Spring 2019 Meeting Summary

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

Office of Intermodal Planning and Investment
1221 E. Broad Street
Richmond, Virginia 23219

June 2019

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

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

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

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

2 Meeting Purpose

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

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

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

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

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

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

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

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

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

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

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Figure 1-Mailblast Reminder

Figure 2-Facebook Ad
4 Meeting Structure and Overview

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

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

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Date/Time</th>
<th>Attendance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Holiday Inn Lynchburg</td>
<td>April 11, 2019</td>
<td>10</td>
</tr>
<tr>
<td>601 Main Street</td>
<td>3PM - 4PM</td>
<td></td>
</tr>
<tr>
<td>Lynchburg, VA 24504</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Comments Received at the Lynchburg District Open House

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

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Date/Time</th>
<th>Attendance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hampton Roads District Office</td>
<td>April 15, 2019</td>
<td>8</td>
</tr>
<tr>
<td>7511 Burbage Drive</td>
<td>3PM – 4PM</td>
<td></td>
</tr>
<tr>
<td>Suffolk, VA 23435</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No Comments Received.
### iii. Staunton District Open House Summary

<table>
<thead>
<tr>
<th>Location</th>
<th>Date/Time</th>
<th>Attendance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blue Ridge Community College</td>
<td>April 22, 2019</td>
<td>25</td>
</tr>
<tr>
<td>1 College Lane</td>
<td>3PM – 4PM</td>
<td></td>
</tr>
<tr>
<td>Weyers Cave, VA 24486</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

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

**Mid-Term Needs/District Map**
- Covington - RT 220NB from intersection W/I8 past where it diverges with RT 60 - past west rock: sidewalks not ADA; telephone poles in the middle of the sidewalks constrained by retaining walls; parking in grass no curb, no gutter, asphalt built up to level of curb where curb exists.
- RT 220 - 60 & 64 Run in common from Exit 27 to Exit 16, there is no secondary road from Covington to Clifton Forge; in the most incident prone segment of 64 west of 81, I-64 serves “crosstown” traffic.
- Why is Rt. 7 not a CoSS and what would be the process to add it? Also Rt. 50 & Rt. 522?
iv. **Bristol District Open House Summary**

<table>
<thead>
<tr>
<th>Location</th>
<th>Date/Time</th>
<th>Attendance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southwest Virginia Higher Education Center</td>
<td>April 23, 2019</td>
<td>10</td>
</tr>
<tr>
<td>1 Partnership Circle</td>
<td>3PM – 4PM</td>
<td></td>
</tr>
<tr>
<td>Abingdon, VA 24210</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Comments Received at the Bristol District Open House**

**Vision and Goals**

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

*Figure 7-Bristol Meeting*

*Figure 8-Bristol Meeting*
v. Richmond District Open House Summary

<table>
<thead>
<tr>
<th>Location</th>
<th>Date/Time</th>
<th>Attendance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richmond Marriott-Short Pump</td>
<td>April 25, 2019</td>
<td>27</td>
</tr>
<tr>
<td>4240 Dominion Boulevard</td>
<td>3PM – 4PM</td>
<td></td>
</tr>
<tr>
<td>Glen Allen, VA 23060</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Comments Received at the Richmond District Open House

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

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

Figure 9-Richmond Meeting

Figure 10-Richmond Meeting
vi. CULPEPER DISTRICT OPEN HOUSE SUMMARY

<table>
<thead>
<tr>
<th>Location</th>
<th>Date/Time</th>
<th>Attendance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Culpeper District Office</td>
<td>May 6, 2019</td>
<td>7</td>
</tr>
<tr>
<td>1601 Orange Road</td>
<td>3PM – 4PM</td>
<td></td>
</tr>
<tr>
<td>Culpeper, VA 22701</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Comments Received at the Culpeper District Open House

Mid-Term Needs/District Map

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Date/Time</th>
<th>Attendance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Holiday Inn Tanglewood</td>
<td>May 7, 2019</td>
<td>36</td>
</tr>
<tr>
<td>4469 Starkey Road</td>
<td>3PM – 4PM</td>
<td></td>
</tr>
<tr>
<td>Roanoke, VA 24018</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Comments Received at the Salem District Open House

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

**Mid-Term Needs/District Map**
- Pollution has decreased thanks to Ohio power plants.
- Keep the 2040 Needs.

![Figure 13-Salem Meeting](image13.png)

![Figure 14-Salem Meeting](image14.png)
viii. **Fredericksburg District Open House Summary**

<table>
<thead>
<tr>
<th>Location</th>
<th>Date/Time</th>
<th>Attendance</th>
</tr>
</thead>
<tbody>
<tr>
<td>James Monroe High School</td>
<td>May 9, 2019</td>
<td>6</td>
</tr>
<tr>
<td>2300 Washington Avenue</td>
<td>5PM – 6PM</td>
<td></td>
</tr>
<tr>
<td>Fredericksburg, VA 22401</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Comments Received at the Fredericksburg District Open House**

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

**Mid-Term Needs/District Map**
- Norris Bridge?
- Downing Bridge?
ix. Northern Virginia District Open House Summary

<table>
<thead>
<tr>
<th>Location</th>
<th>Date/Time</th>
<th>Attendance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northern Virginia District Office</td>
<td>May 13, 2019</td>
<td>14</td>
</tr>
<tr>
<td>4975 Alliance Drive</td>
<td>5PM – 6PM</td>
<td></td>
</tr>
<tr>
<td>Fairfax, VA 22030</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Comments Received at the Northern Virginia District Open House

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

Mid-Term Needs/District Map
- RT 7/bypass 6 lanes from RT 9 to Greenway.
5 MEETING MATERIALS

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

Figure 19-Mid-Term Needs Display Board

Figure 20-“What Is VTrans?” Display Board
Figure 21 - Statewide Trends Display Board

Figure 22 - Construction District Map Sample Display Board
6 ONLINE MEETING

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

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

![Figure 26 - Online Meeting Screenshots]
7 Summary of Additional Input Received

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

i. Conversational Input

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

<table>
<thead>
<tr>
<th>Comment Theme</th>
<th>Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Geography/Unit of Analysis Related Items</td>
<td>- Include Route 122 between Franklin/Bedford County line to Rocky Mount (A letter from the Smith Mountain Lake Regional Chamber of Commerce)</td>
</tr>
<tr>
<td></td>
<td>- Include Routes 19 and 23 that are currently out of the RN in Bristol</td>
</tr>
<tr>
<td></td>
<td>- Concerns about the exclusion of rural areas (in RN) were raised again</td>
</tr>
<tr>
<td></td>
<td>- Comments about key routes, examples of Routes 501 and 360</td>
</tr>
<tr>
<td></td>
<td>- How to incorporate Activity Centers or facilities outside the RN Boundaries but closely tied to RN</td>
</tr>
<tr>
<td></td>
<td>- How are activity centers defined?</td>
</tr>
<tr>
<td>VTrans Category/Designation Related Items</td>
<td>- Need to revisit the CoSS designation in the context of Rt. 288 in Richmond</td>
</tr>
<tr>
<td></td>
<td>- General inquiries about creating new UDAs in rural areas to make needs eligible for SMART SCALE funding</td>
</tr>
<tr>
<td>Mode-specific Comments</td>
<td>- Comment about the reason for lack of transit interest in VTrans and SMART SCALE (program not suitable)</td>
</tr>
<tr>
<td></td>
<td>- Importance of bicycle and pedestrian safety</td>
</tr>
<tr>
<td></td>
<td>- Question about how rail infrastructure projects are selected for funding when the tracks are privately owned (how to balance private and public needs)</td>
</tr>
<tr>
<td>Facility or Activity Center Related Comments</td>
<td>- Need to ensure Port of Virginia’s needs are adequately reflected in VTrans</td>
</tr>
<tr>
<td>Other Comments</td>
<td>- General questions about how I-81 and I-95 work relates to VTrans</td>
</tr>
<tr>
<td></td>
<td>- Question about how STARS and Arterial Preservation studies will be captured in the Needs</td>
</tr>
<tr>
<td></td>
<td>- Expecting comments from the Southern Environmental Law Center requesting consideration of sea level rise in the development of VTrans Needs</td>
</tr>
<tr>
<td></td>
<td>- Expecting comments from the Sierra Club</td>
</tr>
</tbody>
</table>
## ii. Facebook Comments

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

<table>
<thead>
<tr>
<th>Comment Theme</th>
<th>Comment Summary</th>
</tr>
</thead>
</table>
| **Tolls**     | • Isolating Hampton Roads from the rest of the world by tolls.  
• No more tolls, no more expansion. Repair existing DMV roads and stop all the construction. Increase 2-8 hour street parking in DC the way it was BEFORE 9/11. Make the metro more COMFORTABLE to ride. Start there. |
| **Traffic**   | • The Governor was on PBS tonight taking credit for his expansion of I-64 to support the needs of shipping product in and out of Virginia’s ports (3rd busiest in the country). Great you get traffic out of the coast fast on an expanded I-64 and then dump it on the bottleneck that is I-81.  
• I live off of I-40 and when it was widened from six to ten lanes (in Knoxville) by the time that project was complete it again needs to be widened. All lanes are full and moving no more than 30 MPH during morning and evening commute. So trust me you want I-81 to be eight lanes.  
• RT 28 definitely needs to be widened out to RT 29, if not RT 29 at least RT 17. PWC needs to take it all the way to the Fauquier Co line and then people need to put pressure on Fauquier. |
| **Public Transit** | • Have the Tide connect all the way to Norfolk, with a stop in towns center. Also including a stop in Hampton could help alleviate traffic congestion in the tunnel.  
• Make the metro more COMFORTABLE to ride.  
• Real high speed train RICHMOND TO D.C.; high fencing like Japan |
| **Infrastructure** | • Fix 81. Eight lanes minimum in congested areas like Harrisonburg, Roanoke, Christiansburg and Marion/Abington and Bristol!  
• Would love to see an extension from the airport to the resort area and a Military Base loop including Old Dominion University.  
• Add shoulders/bike lanes to Stevensburg Rd, Carrico Mills Rd, Bel Pre Rd and 522. Add turn lanes off 29 business to Inlet Rd. Pave Glen Elia Rd and fix bridge over Jonas Run on Glen Ella before it caves in from undermining.  
• Stop approving building permits. Move the truck scales south, near the already existing rest area near Kings Dominion. Then let big trucks on the HOV lanes to travel as far south as is possible. No need to have them in the right two lanes, directly where people are entering or exiting the highway. |
| **Meeting Logistics** | • I wish these meetings were at a more convenient time for the public. 6pm would seem logical.  
• By the year 2000, these things will be online and virtual. Maybe one day we will have the ability to have online meetings. I hear the information superhighway is coming. |
| **Construction** | • When is the “permanent construction” on I-395 going to end?!?! Every day and every night two or three lanes are closed for no apparent reason, and they don’t appear to be accomplishing ANYTHING!!
ATTACHMENT A
“WHAT IS VTRANS?” FACTSHEET
How does the VTrans plan come together?

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

What is the VTrans planning process?

<table>
<thead>
<tr>
<th>EXISTING CONDITIONS AND TRENDS</th>
<th>VISION, GOALS, AND OBJECTIVES</th>
<th>MID-TERM NEEDS</th>
<th>LONG-TERM NEEDS</th>
<th>STRATEGIC ACTIONS</th>
<th>IMPLEMENTATION AND MONITORING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assess our current conditions.</td>
<td>Analyze and fine-tune where we want to go.</td>
<td>Mid-term needs guide transportation funding decisions.</td>
<td>What future twists, turns, and obstacles do we need to consider to stay on track with our plan?</td>
<td>Collaborate with key personnel and stakeholders to outline actions necessary to meet goals and objectives.</td>
<td>Complete our plan and create processes for implementation and monitoring progress.</td>
</tr>
<tr>
<td>Where are our current plans leading us?</td>
<td>How far are we from where we want to go and are we on the right path?</td>
<td>What do we need to do to alter our direction or create a new path, to meet our mid-term goals?</td>
<td>Complete our plan and create processes for implementation and monitoring progress.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

What are the key milestones for VTrans?

<table>
<thead>
<tr>
<th>CBTS VISION, GOALS AND OBJECTIVES</th>
<th>MID-TERM NEEDS IDENTIFICATION</th>
<th>LONG-TERM NEEDS IDENTIFICATION</th>
<th>STRATEGIC ACTIONS</th>
</tr>
</thead>
</table>

What is VTrans?

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

What does this mean for me?

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

- SMART INFRASTRUCTURE: Focusing on innovative technology and smarter facilities for the 21st century.
- SMARTER INVESTMENTS: Planning to achieve a higher rate of return on the Commonwealth’s transportation investments.
- RESILIENT INFRASTRUCTURE: Planning to ensure the resilient transportation infrastructure for future employment and fewer closures due to weather events.

How can I participate?

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

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

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

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

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

– Secretary Shannon Valentine
September 12, 2018
ATTACHMENT B

UPDATING MID-TERM NEEDS FACTSHEET
Updating Mid-Term Transportation Needs

Needs Identification Approach

1. Validate and build upon needs identified in VTrans2040 (previous plan) organized by travel markets: 1) Corridors of Statewide Significance (CSS) 2) Regional Networks 3) Urban Development Areas 4) Entire state for safety needs.

2. Propose to measure what matters to assess needs with better data and stakeholder input.

3. Tie needs measures to updated VTrans2040 Vision and Goals.

4. Coordinate and engage with stakeholders to validate and finalize needs. The project team will present the needs methodology, complete the initial analysis, and validate the results, with a presentation of the results to the CTB anticipated for December 2019.

VTrans Vision and Goals

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

GOAL A Economic Competitiveness and Prosperity
GOAL B Accessible and Connected Places
GOAL C Safety for All Users
GOAL D Proactive System Management
GOAL E Healthy Communities and Sustainable Transportation Communities

Proposed Schedule

Develop new and updated measures:
- Late Spring 2019

Present methodology:
- Late Spring 2019

Finalize and approve needs measures:
- Late Summer 2019

Engage with stakeholders to update needs:
- Fall 2019

Needs Categories

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

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

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

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

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

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

Virginia’s transportation system is a network of highways, streets, airports, transit, rail corridors, transit systems, information systems, airports and seaports, walking paths and trails, intermodal connectors, and even a space port. This network is the success of a “multimodal” transportation system.
ATTACHMENT C
VISION AND GOALS COMMENT FORM
What’s your vision?
In 2015, the Commonwealth Transportation Board adopted a Vision, Guiding Principles, and Goals to guide VTrans2040. In our fast-moving world, a lot has happened since 2015. For this VTrans update, should we revisit the Vision? Is it time to rethink any of the Guiding Principles or Goals? Tell us what you think by jotting down your thoughts on this sheet.

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Drop:

Add:

Change:

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

If you have additional comments, please email us at Comment@VTrans.org
Spring 2019 Meeting Summary – Appendix A

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

Office of Intermodal Planning and Investment
1221 E. Broad Street
2nd Floor, East Wing
Richmond, Virginia 23219

June 2019

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

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

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A | This is just right — keep as is!
B | It's pretty good, but I'd suggest dropping, adding, or changing a few things.
Drop:

**[Handwritten notes adding ideas like: Interstate travel considerations, especially for passenger rail; study ways to increase the number of modes of transportation; clarify that "accessibility" refers to availability of all modes of transportation; Virginia's real future; how to describe Virginia's ideal future; considerations of passenger trains and stations without unacceptable interference with freight trains; paradigm change: what kind of passenger equipment used? Possible solution?; Additional comments: please email us at Comments@VTrans.org]**
**Sign-in Sheet(s):**

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<thead>
<tr>
<th>NAME</th>
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Sticky Notes:
1.2 Hampton Roads

Comment Form(s) Received: N/A

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<td><a href="mailto:scott@vttrans.com">scott@vttrans.com</a></td>
</tr>
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</table>

Sticky Notes: N/A
1.3 Staunton

Comment Form(s) Received

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

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A | This is just right — keep as is!
B | It’s pretty good, but I’d suggest dropping, adding, or changing a few things.

Drop: “...Good to Go...” — we hear good for Virginia, good for getting around. I clarify please.

Add: “...Good for Mobility...”? Is this the intended meaning?

Change:

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

If you have additional comments, please email them at comments@Vitrans.org
**APPENDIX A**

**Sign-in Sheet(s):**

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<tbody>
<tr>
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<td>Bob Childress</td>
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<td><a href="mailto:devon@cspevd.org">devon@cspevd.org</a></td>
</tr>
</tbody>
</table>
**Sticky Notes:**

1. **Camden - Rt 236**: New connections are off-lane works at 2 ways of changes with 22 miles of improvements. Not 22 miles of improvements in the middle of the roadway. It's not indicated on the map where it's happening.

2. **Why is Rte 7 not a QCS?**
   
   What would be the process to add it? It's Rte 50 and 522.

3. **Frederick**

   - Why is Rte 7 not a QCS?
1.4 Bristol

Comment Form(s) Received:

[Image of VTrans transportation plan and comment form]

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A: This is just right — keep as is!

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

Drop:

Add: 

**DO NOT BUILD BY-PASS ROADS IN PERRINGTON GAP, POP. 1,000, POORLY TOWN VALUE ADDED.**

Change: 

**LOOKS OK AS FAR AS THE METRICS FOR A HIGHWAY SYSTEM**

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

- I’d remove I-58, Powell with road east, & west constructed in 1964.
- Need new road from Strasburg to Dickenson VA.

If you have additional comments, please email us at Comment@VTtrans.org.
**Sign-in Sheet(s):**

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
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</thead>
<tbody>
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<td>81-07 Pennon Frtwhl, VA</td>
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<td><a href="mailto:Rocky.W@comcast.com">Rocky.W@comcast.com</a></td>
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**Sticky Notes:** N/A
1.5 Richmond

Comment Form(s) Received:

![Comment Form Image]

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Add:

Change:

If you have additional comments, please email us at Comment@VTrans.org
### Sign-in Sheet(s):

**VTrans Open House Sign-in Sheet**

**Richmond District**

**April 25, 2019**

**VTrans**

**Virginia's Transportation Plan**

**VDOT**

**Office of Intermodal Planning and Investment**

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<td>Homer Wade</td>
<td>Prince George County</td>
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<tr>
<td>Todd Schmid</td>
<td>The Berkley Group/ARPCOC</td>
<td><a href="mailto:todd.schmid@bylc.net">todd.schmid@bylc.net</a></td>
</tr>
<tr>
<td>STEVE YAROS</td>
<td>SERVA Club</td>
<td><a href="mailto:s.yaros@comcast.net">s.yaros@comcast.net</a></td>
</tr>
</tbody>
</table>

---

**VTrans Open House Sign-in Sheet**

**Richmond District**

**April 25, 2019**

**VTrans**

**Virginia's Transportation Plan**

**VDOT**

**Office of Intermodal Planning and Investment**

---

<table>
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<tr>
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<th>E-MAIL ADDRESS</th>
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<tr>
<td>William Holley</td>
<td>201 Jones Ave</td>
<td><a href="mailto:boley@comcast.net">boley@comcast.net</a></td>
</tr>
<tr>
<td>Jeremy Schlossel</td>
<td>4820 Steep Pines Drive 2926</td>
<td><a href="mailto:jjschlossel@virginia.com">jjschlossel@virginia.com</a></td>
</tr>
<tr>
<td>Noel Sheffrin</td>
<td>11814 Rock Springs Rd</td>
<td><a href="mailto:noel@amtrak.com">noel@amtrak.com</a></td>
</tr>
<tr>
<td>Virginia Crowley</td>
<td>4901 Meadowlawn Rd</td>
<td><a href="mailto:vpcrowley@qwest.com">vpcrowley@qwest.com</a></td>
</tr>
</tbody>
</table>
# Appendix A

## VTrans Open House Sign-in Sheet

**Richmond District**

**April 25, 2019**

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

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>E-MAIL ADDRESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Virginia Bailey</td>
<td>703-200-2456, Richmond, VA</td>
<td><a href="mailto:Virginiaaily@gmail.com">Virginiaaily@gmail.com</a></td>
</tr>
<tr>
<td>Dale Beeler</td>
<td>703-200-2456, Richmond, VA</td>
<td><a href="mailto:Dalebeeler@gmail.com">Dalebeeler@gmail.com</a></td>
</tr>
<tr>
<td>Tom Colwell</td>
<td>703-200-2456, Richmond, VA</td>
<td><a href="mailto:TomColwell@gmail.com">TomColwell@gmail.com</a></td>
</tr>
<tr>
<td>Sheila King</td>
<td>703-200-2456, Richmond, VA</td>
<td><a href="mailto:Shikings@gmail.com">Shikings@gmail.com</a></td>
</tr>
<tr>
<td>Ted Ewe</td>
<td>703-200-2456, Richmond, VA</td>
<td><a href="mailto:TedEwe@gmail.com">TedEwe@gmail.com</a></td>
</tr>
<tr>
<td>Steve Yab</td>
<td>703-200-2456, Richmond, VA</td>
<td><a href="mailto:SteveYab@gmail.com">SteveYab@gmail.com</a></td>
</tr>
<tr>
<td>Chief Pressley</td>
<td>703-200-2456, Richmond, VA</td>
<td><a href="mailto:ChiefPressley@gmail.com">ChiefPressley@gmail.com</a></td>
</tr>
<tr>
<td>David Hyde</td>
<td>703-200-2456, Richmond, VA</td>
<td><a href="mailto:DavidHyde@gmail.com">DavidHyde@gmail.com</a></td>
</tr>
<tr>
<td>James Hagan</td>
<td>703-200-2456, Richmond, VA</td>
<td><a href="mailto:JamesHagan@gmail.com">JamesHagan@gmail.com</a></td>
</tr>
<tr>
<td>Jesse Smith</td>
<td>703-200-2456, Richmond, VA</td>
<td><a href="mailto:JesseSmith@gmail.com">JesseSmith@gmail.com</a></td>
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## VTrans Open House Sign-in Sheet

**Richmond District**

**April 25, 2019**

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

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<tr>
<th>NAME</th>
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<tr>
<td>Sherman Vaughan</td>
<td>703-200-2456, Richmond, VA</td>
<td><a href="mailto:ShermanVaughn@gmail.com">ShermanVaughn@gmail.com</a></td>
</tr>
<tr>
<td>Sarah Weisiger</td>
<td>703-200-2456, Richmond, VA</td>
<td><a href="mailto:SarahWeisiger@hotmail.com">SarahWeisiger@hotmail.com</a></td>
</tr>
</tbody>
</table>
### Sticky Notes:

#### Question to Ask:
- **What does "Goal 4" mean?**

#### Question to Ask:
- **Can you provide an example of a healthy community?**

#### Question to Ask:
- **What are the priorities for improvement in transportation projects?**

#### Question to Ask:
- **How can we ensure all users have access to the transportation system?**

#### Question to Ask:
- **How is Virginia's transportation infrastructure in good condition?**

#### Question to Ask:
- **What are the factors that contribute to travel-induced pollution?**

#### Question to Ask:
- **How can we make transportation more accessible for all users?**

#### Question to Ask:
- **What new and updated measures are expected for transportation projects in Late Spring 2019?**

#### Question to Ask:
- **How can we ensure the project team includes diverse perspectives?**

#### Question to Ask:
- **What is the significance of the phrases "GOAL A" and "GOAL B"?**

#### Question to Ask:
- **How will the project team validate and finalize needs?**

#### Question to Ask:
- **What is the purpose of the "21st century" goal for Virginia businesses?**

#### Question to Ask:
- **How will the project team address the needs of Virginians of all ages and abilities?**

#### Question to Ask:
- **What is the significance of the "Regional Rail Network"?**

#### Question to Ask:
- **How will the project team integrate transportation projects with other regional initiatives?**

#### Question to Ask:
- **What is the purpose of the "Northern Virginia Corridor"?**

#### Question to Ask:
- **How will the project team address the needs of travelers in the "Southside Corridor"?**

#### Question to Ask:
- **What is the significance of the "Ports and Rail Network"?**

#### Question to Ask:
- **How will the project team address the needs of travelers in the "Portsmouth" area?**

#### Question to Ask:
- **What is the purpose of the "Healthy Community" goal?**

#### Question to Ask:
- **How will the project team ensure all users have access to healthy transportation options?**

#### Question to Ask:
- **What is the purpose of the "Safety for All Users" goal?**

#### Question to Ask:
- **How will the project team ensure the transportation system is safe for all users?**

#### Question to Ask:
- **What is the significance of the "GOAL C" goal?**

#### Question to Ask:
- **How will the project team ensure the transportation system is sustainable and environmentally friendly?**

#### Question to Ask:
- **What is the purpose of the "GOAL D" goal?**

#### Question to Ask:
- **How will the project team ensure the transportation system is financially feasible and sustainable?**
1.6 Culpeper

Comment Form(s) Received: N/A

Sign-in Sheet(s):
Sticky Notes:
Alhambra County
UDA mapping is missing an area that is covered in the text. Please contact Kevin Hider with the following info:
434-296-5872
email: kevin.hider@vitrans.state.va.us
1.7 Salem

Comment Form(s) Received:

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

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

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

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

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

A | This is just right — keep as is!
B | It's pretty good, but I'd suggest dropping, adding, or changing a few things.

Drop:

Add:

Change:
The vision needs business as the focus, is this really the focus of government? Our citizens should come first.

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

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

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

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

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Drop:

Add:

Change:

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

If you have additional comments, please email us at Comment@VTrans.org
## Sign-in Sheet(s):

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<tr>
<th>Name</th>
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<th>E-mail Address</th>
</tr>
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<tbody>
<tr>
<td>Kelly Dunn</td>
<td>311 Upham Rd</td>
<td><a href="mailto:kelly.dunn@vdot.virginia.gov">kelly.dunn@vdot.virginia.gov</a></td>
</tr>
<tr>
<td>George Zada</td>
<td>420 E. MAIN ST, STE B-103</td>
<td><a href="mailto:george.zada@state.virginia.gov">george.zada@state.virginia.gov</a></td>
</tr>
<tr>
<td>Shane Sawyer</td>
<td>1401 EAST BROAD ST</td>
<td><a href="mailto:shane.sawyer@vdot.virginia.gov">shane.sawyer@vdot.virginia.gov</a></td>
</tr>
<tr>
<td>Emm W. Carlson</td>
<td>7001 ROYALL ST Suite A</td>
<td><a href="mailto:emm.carlson@montgomerycountyva.gov">emm.carlson@montgomerycountyva.gov</a></td>
</tr>
<tr>
<td>Lisa Cooper</td>
<td>1257 TRAFORD LN</td>
<td><a href="mailto:lisa.cooper@montgomerycountyva.gov">lisa.cooper@montgomerycountyva.gov</a></td>
</tr>
<tr>
<td>Bryan Hill</td>
<td>R.R. Box 2867</td>
<td><a href="mailto:bhill@rvarc.org">bhill@rvarc.org</a></td>
</tr>
<tr>
<td>Jessica Heckman</td>
<td>3205 Donald Ave</td>
<td><a href="mailto:jheckman@rickymuntz.com">jheckman@rickymuntz.com</a></td>
</tr>
<tr>
<td>Harry Bundy</td>
<td>4701 HIGHLANDS RD</td>
<td><a href="mailto:yb@acd.com">yb@acd.com</a></td>
</tr>
<tr>
<td>Robert Baker</td>
<td>2225 MEADOWBROOK DR</td>
<td><a href="mailto:rbaker@rvrc.org">rbaker@rvrc.org</a></td>
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<tr>
<td>Don Brown</td>
<td>755 Rawlins St, Suite 2E</td>
<td><a href="mailto:brown.d@montgomerycountyva.gov">brown.d@montgomerycountyva.gov</a></td>
</tr>
<tr>
<td>Michael Carey</td>
<td>100 MAIN ST</td>
<td><a href="mailto:michael.carey@vdot.virginia.gov">michael.carey@vdot.virginia.gov</a></td>
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<tr>
<td>Yong Yuan</td>
<td>755 Rawlins St, Suite 2E</td>
<td><a href="mailto:yong.yuan@vdot.virginia.gov">yong.yuan@vdot.virginia.gov</a></td>
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<tr>
<td>Elisa Liu</td>
<td>755 Rawlins St, Suite 2E</td>
<td><a href="mailto:elisa.liu@vdot.virginia.gov">elisa.liu@vdot.virginia.gov</a></td>
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<tr>
<td>Dave Meadows</td>
<td>100 MAIN ST</td>
<td><a href="mailto:dave.meadows@montgomerycountyva.gov">dave.meadows@montgomerycountyva.gov</a></td>
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<tr>
<td>Mike Dunn</td>
<td>755 Rawlins St, Suite 2E</td>
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<tr>
<td>Wayne Nelson</td>
<td>755 Rawlins St, Suite 2E</td>
<td><a href="mailto:wnelson@christiansburg.org">wnelson@christiansburg.org</a></td>
</tr>
<tr>
<td>Elko Olsen</td>
<td>2800 COMMERCIAL ST</td>
<td><a href="mailto:elko.olsen@christiansburg.org">elko.olsen@christiansburg.org</a></td>
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## APPENDIX A

### VTrans Open House Sign-in Sheet

**Salem District**

May 7, 2019

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

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>E-MAIL ADDRESS</th>
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</thead>
<tbody>
<tr>
<td>Hannah</td>
<td>22511 Wycliff Dr, St 200</td>
<td><a href="mailto:hannah@mycompany.com">hannah@mycompany.com</a></td>
</tr>
<tr>
<td>Michael</td>
<td>1234 Elm St, Alexandria</td>
<td><a href="mailto:michael@mycompany.com">michael@mycompany.com</a></td>
</tr>
<tr>
<td>Sarah</td>
<td>5678 Maple Ave, Richmond</td>
<td><a href="mailto:sarah@mycompany.com">sarah@mycompany.com</a></td>
</tr>
<tr>
<td>David</td>
<td>9876 Oak St, Norfolk</td>
<td><a href="mailto:david@mycompany.com">david@mycompany.com</a></td>
</tr>
<tr>
<td>Emma</td>
<td>4567 Pine Rd, Virginia</td>
<td><a href="mailto:emma@mycompany.com">emma@mycompany.com</a></td>
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### VTrans Open House Sign-in Sheet

**Salem District**

May 7, 2019

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<th>E-MAIL ADDRESS</th>
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<tbody>
<tr>
<td>Robert</td>
<td>123 Main St, Virginia</td>
<td><a href="mailto:robert@mycompany.com">robert@mycompany.com</a></td>
</tr>
<tr>
<td>John</td>
<td>456 Exchange Ave, VA</td>
<td><a href="mailto:john@mycompany.com">john@mycompany.com</a></td>
</tr>
<tr>
<td>Sally</td>
<td>789 Market St, Richmond</td>
<td><a href="mailto:sally@mycompany.com">sally@mycompany.com</a></td>
</tr>
<tr>
<td>Brian</td>
<td>1011 THERE IS NOT ENOUGH</td>
<td><a href="mailto:brian@mycompany.com">brian@mycompany.com</a></td>
</tr>
<tr>
<td>Lisa</td>
<td>1234 Exchange Ave, VA</td>
<td><a href="mailto:lisa@mycompany.com">lisa@mycompany.com</a></td>
</tr>
<tr>
<td>James</td>
<td>5678 Market St, Richmond</td>
<td><a href="mailto:james@mycompany.com">james@mycompany.com</a></td>
</tr>
</tbody>
</table>

---

Notes on the table:

- Ensure all names and addresses are legible and complete.
- Optional email addresses are provided for project updates.
- Ensure all entries are consistent in format.
Sticky Notes:
1.8 **Fredericksburg**

**Comment Form(s) Received:** N/A

**Sign-in Sheet(s):**

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<th>E-MAIL ADDRESS</th>
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<td>Patrick Lee</td>
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<td>VDOT - Spotsylvania</td>
<td></td>
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<tr>
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<td>Spotsylvania</td>
<td></td>
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<tr>
<td>Tony Brown</td>
<td>Kahneek, resident</td>
<td></td>
</tr>
<tr>
<td>Dan Cole</td>
<td></td>
<td></td>
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<tr>
<td>Andy Frank</td>
<td>F+R</td>
<td><a href="mailto:AFRANKCCE@FAMU.COM">AFRANKCCE@FAMU.COM</a></td>
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**Sticky Notes:**

```
Fredericksburg Mtgs.  

Norris Bridge?  
Downing Bridge?  
(Final district map noted)
```
1.9 NOVA

Comment Form(s) Received: N/A

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<td>London</td>
<td><a href="mailto:cgrosse@feeder-gov.6w">cgrosse@feeder-gov.6w</a></td>
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<td>Philip Kedik</td>
<td></td>
<td><a href="mailto:phil.kedik@saeoh.6w">phil.kedik@saeoh.6w</a></td>
</tr>
<tr>
<td>Anna Frank</td>
<td>FREICKEN+ROBERTSON</td>
<td><a href="mailto:AFRANK@FANOD.COM">AFRANK@FANOD.COM</a></td>
</tr>
<tr>
<td>Andrea Bailey</td>
<td>Andree Bailey</td>
<td>AndreeBailey@<a href="mailto:lockridge@gmail.com">lockridge@gmail.com</a></td>
</tr>
<tr>
<td>Penny Napost</td>
<td>Penny Napost</td>
<td><a href="mailto:penny.napost@bwintergreen.gov">penny.napost@bwintergreen.gov</a></td>
</tr>
<tr>
<td>Mark Schorer</td>
<td>Brander, 6w</td>
<td></td>
</tr>
<tr>
<td>Bob Kutsis</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mary Butler</td>
<td>Southern Community Law Clinic</td>
<td><a href="mailto:mary.butter@sciclc.org">mary.butter@sciclc.org</a></td>
</tr>
<tr>
<td>Douglas Street</td>
<td>VA Sports Club</td>
<td><a href="mailto:douglas.daymond@gmail.com">douglas.daymond@gmail.com</a></td>
</tr>
<tr>
<td>Rick Vaughan</td>
<td></td>
<td><a href="mailto:rick.vauhan@verizon.net">rick.vauhan@verizon.net</a></td>
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<tr>
<td>Jason Stafford</td>
<td>1861 S. Virginia</td>
<td><a href="mailto:jasen@va-s.com">jasen@va-s.com</a></td>
</tr>
<tr>
<td>Felicia Woodoff</td>
<td></td>
<td>felicia@<a href="mailto:woodoff-s@gmail.com">woodoff-s@gmail.com</a></td>
</tr>
<tr>
<td>Allen Muchnick</td>
<td></td>
<td><a href="mailto:allen.22204@gmail.com">allen.22204@gmail.com</a></td>
</tr>
<tr>
<td>Michael Heart</td>
<td></td>
<td><a href="mailto:michael.heart@wena.com">michael.heart@wena.com</a></td>
</tr>
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</table>
Sticky Notes:
1.10 **Letters and Emails**

**Letters:**

May 14, 2019

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

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

Dear Mr. Ramchandani:

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

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

Thank you for considering our views on these important issues.

Regards,

Lindsey A. Coley  
Chairman, SMLRCC Board of Directors

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

[JEWEL OF THE BLUE RIDGE]

www.visitsmithmountainlake.com  * Phone: 540.721.3703  * Fax: 540.721.7796  
16410 Franklin T. Washington Hwy., #2, Smith Mountain Lake, VA 24171
June 14, 2019

comment@vtrans.org            VIA EMAIL

Re: Comments on VTrans Planning Process and Spring Public Meetings

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

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

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

Reducing Greenhouse Gas Emissions

The transportation sector is now the largest contributor of greenhouse gas (GHG) emissions both in Virginia and nationwide. The effects of climate change—such as more intense storms and more frequent flooding—threaten every part of the state, and the Commonwealth’s coastal areas are already grappling with the adverse impacts of rapidly rising seas. As such, it is imperative that efforts to reduce these emissions are made a central component of this VTrans
update. This includes efforts both to advance cleaner transportation technologies such as electric vehicles, and to reduce vehicle miles traveled on our roads by encouraging greater shifts to alternative modes such as public transit, passenger and freight rail, and bicycling and walking, as well as promoting transportation projects and land use patterns that make these modes a viable option for more Virginians.

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

**Electric Vehicles and Charging Infrastructure**

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

**Multimodal Transportation Options**

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

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

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

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

State of Good Repair and Upgrading Existing Infrastructure

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

Future Scenario Planning

We also support the inclusion in this VTrans update of another round of future scenario planning as was done for the current long-range plan. This aspect of VTrans is also growing in importance as the transportation landscape continues to rapidly change through the emergence of new technologies (such as the growth in EVs and introduction of autonomous vehicles), new ways to navigate our communities (such as transit network companies, micro-transit, and
e-scooters), and new challenges (such as climate change). In formulating and assessing future scenarios, it is essential that both the opportunities and challenges involved with this changing landscape are adequately considered. Among other things, this should include the potential GHG emissions implications of each scenario, as well as both the potential beneficial and adverse effects of the emergence of autonomous vehicles—such as potential increases in vehicle miles traveled and changes in land use patterns that may result from the enhanced mobility and convenience that this new technology would provide.

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

Explicitly Including Environmental Values in the Vision and Goals

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

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

Sincerely,

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

Erik Olsen <eolsen@blacksburg.gov>  To: "comment@vtrans.org" <comment@vtrans.org>  Tue, May 14, 2019 at 9:29 AM

VTrans2040 Vision:

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

What do you think?

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

[ ] - Option A | This is just right — keep as is!
[X] - Option B | It’s pretty good, but I’d suggest dropping, adding, or changing a few things:
[ ] - Option C | My vision is really different. Here’s how I’d describe Virginia’s ideal future:

Write in your comments here:

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

- Virginia’s multimodal transportation system will be:
  - Good for Business
  - Good for Communities, and
  - Good to Go.

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

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

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

[X] - I would like an email reply.
Thanks,

Erik

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-Supporting regional transportation planning for the
New River Valley Metropolitan Planning Organization
Including for Roam NRV bike share