Vision projects, obtaining input regarding the demographic chapters, discussion of other components of the plan, and discussion of next steps.

## **3) Discussion of Priority and Vision Projects**

Mr. Bonanno stated that the plan would be divided between Priority and Vision project recommendations, with Priority recommendations consisting of the top twenty-ranked projects in each locality, and the Vision recommendations comprising all other ranked

proposals scoring below the top twenty. He added that a relatively small number of potential projects in some localities resulted in just one list for those municipalities. Mr. Bonanno began reviewing the Franklin County lists, and asked if any members of the Committee had questions or comments, to which Ms. Cooper acknowledged that she and Mr. Bonanno had spoken about this previously, but that she would look more closely at the Vision list. She added that if there was anything the County planned to apply for via Smart Scale, it should be included in the plan. Mr. Bonanno noted that he planned to have a draft of the plan ready in time for Round 4 of Smart Scale.

Mr. Bonanno transitioned to the Henry County Priority and Vision lists, and Mr. Clark asked until what point comments would be accepted regarding pedestrian improvements, to which Mr. Bonanno replied within a week or two. It was noted that a TDM need existed in the Town of Ridgeway, and Mr. Clark asked if an endorsement would be needed from the Town, to which Mr. Bonanno replied that it would; Mr. Bonanno followed up with VDOT regarding this question, however, and learned that a resolution would be needed from the MPO for a locality applying for a project as part of a Corridor of Statewide Significance need, but that an endorsement/resolution from the Town would be beneficial but not essential. Mr. Bonanno briefly discussed a meeting that was held with Town staff, at which it was articulated that there was a need for walkability in the Town. Some discussion took place. Mr. Bonanno stated that he planned to include needs developed as part of the *West Piedmont Complete Streets Walkability Report* into the plan. Mr. Clark also noted that many of the projects he and Lisa looked at were included in the plan lists.

Mr. Bonanno transitioned to the Patrick County projects list. Ms. Hughes noted that some of the VTrans needs in Patrick County included the intersection of Routes 8 and 103, as well as Route 8 and Ashby Drive. Mr. Gray suggested that the U.S. Route 58 improvement project should be included in the plan, and Mr. Bonanno replied that he would include discussion of this in the plan. Some discussion took place, and it was noted that the intersections of U.S. Route 58 and Route 8 and Route 58 Business would be addressed as part of this project.

Mr. Clark asked whether the curve on U.S. Route 220 north of Bassett was included in the lists, and Mr. Bonanno replied that it was. Mr. Bonanno asked if he should include more of U.S. Route 220, to which Mr. Clark replied in the affirmative, and added that U.S. Route 220 north of Murry Hill Road to the Franklin County line should be included. Mr. Bonanno asked Mr. Clark if he would like the curve north of Murry Hill Lane, which was submitted as a Smart Scale project during Round 3, separate from the rest of the corridor, to which Mr. Clark replied that the entire corridor should be analyzed in its entirety, north of Murry Hill Lane; Mr. Clark added that any projects would have to be phased. Ms. Folman stated that the intersection of U.S. Route 58 and Carver Road was a problem area for crashes. Mr. Clark replied that significant investments – including lowering of the roadway – had taken place there. It was noted, however, that crashes were still occurring at that location. Mr. Bonanno asked if he should include this intersection in the plan's lists, to which Mr. Clark replied that he did not know what else could be done at that location. Mr. Bonanno then asked whether an innovative intersection should be considered at that location, to which Mr. Gray stated that he and Ms. Linkenhoker, of VDOT, agreed that recommendations should be more general, since studies had likely not yet taken place. Mr. Clark stated that another area that should be looked at was the intersection of Dillons Fork Road and The Great Road, which was still experiencing crashes. He added that, even though a Smart Scale project was just beginning there to scale back terrain to improve sight distance and to install more effective warning signage, a roundabout may

ultimate be more effective at improving safety; Mr. Bonanno stated that he would include that intersection in the ranking matrix.

Mr. Bonanno began a discussion about potential project lists developed for the Town of Rocky Mount, and noted that some recommendations had been carried over from the existing plan; he also briefly discussed recommendations for some key intersections in the town. Mr. Gray stated that the Smart Scale project at the intersection of Main Street and Franklin Street/Pell Avenue would be changing somewhat.

Mr. Bonanno transitioned to potential project lists developed for Pittsylvania County. Mr. Cook concurred with Mr. Gray regarding the generalization of project recommendations. Mr. Bonanno asked Mr. Cocke about the feasibility of widening of Main Street from Depot Street to U.S. Route 29 in Chatham to four lanes, as was recommended in the current plan, to which Mr. Cocke replied that he did not know how that could be done with the railroad and the overpass. Mr. Bonanno then asked Mr. Cocke about a conversation they had regarding the widening of Route 40 to four lanes, to which Mr. Cook replied that such an endeavor would have to meet a VTrans need, and that in the absence of relevant indicators such as high volume-to-capacity ratio and low level of service, it would not be funded; he added that VDOT's emphasis was on corridor preservation. Mr. Bonanno raised the possibility of intermittent passing lanes, as he had seen in another state, and Mr. Cook stated that such a project had been funded via Smart Scale on Route 501 based on a Regional Network need. Mr. Cocke stated that he had observed traffic on Route 40 increase over the past 30 years, particularly with the growth of the Smith Mountain Lake community. Relevant discussion took place, and Mr. Gray suggested that perhaps maintenance funds could be employed for the purpose of adding shoulders to Route 40. Mr. Cook added that other programs such as HSIP could be a funding source, and he noted that he would look to see if any such funding had been pursued for Route 40, particularly with regard to rumble strips. Prior to concluding the discussion, Mr. Clark stated that the Martinsville Southern Connector should at least be identified in the plan, to which Mr. Bonanno stated it would. Mr. Cook stated that anything identified in a study which was not in the original project list should also be included.

Mr. Bonanno transitioned to discussion about City of Martinsville potential project recommendations. Mr. McCaskill stated that he had not heard any comments or dissatisfaction regarding any of the recommendations, but noted that he would look more closely at the list with Mr. Towarnicki, the city manager of Martinsville. Mr. McCaskill stated that a CEDS priority list had been formulated for priority transportation projects in the City. He added that he and a colleague would be presenting the City's Planning Commission with two books, *Strong Towns*, and *Walkable City*.

#### **4) Discussion of Demographics Chapter**

Mr. Bonanno transitioned to a discussion of the demographics section of the plan, and presented an example of a chapter to the Committee. He asked whether members were satisfied with the format of the information, and a consensus was that the Committee was. Mr. McCaskill suggested that certifications and associate degrees should be included as part of educational attainment. Mr. Bonanno stated that perhaps he should include references to the Regional Bicycle Plan on segments that overlap recommendations. Mr. Cocke replied that many people were not familiar with bicycling opportunities in the region, and he added that signage would be a possibility. Mr. Cook added that the Bike Plan's interactive map was a valuable asset. Mr. Gray stated a viable approach may be to

highlight significant aspects of the Bike Plan, and Mr. Bonanno replied that the Beaches to Bluegrass Priority Route was one noteworthy possibility.

**5) Discussion of Other Components of the Plan**

Mr. Bonanno began a discussion of other components of the plan. He asked about the integration of the Coordinated Human Services Mobility (CHSM) Plan into the Rural Plan update, and after some discussion, concluded that he would incorporate identified needs in the plan. He added that he would like to include a brief discussion of a transportation paradigm utilized in Denmark, known as Flex Denmark, into the plan. Mr. Cook added that the WIM app would be a good system to note in the plan as well. Mr. Bonanno stated that he would include information about transit (transit needs). Mr. Clark stated the greatest need for transit service was toward the Bassett area of Henry County. Some discussion took place regarding bicycle/pedestrian elements of the plan. Regarding a freight element of the plan, Mr. Cook stated that there was a statewide rail plan. Ms. Manning suggested references to freight corridors. Mr. Bonanno stated that maps – including level of service, AADT, volume to capacity ratio maps, and crash data maps – would be included by locality.

**6) Next Steps**

Mr. Bonanno stated that he would incorporate the input received during the meeting into this plan update.