

# 2045 Long Range Transportation Plan

## Appendix A: 2045 Vision List Projects

PROJECT ID	JURISDICTION	PROJECT NAME	PROJECT DESCRIPTION	TYPE	COST ESTIMATE (2020)
<b>Augusta County</b>					
F-5	Augusta	WWRC Long-term Access Improvements	3,700 feet of new alignment, 2-lane roadway with a shared use path to connect US 250 to the WWRC Campus	New Location	\$16,115,700
F-12	Augusta	Augusta/F-12 VA 631 (Ladd Rd) from VA 608 (Tinkling Spring Rd) to US 340 (Stuarts Draft Highway)	Upgrade to 2-lane rural secondary road standards, including bike and pedestrian facilities from Rt 608 to US 340. Includes a shared use path.	Corridor	\$29,881,375
F-16	Augusta	VA 608 (Long Meadow Rd) from US 250 to the northern boundary of MPO	Upgrade to 2-lane urban secondary road standards including bike and pedestrian facilities.	Corridor	\$24,832,000
F-18	Augusta	Augusta/F-18 VA 285 (Tinkling Spring Rd) from Wilson Blvd (VA 625) to US 250 (Jefferson Hwy)	Upgrade to a 3-lane arterial (center left turn lane), with 12-foot travel lanes, curb and gutter, sidewalks, and multi-use paths provided.	Corridor	\$14,450,100
F-20	Augusta	Augusta/F-20 Goose Creek Greenway from Staunton to Waynesboro	Construct a multi-use path along Goose Creek and connect to Waynesboro greenway system	Bicycle Pedestrian	\$15,248,125
J-1	Augusta	Augusta/J-1 VA 613 (Old Greenville Rd) from Southern Corporate Limits of Staunton to VA 871 (Cochrans Mill Rd)	Upgrade to 2-lane urban secondary road standards with turn lanes	Corridor	\$28,518,000

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PROJECT ID	JURISDICTION	PROJECT NAME	PROJECT DESCRIPTION	TYPE	COST ESTIMATE (2020)
SD-1	Augusta	Augusta/SD-1VA 635 (Kindig Road/Augusta Farms/Ramsey Rd) from US 340 (Stuarts Draft Hwy) to VA 637 North (Jericho Road)	Upgrade to 2-lane rural secondary road standards including bike and pedestrian facilities.	Corridor	\$34,735,750
SD-3	Augusta	Augusta/SD-3 SR 610 (Howardsville Turnpike) from SR 660 (Lake Road) to SR 855 (Mill Creek Lane)	Upgrade to 2-lane rural secondary road standards including reconstruction to improve horizontal and vertical alignment.	Corridor	\$398,560
SD-5	Augusta	Augusta/SD-5 VA 608 (Tinkling Spring Rd/Draft Avenue) from SR 610 (Howardsville Turnpike) to SR 635 (Augusta Farms Road/Ramsey Rd)	Upgrade to 2-lane urban secondary road standards with turn lanes, shared use path	Corridor	\$101,300,000
SD-8	Augusta	Augusta/SD-8 VA 633 (Patton Farm Rd) from VA 610 (Howardsville Turnpike) to VA 970 (Hall School Rd)	Upgrade to 2-lane rural secondary road standards including bike and pedestrian facilities.	Corridor	\$29,989,250
SD-14	Augusta	Draft Avenue Pedestrian Improvements - Stuarts Draft Highway to Cold Springs Road	Infill missing sections of sidewalk, provide ADA-compliant crossings, provide pavement markings to delineate bicycle lanes/sharrows, pedestrian crossings and designated parking spaces, and construction of approximately 3,700 feet of sidewalk from the RR crossing south to Cold Springs Rd	Bicycle Pedestrian	\$4,055,000
SD-20	Augusta	Stuarts Draft - South River Greenway	Install approximately a 7.5-mile greenway that connects Johnson Drive to Patton Farm Road along the South River and Wayne Avenue	Bicycle Pedestrian	\$8,060,000
V-6	Augusta	VA 612 (Quicks Mill/Laurel Hill Rd) from US 11 to West Amber Rd	Add a raised median with directional openings from US 11 to Adams Dr. Add turn lane improvements east of I-81 to W. Amber Rd.	Corridor	\$320,000

## Staunton



112 MacTanly Place  
Staunton, VA 24401

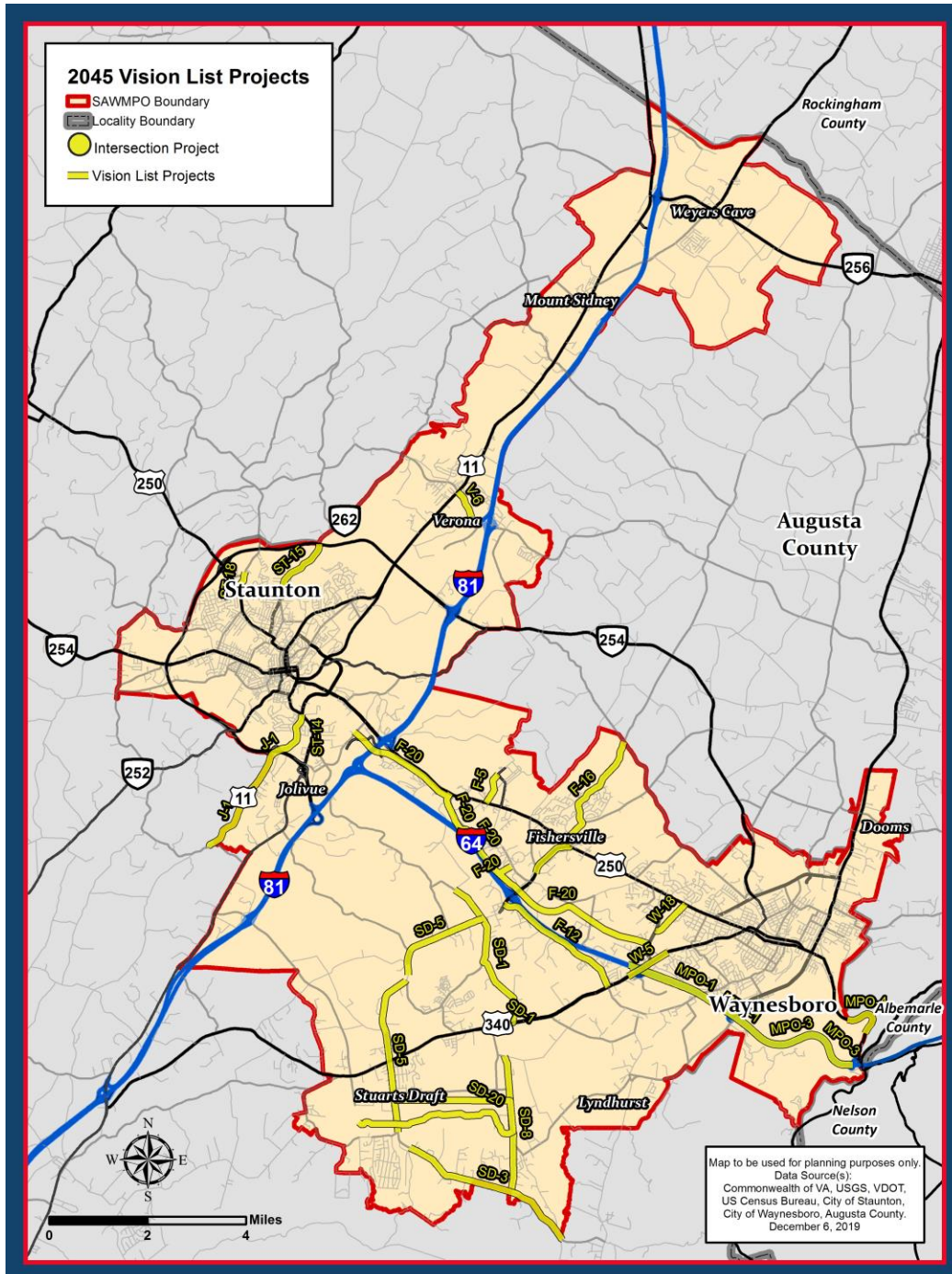
Phone (540) 885-5174  
Fax (540) 885-2687

[SAWMPO.org](http://SAWMPO.org)

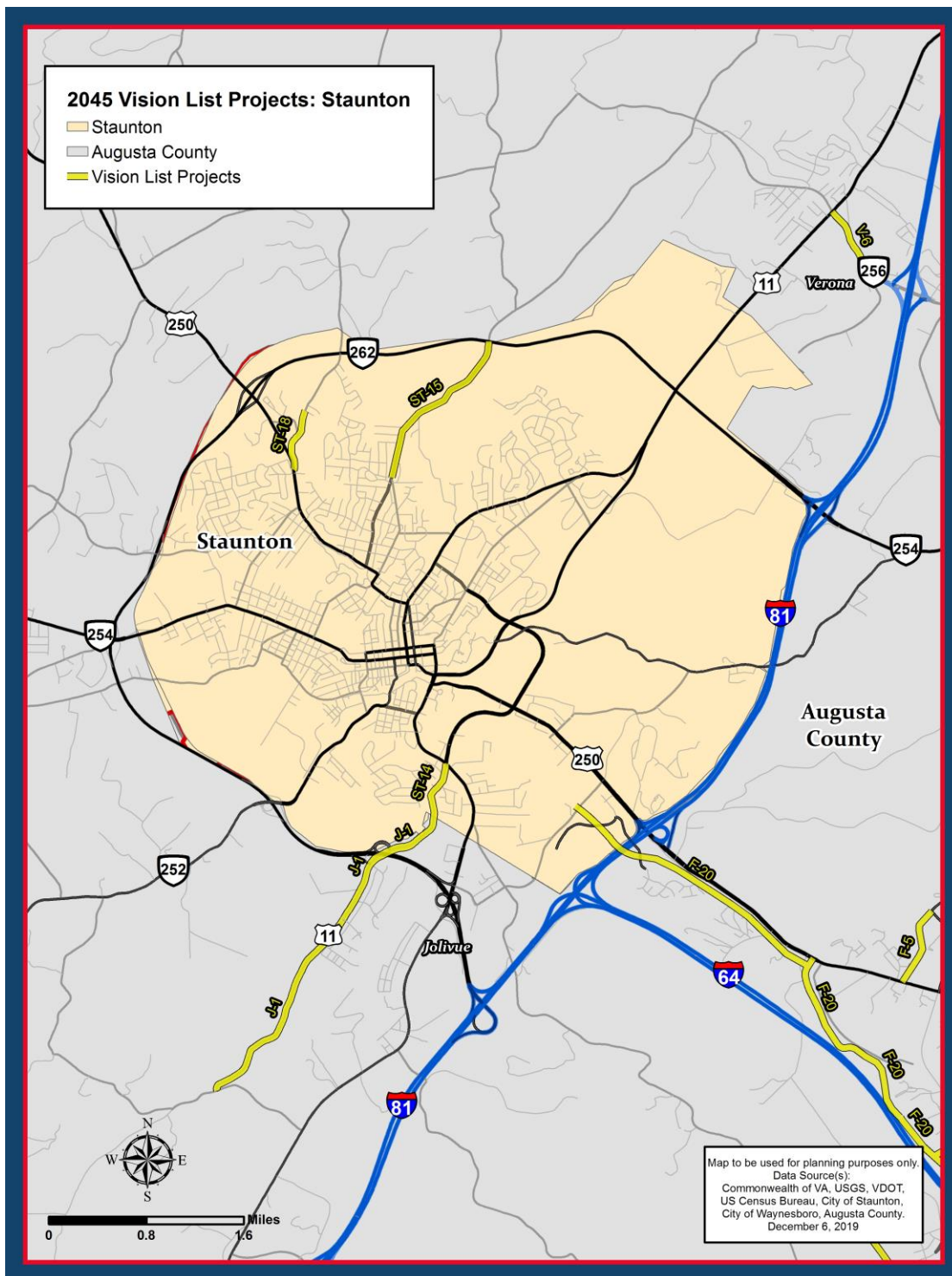
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PROJECT ID	JURISDICTION	PROJECT NAME	PROJECT DESCRIPTION	TYPE	COST ESTIMATE (2020)
ST-14	Staunton	VA 613 (Old Greenville Rd) from Southern Corporate limits of Staunton to US 11 (Greenville Ave)	Reconstruct to current urban 2-lane design standards	Corridor	\$5,505,720
ST-15	Staunton	ST-15 Spring Hill Rd from Donoghue St to NCL of Staunton	Reconstruct to current urban 2-lane design standards	Corridor	\$16,296,000
ST-18	Staunton	ST-18 Englewood / Shutterlee Mill Road	Construct sidewalks, curb and gutter, improve geometry at Englewood / Churchville and Englewood/Shutterlee Mills intersections	Corridor	\$1,030,000
<b>Waynesboro</b>					
W-18	Waynesboro	Bookerdale Rd from Main St to Lew Dewitt Blvd	Reconstruct culvert and widen roadway to two lanes to match existing section to the north and south. Will add sidewalks.	Corridor	\$1,691,500
<b>MPO</b>					
MPO-1	Waynesboro	I-64 from West Corporate limits of Waynesboro to East Corporate Limits of Waynesboro	Implement recommendations from 2020 I-64 Corridor Study for interstate and Exit 94 (scoring assumes widening in both directions to 3-lanes between Exits 94 and 96). Includes Exit 94 WB ramp widening.	Interstate	\$102,000,360
MPO-3	Augusta	I-64 from ECL of Waynesboro to US 250 (Exit 99)	Implement recommendations from 2020 I-64 Corridor Study for interstate and Exit 99 (scoring assumes eastbound TCL from Exit 96 to 99).	Interstate	\$50,470,613
MPO-4	Augusta	Crozet Tunnel Shared Use Path	Paved 10 ft path from Waynesboro City Limits to Tunnel western portal	Bike/Ped	\$5,000,000

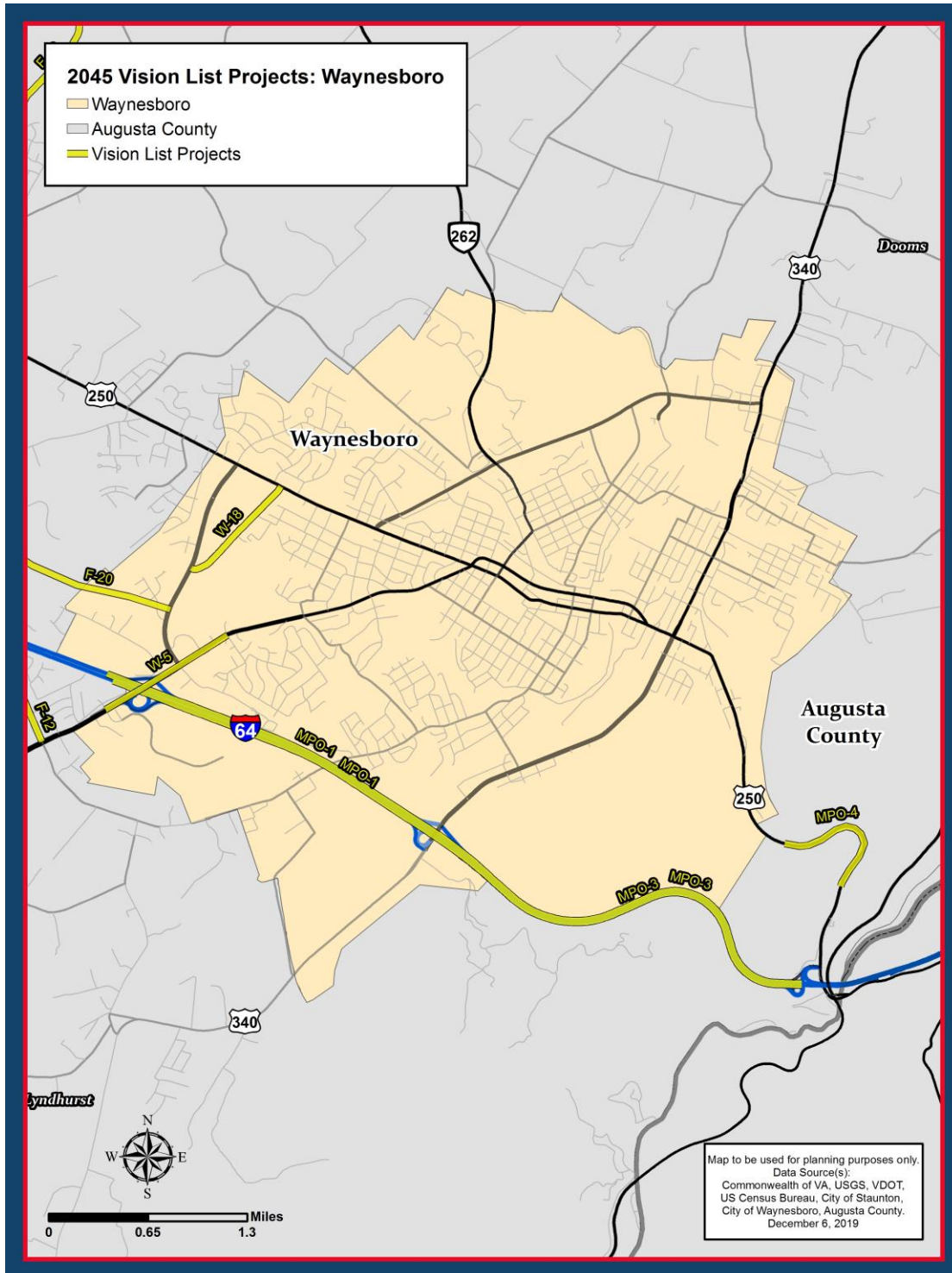
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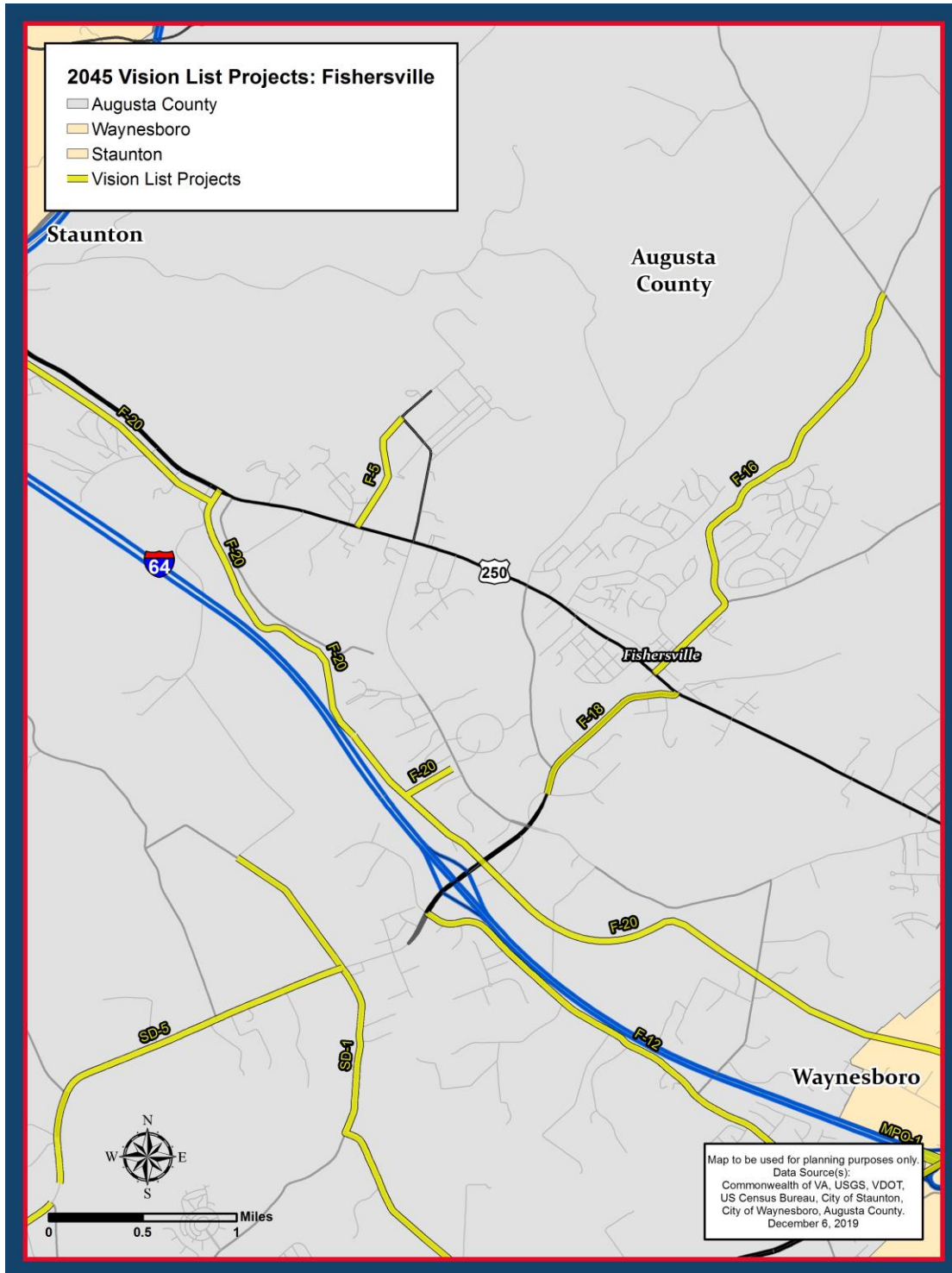
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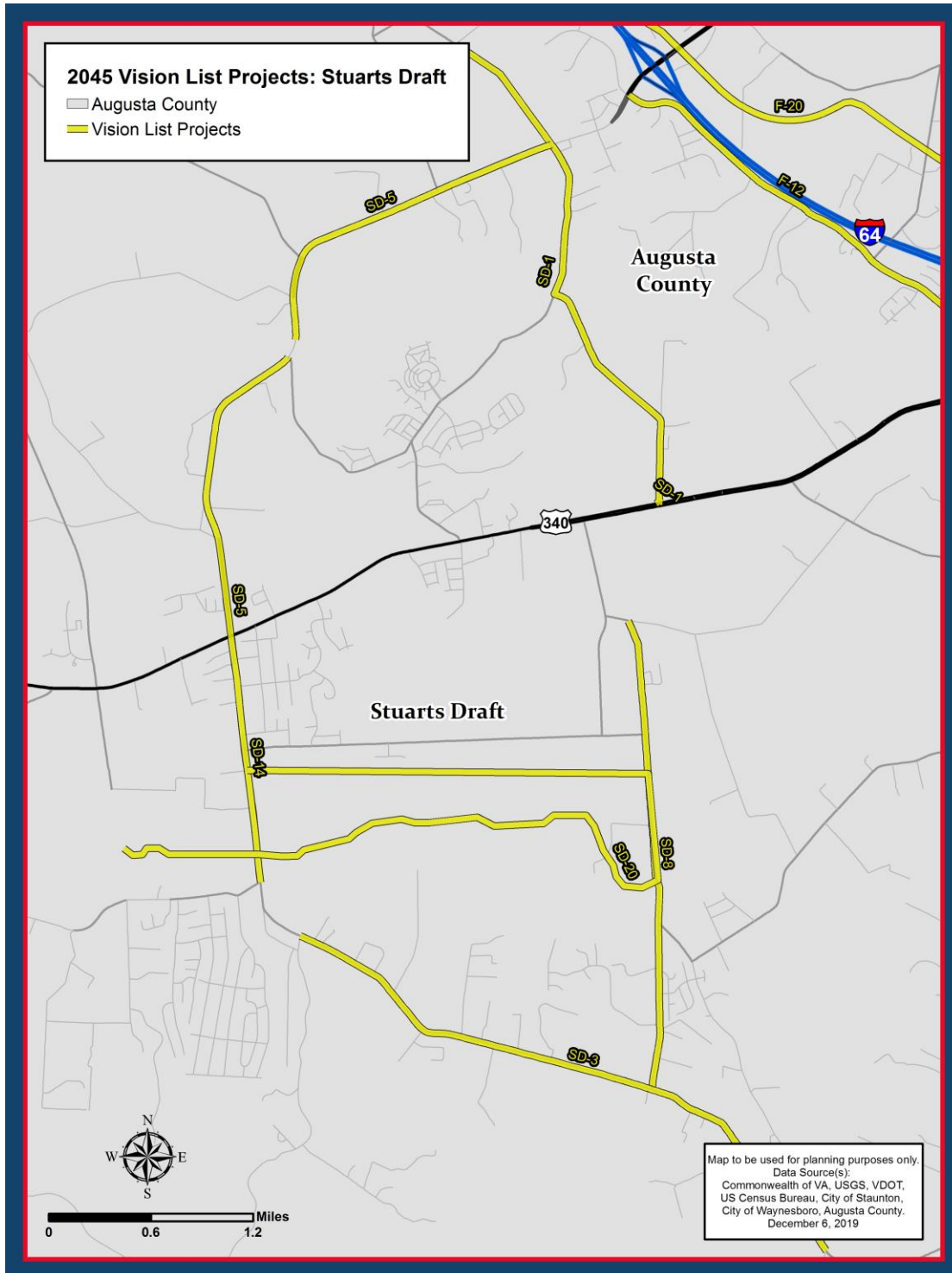
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## Appendix B: Projected Revenues by Funding Program

The Plan’s fiscal constraint is based on projected available revenues that reflect assumptions about funding programs such as SMART SCALE, TAP, Revenue Sharing, and the Phase 1 I-81 Improvement Program projects. Revenues for FY21 – FY25 (columns highlighted in green) are funds that have already been allocated in the SYIP, and represent actual funding available, while the Phase 1 I-81 Improvement funds have been allocated through FY27.

SAWMPO 2045 LRTP Projected Revenues													
Funding Program	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033
Interstate 81 Improvement Program	\$22,753	\$37,752	\$39,865	\$51,298	\$52,820	\$37,290	\$37,290	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
District Grant Program	694	2,266	11,697	5,302	4,368	1,831	1,677	1,594	1,555	1,455	1,333	1,273	1,188
High Priority Projects	2,153	3,016	1,587	0	0	1,831	1,677	1,594	1,555	1,455	1,333	1,273	1,188
Transportation Alternatives	478	256	256	300	300	300	300	300	300	300	300	300	300
Revenue Sharing	0	0	100	0	100	0	100	0	100	0	100	0	100
Highway Safety Improvement Program	0	0	0	0	0	150	0	150	0	150	0	150	0
State of Good Repair	300	0	0	71	66	61	56	53	52	49	45	43	41
	<b>\$26,378</b>	<b>\$43,290</b>	<b>\$53,505</b>	<b>\$56,970</b>	<b>\$57,654</b>	<b>\$41,465</b>	<b>\$41,101</b>	<b>\$3,691</b>	<b>\$3,561</b>	<b>\$3,409</b>	<b>\$3,112</b>	<b>\$3,040</b>	<b>\$2,816</b>

Funding Program	FY2034	FY2035	FY2036	FY2037	FY2038	FY2039	FY2040	FY2041	FY2042	FY2043	FY2044	FY2045	Total
Interstate 81 Improvement Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$279,068
District Grant Program	1,086	973	865	755	622	485	348	348	348	348	348	348	43,108
High Priority Projects	1,086	973	865	755	622	485	348	348	348	348	348	348	25,537
Transportation Alternatives	300	300	300	300	300	300	300	300	300	300	300	300	7,589
Revenue Sharing	0	100	0	100	0	100	0	100	0	100	0	100	1,200
Highway Safety Improvement Program	150	0	150	0	150	0	150	0	150	0	150	0	1,500
State of Good Repair	37	34	30	27	22	18	14	14	14	14	14	14	1,088
	<b>\$2,659</b>	<b>\$2,381</b>	<b>\$2,211</b>	<b>\$1,937</b>	<b>\$1,716</b>	<b>\$1,388</b>	<b>\$1,159</b>	<b>\$1,109</b>	<b>\$1,159</b>	<b>\$1,109</b>	<b>\$1,159</b>	<b>\$1,109</b>	<b>\$359,090</b>

## Appendix C: Project Evaluation Scoring

Description				Overall Project Scoring				Congestion Mitigation (15%)	Safety (24%)	Accessibility (14%)	Economic Development (28%)	Environment (12%)	Land Use (7%)
PROJECT ID	LOCALITY	PROJECT NAME	PROJECT DESCRIPTION	Rank	Project Benefit	Estimated Cost (2020)	Project Score	Weighted Factor Value	Weighted Factor Value	Weighted Factor Value	Weighted Factor Value	Weighted Factor Value	Weighted Factor Value
W-5	Waynesboro	Rosser Ave Corridor Improvements	Implement 2017 corridor study recommendations for the corridor from Shenandoah Village Drive to Tiffany Drive	1.0	53.2	\$845,775	628.8	3.9	21.0	5.7	9.5	8.3	4.8
ST-22	Staunton	Greenville Avenue / Statler Road / Ritchie Blvd Intersection Safety Improvements	At Statler: Extend existing island and signalize westbound right turn. Replace span wire with mast arms. Install crosswalks with pedestrian phasing. Install a sidewalk on the east side of US 11 between Amherst Road and Statler Boulevard. Install a raised median and extend to Ritchie Boulevard. At Ritchie Blvd: Install median to restrict left turns out of Ritchie Boulevard onto US 11.	2.0	37.1	\$645,360	574.4	1.2	12.2	3.8	8.3	7.4	4.2
ST-21	Staunton	Greenville Avenue / Coalter Street / Commerce Road Intersection Improvements	Short Term: eliminate eastbound left turn/through movement and allow right turns only. Signalize right turns. The eastbound through and left turning vehicles will make a right onto US 11 southbound and then a U-turn at Richmond Avenue intersection	3.0	34.2	\$800,000	427.0	0.0	13.7	3.0	7.0	6.4	4.1
ST-24	Staunton	Greenville Avenue Safety / Multimodal Access Improvements (Barterbrook Road to Amherst Road)	Orchard Hill Road: Close north driveway to Hertz on the west side of Greenville Avenue. Directional median opening. Install median at Orchard Hill Road to restrict left turns from auto dealership. Barterbrook Road: Restrict right turns from the CVS Pharmacy to Greenville Avenue. Dedicated right turn lane and extend it to the intersection approach. Change side streets' split phase to concurrent phase.	4.0	38.3	\$1,168,935	327.4	1.0	6.8	6.3	11.9	8.3	3.9

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Description				Overall Project Scoring				Congestion Mitigation (15%)	Safety (24%)	Accessibility (14%)	Economic Development (28%)	Environment (12%)	Land Use (7%)
ST-23	Staunton	Greenville Avenue Safety / Multimodal Access Improvements (Ritchie Blvd to Richmond Road)	Road diet with Intermittent median closures. Provide bike lanes on both sides of US 11. Install pedestrian refuge for crossing at Gay St.	5.0	42.1	\$1,540,220	273.3	1.3	13.5	4.3	8.3	10.4	4.1
ST-20	Staunton	Richmond Road / Frontier Drive Operational / Safety / Access Management Improvements	Additional southbound and eastbound left turn lanes at Richmond Road and Frontier Drive. Close driveways, relocate crosswalks and implement access management on Frontier Drive at Lowes and Sheetz entrances	6.0	25.8	\$1,733,000	148.9	0.0	13.0	3.0	3.8	3.0	3.2
F-4	Augusta	Augusta/F-4 US 250 (Jefferson Highway) at VA 792 (Sangers Lane/Brand Station Road)	Intersection improvements to add pedestrian signal heads, crosswalks, and formalized transit stops with supporting sidewalks to the existing signalized intersection.	7.0	20.6	\$1,442,000	142.7	1.0	0.7	3.4	0.7	9.9	4.9
F-7	Augusta	US 250 (Jefferson Highway) STARS Study Improvements	Addition of a raised median, sidewalk (one side), revision of signal phasing and systemic signal safety and operational improvements from the western corporate limits to Goose Creek Rd/Old White Bridge Rd	8.0	27.0	\$1,900,000	142.1	1.3	3.4	2.3	3.5	10.0	6.6
W-3	Waynesboro	W-3 Delphine Ave (VA 340) at Hopeman Pkwy	Realign eastbound and westbound approaches and incorporate westbound approach into the signal control. Will add sidewalk facilities.	9.0	21.2	\$1,504,200	141.0	1.0	3.5	1.8	1.9	7.1	5.9
W-20	Waynesboro	West Broad Corridor Improvements	Access management and pedestrian improvements along the full length of Broad Street from East Main Street to Rosser Avenue/West Main Street. This project will include installation of medians, sidewalk repair, filling sidewalk gaps, and improving crossings.	10.0	46.6	\$3,500,000	133.3	2.4	11.5	6.9	10.6	9.3	6.0
MPO-2	Augusta	US 250 / I-81 Exit 222 Interchange Ramp Improvements	Richmond Road Corridor Study North and Southbound Ramp Improvements	11.0	40.0	\$3,411,000	117.3	0.0	1.1	8.4	20.4	8.2	2.0

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Description				Overall Project Scoring				Congestion Mitigation (15%)	Safety (24%)	Accessibility (14%)	Economic Development (28%)	Environment (12%)	Land Use (7%)
J-3	Augusta	US 11 improvements from Christian's Creek Road to Staunton Corporate Limits	Shoulder widening from Christian's Creek Road to Rolling Thunder Ln. Convert Rolling Thunder Ln. to right in and right out. Install an overhead sign in advance of the Rt. 262 northbound on-ramp. Extend median and install straight through green arrow on the NB approach at intersection with Frontier Drive. Directional median opening at Payne Lane.	12.0	35.8	\$3,117,975	114.8	1.9	10.4	1.5	8.0	7.4	6.6
ST-19	Staunton	Richmond Road / Crossing Way Shared Use Path Project	Shared use path on US 250 (Richmond Road) from Frontier Drive to Crossing Way with supporting crossing improvements at signalized intersections. Add shared use way along Crossing Way to roundabout.	13.0	19.3	\$1,719,000	112.3	1.6	0.0	3.2	4.5	7.3	2.7
W-17	Waynesboro	West Main Corridor Improvements	Access management and pedestrian improvements along West Main Street from Hopeman Parkway to Lew Dewitt Boulevard. This project will include medians, restriping, and sidewalk repair and installation to increase safety and accessibility on West Main Street.	14.0	49.0	\$5,200,000	94.3	3.5	17.5	6.7	5.5	10.0	5.8
SD-19	Augusta	Howardsville Turnpike/Hodge Street Pedestrian improvements	Install sidewalk along Howardsville Turnpike and Hodge Street with upgrades signal head	15.0	14.6	\$1,700,000	86.1	0.1	0.0	0.5	0.8	7.3	6.0
ST-8	Staunton	George Cochran Parkway Extension	Construct new two-lane curb and gutter facility from current terminus of George Cochran Parkway at the roundabout to S. Frontier Drive. Will include shared use path per Greenway and Bike Ped Plans	16.0	45.0	\$5,313,000	84.7	3.8	8.4	2.4	16.1	9.1	5.0
ST-25	Staunton	Commerce Road Road Diet and Shared Use Path	Reduce Commerce Road to 2-lane section between Greenville Ave and Statler Boulevard. Construct 10-ft wide shared use path on north side of the road as part of planned Greenway network	17.0	15.8	\$2,332,428	67.7	0.4	3.5	1.3	2.7	3.4	4.5
SD-18	Augusta	Cold Springs Road Pedestrian Improvements	Installation of sidewalk along Cold Springs from Draft Avenue to Horseshoe Circle	18.0	16.3	\$2,440,000	66.8	0.2	0.0	0.5	1.5	7.3	6.8

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Description				Overall Project Scoring				Congestion Mitigation (15%)	Safety (24%)	Accessibility (14%)	Economic Development (28%)	Environment (12%)	Land Use (7%)
WC-2	Augusta	VA 256 (Weyers Cave Road) from I-81 NB ramp and Triangle Drive	Improve Weyers Cave Road (Rt. 256) from the northbound I-81 ramps to Triangle Drive by adding a median, turn lanes and a shared use path. Project includes the construction of a new park and ride facility.	19.0	30.3	\$4,950,000	61.3	2.5	4.5	4.4	6.1	10.8	2.0
SD-16	Augusta	Wayne Avenue Pedestrian Improvements - Draft Avenue to Patton Farm Road	New and upgraded sidewalk from Draft Ave to Crestview Drive, and installation of a greenway or multi-use path from Crestview Drive to Patton Farm Road	20.0	21.2	\$3,730,000	56.7	0.5	2.3	1.0	5.3	9.1	2.9
SD-14	Augusta	Draft Avenue Pedestrian Improvements - Stuarts Draft Highway to Cold Springs Road	Infill missing sections of sidewalk, provide ADA-compliant crossings, provide pavement markings to delineate bicycle lanes/sharrows, pedestrian crossings and designated parking spaces, and construction of approximately 3,700 feet of sidewalk from the RR crossing south to Cold Springs Rd	21.0	20.7	\$4,055,000	51.1	1.5	1.9	2.4	2.3	8.9	3.8
W-7	Waynesboro	Lew Dewitt/Rosser Connector	New roadway construction for road to connect to Rosser Ave (via Tiffany Drive) and Lew Dewitt Blvd near Bookerdale Road. Will add Bike, Sidewalk, and greenway facilities.	22.0	55.3	\$11,500,000	48.1	6.0	5.3	11.9	14.7	11.7	5.8
SD-12	Augusta	Augusta/SD-12 VA 909 (Johnson Rd) from current southern terminus to VA 608 (Cold Springs Rd)	Upgrade to 2-lane urban secondary road standards with turn lanes and a shared use path	23.0	43.6	\$9,229,545	47.3	8.7	9.4	2.6	11.7	8.7	2.6
ST-14	Staunton	ST-14 VA 613 (Old Greenville Rd) from Southern Corporate limits of Staunton to US 11 (Greenville Ave)	Reconstruct to current urban 2-lane design standards	24.0	22.3	\$5,505,720	40.5	0.0	2.8	2.0	7.8	5.7	4.0
V-6	Augusta	VA 612 (Quicks Mill/Laurel Hill Rd) from US 11 to West Amber Rd	Add a raised median with directional openings from US 11 to Adams Dr. Add turn lane improvements east of I-81 to W. Amber Rd.	25.0	37.2	\$9,243,930	40.2	0.0	9.5	2.5	16.4	5.7	3.2
SD-20	Augusta	Stuarts Draft - South River Greenway	Install approximately a 7.5-mile greenway that connects Johnson Drive to Patton Farm Road along the South River and Wayne Avenue	26.0	29.4	\$8,060,000	36.5	0.7	2.3	1.7	14.2	7.3	3.3

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Description				Overall Project Scoring				Congestion Mitigation (15%)	Safety (24%)	Accessibility (14%)	Economic Development (28%)	Environment (12%)	Land Use (7%)
F-20	Augusta	Augusta/F-20 Goose Creek Greenway from Staunton to Waynesboro	Construct a multi-use path along Goose Creek and connect to Waynesboro greenway system	27.0	47.1	\$15,248,125	30.9	7.5	0.6	10.7	15.3	9.0	4.1
MPO-4	Augusta	Crozet Tunnel Shared Use Path	Paved 10 ft path from Waynesboro City Limits to Tunnel western portal	28.0	17.1	\$5,574,492	30.7	2.6	0.3	2.0	0.4	9.1	2.7
F-5	Augusta	WWRC Long-term Access Improvements	3,700 feet of new alignment, 2-lane roadway with a shared use path to connect US 250 to the WWRC Campus	29.0	41.6	\$14,200,000	29.3	2.8	1.7	5.8	15.2	11.7	4.5
F-18	Augusta	Augusta/F-18 VA 285 (Tinkling Spring Rd) from Wilson Blvd (VA 625) to US 250 (Jefferson Hwy)	Upgrade to a 3-lane arterial (center left turn lane), with 12-foot travel lanes, curb and gutter, sidewalks, and multi-use paths provided.	30.0	31.2	\$14,450,100	21.6	1.9	0.5	4.7	11.1	9.1	3.9
F-12	Augusta	Augusta/F-12 VA 631 (Ladd Rd) from VA 608 (Tinkling Spring Rd) to US 340 (Stuarts Draft Highway)	Upgrade to 2-lane rural secondary road standards, including bike and pedestrian facilities from Rt 608 to US 340. Includes a shared use path.	31.0	38.8	\$29,881,375	13.0	1.4	2.5	3.6	15.3	9.0	7.0
F-16	Augusta	Augusta/F-16 (includes old F-10) VA 608 (Long Meadow Rd) from US 250 to the northern boundary of MPO	Upgrade to 2-lane urban secondary road standards including bike and pedestrian facilities.	32.0	30.9	\$24,832,000	12.4	0.8	13.4	1.4	2.8	8.9	3.6
SD-1	Augusta	Augusta/SD-1VA 635 (Kindig Road/Augusta Farms/Ramsey Rd) from US 340 (Stuarts Draft Hwy) to VA 637 North (Jericho Road)	Upgrade to 2-lane rural secondary road standards including bike and pedestrian facilities.	33.0	37.9	\$34,735,750	10.9	1.0	12.1	1.5	7.3	9.0	7.0
SD-8	Augusta	Augusta/SD-8 VA 633 (Patton Farm Rd) from VA 610 (Howardsville Turnpike) to VA 970 (Hall School Rd)	Upgrade to 2-lane rural secondary road standards including bike and pedestrian facilities.	34.0	27.5	\$29,989,250	9.2	0.9	6.6	2.4	5.5	7.9	4.1
ST-18	Staunton	ST-18 Englewood / Shutterlee Mill Road	Construct sidewalks, curb and gutter, improve geometry at Englewood / Churchville and Englewood/Shutterlee Mills intersections	35.0	7.7	\$10,567,087	7.3	0.3	0.3	0.6	0.0	4.1	2.4
J-1	Augusta	Augusta/J-1 VA 613 (Old Greenville Rd) from Southern Corporate Limits of Staunton to VA 871 (Cochrans Mill Rd)	Upgrade to 2-lane urban secondary road standards with turn lanes	36.0	20.3	\$28,518,000	7.1	0.0	3.8	0.5	4.5	4.6	6.9

Description				Overall Project Scoring				Congestion Mitigation (15%)	Safety (24%)	Accessibility (14%)	Economic Development (28%)	Environment (12%)	Land Use (7%)
SD-3	Augusta	Augusta/SD-3 SR 610 (Howardsville Turnpike) from SR 660 (Lake Road) to SR 855 (Mill Creek Lane)	Upgrade to 2-lane rural secondary road standards including reconstruction to improve horizontal and vertical alignment.	37.0	12.0	\$19,655,400	6.1	0.0	0.2	1.0	3.8	5.3	1.7
SD-5	Augusta	Augusta/SD-5 VA 608 (Tinkling Spring Rd/Draft Avenue) from SR 610 (Howardsville Turnpike) to SR 635 (Augusta Farms Road/Ramsey Rd)	Upgrade to 2-lane urban secondary road standards with turn lanes, shared use path	38.0	58.3	\$101,300,000	5.8	5.7	8.7	8.8	20.4	9.0	5.6
ST-15	Staunton	ST-15 Spring Hill Rd from Donoghue St to NCL of Staunton	Reconstruct to current urban 2-lane design standards	39.0	7.0	\$16,296,000	4.3	0.0	2.1	1.2	1.5	0.5	1.8

## Appendix D: Public Comment

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August 23, 2019 Stakeholder Session

### Group 1

#### *Safety*

- 250 Waynesboro
- Urban centers in general
- Water can in Staunton
- West Beverly Street, 262, Grubert Avenue
- Shelburne Middle School safety and circulation concerns
- Frontier and 250, Statler and 250 exclusive right turn
- Demand at 250 and 81 will go up and safety will go down
- Staunton access management and bike-ped improvements need to increase
- At grade rail crossing safety near Hal, Bulling Street; Buckingham Branch recommends closure and the city is open to the idea; trucks get struck on crossing (2 fatalities on B&B railroads could perhaps warrant more ped restrictions?)

#### *Congestion*

- 250 and 64 exit, restrict trucks?
- No Afton Mountain downhill passing lane, problems at intersection of 250 and Route 6
- Need signals at Greenville Avenue or Gypsy Hill Park
- Would a new interchange between 254 and 81 make sense?

#### *Access and Mobility*

- Ride hailing in rural areas as alternative to paratransit
- General need for bike-ped in Staunton, witness increased demand

#### *Economic Development*

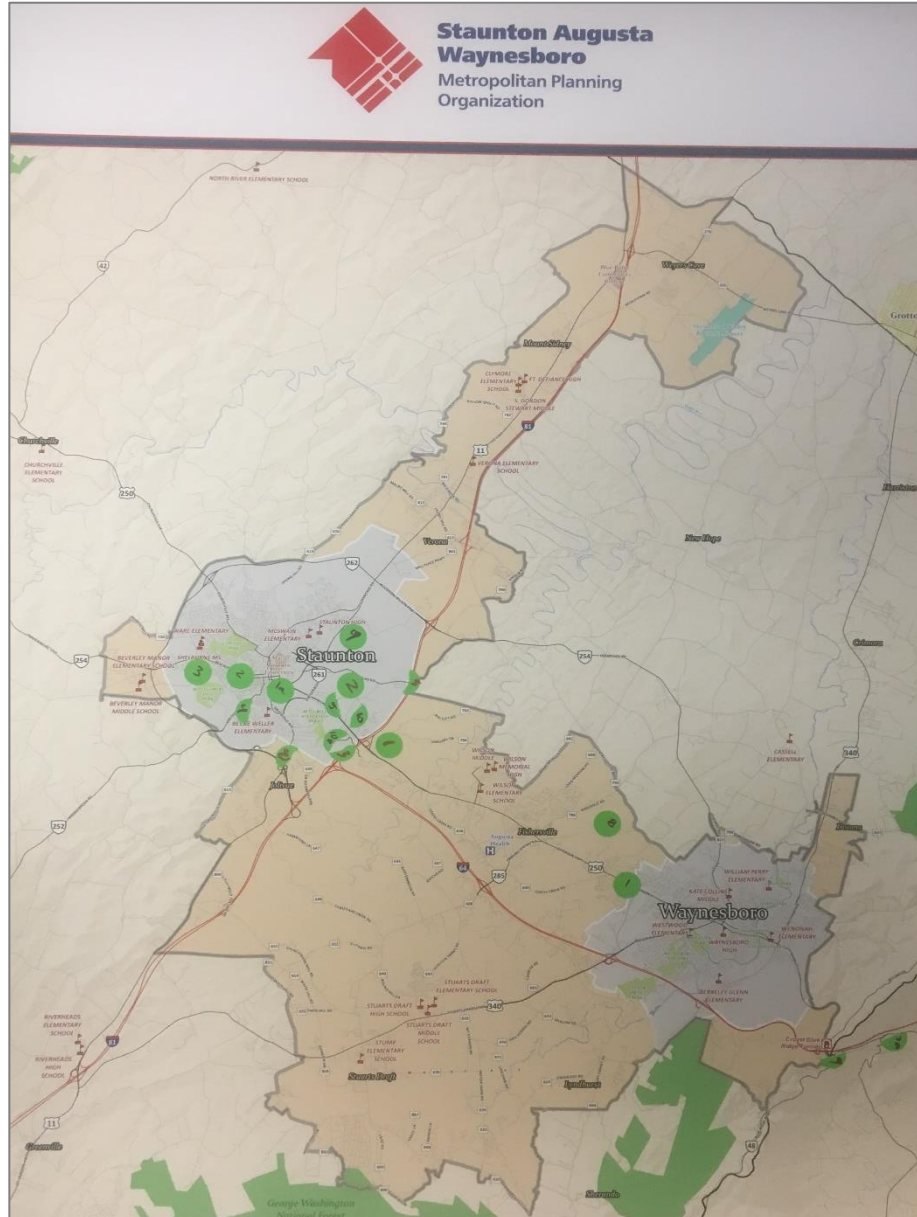
- Crossing Way Extension to National Road
- Look at peds crossing railroad
- Development at Staunton Crossing is key to area growth – this is in B&B master plan
- Staunton Crossing jobs are increasing and will need better access and circulation, the only B&B railroad opportunity for industrial growth or RR spur



# 2045 Long Range Transportation Plan

## Group 2

Map from Group 2 at the August 23 Stakeholder Meeting



### Safety

- PED connections at BRCC
- Lack of multimodal facilities on most major roads
- Substandard shoulders for bike/traffic mix (Spring Hill)
- Improved pavement marking and signage (see Harrisonburg)
- Lane drops
- Wayfinding and lighting
- Look at SRTS coordinators for Augusta and Staunton (see Waynesboro)

# 2045 Long Range Transportation Plan

- Overbuilt infrastructure opportunities for repurpose on US 11, 250, 340 for Bike/ped and for gateways
- Incomplete sidewalk network in urban areas (Mary Baldwin) and to public schools (ped crossings/gaps in network)

## *Congestion*

- Local pinch points and bottlenecks are:
- Entering Staunton (11 and 250/railroad tunnel; exit 222 as development occurs)
- Kate Collins Middle (school rush and trucks)
- Exit 235 BRCC
- Exit 94 Waynesboro (backs up on mainline and there are inadequate bridges)
- 81/64 operations following 81 improvement plan

## *Access/mobility*

- School access set up for auto access only
- Transit improvement/routing/schedule/ getting to BRCC and looking for efficiency improvements
- There's a similar safety need for bike/ped
- Airport connection to BRITE
- BRITE stop improvements (pullouts, amenities) and connections to sidewalks
- Connection local bike/walk with greenway network with Crozet tunnel (access and tourism)
- Intercity service from C'ville to Harrisonburg (SRTS Coordinators)
- Explore rail passenger improvements from the Valley to DC (tourism, teleworking)
- Improved outer access around Waynesboro and 262

## *Economic Development*

- PnR Fishersville
- Impacts on autonomous vehicles and trucking
- More rail and trucking opportunities
- Impacts on airport growth and economic access boost for region, but minimize risk of sprawl
- Using bike/ped infrastructure to increase economic development (health and lifestyle; expand routes into rural areas)
- Address bottlenecks: exit 235/access to airport; exit 94/access to Stuarts Draft (secondary route from Exit 96)
- Better access and mode choice west Staunton and East Waynesboro (elderly, regional activity centers)

## **Group 3**

### *Safety*

- Heal on collisions
- Distracted driving
- Passing lanes
- US 250 and W Main in Waynesboro closing TWLTLs
- I-81 incidents and constructions traffic diversion
- Bus stops out of travel lanes on higher-speed roadways

# 2045 Long Range Transportation Plan

- Bike/ped accessibility
- Peds on Frontier Avenue

## *Congestion*

- Low Dewitt/Rosser
- WWRC/250 exit 94
- US 340 built out to Waynesboro and Stuarts Draft
- Exit 99/US250 East with commuters and tourists
- Exist 235 if mega site develops

## *Accessibility and Mobility*

- Fill SW gaps in Waynesboro and Staunton
- Connect Fishersville to Stuarts Draft with SUP
- Bring 250 Connector to downtown Waynesboro
- Crozet Tunnel Trail
- Ped connectivity to expand those who can access transit
- Staunton to Fishersville to Waynesboro Greenway Path (connect all activity nodes in the MPO for bike/ped)

## *Economic Development*

- Crozet Tunnel trail
- Capacity at 235 to save new large-scale industrial

## **Group 4**

### *Safety*

- Pedestrian connectivity and safety (Beverly street and to Augusta County Library)
- Safety for transit stops
- Public awareness and education
- Gypsy Hill Park no light or bike/ped
- Having enforcement areas
- 340/250 in Waynesboro and Staunton
- Wilson Complex 1 road in and out need secondary access road
- Emergency vehicles in rural areas and woodlands
- No connection between community plans such as comp plans, emergency, and transit plans

# 2045 Long Range Transportation Plan

August 23, 2019 Stakeholder Session

## Safety and Congestion

### *Bike/Ped Crossings and bike/ped infrastructure*

- Downtown Staunton sidewalk network is fragmented
- Downtown Waynesboro, especially the western side of the city, and along Lew Dewitt/Rosser Avenue corridor are areas where bike/ped infrastructure is lacking
- There are funding challenges to address this issue everywhere in the region
- Overall, the region needs a strategy to not only improve bike/ped infrastructure, but also at the same time reduce reliability on automobiles

### *Distracted driving*

- Prohibit text and cell phone use while driving
- Consider making this a legislative priority

### *Augusta County*

- Intersections a problem for safety
- BRCC and the exit are a growing concern
- Commuting on backroads is becoming more of a safety concern as the population increases

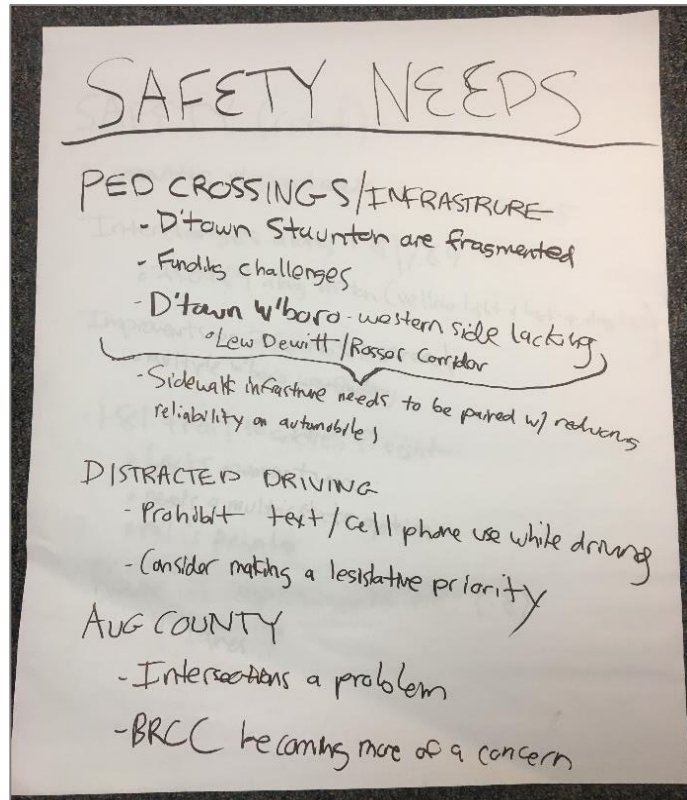
### *I-81*

- Interchanges along both interstates will likely need to be addressed in the future for safety and congestion concerns
- Specific example: I-64: 250 and I-64 along Afton
- Waynesboro needs improved wayfinding coming off of I-64 exits
- Lack momentum in creating a rail network parallel to 81 to increase freight movement and take pressure off the interstate
- Need a multi-state option as rail is private and across state lines
- Route 11 will likely need to be improved as traffic on I-81 continues to increase in volume, although it is unlikely the road could be expanded to four lanes

### **Access and Mobility**

- Road diets may be a viable solution to improve bike/ped connections

Notes from the September 4, 2019 Policy Board Work



# 2045 Long Range Transportation Plan

- As the population continues to age, a key emphasis should be placed on enhanced transit for the elderly
- Transit infrastructure improvements are needed for stops and sidewalk connections
- Must consider the implications of autonomous vehicles on transit
- The Fishersville/life core area is experience a growth in senior housing and should be a focus for future transit options that tie into the hospital

## **Economic Development**

- Better connectivity to the airport via transit and other modes should be a priority
- Interchanges along the interstates, specifically 235, need to be improved as both corridors grow
- Passenger rail connections to east-west, specifically to Charlottesville and points east, and connections north-south, specifically to DC and points north, could help attract employers and employees to settle in the area
- There is a need to increase reliability of passenger connections, with the Lynchburg/Roanoke connection cited as an example

# 2045 Long Range Transportation Plan

## Phase 2 Public Engagement Responses: ArcGIS Online Questionnaire, October 1 – 31, 2020

ID	Proposed Projects	Problem Projects	Missing Projects	Proposed Projects
1	None of the proposed projects affect the West end of Staunton and are therefore of no use to me		A very specific issue that needs to be addressed is widening Rt. 262 from 2 to 4 lanes throughout, which should have been done in the first place, it was shortsighted not to	disagree
2			The bridge at exit 235 is a bottleneck. It seems that's going to be addressed if there is the addition of turn lanes for the interstate ramps, but that wasn't fully clear. Otherwise, that bottleneck is going to get worse with the addition of a park and ride.  Additionally, if the park and ride's entrance aligns with Triangle Drive, a traffic light really needs to go in there. It is already difficult to get out of Triangle Drive at peak times.	neutral
3			The entrance ramp on I-64 (west-bound) at Exit 96 in Waynesboro has a very short merge lane into traffic. On a monthly basis I cannot get into traffic and end up over the rumble strips off the road before I can merge into traffic. It would be nice to extend the merge lane a hundred feet or so.	agree
4	The sidewalk system in Waynesboro is horrendous and should be examined by city officials using a stroller or mobility device. Attempt to go anywhere that you might need on wheels and you will quickly see the challenges. Sidewalks stop, there are not adequate ramps on existing sidewalks, there are large swaths connecting important areas with no sidewalks or pedestrian access. Even a paved area well off the road would be wonderful in connecting major shopping areas such as Walmart and Sharp Shopper. Why were these roads designed with no thought for pedestrians? The Greenway is wonderful, but not practical, as it can only really be used for recreation, and not actually getting anywhere. I lived for over 5 years in Europe, where practically every small town was accessible by some form of public transportation and where footpaths are common connecting major cities 30 miles apart. There is a lot of work to be done and I am excited that these issues are at least being addressed here.		Please see above.	neutral
5	I would like to see continued focus on sidewalk construction and making our area more pedestrian-friendly		I would like to see the development of a Rail to Trail system here in the SAW area	agree
6			I think that many of them are fine and good projects. Personally, I would be a HUGE fan of either widening the streets around Gypsy Hill park (and Montgomery) or putting in sidewalks. I live on Third St, and I would LOVE to feel safe enough to walk with my child to the park, or run	neutral

# 2045 Long Range Transportation Plan

## Phase 2 Public Engagement Responses: ArcGIS Online Questionnaire, October 1 – 31, 2020

ID	Proposed Projects	Problem Projects	Missing Projects	Proposed Projects
			on the roads, but with the blind curves, big hills and cars breaking the speed limit regularly, that's just not safe. But, I know that funds are limited and other areas also need work.	
7	Plans seem to address primary issues in major development areas. Need to enhance plan and funding for regional greenway system, which would improve community health and increase tourism opportunities.		Access and congestion along Fort Defiance Road at Fort Defiance School complex area. Additional improvements needed along Route 11 corridor, primarily from Staunton to Weyers Cave.	agree
8		F-7 I don't want the raised median from Aero drive to the motel. That would interfere with access to businesses along that corridor. The raised medians would also result in numerous U-turns by residents and patrons coming out of side roads.		strongly_disagree
9	Frontier dr between rt 1 and walmart is a disgrace, and a speedway between. Even most of the police do not observe the 25 mph speed limit between rt11 and bartgerbrook. We've been promised for over 30 years ti would be fixed...when?	Frontier dr between rt11 and barterbrook rd is a nightmare!		strongly_disagree
10			Please consider resurfacing routes 695, 694, 693, and 697 in Augusta County. The wear and tear on vehicles is ridiculous and even more so when you think that there are still miles of unpaved roads in Augusta County in 2020.	disagree
11	The proposed projects are a very good start, but they are not adequate for a 25 year plan.	Springhill Road improvements in Staunton. This is a good concept, but the price tag is too high. See comments below about several smaller projects that could have been included instead.	Staunton has an approved Bicycle and Pedestrian Plan as well as a draft Greenways Plan. Other than currently funded projects none of the concepts or projects are included in this 2045 vision. Adding even simple things like shoulder improvements necessary for bike lanes or the hundreds of intersections throughout the MPO area that need safety improvements for pedestrians would be worthwhile.	neutral
12		Would like to see more traffic circles used.	Would like to see a greenway from Staunton to the crozet tunnel.	agree
13		Unsure if the projects identified near the interstate interchanges are comprehensive enough. Especially around Weyers Cave, which experiences significant back-up in the morning and evening.		agree
14	For me, and many area residents, as well as for tourists to our area, more pedestrian walkways and paths and bicycling lanes would be the most useful. We are NOT a pedestrian and bicycle friendly place.		In Staunton, we have long needed, and long advocated for, a walking route with signage between Gypsy Hill Park and Betty Bell Mountain and/or the Frontier Culture Museum. This pedestrian bicycle-friendly route would serve both exercise and as a social artery for Staunton. This route, approximately seven miles would also be a big draw for tourists, especially younger ones with kids to entertain and	agree

# 2045 Long Range Transportation Plan

## Phase 2 Public Engagement Responses: ArcGIS Online Questionnaire, October 1 – 31, 2020

ID	Proposed Projects	Problem Projects	Missing Projects	Proposed Projects
			bicycle. We don't have anything like this in Staunton, and we lose out to other towns because of this.	
15	The focus is on widening and adding roads. I'd like to see more public transportation within the city limits of Staunton & Waynesboro and BETWEEN them. Bike lanes and sidewalks are more important to me than new roads		Staunton needs to be more 'walkable' - and one area is the 11 bypass on the east side of the city - it's almost dangerous to bike and impossible to walk - despite the fact that Bell's Lane is accessed by many walkers/bikers from it.	disagree
16	Need more transit options in and around Waynesboro, Waynesboro to Staunton, and Waynesboro to Charlottesville. Need to slow traffic's on 250 coming into Waynesboro.	Public transit, sidewalks were among the top identified. Bicycle paths were moderate level, however if you are improving sidewalks then bicycle paths would be equally valuable. Where there is limited public transit people generally use bicycles. So bicycle paths serve both a necessity need and and recreational need.	Public transit, sidewalks were among the top identified. Bicycle paths were moderate level, however if you are improving sidewalks then bicycle paths would be equally valuable. Where there is limited public transit people generally use bicycles. So bicycle paths serve both a necessity need and and recreational need. comment above	neutral
17	All of the projects that would meet my transportation needs for improved bicycle and pedestrian safety are in the Vision List category.	Adding the connector between Tiffany Drive and Bookerdale Road is going to make that stupid arrangement of parking lots and "roads" around Wal-Mart and Martin's a disaster area. It's already difficult to figure out when you're in a parking lot vs. a road and there are always cars stopped with flashers on, abandoned buggies, pedestrians everywhere, etc. Drivers blow through stop signs and the number of crashes in that area is just ridiculous. Adding a connector (and the recently approved development that it will reach) is just going to overwhelm an already congested and hazardous area.		disagree
18			I'm requesting that consideration be given to the long-range possibility of separate highways for eighteen-wheelers, semi-trucks and the like, that deliver food, gas, products and materials across the U.S., including Virginia, of course. Separate highways could provide safer driving experiences for truckers and passenger vehicles. Trucks carrying essential items could travel at a higher rate of speed to deliver their goods impacting delivery of items where time is of the essence. As the number of long-haul trucks increase due to population increase, it seems to be the right time to start planning. I'm hoping this suggestion fits in with the long-range planning.	agree
19	They're fine	No	Lots of traffic lights in the Staunton area do not function properly. Examples would be the one at N. Central and Churchville Ave. or the one at W. Beverley and Hays Ave. More side walks on West Beverley would also be key since many people walk from the Mission downtown.	neutral
20	I was excited to see the plans for sidewalks along Edgewood and Augusta in Staunton. These areas are in desperate need			agree



# 2045 Long Range Transportation Plan

## Phase 2 Public Engagement Responses: ArcGIS Online Questionnaire, October 1 – 31, 2020

ID	Proposed Projects	Problem Projects	Missing Projects	Proposed Projects
	of sidewalks. I would like to see more plans for bike lanes across the area.			
21	commuter options to Charlottesville would be an excellent addition. I would take it 3-5 days a week, if I could.			strongly_agree
22	There isn't enough information presented here for me to really understand what the projects are.		I saw better sidewalks mentioned but didn't see any specific plans. I live in Staunton and there are lots of residential areas and areas along main corridors, such as Augusta St, that really need more complete sidewalks. In some areas sidewalks simply end and then pick back up again. In others they simply don't exist. There are too many to list them all. A really thorough evaluation of sidewalks and improvements are needed. Staunton could be a very walkable city if residential areas within 20-30 minutes of downtown and parks had complete sidewalks to those areas.	neutral
23	These projects look helpful. But gosh, the price tags! Are there not federal funds, grants?	Beside improvements to highway 81, the projects seem fairly scattered. More information about how you selected these priorities might help. As a Staunton resident, I'd argue system improvements/changes must also consider FLOOD ABATEMENT, especially considering what happened in recent months. I worry about any increase in impermeable surface areas in and around Staunton.	You mention Brite transit. But this is the real need: more extensive public transit options. As a commuter to JMU in Harrisonburg (from Staunton), pre-pandemic, I used the BRCC north and south shuttles. But more direct and quick linkages would really help, and likely reduce traffic on 81 and 11. Light rail is probably too much to hope for, right? But at least a regional bus system that runs more direct, limited stop, longer-distance routes between Staunton and Harrisonburg, Staunton and SHD airport, Staunton and Waynesboro, Staunton and Charlottesville. I'd also like to see expanded Amtrak rail service connecting from Staunton.	agree
24	Please provide transit for WWRC clients and staff. Also, please provide transit to Charlottesville and Staunton.		Please provide transit to Cha	neutral
25	I think the projects listed address most current needs well. It's not too ambitious and spendthrift, and its grounded in current needs and future trends. Greenville avenue is a terror to traverse as a pedestrian. I wish I could take my toddler for ice cream at Kline's restaurant, but it's just too dangerous. I would love to see a future trail network in Staunton; that would be great for families. I think transportation decision makers in our region are keen on needs and trends, and will continue to address issues in growth areas, while also balancing the needs of older established and disadvantaged areas.	I have been a resident here for only a short time, and the needs I hear about in the media and community are addressed by the proposed projects, especially in regards to I-81and US-250. The needs not addressed are Staunton's West-end Connectivity, but that has been an issue for some time that seems to be out of the hands of transportation decision makers.	No, I like that vision projects are focused on growth areas and connectivity between locales. Great Job!	agree
26	There needs to be a traffic light at the end of King St and Hopeman Pkwy in Waynesboro and a marked crosswalk for all the people that live on the north side of Hopeman.		There needs to be a traffic light at the end of King St and Hopeman Pkwy in Waynesboro and a marked crosswalk for all the people that live on the north side of Hopeman.	neutral

# 2045 Long Range Transportation Plan

## Phase 2 Public Engagement Responses: ArcGIS Online Questionnaire, October 1 – 31, 2020

ID	Proposed Projects	Problem Projects	Missing Projects	Proposed Projects
	<p>Cars should not be allowed to park on the west side of South Wayne Avenue Between Main Street and Federal, it impedes vision when trying to cross. If not that, then there needs to be a light if they are going to allow people to continue to park there. I've almost been hit several times creeping out to cross, and everyone is going faster than they should be and the police don't seem to care.</p> <p>The underground culvert at Misty Hill Lane and Rockfish Road that empties into the South River has been clogged for several years now, causing a large depression on Rockfish Road that ices over in the winter causing several accidents. Also speed limit signs need to be put up because there are too many cars going over 30 which is the posted limit from Hopeman to Baynes because of the narrow road and curves.</p>		<p>Cars should not be allowed to park on the west side of South Wayne Avenue Between Main Street and Federal, it impedes vision when trying to cross. If not that, then there needs to be a light if they are going to allow people to continue to park there. I've almost been hit several times creeping out to cross, and everyone is going faster than they should be and the police don't seem to care.</p> <p>The underground culvert at Misty Hill Lane and Rockfish Road that empties into the South River has been clogged for several years now, causing a large depression on Rockfish Road that ices over in the winter causing several accidents. Also speed limit signs need to be put up because there are too many cars going over 30 which is the posted limit from Hopeman to Baynes because of the narrow road and curves.</p>	
27	they won't solve all of our present and likely future traffic problems but they certainly will help.	none	given a fixed amount of projected funds, suggestions would be robbing peter to pay paul.	strongly agree
28	<p>88663 - extension of the on-ramp from Middlebrook Road onto 262 is very important to improve visibility and flow. In its current state, it is very precarious and difficult to merge (especially at certain times of the day), sometimes requiring a complete stop to wait for traffic.</p> <p>I agree with all the I-81 projects - lane widening, truck climbing lanes, etc. They will be great improvements. Also look forward to seeing the improvements along Richmond Road at Frontier Dr. and in that general area.</p> <p>In general, I support mixed use trails (like the Lifecore Drive path), to connect various areas for pedestrians and bicyclists. I support the trail (ST-25) along Commerce in Staunton except would not like to see the road narrowed down to two lanes; it is such a beautiful, scenic, relaxing stretch of road to drive. Is there another alternative?</p>	<p>ST-23 - I do not support a road diet on Greenville Avenue to make bike lanes in both directions. That area has consistent and heavy traffic and it is unclear what other paths, routes or areas the bike lanes would connect. It seems like a random addition with no obvious purpose. I have seen many pedestrians along that route, but never bicyclists, so more information on the modes of transportation and access this would address is needed.</p>	<p>It may be time to look at a sidewalk along Middlebrook Avenue to connect downtown with the development in the Lacy B. King Way area. There has been an increased number of pedestrians walking on that corridor and there are many bicyclists. Another place where a shared use path might be beneficial is connecting Middlebrook Ave with Montgomery Ave along Lacy B. King Way.</p> <p>Have improvements to the railroad crossing on Montgomery Avenue been considered?</p> <p>Although ST-8 adds a better exit from the businesses along Richmond Road to Frontier Drive (rather than having to drive through the Sheetz lot), improvements are also needed to Frontier Drive between Sheetz and Barterbrook Road, maybe even extending to Greenville Avenue (at the Mall). It is a heavily traveled road and connects major retail centers. Recently, the shoulders were improved, but the road is very curvy, somewhat narrow and with steep drop-offs to one side.</p>	agree

# Appendix E: Resource Agency Consultation

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## Letter Sent to Resource Agencies

**On Wed, Sep 23, 2020 at 5:18 PM Zach Beard <[Zach@cspdc.org](mailto:Zach@cspdc.org)> wrote:**

Good afternoon,

The Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) – the regional transportation planning organization for the cities of Staunton and Waynesboro and the urbanized portion of Augusta County – is updating the 25-year Long Range Transportation Plan (LRTP) for all surface transportation investments in the region.

An important part of the update is identifying transportation projects that meet the region's travel needs, and consulting with state and federal resource agencies on the draft project lists. We invite you to review and share your comments on the following in regards to the planning process and proposed projects in general, and also the potential impacts on other transportation modes, and natural and cultural resources as well:

- [Chapter 8 of the 2045 LRTP](#) – Provides an overview of all of the funded and projects intended to be funded over a 25-year period
- [Project Lists and Maps](#) – Provides a list and map for the projects
- [Vision Project List and Maps](#) -- Provides a reference for projects that have been identified, but may not receive funding

The attached letter provides further detail, and hard copies of each linked document are attached. Please submit your comments no later than **November 25, 2020** to ensure your input is included in the final draft of the plan, and let me know if you have any questions.

Best,

Zach Beard

# 2045 Long Range Transportation Plan

## Responses Received from Resource Agencies

**From:** Brian Freeman <brian.freeman@buckinghambranch.com>  
**Sent:** Monday, September 28, 2020 12:45 PM  
**To:** Zach Beard <Zach@cspdc.org>  
**Cc:** Ann Cundy <ann@cspdc.org>; Jim VanDerzee <jim.vanderzee@buckinghambranch.com>  
**Subject:** Re: Your Input Wanted for Long Range Transportation Plan

Zach,

Two weeks ago we were awarded a \$13.7 million CRISI grant from the federal government for rail corridor improvements that will primarily be in your district. The infrastructure improvements will help us improve rail service, capacity, and safety. As you may recall, Buckingham Branch, CSXT, and Amtrak operate trains through this corridor so it's important for both freight and passenger service. Here's a link to the news release. <https://www.nbc29.com/2020/09/21/warner-kaine-announce-more-than-m-funding-rail-infrastructure-improvement/>

Once we include VA DRPT funds, and BB matching funds, the total budget will be closer to \$20 Million.

We reviewed the information you provided and here's what we show as it relates to Augusta County:

We plan to install roughly 10 miles of new welded rail (CWR) in Augusta County between MP 208-220 (this is our proposed Segment 2 section, Waynesboro to Staunton). This will include the installation of around 5,000

new ties as well. CWR will continue through to the end of the line so it may be a bit more than 10 miles in the Augusta area where it meets Rockbridge County; however, it would be a mile or so and I do not have the exact MP breakdown as it pertains to where the county lines are drawn.

Four road crossings are proposed for renewal within Augusta as well:

- 1 located in Waynesboro at MP 208.99 (Poplar Avenue)
- 1 located in Fishersville at MP 214.4 (Mule Academy Road)
- 1 located in Staunton at MP 216.57 (Jericho Road), and
- 1 located in Craigsville at MP 246.52 (Railroad Avenue/Via's)

# 2045 Long Range Transportation Plan

Additionally, one of the proposed bridge re-deck projects falls within your jurisdiction - Bridge 243.8 is a 39' bridge that will be re-decked. The walkway and handrail will be replaced and the bridge approaches surfaced.

Right now this is in the very early stages. We still have to execute agreements with the Federal Gov't and State before work can begin. Our estimated start-up for these projects is late summer 2021. We can't provide a budget for each project at this time.

I hope that this is helpful for the Central Shenandoah Planning Commission. Please let me know if you need any additional information.

Thanks,

Brian Freeman  
Manager, Sales & Marketing  
Buckingham Branch Railroad  
(434) 209-5500  
brian.freeman@buckinghambranch.com

# 2045 Long Range Transportation Plan

**From:** Greg Campbell <gcampbell@flyshd.com>  
**Sent:** Thursday, October 08, 2020 2:43 PM  
**To:** Zach Beard  
**Subject:** RE: Your Input Wanted for Long Range Transportation Plan

Zach,

Thank you for the opportunity to review this information and provide comment.

I respectfully provide the following observations, comment and suggestions, all of which are related to the Weyers Cave area, the I-81 interchange and route 256 both east and the west termination at route 11.

There are significant traffic issues that currently exist and will only be made worse in the future as this area continues to see growth and increased traffic over time. This interchange and route 256 provide primary access to Blue Ridge Community College, and the Shenandoah Valley Regional Airport. There are also multiple trucking/transportation companies along with manufacturers and some residential developments which create commuter patterns to and from I-81 in this area. The County's comprehensive plan proposes continued expansion of future commercial and industrial development in this area, east of I-81 including an adjacent large track of zoned industrial land adjacent to the Airport. Both BRCC and SHD have experienced growth and are expected to continue to do so. Route 256 is also a primary corridor that connects route 340 traffic from Elkton and Waynesboro and the town of Grottoes to I-81.

During peak times, westbound traffic on route 256 backs up to the to the east stretching almost to the Shenandoah Valley Railroad, creating delays accessing I-81. The same can be observed on the west of side of the I-81 bridge as BRCC and the Criminal Justice academy exit toward the interstate during certain times of the day. The current traffic volumes in the area already impedes access to the Airport and BRCC, which are both critical public facilities that provide important services to the citizens of the entire central Shenandoah Valley and visitors to the region. Unimpeded access to and from the Airport and BRCC is essential as it relates to our communities' economic development efforts and quality of life. Specifically I would offer the following;

- The I-81, exit 235 interchange area is currently inadequate to handle the traffic at many times throughout the day. The two lane bridge over 81 restricts the flow of traffic and with the installation of traffic lights a few years ago, traffic backs up considerably in both directions and it is difficult to move

# 2045 Long Range Transportation Plan

- across the bridge and access 81.
- Route 256 from I-81 to the east is inadequate and while project W-2 proposes improvements to a short stretch of this corridor, more comprehensive improvements, further to the east should be considered.
- Access to I-81 from route 11 is problematic, from both north and southbound traffic on route 11 that is attempting to access I-81.
- The off-ramps at exit 235 also experience back-ups. The Southbound 81 off ramp was improved and it is better, but still experiences issues created by the two lane bridge over I-81 and the intersection of 256 and route 11. The Northbound off ramp has alignment and width issues.

In summary, I feel a more comprehensive solution to this entire interchange and the elements that feed traffic into it, should be considered.

Please let me know if you prefer these comments in a separate format. Thank you again for the opportunity to provide input and for your consideration of these comments.

Gregory W. Campbell  
Executive Director  
Shenandoah Valley Regional Airport Commission

# 2045 Long Range Transportation Plan

**From:** Long, Ryan (FTA) <[ryan.long@dot.gov](mailto:ryan.long@dot.gov)>  
**Sent:** Tuesday, October 06, 2020 11:09 AM  
**To:** Zach Beard  
**Cc:** DeAngelis, Michele (FTA); Koenig, Daniel (FTA)  
**Subject:** RE: Your Input Wanted for Long Range Transportation Plan

Hi Zach – Thanks for sharing the draft LRTP for Central Shenandoah. If we have any comments, we will share with the MPO.

Thanks,

Ryan Long, AICP | Community Planner  
U.S. Department of Transportation  
Federal Transit Administration, Region III  
1835 Market Street, Suite 1910, Philadelphia, PA 19103  
P: 215-656-7051 | F: 215-656-7260 | [ryan.long@dot.gov](mailto:ryan.long@dot.gov)



# 2045 Long Range Transportation Plan

**From:** John Downey <DowneyJ@brcc.edu>  
**Sent:** Wednesday, October 14, 2020 1:51 PM  
**To:** Zach Beard  
**Cc:** Greg Campbell; Cynthia Page  
**Subject:** RE: Your Input Wanted for Long Range Transportation Plan

Zach:

I am aware that Greg Campbell sent you some thoughts regarding the Long Range Transportation Plan. I would like to join him in expressing concerns that the Route 256 bridge over Interstate 81 is not wide enough to accommodate the expected traffic increases in the next decade and beyond. Access to both the regional airport and the regional community college are both vital components of the region's economic development long term. I hope these concerns can be addressed in the long range plan!

Thanks,

John

Dr. John A. Downey, President  
Blue Ridge Community College  
Post Office Box 80  
Weyers Cave, VA 24486  
(540) 453-2200

## Appendix F: Performance-Based Planning and Programming

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The Federal Highway Administration (FHWA) established Performance-based Planning as a part of the Moving Ahead for Progress in the 21st Century (MAP- 21) Act and the Fixing America's Surface Transportation (FAST) Act to measure progress toward achieving national transportation goals and uses performance outcomes to inform transportation decision making. State departments of transportation and MPOs are required to establish performance-based targets related to safety, bridge and pavement condition, air quality, freight movement, and performance of the National Highway System, and to use performance measures to track their progress toward meeting those targets.

SAWMPO has implemented performance-based planning systems across multiple phases of the transportation planning process: project evaluation and scoring for the CLRP, through application to the statewide competitive funding programs, and in the programming of projects in the SAWMPO Transportation Improvement Program (TIP). At each of these phases, the MPO's process aligns with the federal performance measures in MAP-21, and with VTrans, the statewide long range plan.

### Federal Performance Measures and Targets

Virginia and its MPOs recognize the following federal performance measures implemented as of the adoption of this Plan:

- System Performance
- Pavement and Bridge Condition
- Safety
- Public Transit Safety
- Public Transit Asset Management

The SAWMPO concurs with and follows VDOT's targets for System Performance, Asset Management, and Safety Targets. Transit in the SAWMPO is provided by BRITE, a small urban system included in the statewide Public Transit Safety Asset Plan and the statewide Transit Asset Management Plan.

### Pavement Condition

In accordance with the requirements of MAP-21 and the FAST Act, Virginia has established pavement and bridge condition performance targets as reported in Virginia's Baseline Performance Period Report for 2018-2021<sup>6</sup>. This report, submitted to FHWA in October 2018, satisfies the federal requirement that State DOTs submit a Baseline Performance Period Report to FHWA by October 1<sup>st</sup> of the first year in a performance period. Performance measures for pavement condition are required for the National Highway System (NHS), while bridge condition requirements relate to structures identified as part of the National Bridge Inventory on the NHS. The pavement condition measures and established performance targets for the 2018- 2021 performance period are indicated in **Table 1** below

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<sup>6</sup> Virginia's Baseline Performance Period Report data is through December 2017.

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**Table 1: Pavement Condition Measures and Performance Targets**

<b>Interstate Pavement Condition Measures<sup>7</sup></b>	<b>CY 2018-2019 Two Year Target</b>	<b>CY 2018-2021 Four Year Target</b>
Percentage of Pavements in Good Condition	N/A <sup>8</sup>	45.0%
Percentage of Pavements in Poor Condition	N/A	3.0%
<b>Non-Interstate NHS Pavement Condition Measures<sup>9</sup></b>	<b>CY 2018-2019 Two Year Target</b>	<b>CY 2018-2021 Four Year Target</b>
Percentage of Non-Interstate Pavements in Good Condition	25.0%	25.0%
Percentage of Non-Interstate Pavements in Poor Condition	5%	5.0%

Bridge condition measures and established performance targets for the 2018-2021 performance period are indicated in **Table 2** below.

**Table 2: NHS Bridge Condition Measures and Performance Targets**

<b>NHS Bridge Condition Measures</b>	<b>CY 2018-2019 Two Year Target</b>	<b>CY 2018-2021 Four Year Target</b>
Percentage of Deck Area of NBI Bridges on the NHS in Good Condition	33.5%	33.0%
Percentage of Deck Area of NBI Bridges on the NHS in Poor Condition	3.5%	3.0%

## Background/History

Virginia's history of monitoring asset conditions and utilizing performance information to determine investment strategies based on available funding levels spans over 10 years for pavements and bridges. VDOT maintains a comprehensive inventory of all pavement and bridges on the state-maintained network. This inventory, which includes location, maintenance responsibility, ownership, and current condition or inspection information, serves as the foundation for life cycle planning, performance forecasting, maintenance and rehabilitation needs estimation, as well as prioritization of work to maximize asset life given available funding. Condition information is also important for communicating with external stakeholders, including the general public.

<sup>7</sup> Interstate condition measures are based on four distresses: International Roughness Index (IRI), cracking, rutting, and faulting.

<sup>8</sup> During this first performance period, States are not required to establish 2-year targets for interstate pavements; however, Virginia has chosen to establish performance targets and are 45.0% and 3.0% for percentage of pavements in good and poor condition, respectively.

<sup>9</sup> During this first performance period, Federal requirements for Non-Interstate NHS pavement condition and performance targets are based on a single distress, IRI. However, Federal guidance outlined in a September 27, 2018 Memorandum on State DOT Targets for Non-Interstate NHS Pavement Measures allows for the use of full distress data when reporting Non-Interstate NHS performance targets. Given the availability of full distress data, Virginia has chosen this approach and reported performance targets for Non-Interstate NHS pavements based on all four distresses. This allows for consistency in assessing the condition and setting performance targets for both Interstate and Non-Interstate NHS pavements.

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VDOT's commitment to responsible Transportation Asset Management (TAM) practice is demonstrated through VDOT's annual condition data collection programs and its establishment and publication of network level pavement and bridge performance goals. VDOT's current condition measures and performance goals have been in place for many years and are fully integrated into VDOT's budgeting process and investment strategies.

The federal pavement and bridge performance measures apply to a limited portion of the network for which VDOT is responsible (less than 15% of all lane miles and 18% of the bridge inventory).

## Connection to Other Performance Based Planning Documents

VTrans, the state's long-range multimodal plan, provides the overarching vision and goals for transportation in the Commonwealth. The long-range plan provides a vision for Virginia's future transportation system and defines goals, objectives, and guiding principles to achieve the vision. It also provides direction to state and regional transportation agencies on strategies and policies to be incorporated into their plans and programs. The most recent approved long-range multimodal plan is VTrans2040.

Performance management, specifically as it relates to pavements and bridges, is included in the VTrans2040 Vision, Goals & Objectives, and Guiding Principles as noted below:

### *Guiding Principle 5:*

Ensure Transparency and Accountability, and Promote Performance Management - Work openly with partners and engage stakeholders in project development and implementation, and establish performance targets that consider the needs of all communities, measure progress towards targets, and to adjust programs and policies as necessary to achieve the established targets.

- Goal D: Proactive System Management - maintain the transportation system in good condition and leverage technology to optimize existing and new infrastructure.
  - Objectives:
    - Improve the condition of all bridges based on deck area.
    - Increase the lane miles of pavement in good or fair condition.

Virginia's federally required Transportation Asset Management Plan (TAMP) presents pavement and bridge inventory and conditions, along with the Commonwealth's performance objectives, measures, and associated risks as they relate to the federal requirements. Asset funding, investment strategies, forecasts, goals, and gaps are also included. The TAMP is specific to the NHS and provides the Commonwealth's Transportation Asset Management (TAM) processes and methodology to meet federal requirements. Pavement and bridge projects included in the STIP are consistent with Virginia's reported TAM processes and methodology.

The program of projects in the STIP are directly linked to the pavement and bridge objectives outlined in VTrans2040 and the TAMP through the strategies and actions that are priorities in Virginia.

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## System Performance

In accordance with the requirements of MAP-21 and the FAST Act, Virginia has established performance targets for three reliability performance measures to assess the Highway System Performance. All three measures are included in Virginia's Baseline Performance Period Report for 2018-2021 which was submitted to FHWA in October 2018. This report satisfies the federal requirement that State DOTs submit a Baseline Performance Period Report to FHWA by October 1<sup>st</sup> of the first year in a performance period and establishes baseline performance as of December 31, 2017.

Performance of the NHS is measured by the level of travel time reliability. The travel time reliability performance measures and performance targets for the 2018-2021 performance period are indicated in **Table 3** below.

**Table 3: National Highway System Travel Time Reliability Performance Measures and Targets**

NHS Travel Time Reliability Performance	CY 2018-2019 Two Year Target	CY 2018-2021 Four Year Target
Percent of Person Miles Traveled on the Interstate That Are Reliable	82.2%	82.0%
Percent of Person Miles Traveled on the Non-Interstate NHS That Are Reliable	N/A <sup>10</sup>	82.5%

The assessment for freight reliability is based on the truck travel time reliability index. The truck travel time reliability performance measure and performance targets for the 2018-2021 performance period are indicated in **Table 4** below.

**Table 4: Freight Reliability Performance Measure and Targets**

Truck Travel Time Reliability Performance	CY 2018-2019 Two Year Target	CY 2018-2021 Four Year Target
Truck Travel Time Reliability Index	1.53	1.56

The Commonwealth Transportation Board (CTB) approves the performance measures and targets developed for Virginia's surface transportation network. Such targets, including those for Highway System Performance, are linked to the goals and objectives in Virginia's long-range transportation plan, or VTrans.

## Connection to Other Performance Based Planning Documents

VTrans provides the overarching vision and goals for transportation in the Commonwealth. The long-range plan provides a vision for Virginia's future transportation system and defines goals, objectives, and guiding principles to achieve the vision. It also provides direction to state and regional transportation agencies on strategies and policies to be incorporated into their plans and programs. The most recent approved long range multimodal plan is VTrans2040.

VTrans2040 identifies the most critical transportation needs in Virginia to ensure the overarching

<sup>10</sup> During this first performance period, States are not required to establish 2-year targets for the Non-Interstate NHS reliability measure.

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transportation goals in the long-range plan are achieved. The screening process was informed by a data-driven approach that considers highway system performance measures and targets in addition to other performance indicators.

Performance management, as it relates to the reliability of the NHS and freight, is included in the VTrans2040 Vision, Goals & Objectives, and Guiding Principles as noted below:

- **Guiding Principle 4:** Consider Operational Improvements and Demand Management First
  - Maximize capacity of the transportation network through increased use of technology and operational improvements as well as managing demand for the system before investing in major capacity expansions.
- **Goal A – Economic Competitiveness and Prosperity:** invest in a transportation system that supports a robust, diverse, and competitive economy.
  - Objectives:
    - Reduce the amount of travel that takes place in severe congestion.
    - Reduce the number and severity of freight bottlenecks.
    - Improve reliability on key corridors for all modes.
- **Goal B – Accessible and Connected Places:** increase the opportunities for people and businesses to efficiently access jobs, services, activity centers, and distribution hubs.
  - Objectives:
    - Reduce average peak-period travel times in metropolitan areas.
    - Reduce average daily trip lengths in metropolitan areas.
    - Increase the accessibility to jobs via transit, walking and driving in metropolitan areas.

Additionally, the Virginia Freight Element (VFE), a component of VTrans2040, discusses freight system trends, needs, and issues. The VFE also includes freight policies, strategies, and performance measures that guide Virginia’s freight-related investment decisions.

Projects included in the STIP are directly linked to the Highway System Performance objectives outlined in VTrans2040 and associated needs analysis, and the VFE through the strategies and actions that are priorities in Virginia.

## Safety

In accordance with the requirements of MAP-21 and the FAST Act, Virginia has established safety performance objectives as published in Virginia’s 2017 – 2021 Strategic Highway Safety Plan (SHSP), and starting in 2017, annual targets in the Highway Safety Improvement Program (HSIP) Annual Report. The SHSP performance measure objectives are indicated in **Table 5** below.

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**Table 5: 2021 - 2025 SHSP Safety Performance Objectives**

	<b>Performance Target</b>	<b>2020 Reduction Per Year</b>
1	Number of Fatalities	-4.29%
2	Rate of Fatalities per 100-Million Vehicle Miles Traveled	0.58%
3	Number of Serious Injuries	0.84%
4	Rate Serious Injury Million Vehicle Miles Traveled	-1.70%
5	Number of Non-Motorized Fatalities & Non-Motorized Serious Injuries	-4.29%

For safety performance measures 1, 2 and 3, annual targets are developed collaboratively by the Department of Motor Vehicles (DMV) Highway Safety Office (HSO) and VDOT HSIP staff. The DMV HSO includes these measures in their Highway Traffic Safety Administration (NHTSA) every June.

The Commonwealth Transportation Board (CTB) approves all five annual targets and VDOT includes these in the HISP Annual Report submitted to FHWA each August. Within 180 days of VDOT's annual report submission to FHWA, MPOs must indicate their support of the state targets or submit their own regional targets for one or more of the safety measures.

## Connection to Other Performance Based Planning Documents

The federally required SHSP, a five-year multi-agency comprehensive plan focused on reducing fatalities and serious injuries on all public roads serves as the coordinating document for other plans and programs that involve traffic safety. This coordination involves the long-range statewide transportation plan (LRSTP), the metropolitan transportation plans (MTP), and three plans that implement parts of the SHSP- the Highway Safety Plan (HSP), and the Commercial Vehicle Safety Plan (CVSP). This integration is important for improving overall safety coordination amongst various partners and leads to more comprehensive transportation safety planning.

The LRSTP, VTrans 2045, guides the state's investment decisions for transportation improvements. Safety and performance management is included in the VTrans 2040 Vision, Goals & Objectives, and Guiding Principles:

- **Guiding Principle 2:** Ensure Safety, Security, and Resiliency – Provide a transportation system that is safe for all users, responds immediately to short-term shocks such as weather events or security emergencies, and adapts effectively to long-term stressors such as sea level rise.
- **Guiding Principle 5:** Ensure Transparency and Accountability and Promote Performance Management – work openly with partners and engage stakeholders in project development and implementation; and establish performance targets that consider the needs of all communities, measure progress towards targets, and to adjust programs and policies as necessary to achieve the established targets.
- **Goal C:** Safety of All Users – Provide a safe transportation system for passengers and goods on all travel mode.

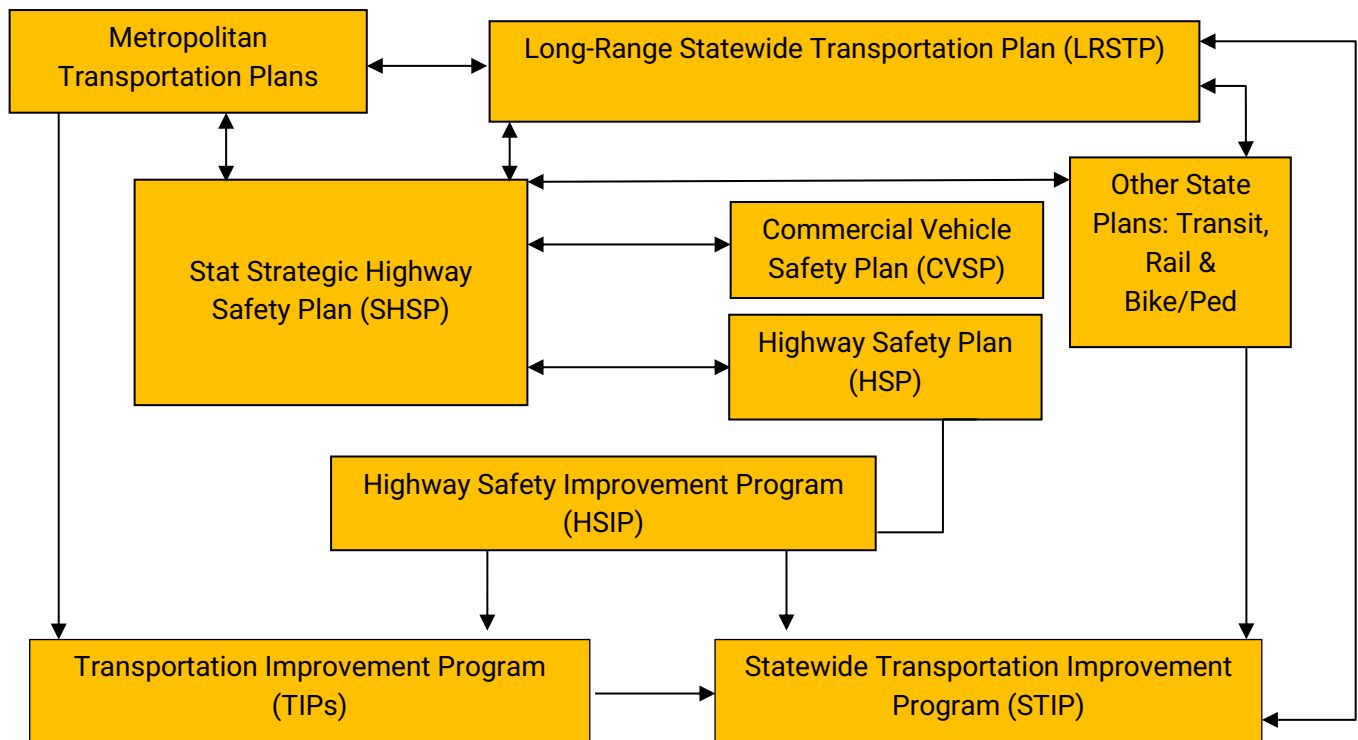
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- Objectives:
  - Reduce the number and rate of motorized fatalities and serious injuries.
  - Reduce the number of non-motorized fatalities and injuries.

MTPs are similar to the LRSTP, however an MTP covers a specific metropolitan planning area. MTPs include goals and objectives for their respective areas/regions and identify strategies for advancing long-term transportation investments in a specific region. The HSIP is an annual plan to address highway user behaviors that will improve safety through education and enforcement campaigns. The HSP and associated NHTSA grant are administered through the DMV's HSO.

Furthermore, each year the Virginia State Police (VSP) submits a Commercial Vehicles Safety Plan (CVSP) to the Federal Motor Carrier Safety Administration as a requirement of obtaining related enforcement grants. The relationship between the various plans and programs is shown in **Figure 1**:

**Figure 1: Relationship of MPO-Related Plans**





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Projects in the STIP are directly linked to the safety objectives outlined in the SHSP through the strategies and actions that are priorities in Virginia.

## Public Transit Asset Management

The two most recent federal transportation laws, MAP-21 and the FAST Act, establish performance measure requirements to ensure states and MPOs are investing transportation funds in projects that collectively will contribute towards the achievement of national goals. The USDOT recently published new rules for states and MPOs to collect data and establish performance targets that will support performance and outcome-based investment decisions.

The new federal performance measurement requirement for transit agencies focuses on one area: transit asset management (TAM). The measures look specifically at the percentage of revenue vehicles that have exceeded their Useful Life Benchmark (ULB), the percentage of non-revenue and service vehicles that have exceeded their ULB, and percentage of facilities with a condition below 3.0 on the Federal Transit Administrator's TERM Scale. All transit agencies receiving grants from the FTA are required to complete a TAM plan. The FTA has established two tiers of agencies based on size parameters.

A Tier I agency operates rail, or has 101 vehicles or more all fixed route modes, or has 101 vehicles or more in one non-fixed route mode. A Tier II agency is a subrecipient of FTA 5311 funds, or is an American Indian Tribe, OR has 100 or less vehicles across all fixed route modes, or has 100 vehicles or less in one non-fixed route mode.

The first completed TAM plan must be sent to the National Transit Database (NTD) by October 1, 2018. Other required deadlines are found in the table below.

**Table 6: Transit agency deadlines for TAM Rulemaking for June-July fiscal year**

Reporting Activity	Reporting Deadline
Complete compliant TAM Plan	October 2018
Report FY18 asset data to NTD Submit FY19 targets to NTD	October 2018
Report FY19 asset data to NTD Submit FY20 targets to NTD Submit narrative report to NTD	October 2019
Report FY20 asset data to NTD Submit FY21 targets to NTD	October 2020

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Submit narrative report to NTD	
Complete updated TAM Plan	October 2022

The Department of Rail and Public Transportation (DRPT) has opted to sponsor a group TAM plan for Tier II providers. Tier I providers are not eligible for group plans.

For Tier II providers under the DRPT Group Plan, any Transportation Improvement Program (TIP) document or Metropolitan Transportation Plan (MTP) adopted after October 1, 2018 will be in compliance with the TAM Plans developed by DRPT and adopted by the Tier II transit providers within the MPO as well as the regional performance measures adopted by the MPO as a whole.

The SAWMPO programs federal transportation funds for BRITE Transit Service. BRITE is a Tier II agency participating in the DRPT sponsored group TAM Plan. The MPO has integrated the goals measures and targets described in the [Federal Fiscal Year 2018 Group Transit Asset Management Plan and 2020 plan Addendum](#) into the MPO's planning and programming process specific targets for the Tier II Group TAM Plan are included in the table below.

**Table 7: TAM Targets for rolling stock and facilities: Percentage of Revenue Vehicles that have met or exceeded their ULB by Asset Type.**

Asset Category - Performance Measure	Asset Class	2020 Target*
<b>Revenue Vehicles</b>		
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	15%
	BU - Bus	10%
	CU - Cutaway	10%
	MB - Minibus	20%
	BR - Over-the-Road Bus	15%
	TB - Trolley Bus	10%
	VN - Van	25%
<b>Equipment</b>		
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	25%
	Trucks and other Rubber Tire Vehicles	25%
<b>Facilities</b>		
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administrative and Maintenance Facility	10%
	Administrative Office	10%
	Maintenance Facility	10%
	Passenger Facilities	10%

## Public Transit Safety

The Department of Rail and Public Transportation (DRPT) is the sponsor for the Statewide Tier II Group Public Transportation Agency Safety Plan (PTASP). The SAWMPO programs federal transportation funds for BRITE Transit. BRITE is a Tier II agency participating in the DRPT sponsored group PTASP. The MPO has adopted the [Tier II PTASP](#) into its TIP by reference and integrated the goals measures and targets described in the 2020 Commonwealth of Virginia Tier II Group Transit Asset Management Plan, August 11,

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2020 into the MPO's planning and programming process. Specific targets for the Tier II Group PTASP are below.

**Table 8: Tier II Transit Agency PTASP Performance Targets by Mode**

Performance Measures	Targets by Mode	
	Fixed Route	Paratransit/ Demand Response
Fatalities (total number of reportable fatalities per year)	0	0
Fatalities (rate per total vehicle revenue miles by mode)	0	0
Injuries (total number of reportable injuries per year)	3	0
Injuries (rate per total vehicle revenue miles by mode)	Less than .5 injuries per 100,000 vehicle revenue miles	Less than .5 injuries per 100,000 vehicle revenue miles
Safety events (total number of safety events per year)	5	1
Safety events (rate per total vehicle revenue miles by mode)	Less than 1 reportable event per 100,000 vehicle revenue miles	Less than 1 reportable event per 100,000 vehicle revenue miles
Distance between Major Failures	10,000 miles	10,000 miles
Distance between Minor Failures	3,200 miles	3,200 miles

## System Performance Report

### System Performance, Pavement, and Bridges

Transportation system performance and asset management on the National Highway System (NHS), and funding for many safety projects are largely overseen by VDOT. The MPO's CLRP does not address pavement preservation and bridge projects, and documents – rather than prioritizes – the state's own projects like those on I-81, which improve system performance on the NHS. The SAWMPO maintains current system performance and asset management targets in the SAWMPO TIP.

### Safety Targets

At the level of the MPO CLRP, the MPO can prioritize projects that address safety targets for reducing the number and rate of fatal, serious injury, and bicycle and pedestrian crashes. In accordance with MAP-21, the FHWA established final rulemakings for National Performance Measures for Safety Performance in 2016. The annual statewide safety targets, which were established in 2018, must be updated every year by the State and MPOs. Based on the crash trends, VDOT uses percent reductions for the number and rate of

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fatal crashes, serious injury crashes, and bicycle and pedestrian crashes. The targets for future years are based on the most recent five-year averages, goal percent reductions, and changes to vehicle miles traveled (VMT).

Since 2017, the SAWMPO must set its own safety targets, or concur with the State's targets. The SAWMPO has concurred with the statewide targets every year. While the SAWMPO's five-year average fatality and severe injury rate is lower than the statewide targets – with rates for both decreasing since 2017 – the number of non-motorized fatal and severe injuries is slightly higher. The average increase in non-motorize crashes is mostly due to an increase in 2019; previously, the MPO was below the annual statewide targets (see **Table 4**).

**Table 9: Projected Safety Targets and Actual Numbers, 2018 – 2020**

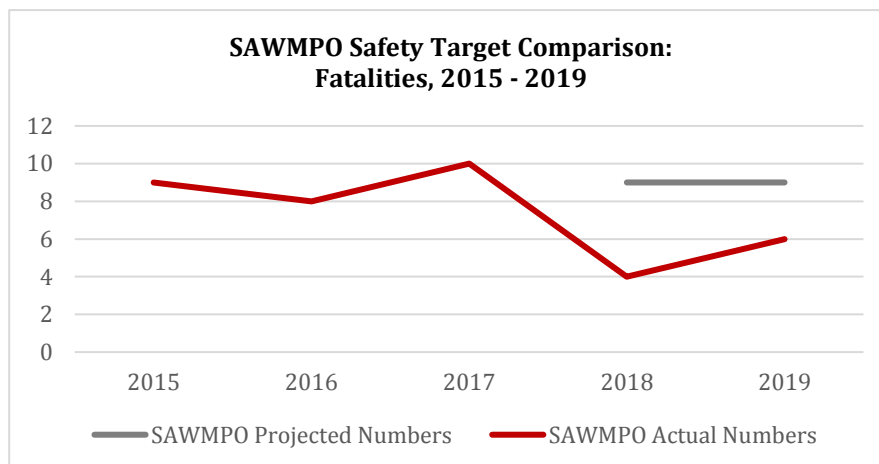
	2018 Target	2018 Actual	2019 Target	2019 Actual	2020* Target
Fatalities	9	4	9	6	10
Rate of Fatalities per 100M VMT	.88	.40	.90	.59	.93
Serious Injuries	121	111	120	79	119
Rate Serious Injury Per 100M VMT	12.12	11.16	11.85	7.81	11.58
Non-Motorized Fatalities & Serious Injuries	10	6	10	13	10

\*Note: 2020 Actual data not available

The following five-year crash data numbers from 2015 – 2019, compared to the safety targets established in 2018, provide further context for each safety performance measure.

## Fatalities

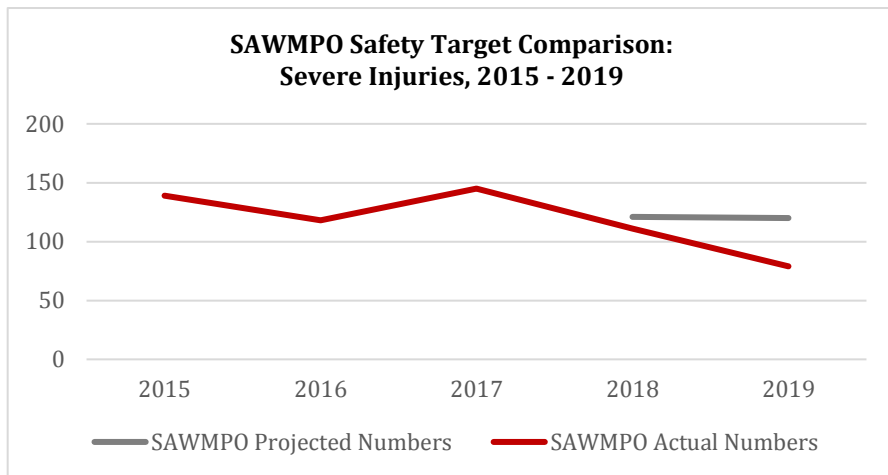
From 2015 – 2019, there were on average 8 fatal crashes annually, which is below the three-year annual target average of 9 fatalities per year. Over the five-year period, fatal crashes have declined 7.1%.



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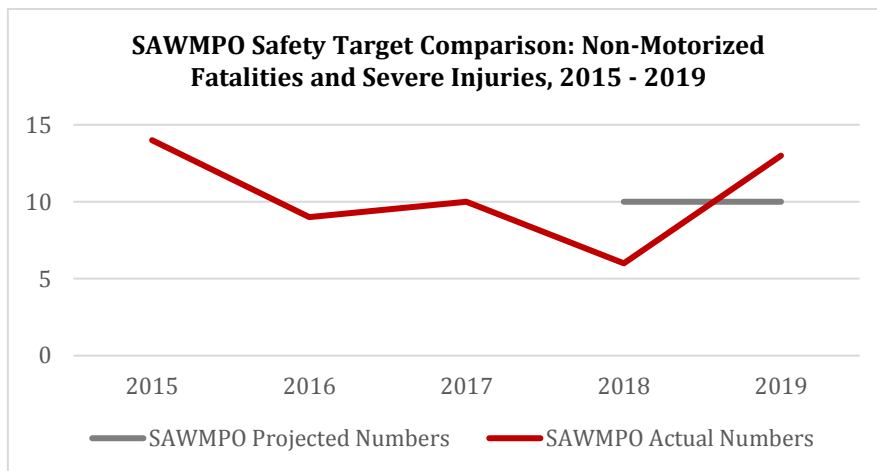
## *Severe Injuries*

From 2015 – 2019, there were on average 118.4 serious injury crashes annually, which is below the three-year severe crash annual target average of 120.5 crashes per year. Since 2017, severe injuries have been decreasing in the MPO.



## *Non-Motorized Fatalities and Severe Injuries (Bicycle and Pedestrian)*

From 2015 – 2019, there were on average 10.4 serious injury crashes, which is slightly higher than the three-year 10.0 fatality and severe injuries annual target average. This is mostly due to an increase in 2019.



## Appendix G: Port of Virginia

The Port of Virginia is an asset of the Commonwealth that promotes economic growth within the SAWMPO and across the state. The region's freight transportation system is dependent on an interconnected system of rail, highways, and local roads for the movement of goods.

The Port of Virginia is the third largest port on the east coast. The construction projects at Virginia International Gateway and Norfolk International Terminals will add an additional 1 million annual twenty-foot equivalent unit (TEU) – a general unit of cargo capacity measurement for containers – capacity to the terminals, and therefore, on the transportation system across the Commonwealth. Expansions at the Virginia Inland Port in Front Royal and projected growth of Richmond Marine Terminal will also add more freight to the transportation system. The freight fluidity within the transportation system is crucial for the economic growth of the region as well as the projected growth of The Port of Virginia and other private terminals in the Commonwealth.

It is important to consider the growth of freight within the SAWMPO for long-range planning of the region due to the positive contribution to the region. Addressing externalities of freight movements, including consideration of the health impacts of air pollution, noise, and vibration impacts of heavy trucks and trains must be part of the planning process as well.

**Table 1** includes Volumes, Tonnage, and Value of all the cargo for the SAWMPO region from 2015 to 2019.

**Table 1: Amount and Value of Cargo from the SAWMPO, 2015 - 2019**

Year	TEU*	Ston*	Value	Number of Companies
2015	9,021	103,267	\$233,710,887	188
2016	11,145	133,019	\$266,152,059	230
2017	11,360	150,350	\$282,426,399	224
2018	9,195	131,632	\$238,602,759	202
2019	5,697	80,355	\$173,863,392	158
<b>Total</b>	<b>46,419</b>	<b>598,623</b>	<b>\$1,194,755,496</b>	<b>1,002</b>

\*Value in millions

Source: Virginia Inland Port; data is not comprehensive and is intended to only provide an overview of the region's cargo.