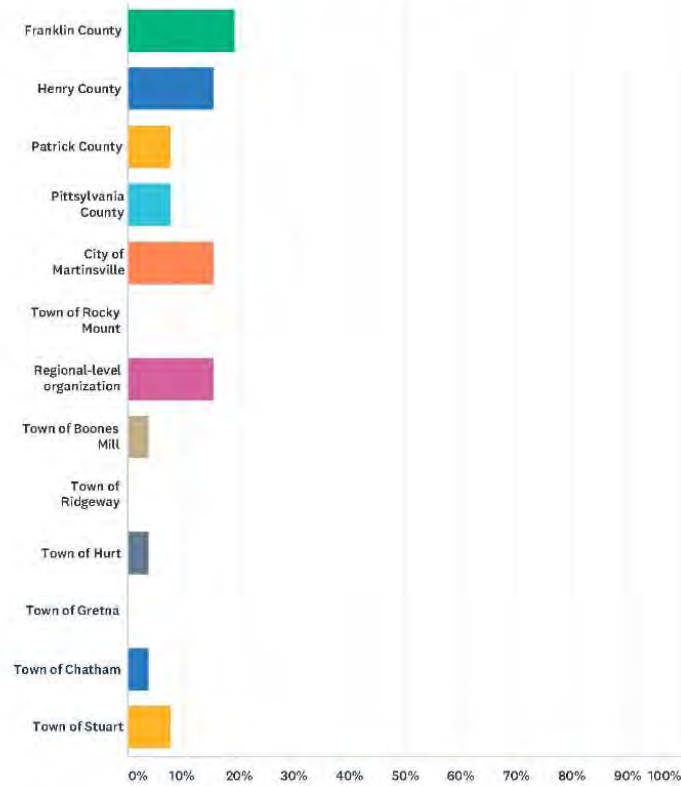


Appendix A - Survey

Q1 Which locality do you represent?

Answered: 26 Skipped: 0



ANSWER CHOICES	RESPONSES	
Franklin County	19.23%	5
Henry County	15.38%	4
Patrick County	7.69%	2
Pittsylvania County	7.69%	2
City of Martinsville	15.38%	4
Town of Rocky Mount	0.00%	0

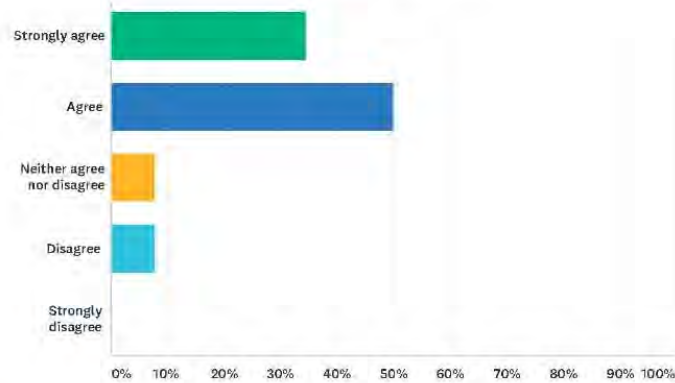
West Piedmont Rural Long-Range Transportation Plan Update Survey

SurveyMonkey

Regional-level organization	15.38%	4
Town of Boones Mill	3.85%	1
Town of Ridgeway	0.00%	0
Town of Hurt	3.85%	1
Town of Gretna	0.00%	0
Town of Chatham	3.85%	1
Town of Stuart	7.69%	2
TOTAL		26

Q2 My locality/regional organization has a solid understanding of transportation challenges and deficiencies in its service area.

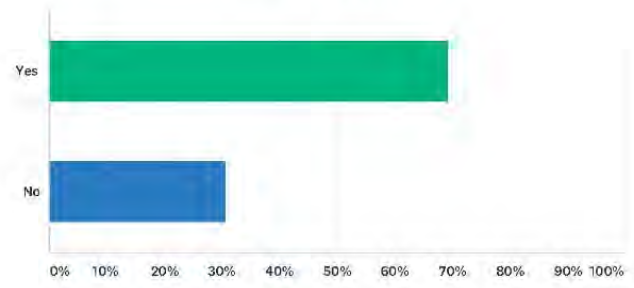
Answered: 26 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	34.62%	9
Agree	50.00%	13
Neither agree nor disagree	7.69%	2
Disagree	7.69%	2
Strongly disagree	0.00%	0
TOTAL		26

Q3 I am familiar with the West Piedmont Planning District 2035 Rural Long Range Transportation Plan (adopted 2011).

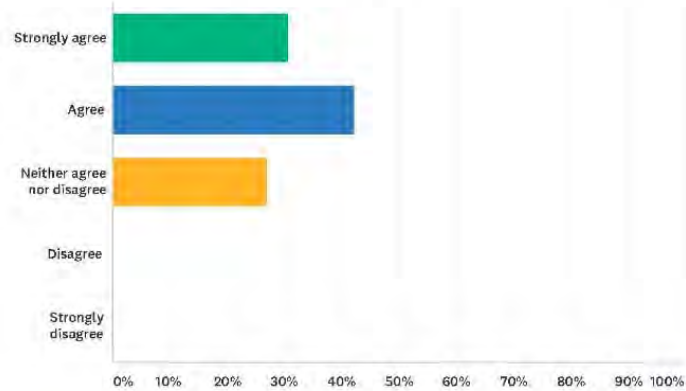
Answered: 26 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	69.23%	18
No	30.77%	8
TOTAL		26

Q4 I believe the Rural Long Range Transportation Plan serves as a good basis by which to implement a safer transportation system which promotes economic development and enhances quality of life.

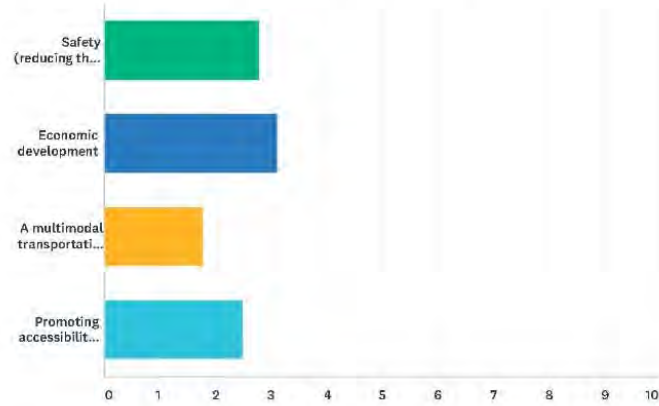
Answered: 26 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	30.77%	8
Agree	42.31%	11
Neither agree nor disagree	26.92%	7
Disagree	0.00%	0
Strongly disagree	0.00%	0
TOTAL		26

Q5 My locality's/region's/service area's greatest needs with regard to transportation include the following (Please rank 1 to 4, with 1 being the MOST important and 4 being the LEAST important).

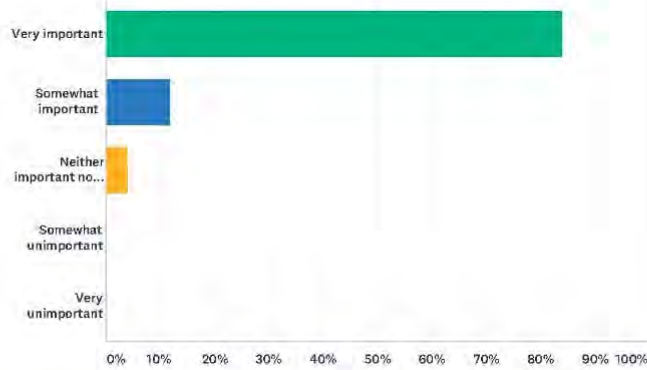
Answered: 26 Skipped: 0



	1	2	3	4	TOTAL	SCORE
Safety (reducing the number of crashes)	34.78% 8	30.43% 7	13.04% 3	21.74% 5	23	2.78
Economic development	40.00% 10	40.00% 10	12.00% 3	8.00% 2	25	3.12
A multimodal transportation system (vehicle lanes, bike lanes, sidewalks, trails, transit, etc.)	4.55% 1	13.64% 3	36.36% 8	45.45% 10	22	1.77
Promoting accessibility for underserved populations (those residing in rural areas who may not have access to a vehicle, the disabled, those living in poverty, etc.)	23.08% 6	23.08% 6	34.62% 9	19.23% 5	26	2.50

Q6 How important do you believe the community's/region's/service area's transportation system is as it relates to quality of life (promoting tourism, reducing poverty, improving health outcomes, and enhancing accessibility for all people)?

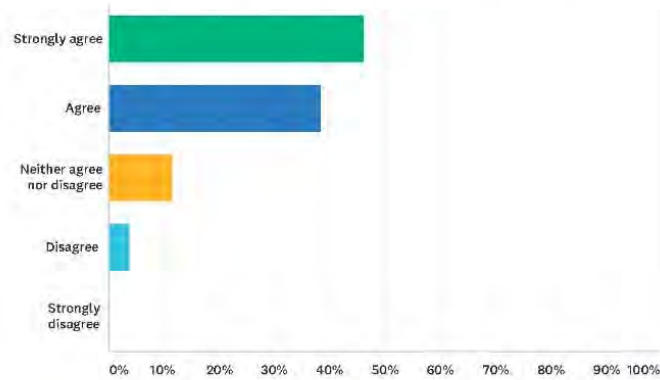
Answered: 25 Skipped: 1



ANSWER CHOICES	RESPONSES	
Very important	84.00%	21
Somewhat important	12.00%	3
Neither important nor unimportant	4.00%	1
Somewhat unimportant	0.00%	0
Very unimportant	0.00%	0
TOTAL		25

Q7 Mobility for residents in rural areas of the community/region/service area, as well as the underserved population, should be a high priority (via implementation of rural transit, carpool/vanpool, paratransit, etc.).

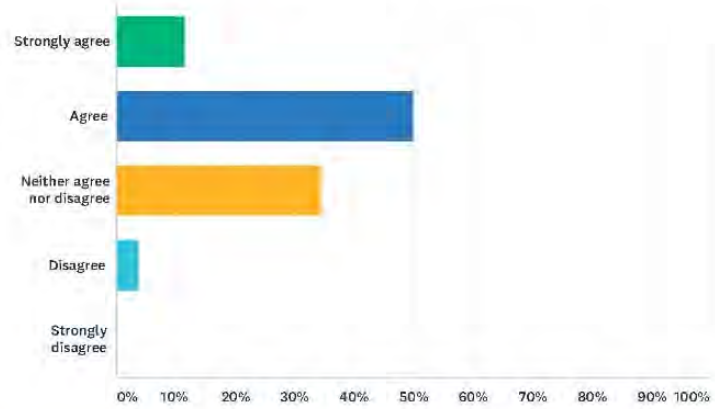
Answered: 26 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	46.15%	12
Agree	38.46%	10
Neither agree nor disagree	11.54%	3
Disagree	3.85%	1
Strongly disagree	0.00%	0
TOTAL		26

Q8 Carpooling/vanpooling should be a critical component of my locality's/region's/service area's transportation system.

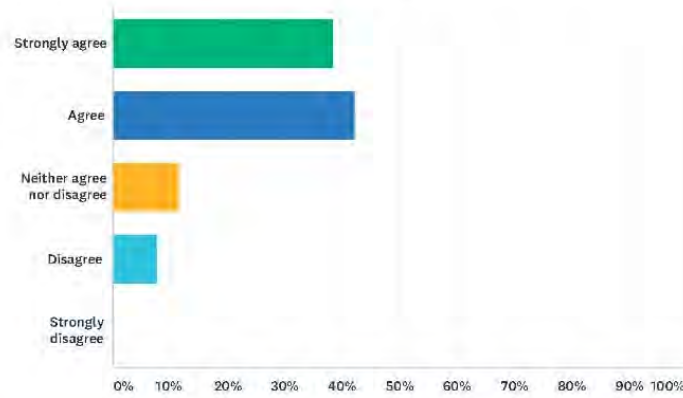
Answered: 26 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	11.54%	3
Agree	50.00%	13
Neither agree nor disagree	34.62%	9
Disagree	3.85%	1
Strongly disagree	0.00%	0
TOTAL		26

Q9 Pedestrian infrastructure (sidewalks, crosswalks, etc.) should be a high priority in my community/region/service area.

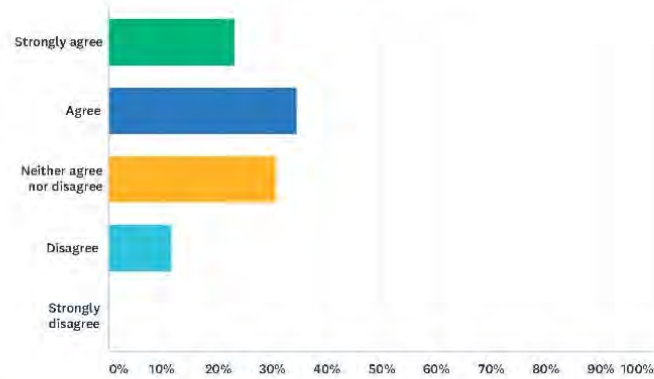
Answered: 26 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	38.46%	10
Agree	42.31%	11
Neither agree nor disagree	11.54%	3
Disagree	7.69%	2
Strongly disagree	0.00%	0
TOTAL		26

Q10 Bicycle infrastructure (bike lanes, trails, etc.) should be a high priority in my community/region/service area.

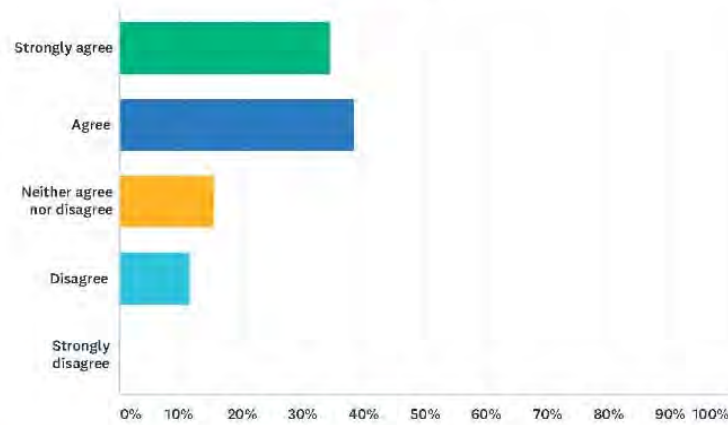
Answered: 25 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	23.08%	6
Agree	34.62%	9
Neither agree nor disagree	30.77%	8
Disagree	11.54%	3
Strongly disagree	0.00%	0
TOTAL		26

Q11 Public transit should be implemented or expanded in my community/region/service area.

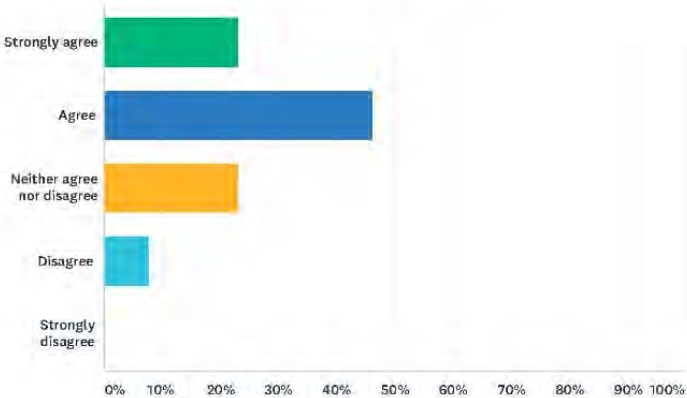
Answered: 26 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	34.62%	9
Agree	38.46%	10
Neither agree nor disagree	15.38%	4
Disagree	11.54%	3
Strongly disagree	0.00%	0
TOTAL		26

Q12 Park & Ride lots should be an important element of my community's/region's/service area's transportation network.

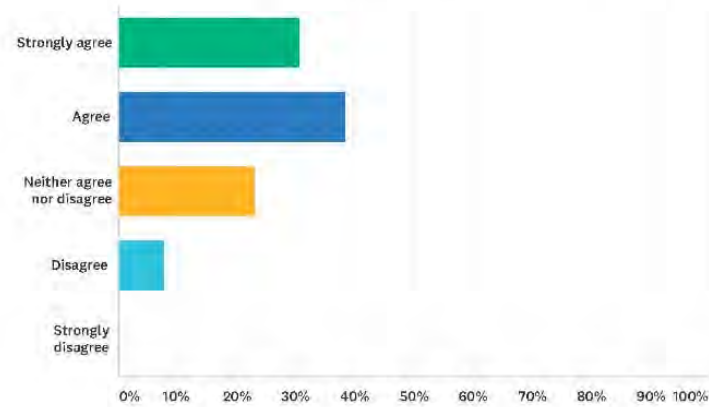
Answered: 26 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	23.08%	6
Agree	46.15%	12
Neither agree nor disagree	23.08%	6
Disagree	7.69%	2
Strongly disagree	0.00%	0
TOTAL		26

Q13 Complete streets (streets designed for all users including drivers, pedestrians, bicyclists, and transit users [where applicable]) should be a high priority in my community/region/service area.

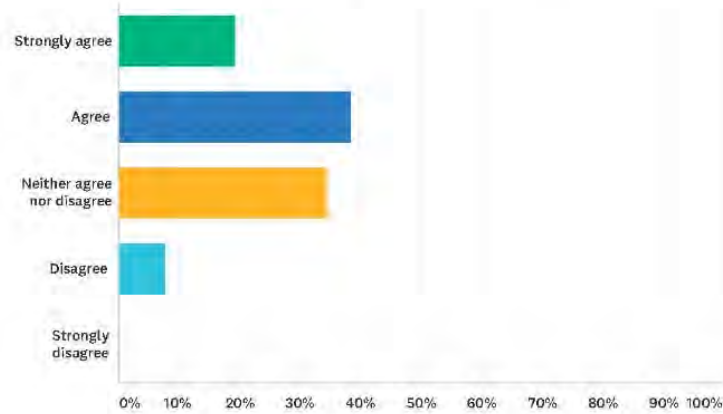
Answered: 26 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	30.77%	8
Agree	38.46%	10
Neither agree nor disagree	23.08%	6
Disagree	7.69%	2
Strongly disagree	0.00%	0
TOTAL		26

Q14 Urban Development Areas (UDAs), as they relate to Smart Scale applications/funding, are very important to my community/region/service area.

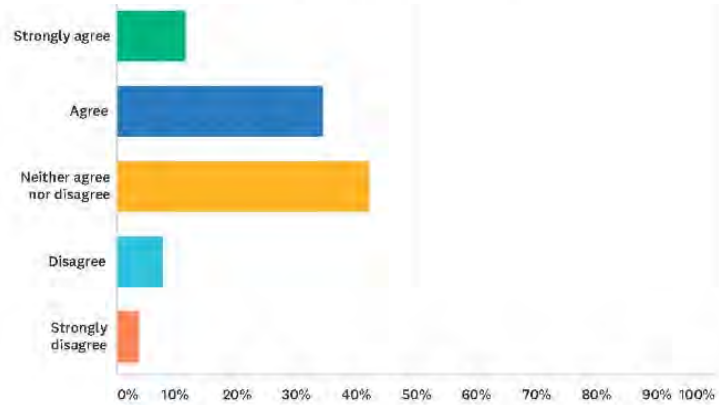
Answered: 26 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	19.23%	5
Agree	38.46%	10
Neither agree nor disagree	34.62%	9
Disagree	7.69%	2
Strongly disagree	0.00%	0
TOTAL		26

Q15 Access management strategies (limiting the number and locations of access driveways for commercial establishments along roadways) should be an important consideration for my community/region/service area.

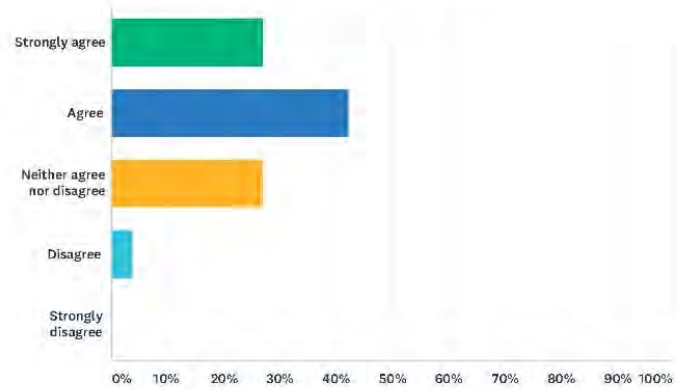
Answered: 26 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	11.54%	3
Agree	34.62%	9
Noither agree nor disagree	42.31%	11
Disagree	7.69%	2
Strongly disagree	3.85%	1
TOTAL		26

Q16 Freight movement (whether by truck or rail) should be a high priority in my community/region/service area.

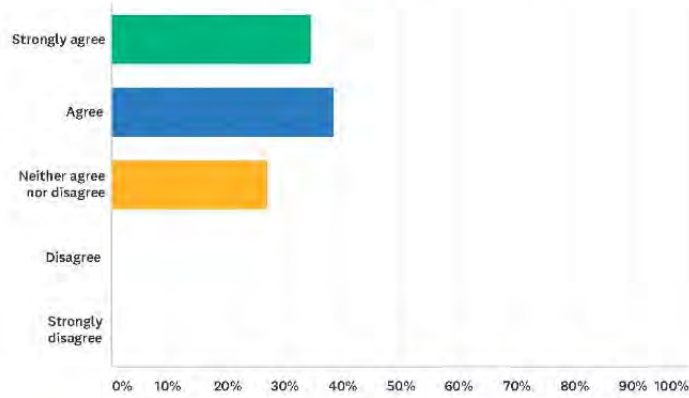
Answered: 26 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	26.92%	7
Agree	42.31%	11
Neither agree nor disagree	26.92%	7
Disagree	3.85%	1
Strongly disagree	0.00%	0
TOTAL		26

Q17 Identification of potentially competitive Smart Scale projects for future funding rounds should be a component of the updated Rural Long Range Transportation Plan.

Answered: 26 Skipped: 0

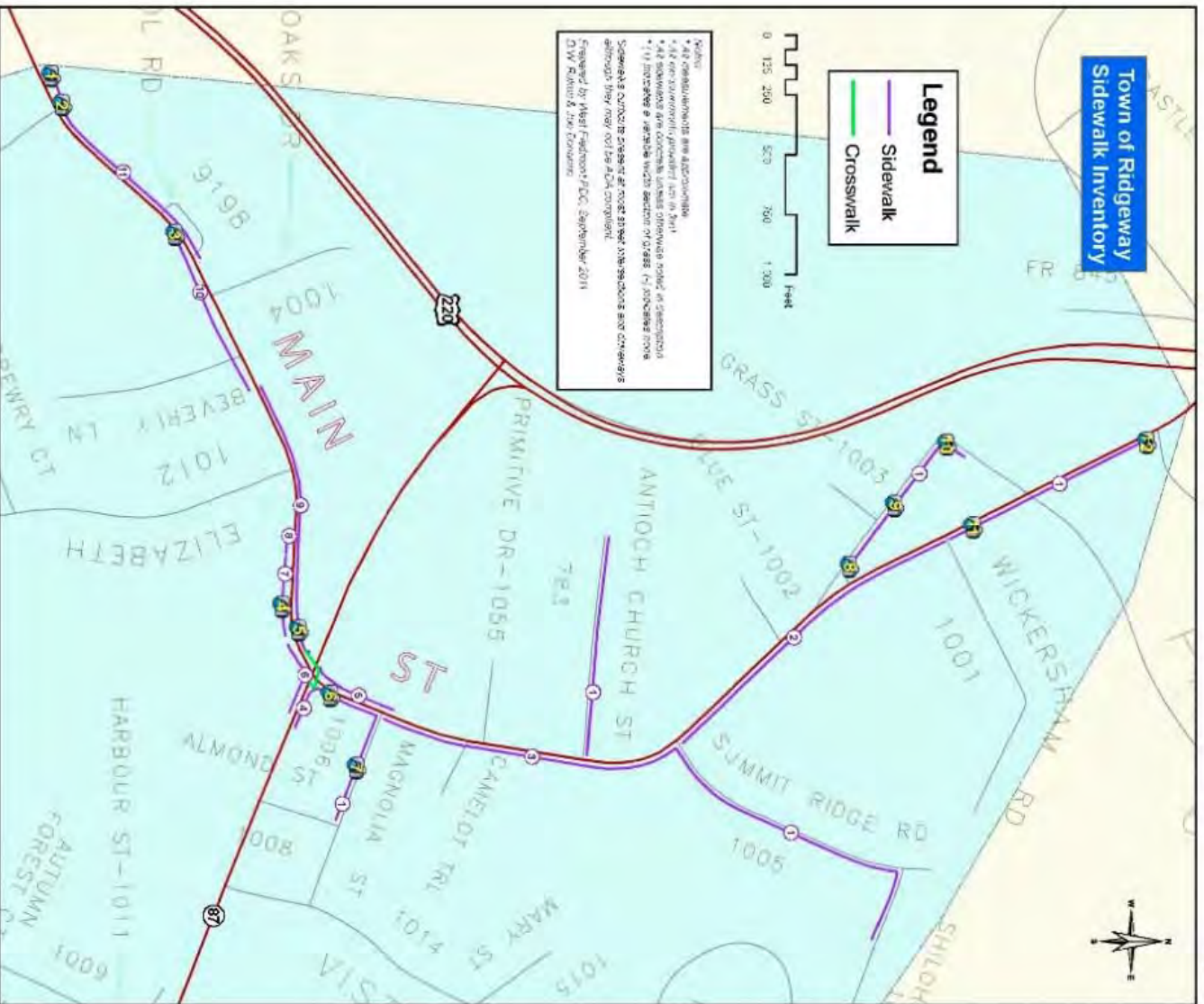


ANSWER CHOICES	RESPONSES	
Strongly agree	34.62%	9
Agree	38.46%	10
Neither agree nor disagree	26.92%	7
Disagree	0.00%	0
Strongly disagree	0.00%	0
TOTAL		26

Rural Long Range Plan Survey Question #18: Please list specific transportation needs in your community

- Rural transit expansion, park-and-ride lot expansion and additions, bike/ped accommodation, safety, economic development, and prioritization of needs.
- Transportation in my area needs to be expanded to cover more of Martinsville. The only way to do this is through more man power and more vehicles.
- More State funding for local projects
- medicaid transportation
- Transportation for the poor and those in rural areas.
- I think the car pool lots would help access to services in nearby cities since we have few services in our county.
- Expansion of the PART system to under-served areas, whether through the addition of new routes or more buses along current routes.
- Improve Route 29 Business (Divided Highway) To Hurt, VA Multi-Modal Park (Site of Old Klopman Mills and Rail Improvements to the Site.
- PART Bus service should be expanded. Also transit should be added in the City of Martinsville also
- sidewalks, walking trails, bike lanes
- Increased access to public transportation in rural areas
- Safety
- transportation for activities of daily living for those with low-income- doctor's appointments; grocery stores; commercial interests (banks, government offices, businesses); jobs, recreational outlets - parks, libraries.
- Signal optimization; consider elimination of traffic signals where no longer warranted; intersection improvements to facilitate traffic movement; installation of sidewalk in some areas of the City; bike lanes where possible.
- more and better street lighting and street maintenance
- public transportation for rural areas

Appendix B – WPPD Sidewalk Inventories

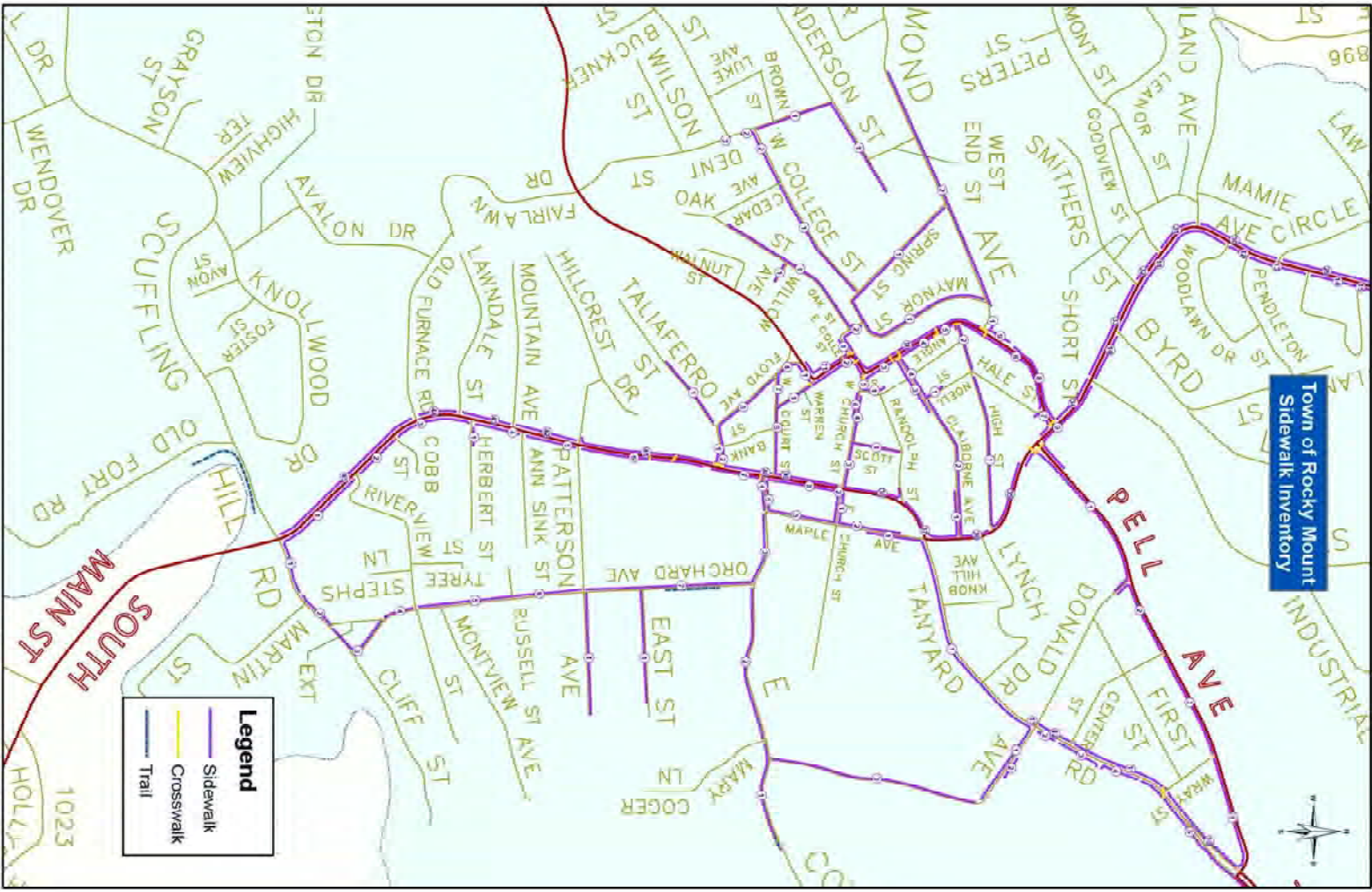


Street	Section	Width	Length	Grass	Description
Antioch Church St	1	4.0	912	-	Main St to End at Antioch Missionary Baptist Church
Magnolia St	1	5.0	466	2	Main St to Almond St; transitions to 7' sidewalk/no grass in front of Post Office
Main St	1	5.0	920	2	Peanut Rd to Wickerham Rd
Main St	2	5.0	1,302	2	Wickerham Rd to Summit Ridge Rd
Main St	3	5.0	1,263	2	Summit Ridge Rd to Magnolia St
Main St	4	5.0	469	2	NE corner of Main St 220 & Morehead Ave 87' variable width at bulging front
Main St	5	5.0	363	2	North of Magnolia St to Morehead Ave 87'
Main St	6	5.0	313	+	First Baptist Church Ridgeway
Main St	7	4.0	332	+	First Baptist Church Ridgeway to Paradise Temple Family Center
Main St	8	4.0	105	-	Paradise Temple Family Center
Main St	9	4.5	1,158	+	Morehead Ave 87' to North of Beverly Ln; transitions 5' sidewalk/7' grass to 4.5' sidewalk/no grass
Main St	10	4.0	719	+	North of Beverly Ln to old elementary school
Main St	11	4.0	1,000	+	From old elementary school to South of Mulberry Rd ends in woods and overgrowth
Phosoho Springs Rd	1	4.0	750	2	Main St to around corner; ends in woods and overgrowth
Summit Ridge Rd	1	4.0	1,385	-	Main St to Shiloh Apostolic Temple

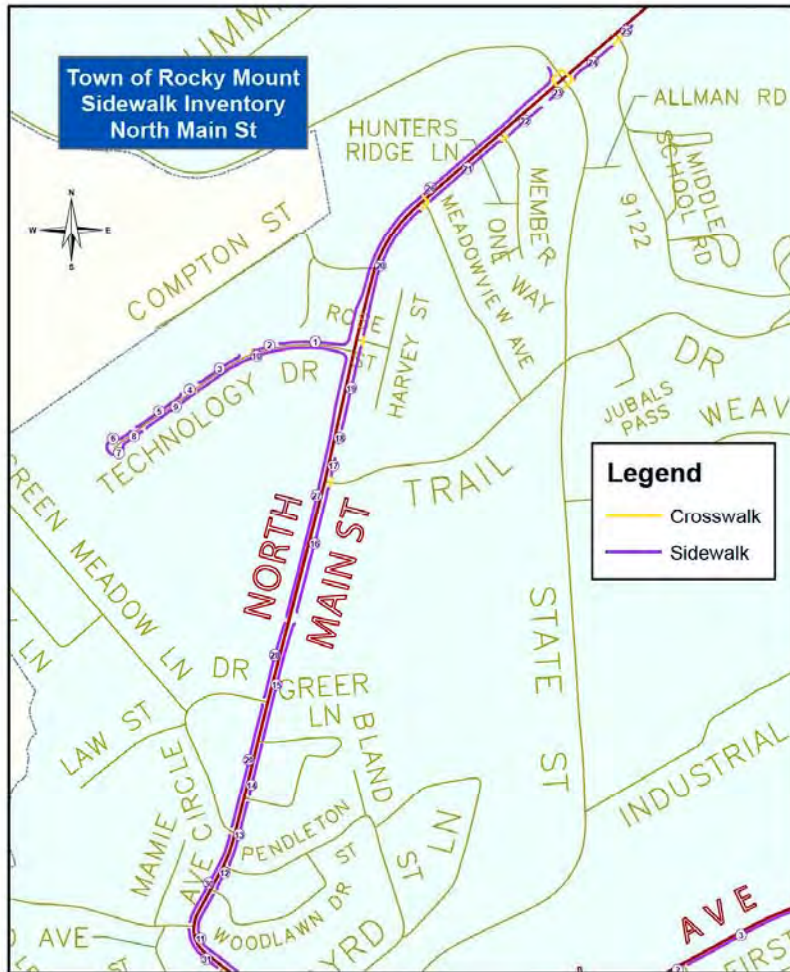
Approximate amount of sidewalk

11,541

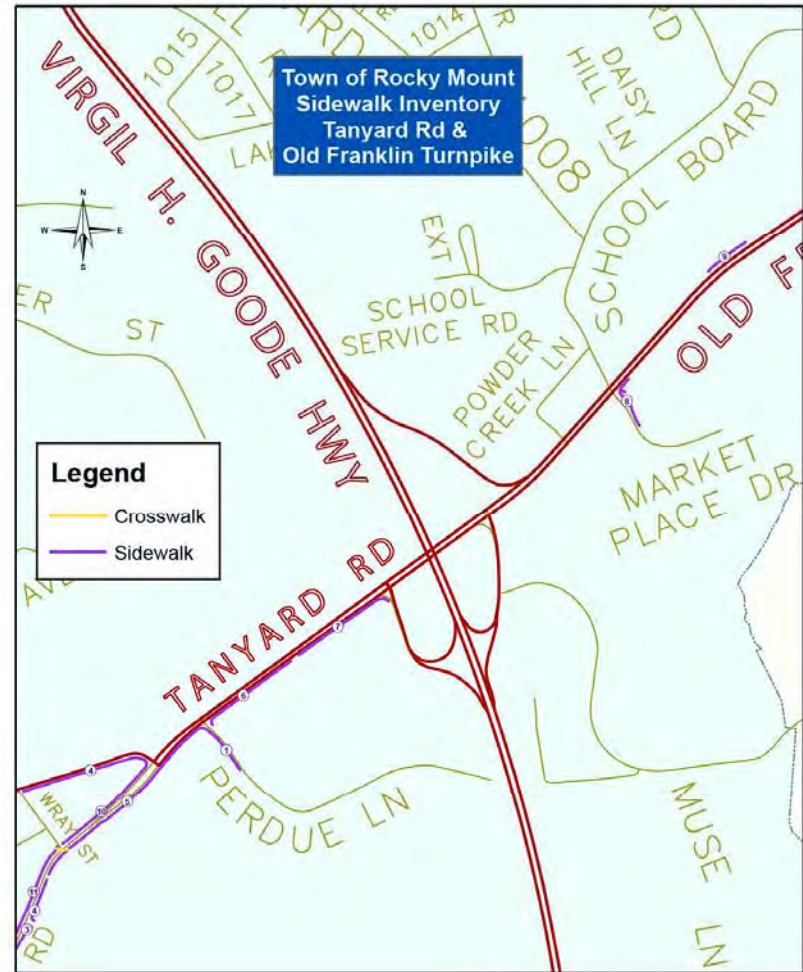




Prepared by West Piedmont PDC, October 2011
 D.W. Rakes & Joe Bonarino



Prepared by West Piedmont PDC, October 2011.
D.W. Rakes & Joe Bonanno



0 250 500 1,000 1,500 2,000 Feet

Street	Section	Length	Width	Grades	Description
Hudson Street	1	784	4.5	-	Utility poles in sidewalk, curb cut only at Dent St.
East Church Street	1	222	4.5	4	Street trees within grass strip, curb cut at east end of segment (Church & Maple), but two sets of steps at West due to elevation of segment near Church.
East Church Street	2	298	5	-	1 utility pole in segment, no curb cut at West Maple.
East Church Street	3	333	5	-	Several utility poles in sidewalk, no curb cut with Scott St; steep grade.
West Church Street	4	337	3	-	Several utility poles and 2 sign posts in sidewalk, no curb cut at east end with Scott St.
West Church Street	5	80	5.5	-	1 lamp post and 2 sign posts in sidewalk, curb cut with Hamilton St. Not approximately one-inch lip.
West Church Street	6	178	W&S, L, S	-	Sidewalk and part way along West Church St., no curb cut on east end, but sidewalk terminates at driveway curb cut at west end; 1 lamp post and 1 hydrant within segment; trash receptacle near west end.
Chabone Avenue	1	335	W&S, E	Part (2)	Several utility poles in sidewalk, 1 vertical fire hydrant along side block of church; 2th. water utility of gas along west end of segment.
Chabone Avenue	2	1083	W&S, S, E	-	Contains several utility poles, sign posts, and fire hydrant within sidewalk.
Chabone Avenue	3	477	6	-	Several utility poles and 1 sign post; no curb cut at east end; at segment terminates mid-way on sidewalk (between St. Franklin St.
Chabone Avenue	4	359	W&S, S, E, S	-	Contains 1 sign post; sidewalk bulks out near Franklin St.
East College Street	1	126	5	-	Curb cut only with Franklin St.
East College Street	2	282	6.5	-	Contains 1 bench, 1 U.S. Post box, 1 like hydrant, 2 sign posts.
West College Street	1	888	5	3	Irregular curb cut at intersection with Spring St., posts in segment; utility poles and hydrant in sidewalk; sidewalk continuous across Cedar Ave. (no curb cut); curb cut at Dent St.
West College Street	2	433	-	-	School to West College St., street grade, no curb cut at east end; near school.
East Court Street	1	831	3	-	Rising at east end due to culvert; sidewalk, front apartment complex and connects to internal pedestrian circulation network; several utility poles and one signpost in sidewalk; steep grade; no curb cut with Church Ave.
East Court Street	2	1,163	3	-	-
East Court Street	3	542	3	-	At west end, utility poles and grade were partially obstructing curb cut; several utility poles and 2 signs in sidewalk segment; no curb cut at Church Ave.; small portion of this segment is 14 ft. wide (just west of the Food Building); requests connects to government complex sidewalk.
East Court Street	4	235	4.5	-	Just west of Food Building to Main St., two utility poles, signs, and 2 fire hydrant in sidewalk.
East Court Street	5	216	5.5	-	Several signs in sidewalk (next to curb); variable width of 5.5 - 7.5 ft.; in front of 35 East Court St., differing levels at west end of segment; no curb cut with Maple Ave. or directly with Kelly St. - faces across East Court St.
West Court Street	6	486	W/O, S, S	-	East end of West Court St. is variable, 4 ft. - 22 ft., public space containing benches, trees, lamp posts, is comprised of brick and concrete, and concrete sidewalk; 4 curb cuts; further west, transition to 4.5 ft. to 5.5 ft.; multiple lamp posts in sidewalk.
West Court Street	7	723	4.5	-	Curb cut with Warren St. almost non-existent; one utility pole and grade were situated in sidewalk.
Dent Street	1	567	4.5	-	Multiple utility poles within sidewalk.
Dent Street	2	79	5	-	Curb cut with West College St.; semi-curb cut other end.
Dent Street	3	37	3	-	No curb cut either end; very short segment; one utility pole in sidewalk.
Diamond Avenue	1	97	5.5	-	Located near intersection of Franklin St., developer businesses; sidewalk likely in (or left-over) by business establishment; multiple observations including merchandise ramp for businesses; all cross-lapping lines, and grade where on Franklin St., changes with double sidewalk.
Diamond Avenue	2	1,031	5	-	No curb cut at either end; utility poles, gas/water, signposts, and hydrant in sidewalk.
Diamond Avenue	3	651	5	2	Segment fronts apartments.
Diamond Avenue	4	182	3	2	No curb cut either end; fronts municipal building.
Diamond Avenue	5	1,576	4.5	-	From apartment complex to East Court St.
East Street	1	847	4.5	-	Multiple utility poles in sidewalk; sidewalk ends at east end of street; no curb cut.
High Avenue	1	139	4	-	Extends from Main St. to Dent St.; on Dent St. end, sidewalk ends at driveway curb cut.
High Avenue	2	126	W/O, S, U	-	2 utility poles in segment.
High Avenue	3	462	3	-	-
High Avenue	4	271	5	-	Extends from Franklin Ave. to W. Court St.; most of sidewalk is about same level as street pavement.
Franklin Street	1	151	W/O, S, U	-	Extends from end of Floyd Ave. to Warren St.; business canopy supports in sidewalk near Warren; and newspaper vending machine on segment; lamp post crosswalk with Warren.
Franklin Street	2	495	W&S, S, E	-	Extends from Warren St. to W. Church St.; several signposts, lampposts, trash receptacles, and 1 bench in sidewalk.
Franklin Street	3	728	17	Part (3)	Extends from W. Church to Chabone Ave.; crosswalk/curb cut with W. Church St.; contains several benches, signposts, mailboxes, trash receptacles; 2 newspaper signposts; lampposts, and fire hydrant; some A&E for many businesses; 5 ft. wide grassy bulb-out near W. Church and bulb-out at Chabone; steep crosswalk with Chabone.
Franklin Street	4	305	6	-	Extends from Chabone Ave. to parking lot south of Main St.; sidewalk bulks out with Chabone Ave.; 7 benches, 2 trash receptacles in sidewalk.
Franklin Street	5	112	6	-	Extends from parking lot on south end to High St.; curb cut and north end at parking lot; multiple lamp posts in sidewalk.
Franklin Street	6	970	W&S, E, E	-	Multiple lamp posts in sidewalk; 1 pedestrian ramp cut on sidewalk across from municipal entrance with railroad crossing (see name street); fairly steep incline at driveway.
Franklin Street	7	257	5	-	Extends from 116&S, to Main St.; culverted curb cut at 116&S; at intersection with Main St., curb cut and ramped crosswalk extending across Franklin St.
Franklin Street	8	645	W&S, S	-	Extends from Main St. to railroad entrance with railroad crossing (see name street); multiple lamp posts; 3 trash receptacles; several concrete trees; 2 hydrant in sidewalk; and 2 U.S. Post boxes just inside sidewalk; sidewalk mostly transitions to asphalt and fairly steep concrete ramp in front of 116& Franklin St., which is perpendicular to sidewalk - possible impediment to wheelchair objects; sidewalk also fronts 116& Franklin St.

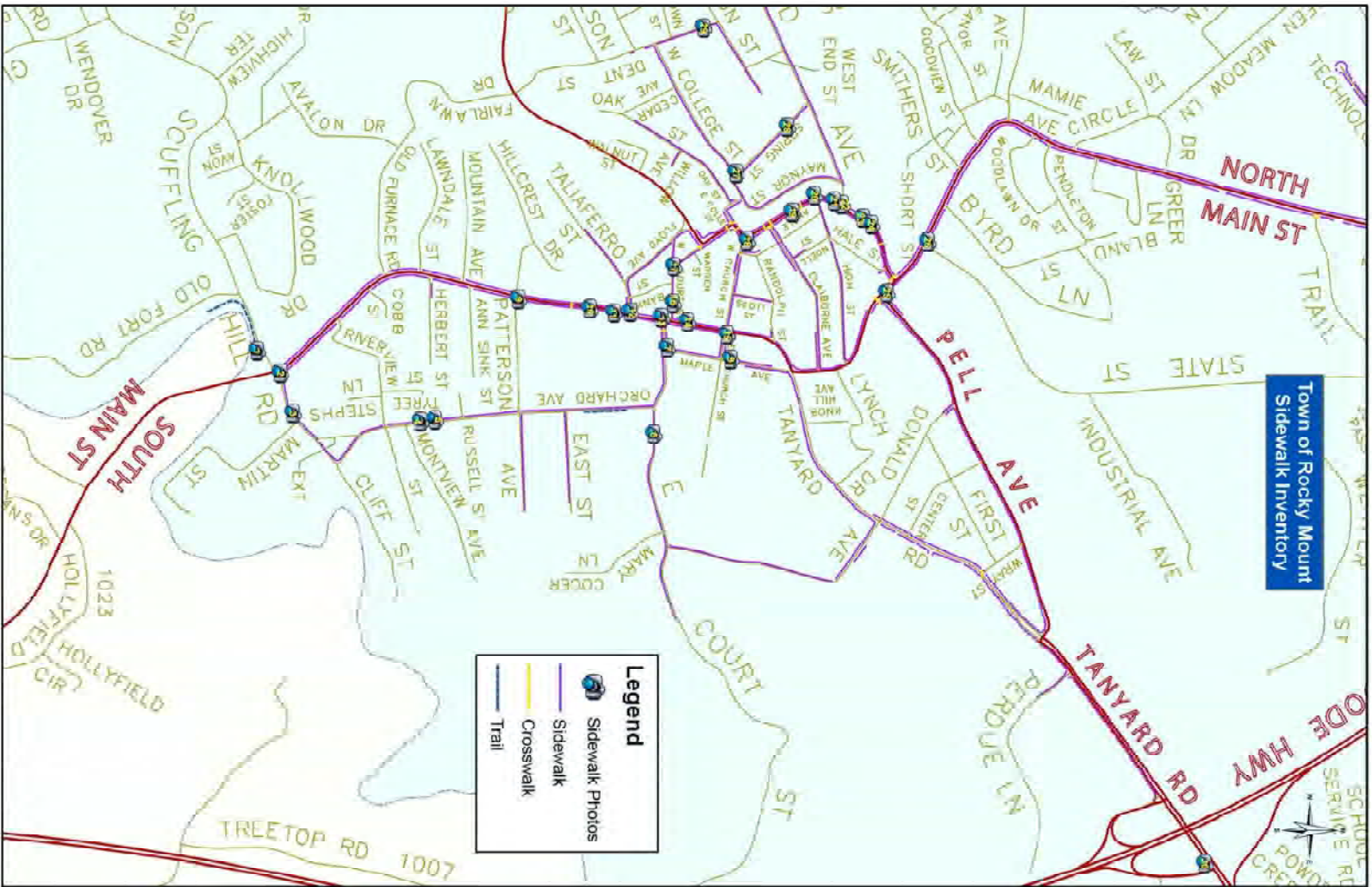
Franklin Street	9	291	W/L 3.65	-	sidewalk from railroad entrance with vertical masonry (see upper street) to Diamond Ave. 2' border on upper left; sidewalk composed of brick, rock and concrete and french adjacent to business facade; north section consists of brick, concrete, and limestone; two sidewalks in the same segment; at intersection with Diamond Ave., sidewalk border of new concrete shows with visible section of sidewalk (approx. 10.5 ft); 2' total height of new sidewalk; and 2' parapet in sidewalk.
Franklin Street	10	1,127	W/L 5.4	-	4' sidewalk from Diamond Ave. to E. College St.; large area containing flowers at beginning of segment at Diamond Ave.; sidewalk merges with second, smaller sidewalk starting between mobile lampposts and window pilons with refraction in segment adjacent to Antique, Ethic & Collectibles; sidewalk turns 90 degrees, then straightens out again; moving south, the sidewalk widens to 8 ft and contains benches, planters, 2' trash receptacle, and lampost.
Hickory Street	1	129	W/L 2.25	-	French town E. College St. to Franklin St. just east of Royal Ave.; multi-side lampposts and French masonry in sidewalk; sidewalk border on front of Rocky Mount Farmer's Market and merges into asphalt/concrete driveway; then continues again from ramp in front of house; sidewalk ends near Royal Ave.; width on south end.
Hickory Street	1	1,551	5	-	2' residential mailbox in segment at east end; sidewalk ends at driveway cut on both ends.
High Street	2	348	5	-	Utility poles, signpost, and 2 trash receptacles within segment; fire hydrant at pole 3'.
High Street	2	400	4	2	Utility poles and gutters in sidewalk.
South Main Street	2	397	4	2	
South Main Street	3	245	4	2	
South Main Street	4	392	4	2	
South Main Street	5	406	4	2	
South Main Street	6	517	5	-	Utility poles in sidewalk.
South Main Street	7	269	W/L 3.14	-	Exaggerated of variable widths and textures; part of sidewalk is on a lower riding north of the United Ave.; sidewalk is comprised of concrete and brick with non-slip surfaces on curb cuts; lampposts in sidewalk.
South Main Street	8	530	W/L 5.8	-	Sidewalk is new and composed of concrete and brick (brick is approximately 1 ft in width); no curb cut on south end with Church St.; grass strip curb cut, and one missing; one set of drainage strip in sidewalk; one lampost within sidewalk.
South Main Street	9	730	5	-	Big sign within segment displaying area information.
South Main Street	10	303	4	2	Curb cut at south end with State St. in poor condition; and traffic signal post obstructing sidewalk at this location.
South Main Street	11	566	4	2	
South Main Street	12	337	4	2	
South Main Street	13	375	4	2	
South Main Street	14	918	4	2	Curb cut at south end with Green St.; on north end with Green, no curb cut because sidewalk continues over road.
South Main Street	15	387	4	2	Green St. to lumberyard; sidewalk continues over Green St. to the north; no curb cut at this location.
South Main Street	16	550	4	2	Lumberyard to Trail Drive; curb cut at north end of segment; roads merge; concrete mixed with asphalt.
South Main Street	17	813	4	2	Trail Drive to farmhouse.
South Main Street	18	367	4	2	Back front of farmhouse.
South Main Street	19	1,275	4	2	Pathway to Royal St.; grass covers sidewalk in some portion of the sidewalk is 3 ft wide.
South Main Street	20	340	4	2	
South Main Street	21	497	4	2	
South Main Street	22	347	4	2	Marker One Lane to gas station.
South Main Street	23	788	4	2	Gas station to State St.
South Main Street	24	857	4	2	
South Main Street	25	126	4	2	Curb cut south end of segment because sidewalk ends at north end.
South Main Street	26	69	4	2	Green Hill Road to Technology Drive; sidewalk continues along Green Hill Road adjacent to KFC (to approximately 20 ft).
South Main Street	26	69	4	2	Technology Dr. to Vahlentree; sidewalk continues with Technology Dr. only; taking alongside Jones gas station.
South Main Street	27	544	W/L 4.5	2	Lumberyard to credit Co.
South Main Street	28	958	5	2	
South Main Street	29	618	5	2	
South Main Street	30	293	5	2	
South Main Street	31	107	5	2	
South Main Street	32	342	5	2	
South Main Street	33	75	5	2	Sidewalk needs improvement where railroad track crosses near State St.
South Main Street	34	2,310	5	2	State Street to Franklin Street; at south end, traffic signal pole partially obstructing sidewalk.
South Main Street	35	1,742	5	2	Done paving but to High Street; south end of segment merges with pavement - no curb cut; sidewalk from sidewalk to masonry.
South Main Street	36	504	5	-	Approximately 10 ft of sidewalk is covered with asphalt in front of Mexican restaurant.
South Main Street	37	813	W/L 5.6	-	Utility poles obstructing left side of sidewalk; near lampost 3'.
South Main Street	38	488	5	-	
South Main Street	39	497	4	-	Segment comprised of concrete and brick (larger concrete); 1 ft of brick along curb; one-tenth surface on curb cut; large brick section containing benches and trash receptacle; wide space cut out for three lanes.
South Main Street	40	873	W/L 4.9	-	Segment comprised of concrete and brick (larger concrete); 1 ft of brick along curb; one-tenth width; right in sidewalk on south end.
South Main Street	41	1,000	W/L 4.6	-	Segment comprised of concrete and brick (larger concrete); 1 ft of brick along curb; 2' steel utility poles in segment; cut out for street front; raised curb in segment.
South Main Street	43	384	5	2	
South Main Street	44	278	5	2	

Scott Main Street	45	1,849	5	2	curb cut with Target Rd. - no curb cut on south end of segment, sidewalk ends part way down Maple utility pole in sidewalk.
Maple Avenue	1	421	Wb-4.5-5.5	-	No curb cut exists, no segment begins part way down Maple. Large tree along south end of segment results in narrower, slightly up-lifted sidewalk, 3 ft. wide grass strip along south end of segment.
Maple Avenue	2	603	Wb-3-5	1	No curb cut at either end, multiple utility poles present in sidewalk, and one segment at south end of segment (nearst along Scott) will meet south end, presumably the topography of sidewalk.
Maple Avenue	3	502	4.5	-	
Maple Street	1	1,206	5	-	Curb cut only with Diamond Ave.; multiple utility poles within sidewalk.
Maple Street	1	114	2.5	-	Utility poles, hydrants, and one sign post within segment; curb cut with East College St. and merge into driveway at south end.
Orchard Avenue	1	391	4	-	South Main St. to north of intersection; entire sidewalk between segments 1 & 2 has large curbs located in front of residential center.
Orchard Avenue	2	307	4	-	Residential center to Orchard Avenue End.
Orchard Avenue	3	338	4	-	Utility poles in sidewalk near curb; steeper than normal pedestrian curb cut from driveway.
Orchard Avenue	4	221	4	-	Utility poles in sidewalk along curb; ending along sidewalk due to approximately 4 ft. drop-off.
Orchard Avenue	5	694	4	-	Utility pole in sidewalk near curb cut, partially obstructing sidewalk; numerous utility poles in sidewalk (no segment in sidewalk).
Orchard Avenue	6	307	4	-	Multiple utility poles obstructing sidewalk.
Orchard Avenue	7	1,250	5	-	Multiple utility poles in sidewalk; speed limit sign in sidewalk.
Paterson Avenue	1	304	5	-	Multiple utility poles, associated gutter wires, and signpost within in this segment.
Paterson Avenue	1	1,465	5	2	Utility pole in sidewalk near ramp at North Main St.
Paterson Avenue	2	692	5	2	
Paterson Avenue	3	800	5	2	
Paterson Avenue	4	846	5	2	The only curb cut is located at West St., sidewalk merge around at Target.
Paterson Avenue	1	372	Wb-4.5-5	-	Variable from 4.57 to 5', but within 10' to 7' in vicinity of Target Rd.
Paterson Street	1	171	Wb-4.5-5	-	Curb cut with church, but sidewalk ends at stone path at library on other end; 3 sign posts in segment; and blue rail at end near library.
Scott Street	1	360	Wb-2.5-3.5	-	Curb cut with baseball diamond non-sewered, small curb cut with Church St., down net look into Church St. sidewalk.
Spring Street	1	998	4.5	-	Multiple utility poles in sidewalk; presence of wall along sidewalk; utility poles within sidewalk.
Talferro Street	1	582	4.5	-	No curb cuts at either end; several utility poles and signpost in sidewalk.
Target Road	1	1,093	5	2	
Target Road	2	144	5	2	Circle back from Diamond Ave. to West entrance of Eagle Plaza; utility poles and traffic signal poles in sidewalk near Maple Ave. curb cut.
Target Road	3	341	Wb-4.5-5	Part 1)	Ends between entrance of Eagle Plaza; sidewalk heads inward along turn lane into Eagle Plaza and goes on to discontinue.
Target Road	4	299	5	2	Front Eagle Plaza
Target Road	5	1,476	Wb-5-7	Part 2)	Front school, where grass strip is not present, sidewalk between 7 ft. in width.
Target Road	6	684	5	2	
Target Road	7	211	5	2	
Old Franklin Blvd	8	897	5	1.5	Exposed from just north of West Street; similar corner to end of plaza; new sidewalk with one-shy sidewalk.
Old Franklin Blvd	9	235	5	2.5	In front of CVS, new sidewalk.
Target Road	10	292	5	2	
Target Road	11	781	5	2	
Target Road	12	288	5	2	
Target Road	13	91	5	2	Curb cut on north end merges with existing lot.
Technology Drive	1	469	4	-	Curb cut at east end with focus 200, but not on west end.
Technology Drive	2	134	4	-	No curb cut at east end of segment, but curb cut at west end.
Technology Drive	3	325	4	-	
Technology Drive	4	53	4	-	
Technology Drive	5	358	4	-	
Technology Drive	6	271	4	-	
Technology Drive	7	185	4	-	
Technology Drive	8	179	4	-	
Technology Drive	9	219	4	-	
Technology Drive	10	1,106	4	-	
Warren Street	1	338	Wb-5-6	-	New sidewalk comprised of concrete, brick, and travertine surfaces; signpost and new utility pole at West Court St.; ending along north end and segment very steep.
Wilson Avenue	1	153	5	-	No curb cut either end; 3 utility poles in sidewalk.
Orchard Avenue	410	Wb-1.5-2.5	-	-	The main sidewalk along portion of Orchard Avenue - along just portion from south of East Court St. to north of East St. (previously).
Scott Rd Blvd	425	10	-	-	Concrete walk, interspersed with two wooden bridges; walk connects Lynch Park & Veterans Memorial Park.

Approximate amount of sidewalk 77,239

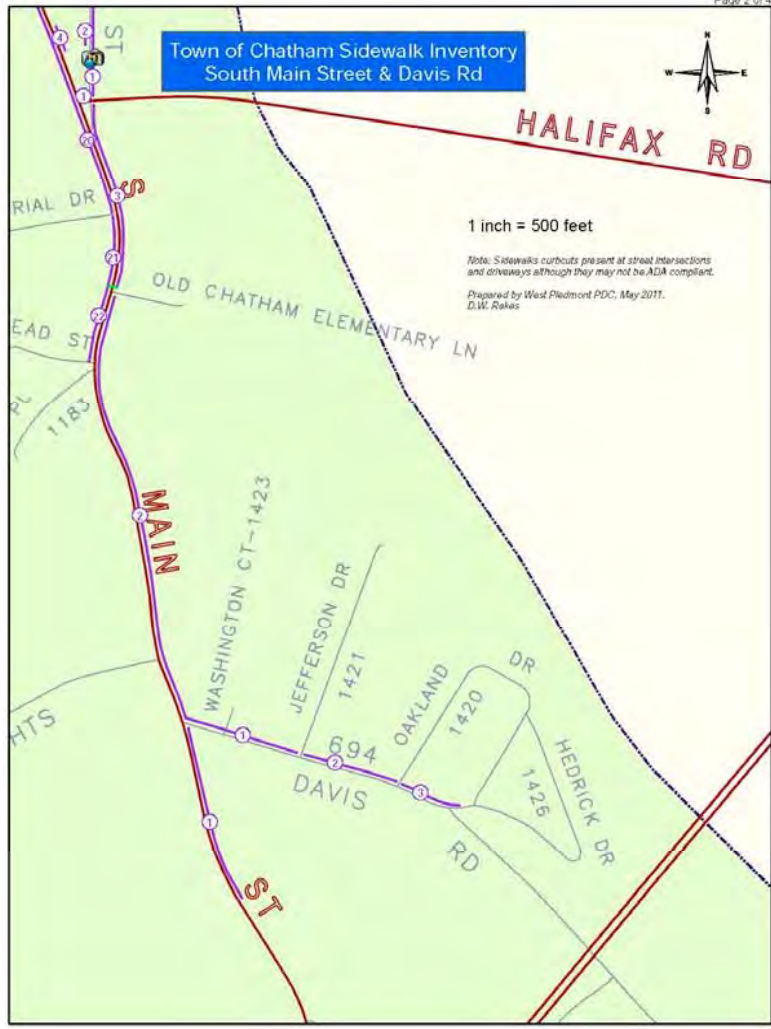
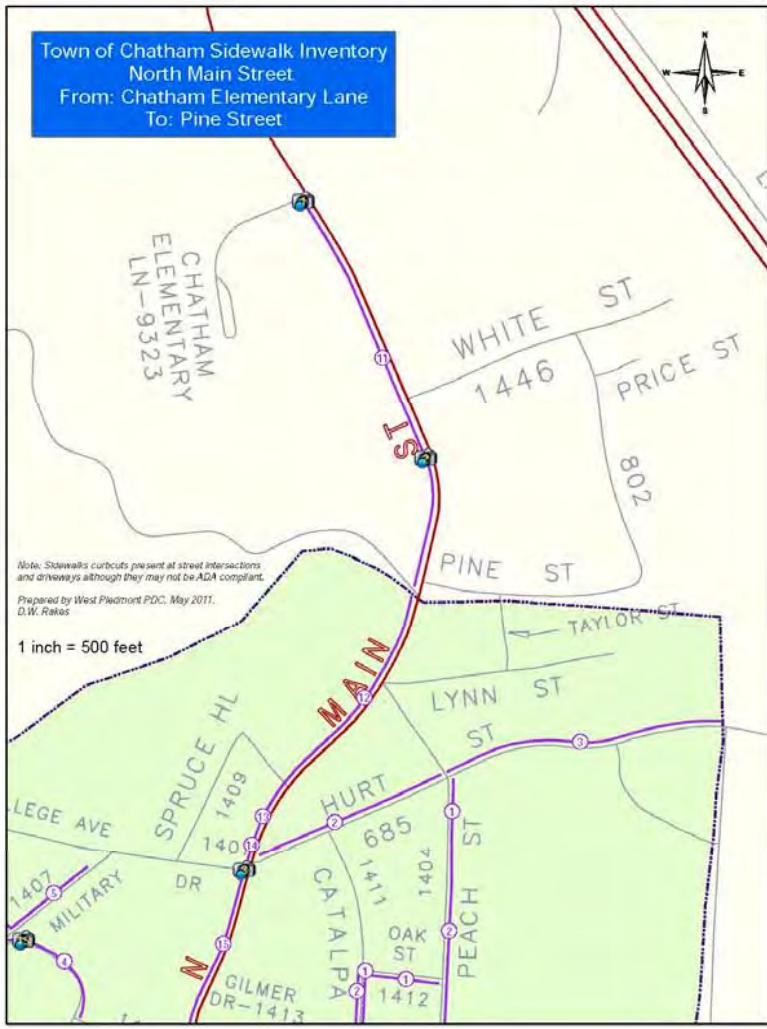
Notes:

- * Symbols which present at most street intersections and distances although they may not be fully compliant.
- ** All measurements are approximate and are provided for informational purposes only; please refer to contractor when reference is required.
- † If available in a readable work version of Google/Android maps.









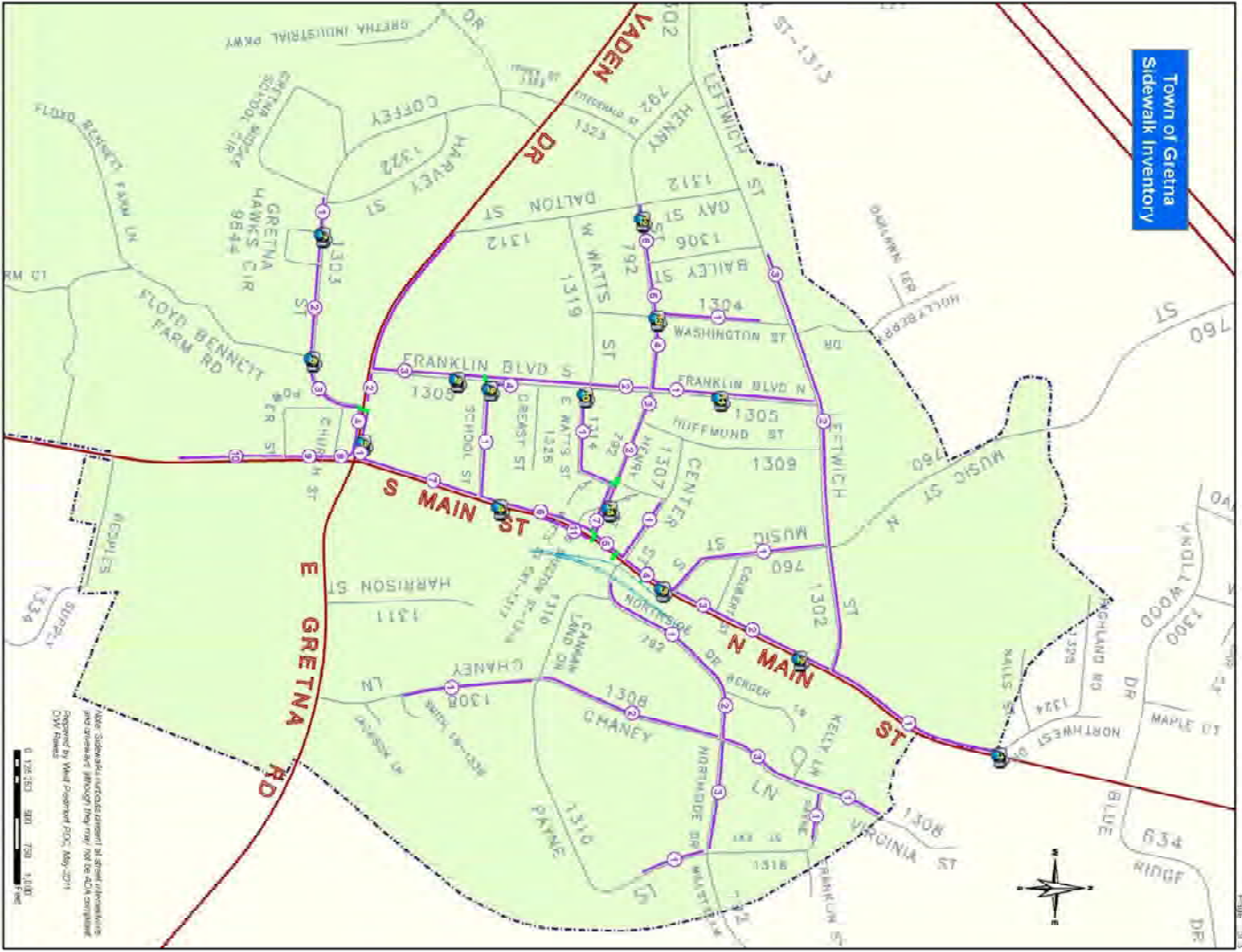


Street	Section	Length	Width	Grass	Description
Bank St	1	128	2.0	-	
Bank St	2	192	4.0	-	Sidewalk spans street to building
Bank St	3	135	4.0	-	Sidewalk spans street to building, ends at the rear of the jail
Bank St	4	426	5.0	-	Width variable
Cadogan Dr	1	208	4.0	-	
Cadogan Dr	2	697	5.0	-	Power poles in sidewalk
Carroll St	1	658	4.0	2	Transitions to variable width heading west
Court Pl	1	204	6.0	-	
Court Pl	2	146	4.0	-	
Deak Rd	1	574	5.0	-	
Deak Rd	2	470	5.0	-	
Deak Rd	3	303	5.0	-	
Deport St	1	158	3.5	-	Main St to Carter St, spans street to building
Deport St	2	162.1	5.0	2	Carter St to across from Wymoreland St
Deport St	3	165	5.0	-	From Wymoreland St to end at railroad
Deport St	4	456	5.0	2	Beginning across from Ridge St to Clement St
Deport St	5	889	5.0	-	Clement St to Main St, variable width spans street to building
Halliday Rd	1	25	5.0	4	
Harpave Academy	1	163	4.0	-	
Harpave Blvd	1	210	5.0	4	Transitions to 4' sidewalk/2' grass, power poles in sidewalk
Holt St	1	399	5.0	4	Main St to Canaan Dr, transitions to 4' sidewalk/2' grass
Holt St	2	479	4.0	2	Canaan Dr to Power St
Holt St	1	68	5.0	-	Variable width spans street to building
Hurt St	2	902	5.0	2	Building to Peach St
Hurt St	3	1382	4.0	2	Peach St to across town link
Lander Ave	1	647	5.0	2	
Lander Ave	2	441	4.0	2	Steep grade
Main St	1	864	4.0	-	South of Davis Rd to Davis Rd, beginning near 7.9 Main St
Main St	2	2142	4.0	-	Davis Rd to Old Christian Elementary Ln
Main St	3	928	5.0	-	Old Christian Elementary Ln to Fairfax Rd, power poles in sidewalk
Main St	4	126	5.0	-	Front of funeral home
Main St	5	555	5.0	-	AJZO parts store to Pitt St, power poles in sidewalk
Main St	6	136	8.0	-	Pitt St to Pruden St, spans street to building, power poles in sidewalk
Main St	7	175	8.0	-	Pruden St to Bank St, spans street to building, power poles in sidewalk
Main St	8	222	11.0	-	Bank St to North of Administration Building, spans street to building
Main St	9	447	6.5	-	North of Administration Building to Lander Ave, spans street to building, power poles in sidewalk
Main St	10	784	5.0	-	Lander Ave to Holt St, power poles in sidewalk
Main St	11	2092	5.0	2	Chatham Elementary Ln to Hodneys Mill Rd, variable grass/ gravel
Main St	12	1134	5.0	2	Hodneys Mill Rd to Spruce Hill
Main St	13	214	5.0	2	Spruce Hill, so store parking lot
Main St	14	358	0.0	-	Score parking lot to Military Dr, variable width
Main St	15	1055	5.0	4	Military Dr to Harpave Blvd, variable width
Main St	16	725	5.0	-	Harpave Blvd to Church Ln
Main St	17	329	5.0	-	Church Ln to Center St, power poles in sidewalk
Main St	18	522	0.0	-	Center St to Court Pl, variable width spans street to building
Main St	19	470	7.5	-	Court Pl to Depot St, spans street to building
Main St	20	1926	5.0	-	Depot St to Memorial Dr, power poles in sidewalk
Main St	21	412	5.0	-	Memorial Dr to National Guard Armory
Main St	22	312	4.0	2	National Guard Armory to Whitehead St, power poles in sidewalk
Military Dr	1	328	5.0	2	White St to Center St
Military Dr	2	322	5.0	2	Center St to Church Ln
Military Dr	3	746	5.0	2	Church Ln to Harpave Blvd, power poles in sidewalk
Military Dr	4	609	4.0	-	Harpave Blvd to Harpave Academy
Military Dr	5	480	5.0	-	Harpave Academy to College Ave
Oak St	1	360	5.0	-	Spans street to building
Payne St	1	134	8.0	-	
Payne St	2	166	5.0	-	
Peach St	1	435	5.0	2	
Peach St	2	2817	5.0	2	
Pitt St	1	149	4.0	-	
Pitt St	2	314	4.0	-	
Pitt St	3	142	5.0	-	Drill
Pruden St	1	136	0.0	-	Variable width spans street to building
Pruden St	2	80	0.0	-	Variable width spans street to building
Pruden St	3	250	5.0	-	
Pruden St	4	476	5.0	4	Sidewalk ends across from church, steep grade
Road St	1	1200	6.0	-	Block/Concrete, transitions to 5' near apartments to Pruden St
Road St	2	85	8.0	-	Rear of funeral home
Whitlie St	1	958	4.0	-	
Whitlie St	2	897	3.0	-	
Whitlie St	3	422	3.0	1	Grass starts near 220 Whitlie St to end of Whitlie St
Whitlie St	4	404	4.0	-	

Approximate amount of sidewalk 40212

- Notes:**
- * All measurements are approximate.
 - * All measurements provided are in feet.
 - * All sidewalks are concrete unless otherwise noted in description.
 - * (+) Indicates a variable width section of grass. (-) Indicates none.

**Town of Gretna
Sidewalk Inventory**



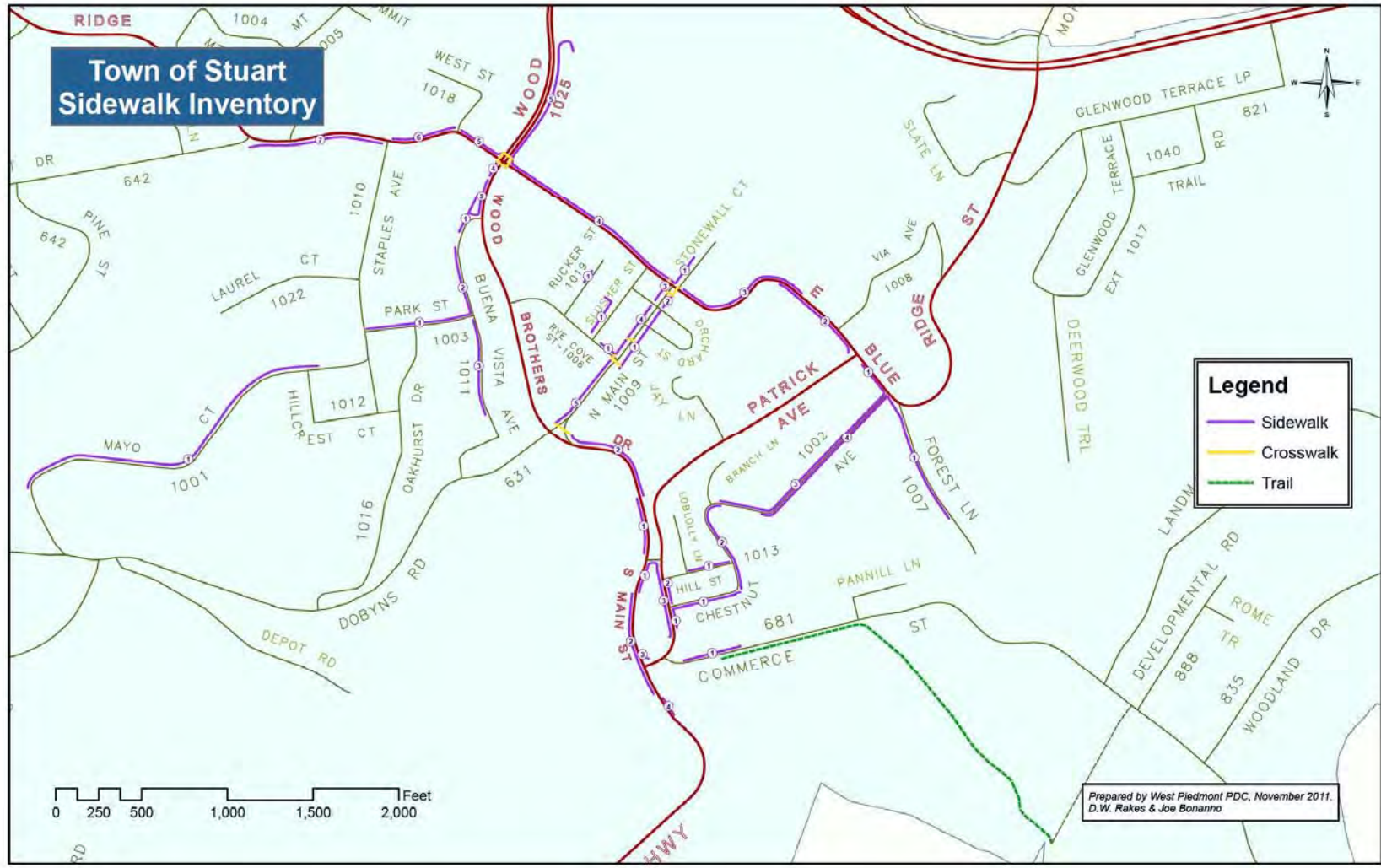
Note: Sidewalks marked as present at street intersections and driveways through this map, but do not exist, are shown in red. Prepared by: Matt Prosenko, P.E., May 2011
OW Files



Street	Section	Width	Length	Grass	Description
Cramer St	1	4.0	458	-	S Union St to Main St
Chambers Ln	1	4.0	938	-	Sanfill Ln to Payne St
Chambers Ln	2	5.0	1377	-	Chamber Lane Dr to Northside Dr
Chambers Ln	3	4.0	605	-	Northside Dr to Kelly Ln
Coffey St	1	3.0	472	-	East entrance Greena Middle School Car to east entrance Greena Hawes Cir, real boxes in sidewalk
Coffey St	2	5.0	662	-	East entrance Greena Hawes Cir to Floyd Bennett Farm Rd
Coffey St	3	5.0	193	-	Floyd Bennett Farm Rd to Church St
Coffey St	4	5.0	109	-	Church St to Vanden Dr
E Warts St	1	5.0	840	-	Henry St to Franklin Blvd N
Franklin Blvd N	1	4.0	1205	-	Lefforch St to Henry St power poles in sidewalk
Franklin Blvd S	3	5.0	419	2	Henry St to W Vanden Dr
Franklin Blvd S	4	5.0	1618	2	W Warts St to Vanden Dr
Franklin Blvd S	1	4.0	166	2	Church St to Church driveway
Henry St	1	4.0	408	-	Main St to S Studen St
Henry St	2	4.0	415	-	S Union St to Hutton Rd St
Henry St	3	5.0	194	-	Hutton Rd St to Franklin Blvd N
Henry St	4	3.0	194	-	Franklin Blvd N to Swallowden St power poles in sidewalk
Henry St	5	3.0	327	-	Franklin Blvd N to Swallowden St power poles in sidewalk
Henry St	6	3.0	376	-	Franklin Blvd N to Swallowden St power poles in sidewalk
Henry St	7	3.0	413	-	Franklin Blvd N to Swallowden St power poles in sidewalk
Henry St	8	4.0	930	-	Franklin Blvd N to Swallowden St power poles in sidewalk
Lefforch St	1	4.0	410	2	Henry St to W Warts St variable width spans street to build rms
Lefforch St	2	4.0	1502	2	Main St to Holyberry Dr
Lefforch St	3	4.0	611	2	Holyberry Dr to across from Bailey St
Maise St S	1	5.0	1236	4	Lefforch St to Main St
N Main St	1	5.0	1405	2	Northwest Dr to Lefforch St variable width grass/gravel
N Main St	2	5.0	934	2	Northwest Dr to Lefforch St sleep grade
N Main St	3	4.0	206	2	Colbert St to Main St
N Main St	4	5.0	414	2	Main St to Main St
N Main St	5	5.0	761	-	Main St to Center St
Northside Dr	1	3.0	1208	2	Center St to Henry St variable width spans street to building
Northside Dr	2	3.0	286	4	Northside Dr to Church St
Northside Dr	3	5.0	480	-	Center St to Henry St
Payne St	1	5.0	162	-	Center St to Henry St
Payne St and S Main St	1	4.0	326	4	Center St to Henry St
S Main St	6	0.0	856	4	Center St to Henry St
S Main St	7	5.0	911	2	Center St to Henry St
S Main St	8	5.0	115	2	Center St to Henry St
S Main St	9	5.0	389	2	Center St to Henry St
S Main St	10	5.0	767	4	Center St to Henry St
S Main St	11	0.0	365	-	Center St to Henry St
S Main St	1	5.0	247	4	Center St to Henry St
Vanden Dr	1	4.0	124	2	Center St to Henry St
Vanden Dr	2	4.0	1192	2	Center St to Henry St
Vanden Dr	3	3.0	366	2	Center St to Henry St
Vanden Dr	4	3.0	366	2	Center St to Henry St
Vanden Dr	1	4.0	672	-	Center St to Henry St
Vanden Dr	2	4.0	771	4	Center St to Henry St

Approximate amount of sidewalk 307 501

Notes:
 * All measurements are approximate.
 * All measurements provided are in feet.
 * All sidewalks are concrete construction.
 * (1) indicates a variable width section of grass. () indicates none.



Street	Section	Length	Width	Grass ¹	Obstruction	Slope	Description
East Blue Ridge Street	1	214	Variable 4 - 5	-	-	Level	Curb cut at Patrick Ave. only
East Blue Ridge Street	2	576	Variable 4.5 - 5	-	Hydrant, sign post, shrub	Level	
East Blue Ridge Street	3	809	Variable 4.5 - 6.5	-	Utility poles	Slight	No curb cut with Stonewall Ct.; curb cut with driveway east end; segment cracked in spots
West Blue Ridge Street	4	1,197	Variable 4.5 - 5	-	Utility poles, hydrants	Slight	Cracked in spots; near intersection with Stonewall Ct., sidewalk transitions to steps and porch in front of business and widens to approximately 7'; no curb cut at Stonewall Ct.
West Blue Ridge Street	5	289	5	-	Utility pole	Level	Curb cut at West St., ends in driveway curb cut near Wood Brothers Dr.
West Blue Ridge Street	6	367	Transitions 5 - 4 west bound	-	Hydrant	Slight	Curb cut with West St.; segment ends in driveway curb cut at west end; concrete wall along segment
West Blue Ridge Street	7	782	5	10	Grass in segment west end	Level	No curb cut either end
Buena Vista Avenue	1	246	5	+	-	Level	Ends in residential driveway north end and in residential driveway curb cut south end; a gap exists within this segment
Buena Vista Avenue	2	400	Variable 4.5 - 5	+	-	Moderate	Driveway gravel covering portion of segment; no curb cut with Park St.
Buena Vista Avenue	3	560	3.5	-	Mailbox; hydrant; shrub, in conjunction with mailboxes; significantly obstructs segment	Moderate	Poor (very sharp) curb cuts with numerous driveways; asphalt curb cut with Park St.
Chestnut Avenue	1	402	4	2	-	Steep	
Chestnut Avenue	2	586	4	-	Mailboxes, utility pole	Steep	No curb cut at north end
Chestnut Avenue	3	1,249	4	-	Some grass in segment	Moderate	No curb cut at Route 58; sidewalk has no curb cuts at Stuart Cemetery ingress/egress point, making it difficult for a stroller or wheelchair to pass; sidewalk slope is steep at south end, but levels off transitioning northbound
Chestnut Avenue	4	1,030	Variable 4.5 - 6	-	Mailboxes/utility pole on edge of curb	Moderate	No curb cut at south end - segment ends at a residential front yard; sidewalk has no curb cuts at several driveways, making it difficult for strollers or wheelchairs to pass; sidewalk slope is steep at south end, but levels off transitioning northbound
Commerce Street	1	337	4	-	Utility pole at west end	Level	Runs the length of Patrick Building Supply and lumber yard
Forest Lane	1	801	4	+	Gravel/rocks in driveway	Slight	Sidewalk is variable in width near intersection with Chestnut Ave.; no curb cut except with residential driveway at south end
Hill Street	1	240	4	-	-	Steep	Extends from Chestnut Avenue to Loblolly Lane; no official curb cut either end - at Loblolly, segment ends level with road, and at Chestnut, ends in grass
North Main Street	1	414	Variable 4.5 - 10	-	Lamp posts	Moderate	Reconstructed sidewalk; south end of segment zig-zags and a small section may be too steep for wheelchairs, as signs are posted indicating that this portion of the sidewalk is not handicap accessible; ripples in sidewalk, especially south end; benches and trash receptacles present
North Main Street	2	87	6	-	2 lamp posts	Moderate	Reconstructed sidewalk; at intersection with Blue Ridge St., sidewalk forms a small pedestrian plaza containing a bench and tourist information kiosk
North Main Street	3	107	5.5	-	2 lamp posts	Moderate	No curb cut at Orchard Street - the sidewalk is elevated, and a downward step is located here
North Main Street	4	352	Variable 6 - 8	-	Lamp posts	Moderate	Benches located on sidewalk; width is mostly 6'
North Main Street	5	502	Variable 4 - 5.5	1.5	Lamp post partially in sidewalk	Steep	At intersection with Rye Cove Rd., no curb cut, but a curb cut across Wood Brothers Dr.; concrete wall along segment; crosswalk crossing North Main St. is very long and, therefore, not conducive to pedestrian safety
South Main Street	1	191	4	2	-	Level	No curb cut north end; at south end, sidewalk ends at commercial retail driveway
South Main Street	2	620	4	2	-	Slight	No curb cut north end; bench located on segment
South Main Street	3	75	5	-	Lamp post	Slight	Short segment in front of shopping center
South Main Street	4	120	-	-	-	Level	Sidewalk on bridge; in need of repair - sidewalk is disintegrating and rebar is exposed

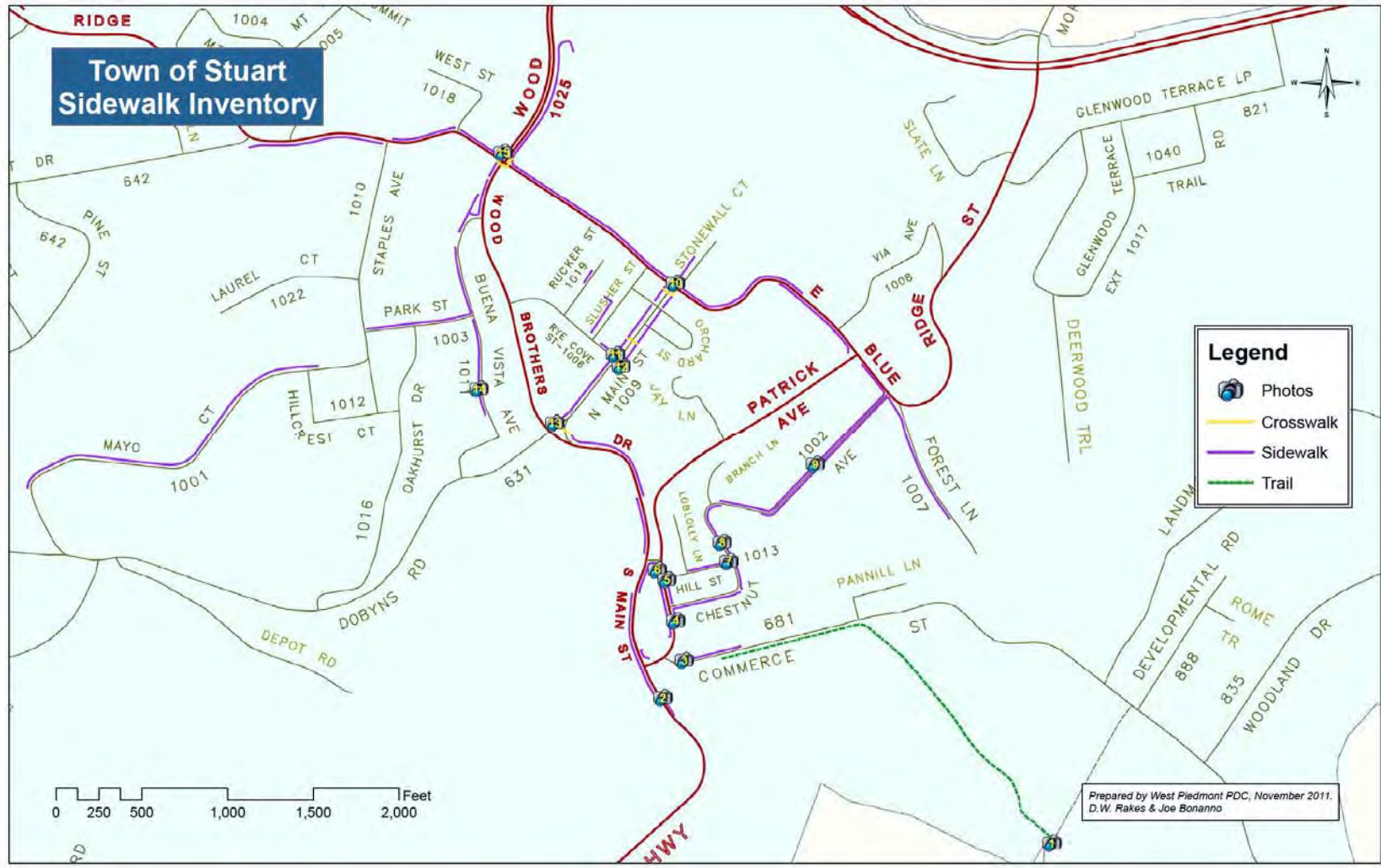
Street	Section	Length	Width	Grass ¹	Obstruction	Slope	Description
South Main Street	n/a	n/a	n/a	n/a	n/a	n/a	A segment of sidewalk should be constructed along the east end of South Main St., just north of the Patrick Ave./South Main St. intersection. When pedestrians walk from town along North Main St. to South Main St. to access retail establishments such as Rite-Aid and Lowe's Foods, they must cross South Main St. multiple times, as segments are fragmented and are on opposite sides of the street. To compound the situation, no crosswalks are provided south of the North Main St./Wood Brothers Dr. intersection to the Patrick Ave./South Main St. intersection, and vehicular traffic travels at a relatively high speed with no traffic-calming mechanisms in place in this area.
Mayo Court	1	2,011	4	2	-	Steep	Begins from parking lot at school on east end and ends at chain-link fence at west end
Park Street	1	611	Variable 3.5 - 5.5	+	Hedges obstruct segment	Steep	Segment generally varies from 3.5' - 5.5', but in one area, narrows to approximately 2' due to hedge and grass encroaching in sidewalk; no curb cut either end
Patrick Avenue	1	110	7	-	-	Slight	Sidewalk ends at side façade of building at segment's south end; curb cut with Chestnut Ave. only; trash receptacles and bench on segment
Patrick Avenue	2	140	4	-	-	Slight	Sidewalk clock and bench located in small public space connected to segment; trash receptacle located on sidewalk; semi-curb cut at Hill St.
Patrick Avenue	3	472	5.5	-	Lamp posts; porch and associated steps	Slight	Curb cut at south side only; segment is mainly 5.5' in width, but varies at both ends; sidewalk fronts numerous businesses; bench and planters on sidewalk; curb cut and associated handicapped parking space about mid-block
Rucker Street	1	81	7	-	Sign post	Slight	Sidewalk wraps around Stuart Administration Building; transitions to a stairway along segment's south end; curb cut north end
Rye Cove Road	1	108	5	-	-	Level	A short segment along the side façade of a business; no curb cut either end
Slusher Road	1	260	10	-	Raised lip and several steps in sidewalk	Slight	Segment runs in front of several businesses - outer 3.5' belongs to town, and inner 6.5' is privately-owned; curb cuts in center of segment, along off-street parking lot; segment wraps around north end of establishments and is 4' in width
Stonewall Court	1	187	7.5	-	-	Level	No curb cuts either end; planters and trash can on segment
Wood Brothers Drive	1	323	4	2	Grass, weeds	Slight	Pedestrian curb cut south end only, no crosswalk; ends in grass on north end
Wood Brothers Drive	2	615	Variable 4 - 5	2	Vegetative growth in small portion of segment	Moderate	Curb cut on North Main St. only - ends in grass at south end
Wood Brothers Drive	3	274	5	-	-	Level	New segment
Wood Brothers Drive	4	94	5	-	-	Level	New segment
Wood Brothers Drive	5	880	5	2	-	Slight	Blue Ridge St to Dehart Park
Trail	-	Length	Width	-	Obstruction	Slope	Description
Stuart Rail Trail	-	2,569	10	-	-	Level	Asphalt; Phase 1 of Rail Trail

Approximate amount of sidewalk 21,288

Notes:

* All measurements are approximate and are provided in feet; all sidewalks are concrete unless otherwise noted in description.

1. (+) Indicates a variable width section of grass, (-) indicates none.





Appendix C – Funding Sources

Appendix C - Transportation Funding Sources

Smart Scale

Purpose	Funding	Eligible Projects	Eligible Applicants	Evaluation Criteria	Website
<p>SMART SCALE is a statewide program that intends to distribute funding based on a standard and objective evaluation of projects that will determine how effectively they help the state achieve its transportation goals.</p>	<p>There are two main pathways to funding within the SMART SCALE process—the construction District Grant Program (DGP) and the High Priority Projects Program (HPPP). A project applying to funds from the DGP is prioritized with projects from the same construction district. A project applying for funds from the HPPP is prioritized with projects statewide. The CTB then makes a final decision on which projects to fund.</p>	<p>Projects must address improvements to a Corridor of Statewide Significance, Regional Network, or Urban Development Area (UDA). The Town of Amherst's Town Development Area study qualifies the study area as a UDA. Project types can include highway improvements such as widening, operational improvements, access management, and intelligent transportation systems, transit and rail capacity expansion, and transportation demand management including park and ride facilities.</p>	<p>Projects may be submitted by regional entities including MPOS and PDCs, along with public transit agencies, counties, cities, and towns that maintain their own infrastructure. Projects pertaining to UDAs can only be submitted by localities.</p>	<p>There are five factors evaluated for all projects: Safety, Congestion Mitigation, Accessibility, Environmental Quality, and Economic Development. MPOs with a population greater than 200,000 are also evaluated by land use policy consistency.</p>	<p>http://www.vasmartscale.org/</p>

Highway Safety Improvement Program (HSIP)

Purpose	Funding	Eligible Projects	Eligible Applicants	Evaluation Criteria	Website
<p>Established by the federal transportation legislation MAP-21 and carried forward under the reauthorization, FAST-Act, this program is structured and funded to make significant progress in reducing highway fatalities and injuries on all public roads. The three programs comprising the HSIP include the Highway Safety Program (HSP), Bicycle and Pedestrian Safety Program (BPSP), and Highway-Rail Grade Crossing Safety Program (H-RGCP).</p>	<p>The Federal share for highway safety improvements is 90%, with certain types of projects (including treatments such as maintaining retro-reflectivity of pavement markings and the installation of traffic signs) eligible to be funded at 100%. If project cost is higher than what was originally submitted, the project manager and sponsor will be responsible for identifying sources for funding those estimates.</p>	<p>Projects involve the identification of high-crash intersection or corridor segments, an analysis of crash trends and existing conditions, and the prioritization and scheduling of improvement projects Eligible Applicants Local governments, VDOT District and Regional Staff.</p>	<p>Localities and VDOT offices are eligible to apply for HSIP projects.</p>	<ul style="list-style-type: none"> • Evaluated on a statewide basis rather than on a local or district basis • Locations or corridors where a known “substantive safety” problem exists as indicated by location-specific data on severe crashes, and where it is determined that the specific project action can with confidence produce a measurable and significant reduction in the number and/or consequences of severe crashes • To achieve the maximum benefit, the focus of the program is on costeffective use of funds allocated for safety improvements • Priority will be given to projects having higher total number of deaths and serious injuries 	<p>http://www.virginiaidot.org/business/ted_app_pro.asp</p>

Transportation Alternatives (TA) Program					
Purpose	Funding	Eligible Projects	Eligible Applicants	Evaluation Criteria	Website
<p>This program is intended to help local sponsors fund community based projects that expand non-motorized travel choices and enhance the transportation experience by improving the cultural, historical, and environmental aspects of transportation infrastructure. It focuses on providing pedestrian and bicycle facilities and other community improvements. Four components of the program include Transportation Alternatives, the Safe Routes to School program, Recreational Trails program, and the "Boulevard" program.</p>	<p>TA is not a traditional grant program and funds are only available on a reimbursement basis. It is therefore important to have the necessary funding available to pay for services and materials until appropriate documentation can be submitted and processed for reimbursement. The program will allow a maximum federal reimbursement of 80% of the eligible project costs and requires a 20% local match.</p>	<ul style="list-style-type: none"> • Pedestrian and bicycle facilities such as sidewalks, bike lanes, and shared use paths • Pedestrian and bicycle safety and educational activities such as classroom projects, safety handouts and directional signage for trails (Safe Routes to School) • Preservation of abandoned railway corridors such as the development of a rails-to-trails facility 	<p>Any local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, local educational agencies, or school, tribal government, and any other local or regional government entity with responsibility for oversight of transportation or recreation trails.</p>	<ul style="list-style-type: none"> • Number of federal enhancement categories • Inclusion in a state, regional, or local plan • Public/private venture-cooperation (multi-jurisdictional) • Total cost and matching funds in excess of minimum • Demonstrable need, community improvement • Community support and public accessibility • Compatibility with adjacent land use • Environmental and ecological benefits • Historic criteria met, significant aesthetic value to be achieved and visibility from a public right of way • Economic impact and effect on tourism 	<p>http://www.virginiadot.org/business/prehancegrants.asp</p>

VDOT Revenue Share Program

Purpose	Funding	Eligible Projects	Eligible Applicants	Evaluation Criteria	Website
<p>This program provides additional funding for use by a county, city, or town to construct, reconstruct, improve, or maintain the highway systems within such county, city, or town and for eligible rural additions in certain counties of the Commonwealth. Locality funds are matched, dollar for dollar, with state funds, with statutory limitations on the amount of state funds authorized per locality.</p>	<p>Application for program funding must be made by resolution of the governing body of the jurisdiction requesting funds. Project funding is allocated by resolution of the CTB. Project costs are divided equally between the Revenue Share Fund and locality funding.</p>	<ul style="list-style-type: none"> • Supplemental funding for projects listed in the adopted six-year plan • Construction, reconstruction, or improvement projects not included in the adopted six-year plan • Improvements necessary for the acceptance of specific subdivision of streets otherwise eligible for acceptance into the secondary system for maintenance (rural additions) • Maintenance projects consistent with the department's operating policies • New hardsurfacing (paving) • New roadway • Deficits on completed construction, reconstruction, or improvement projects 	<p>Any county, city, or town in the Commonwealth of Virginia</p>	<ul style="list-style-type: none"> • Priority 1: Construction projects that have previously received Revenue Share funding • Priority 2: Construction projects that meet a transportation need identified in the Statewide Transportation Plan or projects that will be accelerated in a locality's capital plan by receiving Revenue Share funding • Priority 3: Projects that address deficient pavement resurfacing and bridge rehabilitation • Priority 4: All other projects 	<p>http://www.virginiadot.org/business/local-assistance-access-programs.asp</p>

Economic Development Access Funding					
Purpose	Funding	Eligible Projects	Eligible Applicants	Evaluation Criteria	Website
<p>This program provides access to economic development sites which qualify for the program, and fundable activities include improving an existing roadway, constructing a new roadway, or a combination of both.</p>	<p>\$500,000 in unmatched funding and \$150,000 in matched state funds disbursed annually to cities, towns, or counties, up to 20% of capital expenditures by the locality.</p>	<p>Eligible projects are those that provide adequate access to an economic development site to include improving an existing roadway, constructing a new roadway, or a combination of both.</p>	<p>County, town, or city.</p>	<p>Used to attract investment for economic development projects considered either new or significantly expanding. Eligibility is limited to those establishments specializing in manufacturing or research and development, or distribution centers, processing centers, corporate headquarters, and regional service centers. Civic institutions including hospitals, libraries, schools, airports, residential developments, shopping centers, lodging establishments, places of worship, armories, professional offices, office buildings intended for speculation, and apartment buildings are excluded.</p>	<p>http://www.virginiadot.org/business/local-assistance-access-programs.asp</p>

Airport Access					
Purpose	Funding	Eligible Projects	Eligible Applicants	Evaluation Criteria	Website
The intent of this program is the provision of adequate access to public use airports, to include construction of a new roadway, improvement of an existing roadway, or a combination of both.	Limit of \$500,000 unmatached or \$150,000 matched (total of \$650,000) per fiscal year.	Design and construction of new or expanded roadways to provide adequate access for licensed airports intended for public use.	The governing body of a town, city, or county.	Funding to be used for roadway design and construction to include stormwater and drainage appurtenances directly associated with the road. Funding may not be used to acquire environmental permits, utility relocation, or for right of way acquisition.	http://www.virginiadot.org/business/local-assistance-access-programs.asp

Recreational Access					
Purpose	Funding	Eligible Projects	Eligible Applicants	Evaluation Criteria	Website
The purpose of this program is the provision of access to historic or recreation areas owned by the Commonwealth or by localities for use by motor vehicles and bicycles, via construction of new or upgraded facilities.	\$400,000 for state-owned facilities, or \$250,000 for those facilities owned by localities. An additional \$100,000 will be provided if the amount is matched dollar for dollar.	Eligible projects include roads for motor vehicles in combination with bicycle facilities, or separate bicycle facility which must link the historic or recreation area with an existing bicycle route or bikeway.	The governing body of a town, city, or county.	Funds must be used for facility engineering and construction, and cannot be used for utility relocation or right of way acquisition.	http://www.virginiadot.org/business/local-assistance-access-programs.asp

Source: Virginia Department of Transportation (VDOT)