



---

2045 METROPOLITAN TRANSPORTATION PLAN

**Winchester-Frederick County Metropolitan Planning Organization**  
WINCHESTER, VIRGINIA | NOVEMBER 2022

## Disclaimer

---

This document was prepared on behalf of the WinFred Metropolitan Planning Organization by the Northern Shenandoah Valley Regional Commission staff through a cooperative process involving the City of Winchester, County of Frederick, Town of Stephens City, Virginia Department of Transportation, Virginia Department of Rail and Public Transportation, Federal Highway Administration, and the Federal Transit Administration.

The preparation of this plan was financially aided through grants from the Federal Highway Administration, Federal Transit Administration, Virginia Department of Transportation and the Virginia Department of Rail and Public Transportation.

The contents of this report reflect the views of the WinFred Metropolitan Planning Organization and the Northern Shenandoah Valley Regional Commission who are responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA) and the Commonwealth Transportation Board. This report does not constitute a standard, specification, or regulation. FHWA acceptance of this report as evidence of fulfillment of the objectives of this planning study does not constitute endorsement / approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

## Non-Discrimination Statement

---

The WinFred MPO ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you have questions or concerns about your civil rights in regard to this project or special assistance for persons with disabilities or limited English proficiency, please contact the WinFred MPO. Please contact the WinFred MPO at 540-636-8800 if you need assistance accessing this document or any related materials.

Copyright 2022 by the Commonwealth of Virginia

# Winchester-Frederick County Metropolitan Planning Organization

---

## Policy Board

### **Voting Members:**

Frederick County                      Judith McCann-Slaughter, *Chair*  
Board of Supervisors

Charles DeHaven, Jr.  
Board of Supervisors

Mike Bollhoefer  
County Administrator

Town of Stephens City              Michael Majher  
Town Manager

City of Winchester                  David Smith,  
Mayor

John Hill, *Vice Chair*  
City Council

Dan Hoffman  
City Manager

Va. Dept. of Transportation        Randy Kiser  
Administrator, Staunton District

### **Alternate Voting Members:**

City of Winchester                  Tim Youmans  
Director of Planning

Perry Eisenach  
Director of Public Services

### **Non-Voting Members:**

Federal Highway Administration    Kevin Jones  
Planning & Environmental Specialist

Federal Transit Administration      Tony Cho  
Transportation Program Specialist

Va. Dept. of Rail & Public Transportation    Ciara Williams  
Statewide Multimodal Transportation Planner

Va. Dept. of Aviation                R. N. (Rusty) Harrington  
Manager

### Technical Advisory Committee (TAC)

Tim Youmans, City of Winchester -- *Chair*

John Bishop, Frederick County – *Vice Chair*

Patrick Barker, Frederick County

Mike Bollhoefer, Frederick County

Perry Eisenach, City of Winchester

Mike Majher, Town of Stephens City

Wyatt Pearson, Frederick County

Brad Reed, Virginia Department of Transportation

Ciara Williams, Multimodal Transportation Planner Virginia Dept. of Rail & Public Transportation

Nick Sabo, Executive Director Winchester Airport

Renee Wells, Director, Winchester Transit

### Metropolitan Transportation Plan Project Steering Committee

John Bishop, Frederick County

Charles DeHaven, Jr., Frederick County

John Hill, City of Winchester

Mike Majher, Town of Stephens City

Brad Reed, Virginia Department of Transportation

Tim Youmans, City of Winchester

### Administrative & Technical Support

Provided by Northern Shenandoah Valley Regional Commission

400 Kendrick Lane, Suite E, Front Royal, VA 22630

(540) 636-8800 | [info@nsvregion.org](mailto:info@nsvregion.org) | [www.winfredmpo.org](http://www.winfredmpo.org)

Brandon Davis, Executive Director

John Madera, AICP, Principal Planner

Karen Taylor, Senior Project and Operations Manager

Amanda Kerns, Regional Planner

Consultant, public involvement: EPR PC, Charlottesville, VA

Will Cockrell, AICP, Project Manager

Philip White



## Table of Contents

---

Disclaimer.....	i
Non-Discrimination Statement .....	i
Winchester-Frederick County Metropolitan Planning Organization .....	ii
Policy Board .....	ii
Technical Advisory Committee (TAC).....	iii
Metropolitan Transportation Plan Project Steering Committee .....	iii
Administrative & Technical Support .....	iii
List of Tables .....	vi
List of Figures .....	vi
Glossary of acronyms.....	vii
Introduction .....	1
1 Policy, goals, objectives .....	6
1.1 Vision (Policy).....	6
1.2 Goals and objectives .....	6
2 Population and employment .....	8
3 The regional transportation network .....	9
3.1 Roadways .....	9
3.2 Public transportation facilities .....	14
3.3 Non-motorized transportation facilities .....	16
3.4 Intermodal connectors.....	20
4 Measures of Performance .....	23
5 System performance report.....	25
6 Operational and management strategies .....	29
7 Transportation and transit enhancement activities .....	30
8 Capital investment and other strategies.....	31
8.1 State plans.....	31
8.2 Regional modal plans .....	34
8.3 Locality comprehensive plans .....	37
8.4 WinFred MPO strategies.....	42
8.5 Performance-based strategies .....	43
9 Public input .....	44
10 Financial plan .....	48

10.1	Highways .....	50
10.2	Transit .....	53
10.3	Freight rail .....	53
10.4	Bicycle and pedestrian .....	54
10.5	Aviation .....	55
11	Environmental mitigation activities .....	56
12	Environmental justice analysis.....	59
13	Public Participation .....	62
13.1	Guiding Principles .....	62
13.2	Public Engagement Goals.....	62
13.3	The Engagement Process .....	63
13.4	Communications Channels.....	64
13.5	Environmental resource agency consultation .....	65
	Appendix A: CLRP project prioritization methodology .....	66
	Appendix B: CLRP project prioritization scores.....	80
	Appendix C: Public engagement and input summary .....	82
	Appendix D: Resource agency consultation summary.....	180
	Stakeholder consultation outreach letter.....	180
	List of resource agencies and organizations consulted .....	181
	Appendix E: Comments received during the draft plan public comment period .....	182

## List of Tables

Table 1: Roadway Functional Classification roles .....	12
Table 2: Centerline miles by roadway functional classification within WinFred MPO .....	12
Table 3: Park and Ride lots, Northern Shenandoah Valley .....	21
Table 4: National Performance Measures .....	24
Table 5: MPO Safety Targets for 2022 .....	27
Table 6: MPO Asset Condition and System Performance Targets for 2022 .....	27
Table 7: FY '23 Six Year Improvement Program, WinFred MPO .....	49
Table 8: Summary of future highway construction allocations for the WinFred MPO .....	50
Table 9: WinFred 2045 Constrained Long Range Plan .....	51
Table 10: Rail Preservation Program allocations, FY 2023-2028, Winchester & Western Railroad .....	54
Table 11: Environmental Mitigation Options for Transportation Projects .....	57
Table 12: Minority and low-income populations, 2020.....	59

## List of Figures

Figure 1: WinFred MPO Planning Area .....	5
Figure 2: Population and employment, current and forecast .....	8
Figure 3 The National Highway System, WinFred MPO.....	11
Figure 4: Roadways by Functional Classification .....	13
Figure 5: Bus routes .....	15
Figure 6: Winchester Green Circle Trail .....	19
Figure 7: Fatality trends .....	25
Figure 8: Fatality rate trends.....	26
Figure 9: Serious injury rate trends.....	26
Figure 10: Ten highest priority locations for bicycle and pedestrian improvements.....	36
Figure 11: Project scoring rubric .....	43
Figure 12: Public comment hotspots and CLRP projects .....	47
Figure 13: WinFred 2045 Constrained Long Range Plan.....	52
Figure 14: Disadvantaged Census tracts and CLRP projects .....	61

## Glossary of acronyms

---

**CLRP** – Constrained Long Range Plan, a fiscally-constrained list of projects the MPO wishes to implement during the 20-year planning horizon using anticipated funds. All CLRP projects must have an estimated cost and a funding source identified.

**DRPT** – Virginia Department of Rail and Public Transportation, the agency under the Virginia Secretary of Transportation which provides technical and financial assistance to Virginia's public transit.

**FHWA** – Federal Highway Administration, a branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges. FHWA administers federal laws and regulations related to metropolitan transportation planning.

**FTA** – Federal Transit Administration, a branch of the US Department of Transportation responsible for administering federal assistance for public transportation.

**LRTP** – Long Range Transportation Plan, also called the Metropolitan Transportation Plan (MTP).

**MPA** – Metropolitan Planning Area, the geographic area in which the metropolitan transportation planning process required by federal law must be carried out. The MPA must cover the entire urbanized area (UZA) plus adjacent areas expected to become developed within 20 years.

**MPO** – Metropolitan Planning Organization, a regional policy body required for urbanized areas with populations over 50,000 and designated by local officials and the governor of the state, responsible in cooperation with the state and other transportation providers for carrying out the metropolitan transportation planning requirements of federal highway and transit legislation.

**MTP** – Metropolitan Transportation Plan, sometimes called the LRTP, a regional plan developed and approved by the MPO serving as the defining vision for the region's transportation systems and services that includes all transportation projects and programs that the MPO realistically anticipates can be implemented over the next 20 years. MTPs must include a CLRP; and may include a Vision Plan, a list of all projects which the MPO desires to be implemented. Transportation projects must be included in the MTP and the TIP to receive federal funding.

**TAC** – Technical Advisory Committee, an advisory body to the MPO's Policy Board. The TAC works with MPO staff to formulate the UPWP and MTP and provides technical review and assistance on MPO planning studies as specified in the UPWP.

**TIP** – Transportation Improvement Program, a list of projects and programs that will be implemented over the next six years. Transportation projects must be included in the CLRP and the TIP to receive federal funding.

**UPWP** – Unified Planning Work Program, an annual work program and budget specifying all planning activities or tasks to be undertaken by the MPO during the fiscal year which begins July 1<sup>st</sup> and ends the following June 30th.

**UZA** -- Urbanized Area, an area that contains a city of 50,000 or more population plus adjacent developed unincorporated areas as defined by the U.S. Census.

**VDOT** – Virginia Department of Transportation, the state agency responsible for statewide transportation facility planning, construction, and maintenance. VDOT is separate from DRPT.

## Introduction

---

### *Metropolitan Transportation Planning and the MPO*

The activity of transportation is essential to the economic and social well-being of the nation. It is one of two primary means (communication being the other) by which individuals connect with society. It is so important that federal law has declared the planning for it to be in the national interest; and that the federal government supplies a large share of the funding for transportation infrastructure (through the states), as it has for decades.

Metropolitan transportation planning is the process of examining travel and transportation issues and identifying infrastructure and service needs in a metropolitan area. It includes an examination of population and travel patterns and trends, and an analysis of alternatives to accommodate projected future demands safely and efficiently while minimizing adverse impacts to communities and the environment. For metropolitan areas containing an urbanized core (as defined by the US Census Bureau) of 50,000 residents or more, Federal law assigns responsibility for transportation planning to a designated Metropolitan Planning Organization (MPO) comprised of local elected officials as well as state and federal transportation officials.

The Winchester-Frederick County (WinFred) MPO is responsible for conducting a continuing, comprehensive and coordinated (3-C) transportation planning process for the Winchester metropolitan area in accordance with Section 134, Title 23, and Section 5303, Title 49, United States Code, and the joint metropolitan planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The MPO was established in 2003 through a Memorandum of Understanding (MOU) between the Secretary of Transportation for the Commonwealth of Virginia and the localities in the urbanized area including the City of Winchester, the Town of Stephens City, and Frederick County.

The MPO is governed by a Policy Board comprised of elected officials from each locality and representatives from the Virginia departments of transportation (VDOT) and rail and public transportation (DRPT), and FHWA. See page ii for the board roster. Typically meeting monthly, the Policy Board is responsible for making all the official decisions of the MPO.

The Policy Board is advised on technical matters by a Technical Advisory Committee (TAC) comprised of planners, engineers and other transportation experts employed by the member localities and state and federal partners. See page iii for the committee roster. The TAC typically meets monthly.

Members of the public are welcome to attend meetings of the Policy Board and TAC.

The Northern Shenandoah Valley Regional Commission (NSVRC) staffs and manages the MPO, providing project management, technical, clerical and administrative support. The Commission's Executive Director serves as the MPO's Secretary-Treasurer.

The Policy Board directs the work of the MPO staff through a Unified Planning Work Program (UPWP) adopted annually.

### *Federal transportation planning framework*

The WinFred MPO must follow the federally mandated transportation planning process culminating in the production of three key documents:

1. The **Unified Planning Work Program (UPWP)** specifies MPO planning activities for the coming year; updated annually.
2. The **Transportation Improvement Program (TIP)** identifies transportation projects to be funded within the next six years; updated every four years.
3. The **Metropolitan Transportation Plan (MTP)** defines long-range transportation needs and identifies a fiscally constrained list of projects to be eligible for inclusion in the TIP. Through the MTP, the MPO establishes its priorities for the investment of federal transportation dollars. Reviewed and updated every five years to confirm its validity and its consistency with the most current forecasts and trends in population, employment, land use, travel, congestion, and economic activity, the MTP must cover at least a 20-year planning horizon.

### *Purpose of this plan*

As WinFred MPO's Metropolitan Transportation Plan for the year 2045, this document sets forth the goals, objectives, strategies, and actions required to develop and maintain an efficient, equitable, multi-modal system for the transportation of people and goods throughout greater Winchester in a manner that will enhance the economic, social, and environmental qualities of the community. This MTP supersedes the *WinFred MPO 2040 Transportation Plan Update* adopted May 2017.

This plan addresses 10 federally mandated planning factors through the consideration of long- and short-range strategies and actions which

1. Support the economic vitality of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;

9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

These factors are addressed throughout the plan, beginning with the plan goals and objectives, and inventory of existing conditions. This plan comprehensively identifies strategies in current and relevant state, regional and local plans including plans for goods movement, rail transportation, public transportation, bicycle and pedestrian mobility, and travel demand management.

### *Required elements*

In accordance with Federal law, this plan contains the following elements:

- **Identification of transportation facilities** that should function as an integrated metropolitan transportation system;
- **Performance measures and targets;**
- **A system performance report;**
- A discussion of potential **environmental mitigation activities;**
- A **financial plan** that demonstrates how the adopted plan can be implemented;
- **Operational and management strategies** to improve the performance of existing facilities;
- **Capital investment and other strategies** to preserve the system and provide for future needs; and
- A discussion of **transportation and transit enhancement activities** including public and private intercity bus service.

Federal law requires states and MPOs to take a performance-based approach to transportation planning and decision-making which includes the establishment of goals, measures of progress, and targets (outcomes) for the performance of the transportation system, and the periodic tracking of progress toward those outcomes.

State and MPO goals must support national transportation goals regarding safety, state of repair, congestion reduction, reliability, freight movement and economic vitality, environmental sustainability, and expedited project delivery. States must establish safety performance targets annually; MPOs must approve their own, which must align with the state's, within 180 days following the approval of the state's performance targets.

Central to the plan is a list of future transportation facilities and modifications recommended to be built with available funding. This list, which may include transit, pedestrian and bicycle facilities in addition to new roads and roadway expansions, is called the "Constrained Long Range Plan" (CLRP) because the total cost of the projects is constrained by expected available funds. VDOT estimates the future cost of each proposed project and the amount of funds expected to be available to implement those projects.



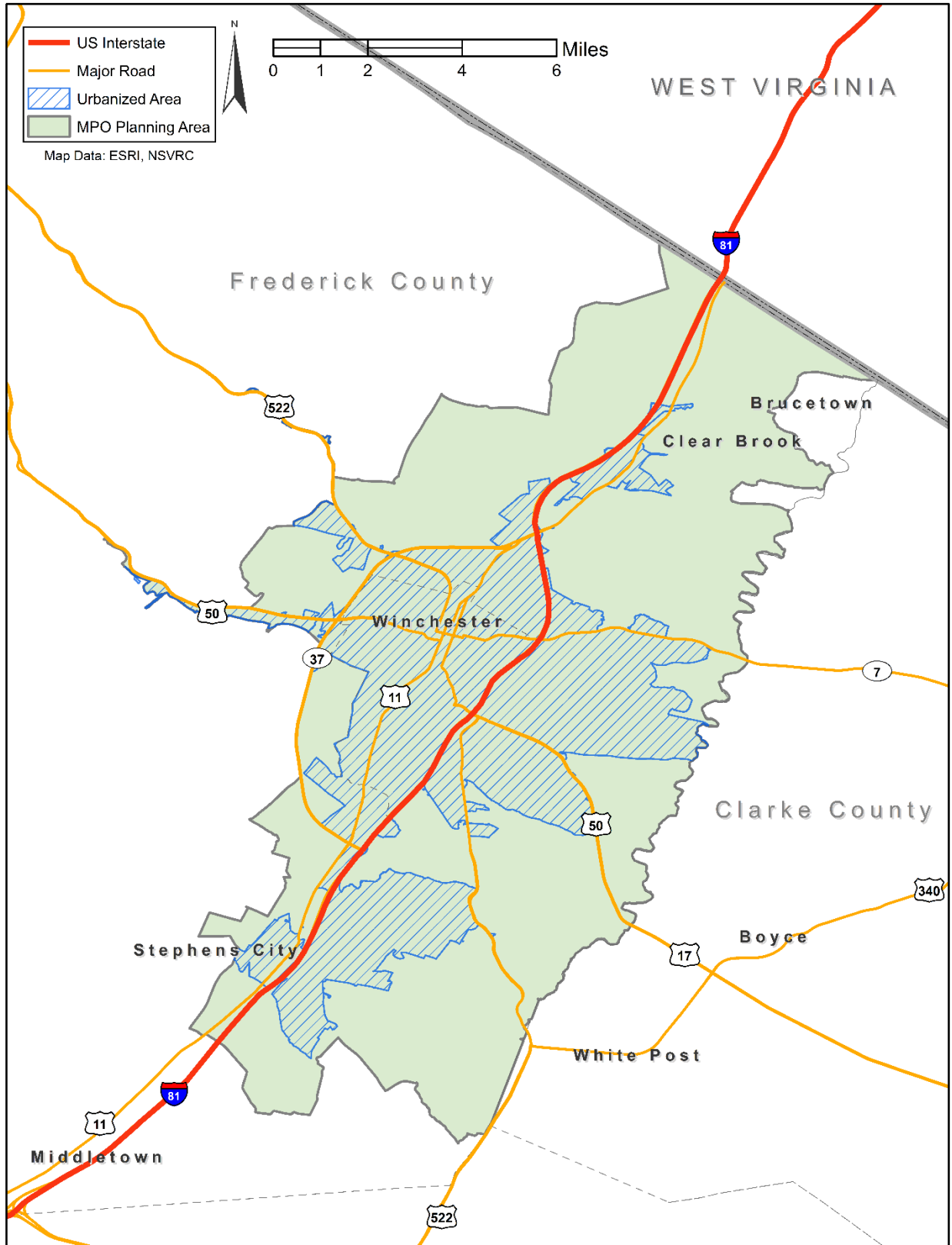
### *Metropolitan Planning Area*

Transportation planning processes are required to be organized and directed for all urbanized areas (UZAs) having a population of 50,000 or greater, as delineated by the U.S. Census Bureau. MPOs are established for a metropolitan planning area (MPA) that must contain, at a minimum, the Census Bureau delineated UZA and adjacent areas expected to become urbanized in the next 20 years. An MPO, its planning boundaries and membership and voting structure are established and designated by agreement between local officials and the Governor (23 CFR 450.310).

The WinFred MPO planning area consists of the City of Winchester, the Town of Stephens City, the Urbanized Area of Frederick County, and the area of Frederick County projected to be urbanized by the year 2045 (see Figure 1 on following page).

As reported by FHWA for 2010, the WinFred MPO Urbanized Area population was 78,440 and it encompasses a land area of approximately 103 sq. miles.

Figure 1: WinFred MPO Planning Area



## 1 Policy, goals, objectives

---

The transportation planning process is more than merely listing future highway and transit projects. Any successful planning effort rests on a foundation of a clearly stated vision, goals and objectives.

Together, the vision, goals and objectives are a description and declaration of the desired future characteristics of the transportation system – and serve to guide in the identification of strategies and definition of projects. They address the operational outcomes of the planning process *which are meaningful to users* – the services delivered and their desired quality – rather than outputs, for example the funds expended, miles of roadway built, or projects completed.

The following vision, goals, and objectives serve to guide the development of the 2045 Metropolitan Transportation Plan. The goals are identical to those of the state as set forth in the statewide transportation plan, VTrans, reaffirmed by the Commonwealth Transportation Board in December 2021. They are compatible with federal transportation policy and align with locality goals.

### 1.1 Vision (Policy)

---

*It is the policy of the WinFred MPO and its member jurisdictions to strive for a multi-modal transportation system that is planned, designed, operated and maintained to provide*

- *safe, efficient, fiscally sustainable access*
    - *to economic and community life*
  - *for all, regardless of one’s ability, desire or opportunity to drive*
  - *while preserving and enhancing environmental quality and community character.*
- 

### 1.2 Goals and objectives

**Goal: Economic Competitiveness and Prosperity**

Objective: Reduce the amount of travel that takes place in severe congestion

Objective: Reduce the number and severity of freight bottlenecks

Objective: Improve reliability on key corridors for all modes

**Goal: Accessible and Connected Places**

Objective: Reduce average peak-period travel times

Objective: Reduce average daily trip lengths

Objective: Increase accessibility to jobs via transit, walking and driving

**Goal: Safety for All Users**

Objective: Reduce the number and rate of motorized fatalities and severe injuries

---

## 2045 METROPOLITAN TRANSPORTATION PLAN

Objective: Reduce the number of non-motorized fatalities and severe injuries

***Goal: Proactive System Management***

Objective: Improve the condition of all bridges based on deck area

Objective: Increase the lane miles of pavement in good or fair condition

Objective: Increase percent of transit vehicles and facilities in good or fair condition

***Goal: Healthy communities and Sustainable Transportation Communities***

Objective: Reduce per-capita vehicle miles traveled

Objective: Reduce transportation-related emissions

Objective: Increase the number of bicycling and walking trips

## 2 Population and employment

Growth in population and employment will create new demands on the transportation system. During the 2010s the Winchester metropolitan area added 13,592 residents -- a growth rate of 13 percent, second only to Northern Virginia (13.4 percent) among Virginia’s 11 metros, and significantly higher than the third fastest growing metro, Charlottesville (10.4 percent).<sup>1</sup>

As for the future, forecasts of population and employment vary among reputable sources. The estimates and projections selected as planning assumptions for this MTP, and their sources, are described below.

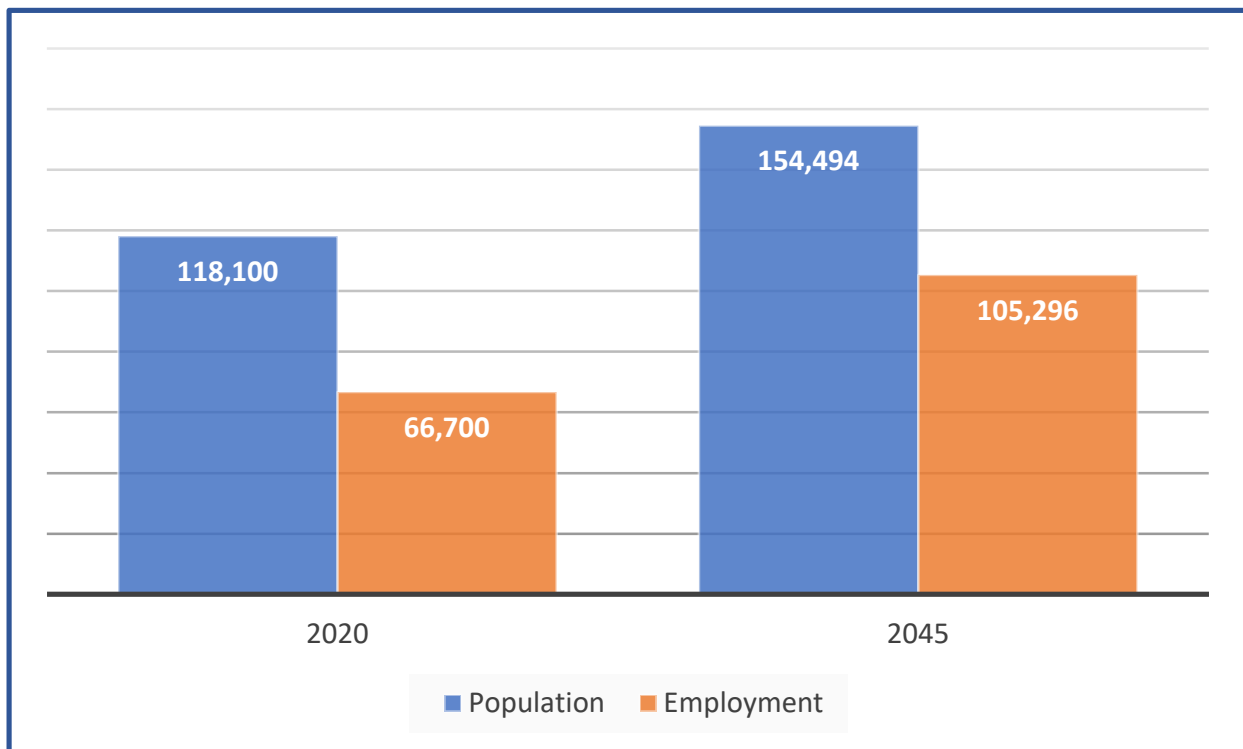
**Base Year (2020) population:** 118,100 (Weldon Cooper Center, July 1, 2020 estimate).

**Horizon Year (2045) population:** 154,494 (Woods & Poole Economics combined forecasts for Winchester and Frederick County); 157,527 (Weldon Cooper Center projection)

**Base Year employment:** 66,700 (Bureau of Labor Statistics, total non-farm employment, Winchester VA-WV MSA, March 2020 – the last month reflective of the pre-pandemic labor market).

**Horizon Year employment:** 105,296 (Woods & Poole Economics forecast).

*Figure 2: Population and employment, current and forecast*



<sup>1</sup> 2021 State of the Commonwealth Report, Old Dominion University Dragas Center for Economic Analysis and Policy, p. 142.

### 3 The regional transportation network

---

This chapter identifies and describes existing transportation facilities that should function as an integrated metropolitan transportation system, with emphasis on facilities that serve important national and regional functions.

#### 3.1 Roadways

The major highway routes serving the WinFred Metropolitan Planning Area (MPA) include Interstate 81, US routes 11, 17, 50 and 522, and Virginia routes 7, 37 and 277. Each of these routes is briefly described below.

**Interstate 81** is a north-south limited-access highway running 855 miles from the Canadian border in New York State to Interstate 40 in eastern Tennessee, largely following the Appalachian Mountains. Lying to the west of the east coast urban centers, the route is heavily used by truckers as a bypass to the more heavily congested Interstate 95; trucks comprise about one quarter of vehicle traffic on I-81 through the MPA. The nearest cities along the interstate are Hagerstown, Maryland, 43 miles north; and Harrisonburg, Virginia, 71 miles south. Just south of the MPA, I-81 connects with I-66 to Northern Virginia and Washington, D.C. Locally the highway opened in 1964. Eight interchanges (exits 302, 307, 310, 313, 315, 317, 321 and 323) provide access within the MPA.

**US 11**, a north-south primary route stretching from the Canadian border in New York state to the Louisiana Gulf Coast, closely parallels I-81 along the Interstate's length. Within the MPA the route runs through downtown Winchester and the MPA's principal industrial areas north and south of the City; and intersects I-81 on Winchester's north side. Outside of the City of Winchester, the road is typically one lane by direction with a two-way left turn lane in the middle. North of the City the road is called Martinsburg Pike; south, Valley Pike. Within the City, US 11 follows portions of Valley Avenue, Cameron Street and Loudoun Street.

**US 50** is an east-west primary route spanning the continent from the Atlantic Ocean at Ocean City, Maryland, to California's Central Valley. Mostly a four-lane divided highway outside of Winchester, the highway connects the MPA with Hampshire County, West Virginia as Northwestern Pike; to the east it runs concurrently with US 17 as Millwood Pike. Through the City the route follows Millwood Avenue and portions of Cork, Braddock, West Boscawen and Amherst streets.

**US 522** is a 300-mile north-south primary route through Virginia, West Virginia, Maryland and Pennsylvania, connecting Winchester with Front Royal and Berkeley Springs. Within the County the road is mostly a four-lane divided highway. Known as North Frederick Pike, the section northwest of the City is part of the National Highway System, linking the MPA with Pittsburgh and the Midwest. As Front Royal Pike south of the City, the route provides direct access to the Virginia Inland Port. Within the City of Winchester, US 522 follows portions of Fairmont Avenue, Commercial Street, Cameron Street and Millwood Avenue.

**US 17** has its northern terminus in downtown Winchester; its southern end lies in Punta Gorda, Florida. Southeast of the City the route runs concurrently with US 50 as a four-lane divided highway known as Millwood Pike. Within the City the route follows Millwood Avenue and South Cameron Street, ending at Cork Street.

**VA 7** runs from downtown Winchester southeast through the Northern Virginia suburbs to Alexandria. Part of the National Highway System, the route follows Piccadilly Street, National Avenue and Berryville Avenue before entering the County as the four-lane, divided Berryville Pike.

**VA 37** is a four-lane limited access highway serving as a western bypass of Winchester for through-travel between points south from I-81 to West Virginia, Maryland and Pennsylvania via US Routes 50 and 522. The highway provides direct access to Winchester Medical Center, the region's trauma center and largest employer.

**VA 277**, Fairfax Pike, connects US 11 and I-81 in Stephens City with US 522 and US 340 at Double Tollgate in Clarke County through a rapidly developing area of Frederick County.

### *National Highway System*

The National Highway System (NHS) consists of roadways important to the nation's economy, defense, and mobility. Developed by the U.S. Department of Transportation (DOT) in cooperation with the states, local officials, and MPOs, the NHS includes the following subsystems of roadways (note that a specific highway route may be on more than one subsystem):

- **Interstates:** The Eisenhower Interstate System of highways.
- **Other Principal Arterials:** Highways which provide access between an arterial and a major port, airport, public transportation facility, or other intermodal transportation facility.
- **Strategic Highway Network (STRAHNET):** A network of highways which are important to the nation's strategic defense policy and which provide defense access, continuity and emergency capabilities for defense purposes.
- **Major Strategic Highway Network Connectors:** Highways which provide access between major military installations and highways which are part of the STRAHNET.
- **Intermodal Connectors:** These highways provide access between major intermodal facilities and the other four subsystems making up the National Highway System.

A map of the NHS within the MPA is presented as Figure 3 on the following page.

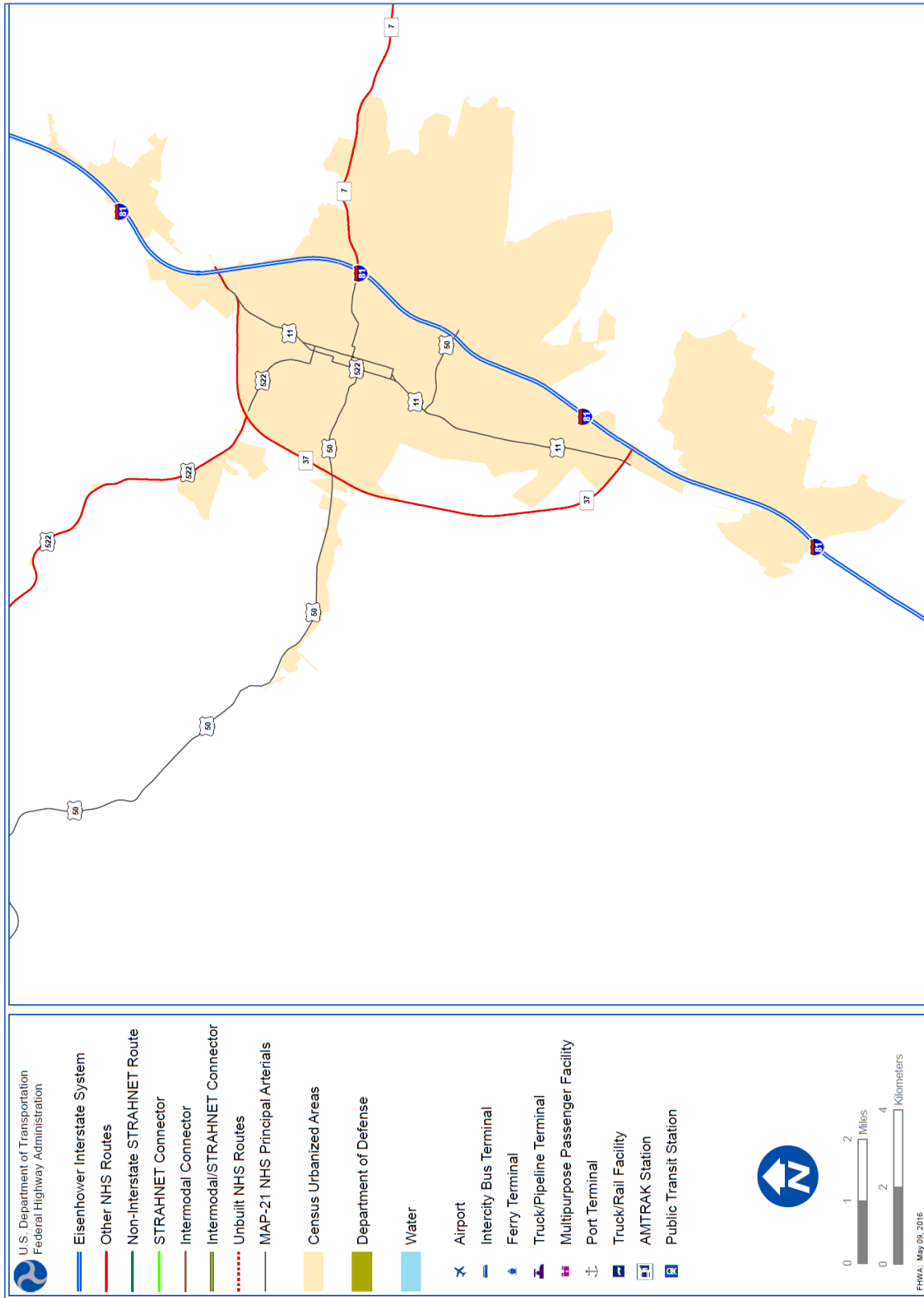
### *National Highway Freight Network*

The *Fixing America's Surface Transportation Act* (FAST Act) of 2015 established a National Highway Freight Network (NHFN) to strategically direct Federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system.

A network of highways most critical to the U.S. freight transportation system as determined by measurable and objective national data the NHFN designates as the Primary Highway Freight System (PHFS). I-81 is part of the PHFS along its length within the planning area and the state; I-66, just south of the planning area, is so designated between its junctions with I-81 and I-495.

2045 METROPOLITAN TRANSPORTATION PLAN

Figure 3 The National Highway System, WinFred MPO





*Functional classification of roadways*

Functional classification is the process by which streets and highways are grouped into classes according to the character of traffic service – local versus long-distance - they are intended to provide. There are four primary functional classifications: Interstates and other freeways, arterials, collectors, and local streets. Arterials and collectors are further stratified into major and minor sub-categories. Table 1 below describes the levels of mobility and land access afforded by the four primary classifications. Table 2 displays the total centerline mileage within the planning area for each functional classification. Figure 4 on the following page illustrates the regional road network by functional classification.

**Table 1: Roadway Functional Classification roles**

Roadway Functional Classification	Mobility	Land Access
Interstates & other freeways	Very high	None
Arterials	High	Low
Collectors	Moderate	Moderate
Local streets	Low	High

**Table 2: Centerline miles by roadway functional classification within WinFred MPO**

Roadway Functional Classification	Centerline miles	Percent of total
Interstate	18.8	3.3%
Other Freeway or Expressway	9.1	1.6%
Other Freeway or Expressway Ramp	1.7	0.3%
Other Principal Arterial	28.0	4.9%
Minor Arterial	27.7	4.8%
Major Collector	59.0	10.3%
Minor Collector	12.1	2.1%
Local	418.5	72.8%
<b>TOTAL</b>	<b>574.8</b>	



### 3.2 Public transportation facilities

**Winchester Transit** (WinTran) operates fixed-route bus and paratransit service throughout the City of Winchester. Designated bus stops are located at intersections throughout the City and all buses are equipped with wheelchair lifts for individuals with mobility impairments, and with front-mounted bicycle racks which can accommodate two bikes at a time.

WinTran's buses serve residential areas, shopping and commercial developments, medical facilities, and the downtown core of the city along eight loop routes between 6:00 a.m. and 8:00 p.m. on weekdays and between 9:00 a.m. and 5:00 p.m. on Saturdays. Five of the eight routes operate on 70-minute headways in a "pulse" system in which all lines converge at a central point (Boscawen Street between Kent and Cameron streets) at the same time to facilitate transfers without waiting, which are free. Two bus routes provide limited service into the County, operating on 140-minute headways on weekdays between 6:00 a.m. and 6:00 p.m. Three routes are in operation at any given time. WinTran's trolley service operates Mondays, Wednesdays and Fridays 8 a.m. to 6 p.m. and on Saturday 10 a.m. to 4 p.m. to take passengers primarily to dining and shopping attractions in Winchester.

WinTran's eight routes include:

- Berryville Avenue;
- Valley Avenue;
- Northside -- Westminster Canterbury branch
- Northside -- Salvation Army branch;
- Apple Blossom Mall;
- Amherst Street;
- South Loudoun; and
- Trolley

A map of these routes is presented as Figure 5 on the following page.

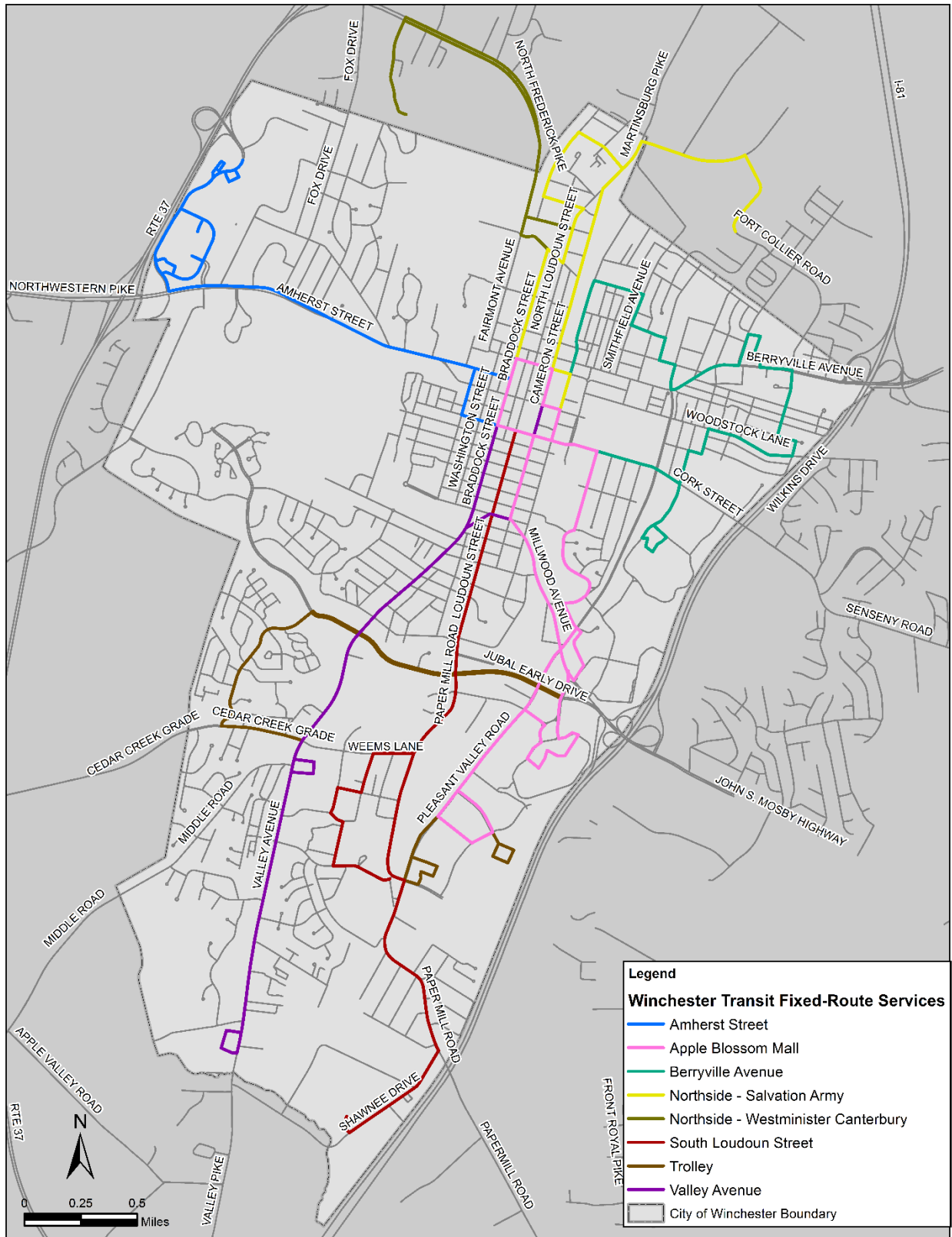
On-demand paratransit service also is offered for those individuals with a temporary or permanent disability that would not allow them to take advantage of regular route service.

Fares have been suspended through June 30, 2023.

In 2014 WinTran commissioned a performance review of the bus system, evaluating employment and population coverage and cost of several route and schedule alternatives. Recommended improvements include:

1. bi-directional service on each route;
2. shortened headways; and
3. a restructured Trolley service focused on Downtown with six-day service and reduced headways.

Figure 5: Bus routes



### *Human services transportation*

**Well Tran** is a demand-response service sponsored by the Shenandoah Area Agency on Aging (SAAA), providing transportation for seniors and adults with disabilities for medical/dental (nonemergency), shopping, and other trips. Service is available weekdays 8 a.m. - 5 p.m.; riders must call at least three working days in advance. Individuals eligible for Medicaid transportation are not eligible for medical rides with Well Tran, but are eligible for transportation for other purposes. There is a charge for this service, but discounts are provided according to income.

**SAAA Senior Center Transportation** provides transportation for seniors to and from its seven active living centers in the region.

**Northwestern Community Services Board** provides curb-to-curb and door-to-door transportation services to adults and children affected by emotional/behavioral disorders, mental illness, substance abuse, or developmental disabilities for specific individual appointments and some recreational, evening, and weekend trips.

**Heart Havens** provides transportation for adults with disabilities from its group home in Winchester.

**Faith in Action** provides transportation services for senior, frail, and chronically ill residents through an interagency coalition of volunteers from local congregations. Trips are provided primarily to medical facilities and shopping centers using volunteers' personal vehicles (approximately 50).

**Grafton** provides transportation for participants in the nonprofit's programs for children and adults with autism, intellectual and cognitive disabilities, psychiatric conditions, and developmental disorders.

**Logisticare** provides transportation to medical appointments for Medicaid and Medicare eligible recipients throughout Virginia.

**NW Works** provides transportation for its clients (adults with disabilities) from its center in Winchester to work sites.

**Access Independence** provides travel training for clients to use Well Tran and Winchester Transit; and coordinates transportation for clients through SAAA and Logisticare.

### 3.3 Non-motorized transportation facilities

The types of infrastructure which facilitate trips by foot or bicycle include:

**Sidewalks.** Typically built by developers and maintained by property owners, sidewalks may also be installed by localities or VDOT where there are gaps in the network. Although sidewalks are intended for pedestrian use only, bicyclists often use them if they perceive that bicycling on the adjacent roadway is unsafe. As stated in its 2013 Sidewalk Master Plan, the City of Winchester maintains approximately 605,000 linear feet (115 miles) of sidewalks. A sidewalk inventory for Stephens City was performed as part of the 2014 MPO Bicycle and Pedestrian Master Plan update.

**Crosswalks.** Crosswalks exist wherever a pedestrian path intersects with a roadway, regardless of whether the crosswalk is marked. Signs, pavement markings, pedestrian signals and properly designed accessibility features facilitate safe crossing. The 2014 Bicycle and Pedestrian Master Plan Update

included evaluations of 31 intersections for operations and conditions from the pedestrian and bicyclist perspectives.

**Multi-use trails**, shared by bicyclists and pedestrians, are wider (typically 10') and straighter than sidewalks to accommodate bicyclists' higher speeds. Driveway intersections are few or none. Pavement is typically asphalt, and may be marked with a centerline and edge lines. Paths may be located within the right of way of an adjacent road or on an independent alignment.

- In the County, trails exist adjacent to some commercial and residential developments, built by developers at the County's request; a network of paths will form as gaps are closed with new development.
- The City's multi-use trails include the 0.7-mile Abrams Creek Trail, portions of the Green Circle Trail, and a path on the north side of East Cork Street fronting Daniel Morgan Middle School between Rifleman Lane and Purcell Avenue.

**Bikeways** are facilities designed and designated for bicycling within roadways, channelizing or separating bikes from motor traffic, or guiding bicyclists along a route which avoids motor traffic. These include **bike lanes**: standard 4-6' lane in each direction, depending on conditions; buffered (by a gore or striped zone); or separated (by flexible posts, curbs, planters or parking lane). In locations where the road is not wide enough to accommodate bike lanes, shared lane markings may be employed to inform bicyclists and motorists that bicyclists are intended road users.

- Portions of Valley Avenue (US 11) have standard bike lanes.

Below is a comprehensive list of bicycle and pedestrian accommodations developed by VDOT:

### BICYCLE ACCOMMODATIONS

- Paving unpaved roads
- Providing paved shoulders that have been striped and are at least 2 feet in width, preferably 4 feet in width
- Paving wide outside lanes, at least 14 feet in width
- Designating bicycle lanes, at least 4 feet in width of rideable surface
- Providing shared use paths 10 feet wide
- Providing striping for bicycle lanes and shoulders
- Maintenance activities that include shoulder widening
- Providing Sharrows (shared lane markings)
- Providing signage indicating bicycle facilities/ use (Share the Road, Bicycle Route, USBRs)
- Bicycle racks (fixed and bus racks) and lockers
- Installing bicycle height railings 54" high
- Providing lighting along bicycle facilities.
- Replacement of drainage grates with bicycle friendly grates and adjustment of grade for utility covers.
- Removal of obstructions from bicycle facilities

## 2045 METROPOLITAN TRANSPORTATION PLAN

- Providing fencing on structures
- Maintenance activities that include debris and snow removal from shoulders and bicycle facilities

### PEDESTRIAN ACCOMMODATIONS

- Providing a paved shoulder at least 4 feet wide for occasional use in rural settings only
- Providing asphalt or concrete sidewalks at least 5 feet in width
- Providing shared use paths 10 feet wide
- Providing curb cuts and ramps that meet ADA standards
- Providing pedestrian refuge islands (6 feet wide, minimum) at intersections and roundabouts
- Providing median island cut-throughs
- Providing appropriately striped crosswalks
- Providing pedestrian signals- walk/ don't walk, countdown, and push buttons
- Providing "bulb-outs" at intersections and other traffic calming methods
- Providing warning flashers or Rectangular Rapid Flashing Beacons (RRFBs) at crosswalks
- Providing Pedestrian Hybrid Beacons
- Providing signage (yield to pedestrian in crosswalk, pedestrian crossing warning signs, etc.)
- Providing pedestrian railing 54" high
- Providing fencing on structures
- Providing pedestrian shelters (at transit stops, park and ride lots)
- Providing lighting along pedestrian facilities
- Removal of obstructions from sidewalks
- Replacement of drainage grates with ADA acceptable grates and adjustment of grade for utility

**Bus shelters and amenities** are considered pedestrian facilities. In 2013 the Northern Shenandoah Valley Regional Commission inventoried amenities and conditions at each of the 156 WinTran bus stops. Nine had shelters including two shelters at the downtown Boscawen Street transfer center.

The **Winchester Green Circle** is a 6.3-mile bicycling and walking circuit linking neighborhoods and points of interest including Wilkins Lake, Shenandoah University, the Apple Blossom Mall, Abrams Creek Wetlands Preserve, Museum of the Shenandoah Valley, Winchester Medical Center, Old Town Winchester, Shawnee Springs Preserve and Jim Barnett Park. The route consists of multi-use trail, on-street bike route, and sidewalk. The route is illustrated in Figure 6 on the following page.



Figure 6: Winchester Green Circle Trail





### 3.4 Intermodal connectors

There are no designated NHS intermodal connectors within the planning area; however, the state has designated intermodal corridors, described below, which bear on project programming. Also described in this section are park and ride lots; railroads (freight and passenger); a freight intermodal facility; and the region's airport.

#### *Corridors of Statewide Significance*

Virginia House Bill 2019, adopted in 2009, required the Virginia Multimodal Transportation Plan (VMTP) 2025 to set forth an assessment of needs for all "Corridors of Statewide Significance" (CoSS) considering all modes of travel. The CoSS was officially defined as "An integrated, multimodal network of transportation facilities that connect major centers of activity within and through the Commonwealth and promote the movement of people and goods essential to the economic prosperity of the state."

Corridors identified as CoSS incorporate, accommodate or provide:

- Multiple modes and/or an extended freight corridor,
- Connection among regions, states and/or major activity centers,
- High volume of travel, and
- Unique statewide function and/or fulfillment of statewide goal.

The CoSS are broadly drawn and include highways, rail lines, transit services, port facilities, and airports. Parallel roadway facilities are also included in addition to the main Interstate or U.S. Highway (e.g., U.S. 11 along the I- 81 corridor). Three of the 11 CoSS serve the MPA:

***Crescent Corridor:*** Connecting Tennessee to Maryland, Pennsylvania, and New York along the Appalachian Mountains and Shenandoah Valley, this is a vital East Coast freight corridor connecting smaller cities including Roanoke, Bristol, Winchester and Harrisonburg. In addition to Interstate 81, this corridor includes the parallel U.S. Highway 11, Norfolk Southern Crescent Corridor rail lines, and the Virginia Inland Port. The Crescent Corridor also provides access to many smaller airports with some commercial service, as well as several general aviation facilities.

***Northern Virginia Connector:*** Connecting Washington D.C. and I-81, this corridor is an important commuter route. This corridor includes Interstate 66 and parallel routes including U.S. Route 29 within Northern Virginia, U.S. Route 50, Virginia Route 55 west of Gainesville, and Virginia Route 7; and Norfolk Southern rail lines. The corridor includes numerous commuter park and ride facilities, Northern Virginia's extensive public transit network, and Amtrak passenger rail service; and provides access to the Virginia Inland Port, Dulles International Airport and reliever airports and general aviation facilities.

***Coastal Corridor:*** This corridor is primarily defined by U.S. 17, connecting Winchester with Fredericksburg and the Tidewater region; and provides access to passenger rail service.

#### *Park and Ride facilities*

There are currently no park and ride facilities within the planning area. However, several such facilities are located nearby:

**Table 3: Park and Ride lots, Northern Shenandoah Valley**

County	Location	Spaces
Clarke	Waterloo (US 340 at U.S. 50)	170
	Double Tollgate (US 522/340 and Ray of Hope Lane)	26
	Bluemont (Route 7 & Route 601-Blueridge Mountain Road)	40
Page	Luray (US 340 Business and Route 211 Bypass)	107
	Stanley (Valley Exxon, US 340 Business and Route 713-Vista View Drive)	175
	Stanley (Riverside Mini-Mart, US 340 and Route 650-River Road)	16
Shenandoah	Strasburg (Route 629-Oranda Road & US 11)	46
	Toms Brook (I-81 and Route 651-Mount Olive Road)	10
Warren	Front Royal (US 522 and Route 637-Riverton Road)	279
	Linden (Route 55 and Route 647-Dismal Hollow Road)	193
	Linden (Chevron Station, Routes 55 and 79)	88

**Freight railroads and intermodal transfer facilities**

**CSX Transportation** operates a line through the center of Winchester, connecting the planning area with the railroad’s National Gateway main line currently being upgraded for double-stack service to the Midwest; and with Norfolk Southern Railway’s Shenandoah and Piedmont main lines, part of its Crescent Corridor which provides direct intermodal service to the ports of New York/New Jersey, New Orleans, and Virginia at Hampton Roads.

**Norfolk Southern** is currently expanding capacity on the Crescent Corridor to serve the intermodal (truck-rail-port) market. The Commonwealth of Virginia has funded parts of this capital program to divert a portion of I-81 truck traffic to rail.

**The Port of Virginia** owns and operates an intermodal transfer terminal, the **Virginia Inland Port (VIP)**, located on US 522 approximately five miles southeast of the planning area. As a U.S. Customs-designated port of entry, VIP serves as an inland extension of the Port of Virginia, providing direct service between northwest Virginia and overseas markets. The facility is located near the Town of Front Royal on Norfolk Southern’s main line.

The planning area is also served by the **Winchester & Western Railroad (WW)**, Virginia’s oldest operating short line, running since 1917. The 54-mile FRA Class III railroad, with 29 miles of track in the planning area, operates between Gore and Winchester and from Winchester to Hagerstown, Maryland, connecting with the Class I CSX and Norfolk Southern railroads. Locally, WW moves sand, paper, plastics, and food products, and transloads bulk materials from truck.

**Aviation**

The WinFred MPO is served by the **Winchester Regional Airport**, which is in Frederick County on Airport Road (west of the City of Winchester on US 17/50). This regional airport is a general aviation airport and is not certified to handle commercial aircraft. The airport currently has two runways, each with a length

## 2045 METROPOLITAN TRANSPORTATION PLAN

of 5,500 feet. Runway 32 is a precision instrument runway, while runway 14 is a non-precision instrument runway. For the 12-month period ending June 30, 2016, the airport had 44,115 aircraft operations, averaging 121 per day.<sup>2</sup>

---

<sup>2</sup> Wikipedia contributors, "Winchester Regional Airport," *Wikipedia, The Free Encyclopedia*, [https://en.wikipedia.org/w/index.php?title=Winchester\\_Regional\\_Airport&oldid=1012539830](https://en.wikipedia.org/w/index.php?title=Winchester_Regional_Airport&oldid=1012539830) (accessed May 24, 2022).

## 4 Measures of Performance

---

In the interest of increasing the accountability and transparency of the Federal-aid highway program, Federal policy requires that MPOs evaluate progress toward the attainment of national transportation system performance goals using quantitative (numerical) measures. The **national goals** are:

1. **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure condition** – To maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion reduction** – To achieve a significant reduction in congestion on the National Highway System.
4. **System reliability** – To improve the efficiency of the surface transportation system.
5. **Freight movement and economic vitality** – To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced project delivery delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The movement toward greater transparency and accountability in transportation funding is also evident at the state level, with the passage in 2014 of Virginia House Bill 2 and its implementation, known as Smart Scale, establishing a system for quantitatively evaluating proposed projects based on their likely contribution toward the attainment of **state transportation performance goals**:

### A. Economic Competitiveness and Prosperity

---

- A1. Reduce the amount of travel that takes place in severe congestion
- A2. Reduce the number and severity of freight bottlenecks
- A3. Improve reliability on key corridors for all modes

### B. Accessible and Connected Places

---

- B1. Reduce average peak-period travel times
- B2. Reduce average daily trip lengths
- B3. Increase accessibility to jobs via transit, walking and driving

### C. Safety for All Users

---

- C1. Reduce the number and rate of motorized fatalities and severe injuries
- C2. Reduce the number of non-motorized fatalities and severe injuries

### D. Proactive System Management

---

- D1. Improve the condition of all bridges based on deck area
  - D2. Increase the lane miles of pavement in good or fair condition
  - D3. Increase percent of transit vehicles and facilities in good or fair condition
-

**E. Healthy communities and Sustainable Transportation Communities**

- E1. Reduce per-capita vehicle miles traveled
- E2. Reduce transportation-related emissions
- E3. Increase the number of bicycling and walking trips

Tracking performance is useful insofar as it serves to guide investment decisions. The practice of linking investment decisions with measurable progress toward strategic goals is called Performance-Based Planning and Programming (PBPP).

Table 4 below lists the national performance measures applicable to the WinFred MPO.

*Table 4: National Performance Measures*

Rulemaking	23 CFR Part 490 Section	Final Performance Measures	Measure Applicability
Safety	490 207(a)(1)	Number of fatalities	All public roads
	490 207(a)(2)	Rate of fatalities	All public roads
	490 207(a)(3)	Number of serious injuries	All public roads
	490 207(a)(4)	Rate of serious injuries	All public roads
	490 207(a)(5)	Number of non-motorized fatalities and non-motorized serious injuries	All public roads
Infrastructure	490 307(a)(1)	Percentage of pavements in Good condition	The Interstate System
	490 307(a)(2)	Percentage of pavements in Poor condition	The Interstate System
	490 307(a)(3)	Percentage of pavements in Good condition	The non-Interstate NHS
	490 307(a)(4)	Percentage of pavements in Poor condition	The non-Interstate NHS
	490 307(c)(1)	Percentage of bridges in Good condition	NHS
	491 307(c)(2)	Percentage of bridges in Poor condition	NHS
System Performance	490 507(a)(1)	Percent of person-miles traveled that are reliable	The Interstate System
	490 507(a)(2)	Percent of person-miles traveled that are reliable	The non-Interstate NHS
	490 507(b)	Percent change in tailpipe CO2 emissions compared to the calendar year 2017 level	NHS
	490 607	Truck Travel Time Reliability (TTTR) Index	The Interstate System

## 5 System performance report

Below is a report on the performance of the transportation system of the WinFred MPO. Statewide targets for safety, asset condition and system performance, set at what can reasonably be achieved according to VDOT models, are presented annually to the Commonwealth Transportation Board for adoption. MPOs may support the state’s targets or adopt their own.

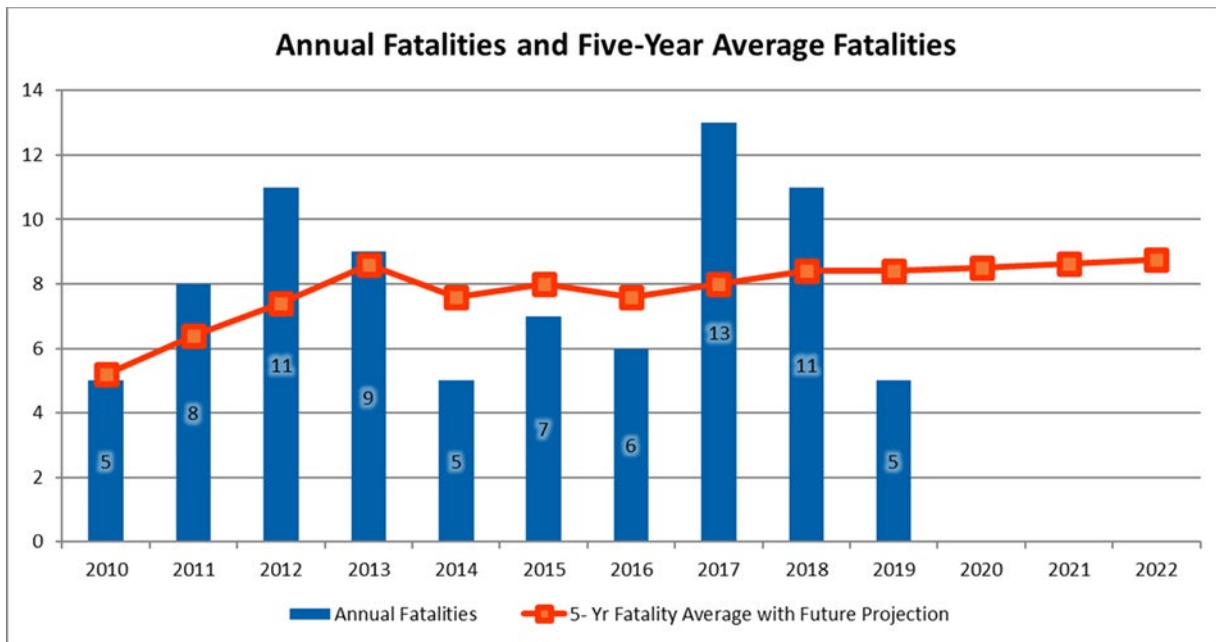
The accessibility, health and sustainability measures correspond to goals of the statewide 2040 transportation plan; the associated data was compiled during the *Virginia Multimodal Transportation Plan (VMTP) 2025 Needs Assessment*, an assessment of the metropolitan transportation needs to the year 2025 conducted in 2015 as part of the VTrans2040 planning effort.

This report is a “snapshot” of conditions as of the date of plan adoption. Strategies for moving these performance numbers toward national and state goals over time are described in chapters 6 through 9.

### Safety

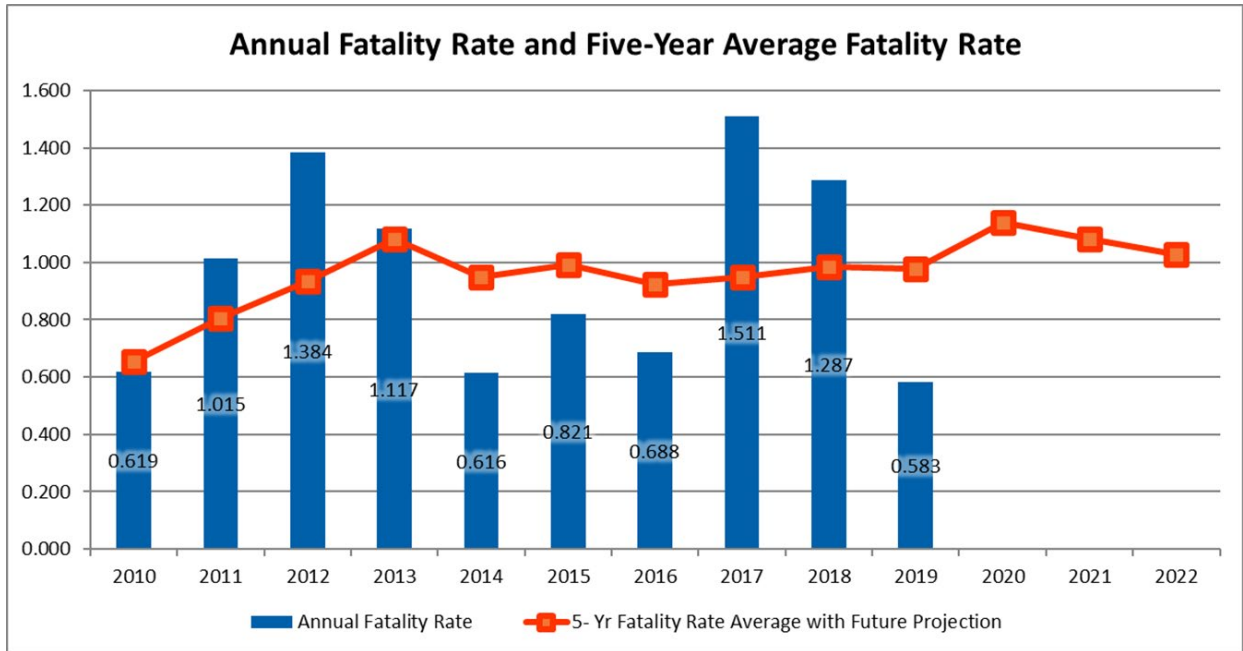
**Number of fatalities and serious injuries:** During the 10 years 2010 through 2019, a total of 7,072 motor vehicle crashes occurred within the planning area, 42 of which resulted in 80 fatalities (5 of which were pedestrians), and 300 producing serious injuries, 17 involving pedestrians and one involving a bicyclist.

Figure 7: Fatality trends



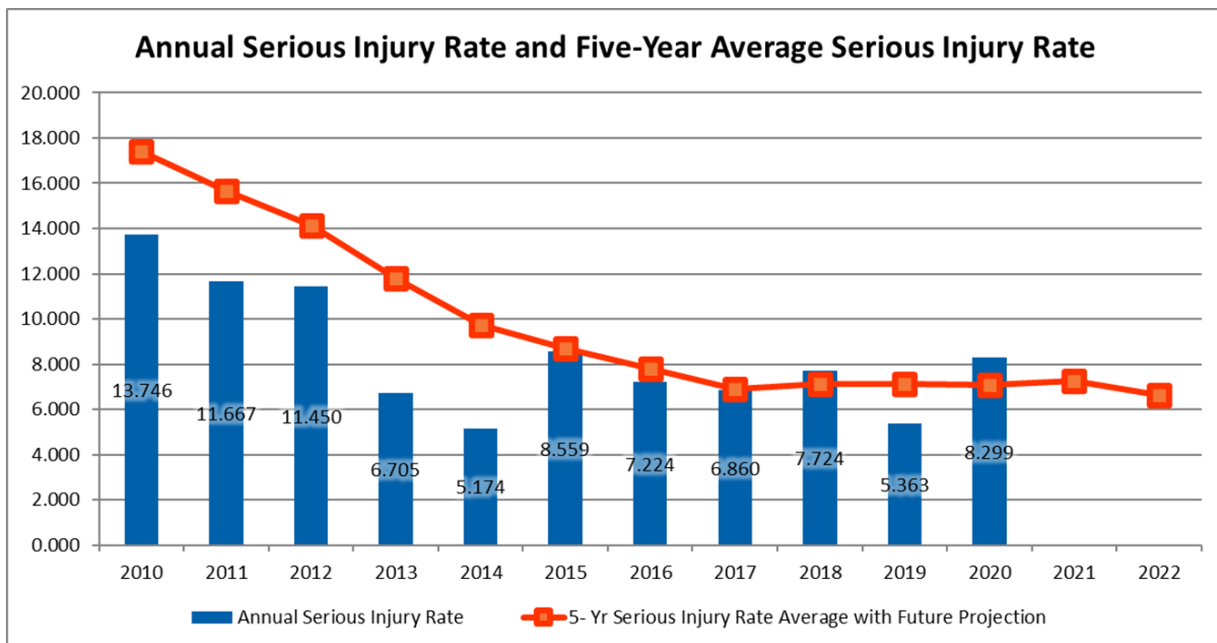
During the 2010s, on average, one life was lost in a motor vehicle crash for every 100 million vehicle miles traveled. The five-year average annual fatality rate has held steady since 2013 (see Figure 8, next page).

Figure 8: Fatality rate trends



The five-year serious injury rate average declined by more than half from 2010 to 2017 before leveling off at approximately seven seriously injured per 100 thousand vehicle miles traveled (Figure 9 below).

Figure 9: Serious injury rate trends



## 2045 METROPOLITAN TRANSPORTATION PLAN

The MPO’s 2022 safety targets are presented below.

**Table 5: MPO Safety Targets for 2022**

<i>Measure</i>	<i>Target</i>
<b>Fatalities</b>	<b>9</b>
<b>Fatality Rate*</b>	<b>1.027</b>
<b>Serious Injuries</b>	<b>56</b>
<b>Serious Injury Rate*</b>	<b>6.623</b>
<b>Non-Motorized Fatalities + Serious Injuries</b>	<b>7</b>

\*per 100 million vehicle miles traveled

### **Asset Condition**

*Of the 148 bridges in the MPA, 65 percent are in good condition while 2 percent are in poor condition as of May 2022.*

Targets for twelve federally mandated asset condition and system performance measures must be established and reported to FHWA every four years, beginning in 2018. Federal regulations require both State Departments of Transportation and Metropolitan Planning Organizations to set targets for the twelve measures. The rule requires MPOs to establish targets by either (1) “agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT target” or (2) “committing to a quantifiable target for that performance measure for their metropolitan planning area.” By supporting any of the State targets, the MPO agrees to plan and program projects to contribute toward achieving the State target.

**Table 6: MPO Asset Condition and System Performance Targets for 2022**

<i>Measure</i>	<i>4-Year Target</i>
<b>Percentage of Pavement in Good Condition (Interstate)</b>	<b>45%</b>
<b>Percentage of Pavement in Poor Condition (Interstate)</b>	<b>&lt;3%</b>
<b>Percentage of Pavement in Good Condition (Non-Interstate NHS)</b>	<b>25%</b>
<b>Percentage of Pavement in Poor Condition (Non-Interstate NHS)</b>	<b>&lt;5%</b>
<b>Percentage of Deck Area of Bridges in Good Condition (NBI on NHS)</b>	<b>33%</b>
<b>Percentage of Deck Area of Bridges in Poor Condition (NBI on NHS)</b>	<b>3%</b>
<b>Percentage of Person-Miles Traveled that are Reliable (Interstate)</b>	<b>82%</b>
<b>Percentage of Person-Miles Traveled that are Reliable (Non-Interstate NHS)</b>	<b>82.5%</b>
<b>Truck Travel Time Reliability Index</b>	<b>1.56</b>



### System Performance

**Travel time reliability:** Level of Travel Time Reliability (LOTTR) measures the dependability of travel time from day to day. It is calculated as the number of hours where the ratio of longer (80th percentile) travel times to “normal” (50th percentile) travel time exceeds 50%. A higher number indicates less reliable travel.

*In 2021 there were three roadway segments which were unreliable for an average of 2.3 hours per week:*

- US 11/Martinsburg Pike northbound from VA 37 to I-81
- VA 7/Berryville Pike westbound from Greenwood Road to I-81
- Route 277/Fairfax Pike eastbound from Double Church Road to Aylor Road

### Economic Competitiveness and Prosperity

**Amount of travel that takes place in severe congestion:** Travel Time Index (TTI) is the ratio of the travel time during the peak period to the time required to make the same trip at reference (aka typical) speeds. For example, a TTI of 1 indicates average conditions or reference speed while a TTI of 1.3 indicates a travel time that is 30% longer than free-flow conditions. A higher number indicates more congestion.

*In 2021 there were eight locations, each less than one mile in length, which had a TTI of 1.3 or greater for an average of 8.4 hours per week.*

### Accessibility, Health, Sustainability

**Percent of commuters using alternatives to driving alone:** In the WinFred urbanized area just prior to the pandemic, most commuters drove alone to work: about 77 percent of commuters drove alone most of the time. Carpooling was the second most popular option, accounting for 11 percent. Those who commute by public transportation comprised less than 1 percent of the region’s commuters. Approximately 2.7 percent walked to work; more than 8 percent worked from home.<sup>3</sup>

**Travel times, peak period:** The mean (average) travel time to work was 27.9 minutes.<sup>4</sup>

**Accessibility to jobs via driving:** Number of jobs accessible within a 30-minute drive: 89,363.<sup>5</sup>

**Accessibility to jobs via transit:** Number of jobs accessible within 30 minutes by bus, a.m. peak: 2,955; within 60 minutes: 10,485.<sup>6</sup>

**Bicycling and walking trips:** Bicycling and walking are used by 4 percent of commuters; in the City of Winchester, pedestrian commuters top 7 percent.

---

<sup>3</sup> U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates

<sup>4</sup> Ibid.

<sup>5</sup> 2015 Auto Accessibility Report: Virginia. July 7, 2016: Prepared for the state of Virginia by Accessibility Observatory at the University of Minnesota

<sup>6</sup> 2018 Transit Accessibility Report: Virginia. December 18, 2019: Prepared for the state of Virginia by Accessibility Observatory at the University of Minnesota

## 6 Operational and management strategies

---

Operations Management and Intelligent Transportation Systems (ITS) are key elements in the overall design of MPO and regional transportation systems. Operations and Management planning may include traffic safety and flow, coordination between highway and transit operations, coordination among public safety and transportation agencies, traffic signalization, corridor management strategies, and planning for non-recurring events.

The WinFred MPO considers these types of operational and management strategies during development of the TIP, UPWP and MTP in order to improve the performance of existing transportation facilities, to relieve vehicular congestion, and maximize the safety and mobility of people and goods. The WinFred MPO will work with VDOT and local jurisdictions to improve and enhance the regional ITS architecture in accordance with federal law and regulations.

VDOT operates a Transportation Operations Center located in Staunton which monitors traffic conditions in the planning area via cameras and other technology, provides traveler information on road conditions and coordinates congestion management and incident response.

### *Transportation Demand Management*

Transportation Demand Management (TDM) is the practice of reducing demand for peak period vehicle trips through various means such as the promotion of transit, carpooling and alternative work hours, to reduce peak period (rush hour) traffic congestion, assist individuals seeking transportation options to their workplaces and other destinations, and to reduce environmental impacts caused by vehicle emissions, roadway expansion, and other transportation-related factors.

The Northern Shenandoah Valley Regional Commission provides TDM services through its RideSmart program for the City of Winchester and the counties of Clarke, Frederick, Page, Shenandoah and Warren. The TDM Plan serves as RideSmart's operational plan for 2015 through 2021. Informed by a regional survey of commuters conducted in 2014, the plan outlines a strategic framework (goals and objectives) for the agency as well as program enhancements and financial resources needed to implement the plan.

This plan is consistent with long-range plans prepared by local and regional planning organizations, VDOT, and DRPT; and provides all information necessary to include the TDM program in the Six- Year Improvement Program, Statewide Transportation Improvement Program, Transportation Improvement Program, and Constrained Long- Range Plan.

### *Transit operations*

***Winchester Transit System Performance Review and Recommendations.*** In 2014 a review of WinTran transit service was undertaken to identify ways to improve its three-bus operation within the range of current resources, and recommend changes to the WinTran system based on an evaluation of the needs of the users. Routing patterns, headways and bus stop location and spacing were considered. Recommendations included focusing the Trolley service on downtown, providing frequent service along a shortened route, and modifications to other routes. System alternatives for three- and four-bus operations were identified and evaluated for service quality and coverage.

## 7 Transportation and transit enhancement activities

---

### *Virginia Statewide Intercity Bus Study*

The federal transit Formula Grants for Rural Areas (Section 5311) program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000. Each state must spend no less than 15 percent of its annual apportionment for the development and support of intercity bus transportation, unless it can certify, after consultation with intercity bus service providers, that the intercity bus needs of the state are being adequately met.

Intercity bus is defined in federal guidance as regularly scheduled, fixed-route bus service, excluding commuter service, open to the public with limited stops between two or more urban areas not in close proximity, providing meaningful connection with the national intercity bus network through coordinated schedules, information and transfer locations.

In 2014 DRPT commissioned a study of Virginia's intercity bus needs in consultation with bus service providers and other stakeholders, identifying potential corridors for new service based on demographic comparison of high need areas currently lacking service, and survey input.

Sixteen corridors were developed to test potential demand and estimate costs. Three of these routes would serve Winchester: Washington, DC to Blacksburg via Rt. 7, Washington, DC to Martinsburg, WV via Rt. 7, and Washington, DC to Martinsburg, WV via I-66. Four other routes have been put into operation under the brand *Virginia Breeze*.

## 8 Capital investment and other strategies

---

By federal law the MTP must integrate, directly or by reference, the goals, objectives, performance measures and targets described in State transportation plans and processes, as well as plans developed by the public transportation provider, Winchester Transit. These plans are described in this chapter, as well as in chapters 7 and 8; also referenced in this chapter are the plans for human services and bicycle and pedestrian transportation, and the comprehensive plans of Frederick County, the City of Winchester and the Town of Stephens City.

### 8.1 State plans

#### *Statewide Transportation Plan*

**VTrans** is Virginia’s multimodal surface transportation plan. Pursuant to § 33.2-353, VTrans is developed by the Commonwealth Transportation Board (CTB) with assistance from the Virginia Office of Intermodal Planning and Investment (OIPI).

VTrans conducts a comprehensive assessment of transportation needs and long-term risks and opportunities to guide Virginia’s transportation future. VTrans has four main components:

1. **Vision, goals, and objectives** to inform the identification and prioritization of transportation needs. For each Goal, one or more performance measures are identified. A performance measure is a numeric description of a transportation system’s performance or condition.
2. A policy to identify and prioritize transportation needs, known as **Mid-term Needs**, to advance the Goals and Objectives established by the CTB over the next ten years using performance-based planning linking measurable goals, needs, and project outcomes. The identified Mid-term Needs are used to screen funding applications for the SMART SCALE program and prioritize funding requests received for the VDOT’s Revenue Sharing Program. The [2021 Technical Guide for the Identification and Prioritization of the Mid-term Needs](#) documents data sources, methods, and processes for planners and engineers. The [VTrans Policy Guide \(v6\)](#) provides a framework and details for all VTrans related policies.
3. A policy to develop and monitor a **Long-term Risk & Opportunity Register**. This policy allows the Commonwealth to systematically monitor a wide range of uncertainties that could impact the transportation network over the next 20-plus years, derived from a data-driven assessment to identify risks and opportunities related to four megatrends: flooding, technology, consumption patterns, and demographics.
4. A set of **Strategic Actions** that are adopted by the CTB and guide OIPI, VDOT, and DRPT’s business plans. Derived from [VTrans Vision](#), [VTrans Mid-term Needs and Priorities](#), [VTrans Long-term Risk & Opportunity Register](#), and [VTrans Freight Element](#), the Strategic Actions are initiatives that will help the Commonwealth achieve its transportation Vision, Goals and Objectives and may require the creation of new policies or modifications to existing policies. The aim is to seek out gaps and/or new opportunities to make the transportation system better prepared for existing and potential challenges consistent with the CTB’s Vision while considering available resources, timeframes, and feasibility.

VTrans Strategic Actions relate to:

- Clarifying roles and responsibilities
- Developing stronger linkages between planning and programming
- Ensuring consistency and improving transparency
- Improving coordination between transportation and land use
- Improving efficiency of multimodal and intermodal connections

VDOT's [Project Pipeline](#) program, launched in 2021, directs the state's limited planning funds toward developing the most cost-effective solutions to the CTB adopted VTrans Needs. The program, led by the Office of Intermodal Planning and Investment, is based on VDOT's STARS program, which data-based recommendations have had an 80% success rate in getting funded through SMART SCALE, to develop projects and investment strategies which are competitive for funding, strengthening the link between planning and programming and addressing the other strategic aims.

OIPI consults with each CTB member to identify a limited number of priority 1 needs for study. OIPI, in coordination with VDOT and DRPT, provides recommendations for up to five needs for study to each member. Certain needs will cost more to study than others so the actual number will vary based on actual needs selected for study. Board members may modify recommendations among priority 1 needs; and may select a non-priority 1 VTrans need to address potential concerns about geographic diversity and/or other local knowledge about specific needs.

---

### **Project Pipeline 2021 study locations:**

[ST02](#) - US 11 Valley Avenue from Middle Road to Bellview Avenue

[ST03](#) - US 11 Martinsburg Pike from Crown Lane to Redbud Road/I-81 Exit 317

[ST04](#) - US 522 (Front Royal Pike) from US 17/50 to Costello Drive

---

### *State Strategic Highway Safety Plan*

Updated every five years, [Virginia's Strategic Highway Safety Plan](#) (SHSP) provides a comprehensive coordinated framework for reducing deaths and severe injuries on Virginia's public roads. Developed in consultation with Federal, state, local, and private-sector safety stakeholders, the SHSP establishes strategic statewide goals and identifies engineering, enforcement, education, and emergency response strategies which promise the greatest reductions in death and injury, based on analyses of recent crashes.

---

**The 2022 – 2026 SHSP identified 106 ongoing, short-term, and long-term actions across 13 Emphasis Areas to guide Virginia toward reducing fatalities and serious injuries over the five-year plan period.**

---

### *VTrans Freight Element*

The [VTrans Freight Element](#) is a component of VTrans and serves as the Commonwealth's state freight plan in accordance with [49 U.S.C. 70202 FAST Act State Freight Plans](#). In addition to meeting federal requirements, the VTrans Freight Element serves the following purposes:

- Designation of critical urban and rural freight corridors under the National Highway Freight Program ([23 U.S.C. § 167](#))
- Identification of transportation needs that may directly or indirectly impact the flow of freight within and through the Commonwealth
- Development of a Freight Investment Plan listing the freight-beneficial projects supported by National Highway Freight Program (NHFP) funds
- Identification of policy recommendations to inform the VTrans Long-Term Needs and VTrans Strategic Actions
- Increase awareness of the identified needs so that they can be better reflected or considered as part of metropolitan planning processes
- Provide basis for future modifications to the [Policy for the Identification and Prioritization of the VTrans Mid-Term Needs](#)

### *Virginia Statewide Rail Plan*

The [2017 Statewide Rail Plan](#) (VSRP) defines a vision for rail transportation, both passenger and freight, in the Commonwealth through 2040. The VSRP incorporates elements of a Resource Allocation Plan that details project selection and prioritization, funding, and implementation schedules.

---

#### **Proposed freight rail projects include**

- **expanding capacity at the Virginia Inland Port and improving grade crossings on tracks serving the Port.**
  - **Winchester & Western Railroad: tie/rail replacement, surfacing, crossing, capacity upgrade/yard Improvements, rail replacement and bridge deck renewal, replace Winchester Interchange and Siding Turnout.**
- 

### *Interstate 81 Corridor Improvement Plan*

In 2018 the Commonwealth Transportation Board (CTB), with assistance from the Office of Intermodal Planning and Investment (OIPI), the Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT), studied the entire length of the Interstate 81 corridor in Virginia. The CTB approved the [I-81 Corridor Improvement Plan](#) in late 2018, and the study's findings were reported to the General Assembly. The study identified a \$2 billion package of projects for the corridor.

During the 2019 General Assembly, two bills were passed identifying dedicated revenue sources for funding the project package and establishing an Advisory Committee to provide advice and recommendations to the CTB regarding implementation of the program.

---

**The program includes widening I-81 to three lanes per direction between Exit 313 and Exit 317.**

---

## 8.2 Regional modal plans

### *Transit*

The [WinTran Transit Development Plan \(TDP\) Update](#) for Fiscal Years 2017-2028 defines short-range strategies to match transit service to needs identified through a planning process involving technical evaluation of needs and current service, and consultation with stakeholders. The state Department of Rail and Public Transportation (DRPT) requires that public transit operators receiving State funding prepare, adopt and submit a TDP every six years.

---

#### **Recommendations:**

##### **Short-term (1-3 Years)**

- 1. Improve on-time arrival**
  - Eliminate underperforming stops
  - Serve facilities during business hours
  - Reconfigure Downtown circulation pattern
- 2. More frequent service**
  - Eliminate Trolley and re-assign to streamlined Amherst-Apple Blossom routes to achieve 30-minute service
- 3. Improved information access**
  - Make route map available via print materials
  - Update website
- 4. Designated waiting areas at Transfer Station**
  - Designate bays for individual bus routes
- 5. Additional staff member**
  - Hire staff member to assist with operations

##### **Medium-term (4-6 Years)**

- 1. More frequent service**
  - Introduce Northside Circulator, to replace Northside and Berryville routes
  - Introduce Southside Circulator, to replace valley, South Loudoun, and Trolley routes

##### **Long-term (7-11+ Years)**

- 1. Expand service span**
  - Extend Saturday service to 8:00 PM and Introduce Sunday service with ADA service on both days
- 2. More frequent service**
  - Place additional vehicles into service on Circulator routes to achieve 30-minute headways
- 3. Expand service span**
  - Extend Apple Blossom route to Delco Plaza with ADA service
  - Introduce Frederick County route with ADA service
  - Extend service to LFCC

### *Human services transportation*

The [Coordinated Human Services Mobility \(CHSM\) Plan](#) identifies the transportation needs of seniors, individuals with disabilities, low-income individuals, and veterans.; provides strategies for meeting those needs; and prioritizes transportation services for funding. Updated every five years, the Plan presents statewide and regional gaps and strategies to improve human services transportation and was last updated in 2019 by DRPT.

The federal Section 5310 Program provides formula funding to states to assist transportation providers in meeting the transportation needs of older adults and people with disabilities when transportation service is unavailable, insufficient, or inappropriate to meeting these needs. States and local governments, private non-profit organizations, and operators of public transportation services may receive funding for services included in the CHSM Plan. Funds may be used to cover operating and capital expenses, including the purchase of vehicles.

---

**Action Item: Develop a "one click/one call" approach for human service transportation in [the] region.**

---

### *Bicycling & walking*

The [MPO Bicycle and Pedestrian Master Plan](#), first completed in 2009, was updated in 2014. The update included a technical assessment of bicycling and walking conditions, network connectivity, and latent demand; and a multi-part public involvement process to collect community feedback and verify the analyses. The analyses and feedback were used to identify projects and prioritize them to make the largest possible improvement in bicycling and walking conditions at the least cost.

---

**The plan's recommended strategy is to**

- **Fund and construct the high value, lower cost projects as identified in the project rankings (Figure 10);**
  - **Intersperse the implementation of these projects with projects that add to the Green Circle Trail;**
  - **Conduct community outreach to most efficiently move forward high value projects important for medium- and longer-term bicycle and pedestrian connectivity goals; and**
  - **Implement highly-ranked projects through scheduled roadway maintenance and reconstruction.**
- 

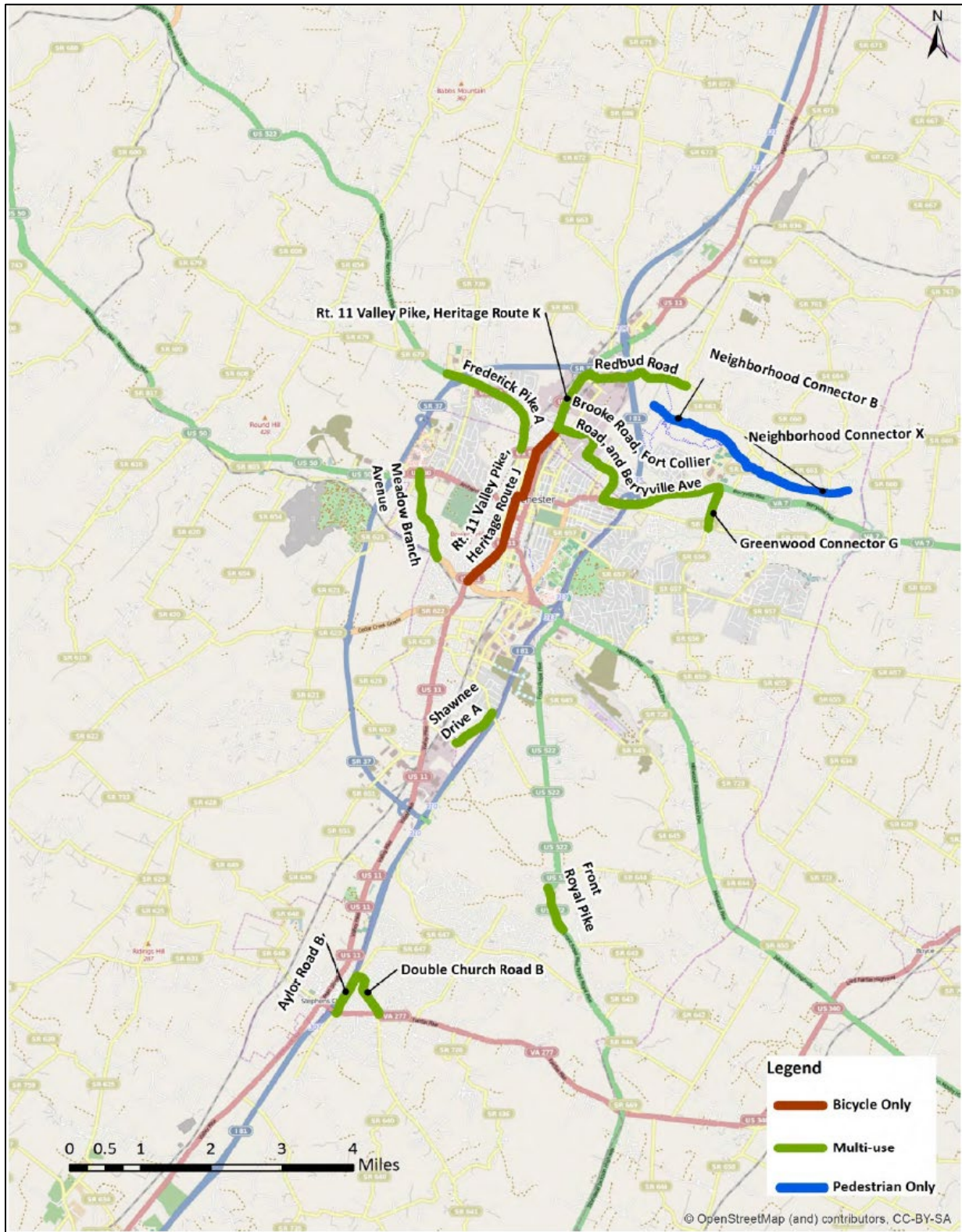
Subsequent studies completed in 2018 and 2021 presented alternatives for a bikeway along the plan's highest priority corridor, a north-south route through Old Town Winchester. A [2020 study](#) determined the feasibility of a bike share service for the City.

### *Aviation*

Winchester Regional Airport's [2005 Airport Layout Plan \(ALP\) Update](#) identified improvements to meet current and projected aviation demand through 2025, including the construction of a new terminal. The next ALP update is scheduled for 2026.



Figure 10: Ten highest priority locations for bicycle and pedestrian improvements



### 8.3 Locality comprehensive plans

To maximize coordination and consider the relationships between transportation and land use, the development of an MPO transportation plan must be respectful of the planning efforts of each of its members. The following compilation of local comprehensive plan objectives provide important context to the goals of each MPO locality.

#### *City of Winchester*

The City's [Comprehensive Plan 2019 - 2022 Update](#) presents mobility strategies under 13 objectives to address the city's mobility goal which emphasizes safety, interconnectivity, walkability and reduced dependence on the automobile.

---

#### **Transportation Objectives and Strategies, City of Winchester Comprehensive Plan**

- 1) Pursue limited construction of new thoroughfares and widening of existing thoroughfares as shown in the WinFred MPO Long Range Transportation Plan.**
  - a) Monitor state and federal funding streams and changing city needs to prioritize certain roadway projects from the MPO plan.
  - b) Advocate rail infrastructure projects to reduce freight traffic congestion on Interstate 81, consistent with City Council Resolution 2003-50.
- 2) Employ a hierarchy of functional street categories including thoroughfare streets for major traffic movements through and within the community at higher speeds; collector streets to channel major traffic movements into and out of separate areas of the community at moderate speeds; and local streets to provide access to individual properties at lower speeds.**
- 3) Encourage the use of alternate modes of mobility including walking, bicycling, and public transportation by all sectors of the population to reduce the dependency upon private automobile use.**
  - a) Implement the recommendations of the MPO's 2014 Bicycle and Pedestrian Master Plan and pending 2020 Bikeshare Study.
    - i) Complete the Green Circle Trail.
    - ii) Add miles of bike lane to arterial and collector roads
    - iii) Install bike racks and encourage businesses to do the same.
  - b) Implement the recommendations of the MPO's 2009 Transit Services Plan.
    - i) Increase WinTran route frequency to more than once an hour.
    - ii) Extend WinTran out into Frederick County's most urbanized areas to serve the needs of both city and county residents and visitors.
    - iii) Add bike racks to WinTran buses.
- 4) Encourage the growth and sustainability of the urbanized area of the City by providing adequate and convenient parking and a comprehensive system of sidewalks and walking paths.**
  - a) Address identified sidewalk deficiency by filling in gaps in the system.

- b) Construct new sidewalk.
  - c) Maintain all sidewalks and respond quickly to complaints.
  - d) Identify and widen certain sidewalks to create outdoor social spaces.
  - e) Identify streets where new parallel parking spaces would benefit business and calm traffic.
  - f) Use the MPO plans to link Frederick County trail projects to city infrastructure.
  - g) Increase pedestrian connection points between the Old Town pedestrian mall and the George Washington and Braddock Street parking garages.
- 5) Alter conventional street standards especially in mixed use and planned residential developments by encouraging New Urbanistic layouts of interconnected grid streets.**
- a) Prioritize pedestrian-friendly street designs in neighborhood redevelopment projects.
  - b) Rewrite the current Zoning Ordinance, subdivision ordinance, and Engineering Standards to encourage New Urbanism, including elements of Traditional Neighborhood Design (TND).
- 6) Employ access management and consider use of roundabouts to provide for traffic calming and improved safety.**
- a) Study speed, flow, and accident data to identify streets most in need of calming.
  - b) Pilot different calming techniques including roundabouts, green medians, on-street parking, and pedestrian islands.
  - c) Continue efforts to reduce the number of driveway openings within proximity of each other through use of driveway spacing standards and in conjunction with public street improvement projects.
  - d) Implement the recommendations of the MPO's multimodal corridor studies for Berryville Avenue and S. Pleasant Valley Road.
- 7) Investigate the needs for multimodal transfer facilities.**
- a) Construct covered bus shelters, especially at multimodal intersections near parking garages or the Green Circle Trail.
- 8) Work closely with Frederick County and Stephens City to extend public transportation between the City and destinations such as Lord Fairfax Community College, DMV, the Employment Commission/Job Training office, and the regional detention facilities as well as urbanizing areas of the County and Town.**
- a) Implement the operational changes and undertake the capital expenses needed to develop a truly regional transit service that allows City residents to access services currently situated beyond the limits of existing transit routes.
- 9) Promote Telecommuting as an alternative to commuting to work.**
- a) Adopt telework incentives for city staff where appropriate.
  - b) Encourage and support telework among private firms.
- 10) Increase safety on thoroughfare streets and bike and pedestrian trails where they cross railroad tracks and consider grade-separated crossings.**

## 2045 METROPOLITAN TRANSPORTATION PLAN

- a) Study improvements needed to rail crossings such as Featherbed Lane for safely accommodating an immediate alignment of the Green Circle Trail including a safe means for crossing the CSX railroad tracks.
  - 11) **Expand and improve general aviation, air cargo, and air passenger operations at the Winchester Regional Airport. a. Support MPO efforts to add hanger space, technology, and amenities at the airport.**
  - 12) **Pursue development of projects and works that are in line with the Vtrans 2040 Master Plan.**
  - 13) **Pursue development of a bike share program that serves Winchester through stations at Shenandoah University, Old Town, and the Medical Center**
- 

### *Frederick County*

The [Frederick County Comprehensive Plan](#), adopted in 2021, includes goals and strategies for transportation, presented below.

---

#### **Transportation Goals and Strategies, Frederick County Comprehensive Plan**

##### **GOAL 1: TO PROMOTE THE DEVELOPMENT OF NEW ROADWAYS AND THE REDEVELOPMENT OF EXISTING ROADWAYS IN A MANNER THAT MAKES THEM OPEN, AVAILABLE, AND SAFE TO ALL MODES OF TRANSPORTATION.**

- Match desired form of development to roadway classification to simplify the determination of which roadways receive which treatment. That is, different types of streets for different land uses. For example, while some roadways would require a separate bicycle and pedestrian trail in order to be more accessible to bicyclists and pedestrians. In rural areas a wider shoulder section may be more appropriate.
- Work with new development and redevelopment to implement this policy and the overall transportation plan. This may require analysis and modification of the existing subdivision ordinance.
- Work cooperatively with the School Board to identify school locations that meet both school and County goals of public access and safe walkability.
- Seek outside funding sources to fill in gaps in order to attach separate segments and create a fully interconnected system.
- Continue to monitor the County ordinances to ensure they meet the shifting needs of facility planning and VDOT standards.

##### **GOAL 2: IMPLEMENT THE ROADWAY PRIORITIES OF THE COUNTY AS OUTLINED ANNUALLY IN THE CAPITAL IMPROVEMENT PLAN, THE INTERSTATE, PRIMARY AND SECONDARY ROAD PLANS, AND THE EASTERN ROAD PLAN, AND PARTICULARLY ROUTE 37 EAST.**

- Work with new development and redevelopment to implement the Eastern Road Plan through construction and preservation of rights-of-way.
  - Continue to work closely with VDOT, State and Federal representatives, and any other available revenue sources to increase transportation funding.
  - In the absence of outside funding, continue to protect rights-of-way and move forward on planning transportation priorities.
-



## 2045 METROPOLITAN TRANSPORTATION PLAN

- Coordinate with VDOT to make sure the required percentage of maintenance funds to be spent on other accommodations is used on County priorities.
- Maintain the character of the rural roadways in the County while addressing safety issues as they may arise.

### **GOAL 3: IMPROVE UPON EXISTING TRANSPORTATION SAFETY AND SERVICE LEVELS IN THE COUNTY.**

- Coordinate with VDOT in the scoping and review of Traffic Impact Analyses (TIA).
- Analyze VDOT Access Management standards and, when needed, adopt County standards that are stronger.
- Work with new development and redevelopment to ensure that trip generation and new movements do not degrade the transportation system, increase delays, or reduce service levels.
- Create an informal working group with Staff, VDOT, and law enforcement to identify and address safety concerns with coordination to be handled by Planning and Development and the Board's Transportation Committee (TC).

### **GOAL 4: KEEPING THE COST OF INDUSTRIAL PROPERTY COMPETITIVE. WORK TO ENHANCE USE OF INTERMODAL FREIGHT MOVEMENT WHEREVER POSSIBLE.**

- Coordinate with local business to maximize the use of Economic Development Road Access funding, as well as Rail Access funding.
- Actively work with rail carriers through the Economic Development Authority to maximize the amount of material that is shipped into and out of Frederick County via rail.
- Perform a study to discern where opportunities to bring air freight into the regional airport may be available.
- Work to encourage and maximize opportunities presented by expansion of the Virginia Inland Port.
- Make use of revenue sharing funds for development of industrial property when the Board of Supervisors determines that it is in the best interest of Frederick County.
- Incorporate the Airport Master Plan into the County planning efforts.

### **GOAL 5: IMPROVE THE BEAUTY OF TRANSPORTATION CORRIDORS AT THE COUNTY GATEWAYS AND ALONG COMMERCIAL ROADWAYS.**

- Work with VDOT to create roadway design plans that meet standards while beautifying local gateways and commercial corridors.
- Through the Transportation Committee, develop a plan and actively promote corridor beautification. This should include working with local institutions to create more attractive County entrances into their facilities.

### **GOAL 6: ENSURE SAFE OPERATION OF FIRE AND RESCUE VEHICLES AND SCHOOL BUSES.**

- Investigate the existence and potential removal of barriers between neighborhoods that lead to delays in response, particularly for the Greenwood and Millwood Companies.
- Promote the adoption of a uniform locking technology acceptable to the Fire and Rescue Department for use on gated and locked emergency access points.
- Analyze driving, road, and parking standards and actively seek the Fire and Rescue Department input for driveways and roads to ensure that all approved developments are accessible by fire equipment.

**GOAL 7: PROVIDE COST-EFFECTIVE ALTERNATIVES TO AUTOMOBILE TRAVEL AS NEEDED, FOR THE ELDERLY, DISABLED, STUDENTS, AND WORKFORCE.**

- Coordinate with existing agencies such as the Shenandoah Area Agency on Aging (SAAA) and Access Independence to secure outside funding to enhance service to the elderly and disabled in the community.
- Make use of the Winchester-Frederick Metropolitan Planning Organization (MPO) resources to identify areas of most critical need.
- Monitor existing data source updates to determine areas of growing need.

---

***Town of Stephens City***

The 2010 [Stephens City Comprehensive Plan](#) calls for coordination and cooperation with Frederick County in jointly planning for compact, rational growth patterns and appropriate transportation systems for the greater Stephens City area. Under the plan’s transportation goal to “provide a safe, efficient transportation system for pedestrians, bicyclists and vehicles in the Town and surrounding areas” are objectives and strategies summarized below.

---

**Transportation Objectives and Strategies, Town of Stephens City Comprehensive Plan:**

**Extend the Town’s historic street grid into new development**

**Develop a system of bicycle and pedestrian trails and sidewalks**

**Review parking requirements**

**Utilize traffic calming strategies**

**Pay for improvements through Tax Increment Financing and fair developer proffers**

**Build new roadways and other improvements to improve traffic flow and enhance safety:**

- Widen I-81
- Build a western bypass connecting Route 277 and Warrior Drive to the east with Shady Elm Road to the north;
- Relocate Exit 307 to the south, to provide direct access to the western bypass;
- Build two east-west roads to connect existing and future neighborhoods divided by I-81; and
- Realign Passage Lane to improve safety.

## 8.4 WinFred MPO strategies

The goals and objectives of this MTP, compiled from local plans to reflect the collective aspirations of the MPO's localities as they relate to state transportation goals and objectives, are presented at the beginning of this document. Strategies are identified for most of these goals and objectives, presented below.

---

### 1. Goal: Economic Competitiveness and Prosperity

- 1.1. Objective: Reduce the amount of travel that takes place in severe congestion
  - 1.1.1. Strategy: Maintain roadway levels of service by selectively expanding roadway capacity
- 1.2. Objective: Reduce the number and severity of freight bottlenecks
  - 1.2.1. Strategy: Facilitate truck movement between freight generators and the Virginia Inland Port
- 1.3. Objective: Improve reliability on key corridors for all modes
  - 1.3.1. Strategy: Implement meaningful improvements to I-81

---

### 2. Goal: Accessible and Connected Places

- 2.1. Objective: Reduce average peak-period travel times
  - 2.1.1. Strategy: Implement the County Roads Plan and Winchester Comprehensive Plan
- 2.2. Objective: Reduce average daily trip lengths
  - 2.2.1. Strategy: Build out the arterial and collector network associated with new development
- 2.3. Objective: Increase accessibility to jobs via transit, walking and driving
  - 2.3.1. Strategy: Implement WinTran Transit Development Plan
  - 2.3.2. Strategy: Implement the Bicycle and Pedestrian Master Plan
  - 2.3.3. Strategy: Design streets and roads for all users

---

### 3. Goal: Safety for All Users

- 3.1. Objective: Reduce the number and rate of motorized fatalities and severe injuries
  - 3.1.1. Strategy: Implement the Virginia Strategic Highway Safety Plan
  - 3.1.2. Strategy: Prepare and implement a metropolitan road safety strategic plan
- 3.2. Objective: Reduce the number of non-motorized fatalities and severe injuries
  - 3.2.1. Strategy: Promote Safe Routes to School strategies and programs

---

### 4. Goal: Proactive System Management

- 4.1. Objective: Improve the condition of all bridges based on deck area
- 4.2. Objective: Increase the lane miles of pavement in good or fair condition
- 4.3. Objective: Increase percent of transit vehicles and facilities in good or fair condition

---

### 5. Goal: Healthy Communities and Sustainable Transportation Communities

- 5.1. Objective: Reduce per-capita vehicle miles traveled
  - 5.1.1. Strategy: Encourage Traditional Neighborhood Development (TND) within the Urban Development Areas (UDAs)
- 5.2. Objective: Reduce transportation-related emissions
  - 5.2.1. Strategy: Encourage compact, mixed use development
- 5.3. Objective: Increase the number of bicycling and walking trips
  - 5.3.1. Strategy: Implement the MPO Bicycle and Pedestrian Master Plan
  - 5.3.2. Strategy: Design streets and roads for all users

8.5 Performance-based strategies

Cultural and political shifts, coupled with advances in data science, have led to increased demand for measurable performance from each public dollar spent at both the federal and state levels.

Ideally, the long-range plan should consist of projects which, as a package, best improve the overall performance of the system at a cost that can be covered by projected funding.

Virginia’s SMART SCALE process models proposed transportation projects for effectiveness in furthering the state’s transportation objectives, calculating a numerical score which is used to rank and prioritize projects for programming (funding) based on how each project might be expected to mitigate traffic congestion, improve safety, increase access to jobs, promote economic development, and protect the environment relative to the financial cost to the state.

With this MTP, for the first time, WinFred MPO employed a performance-based strategy in selecting projects for inclusion in the plan. The previous plan (2017) included a list containing 130 projects largely derived from locality plans. The MPO’s Technical Advisory Committee screened the list down to 16 projects for scoring by VDOT staff using a model similar to the SMART SCALE system, with the intention of identifying and prioritizing the most competitive projects for state funding programs. A detailed description of the methodology is presented as Appendix A. The scoring rubric is presented in Figure 11 (right). A list of evaluated projects and their scores is presented as Appendix B.

In 2021 VDOT launched a program, named Project Pipeline, to identify and recommend projects which address the highest priority needs identified in the statewide transportation plan, VTrans – and therefore likely to score well in SMART SCALE. Although not scored through the WinFred MPO/VDOT scoring process, the region’s four Project Pipeline projects were selected for inclusion in the Constrained Long Range Plan (CLRP). The scored projects were then added to the CLRP in rank order until the next ranking project exceeded the financial constraint. The CLRP is comprised of 12 projects, listed in Table 9, page 51.

Figure 11: Project scoring rubric

<b>Congestion Mitigation (15%)</b>	<b>Reduction in PM peak vehicle hours traveled (VHT) using WinFred MPO travel demand model, 2015 conditions (100%)</b>
<b>Safety (25%)</b>	<b>Rank-weighted sum of segments and intersections identified in VDOT’s Potential for Safety Improvement (PSI) list (100%)</b>
<b>Accessibility (25%)</b>	<b>Increase in average job accessibility per resident (60%)</b>
	<b>Increase in average job accessibility per resident for disadvantaged populations (20%)</b>
	<b>Increase in access to multimodal travel choices (20%)</b>
<b>Economic Development (25%)</b>	<b>Decay weighted job growth adjacent to project, 2015-2040 by TAZ (70%)</b>
	<b>Intermodal access and efficiency/tons of goods impacted (30%)</b>
<b>Environmental Quality (10%)</b>	<b>Potential to improve air quality/ environmental effect (100%)</b>



## 9 Public input

Listening and responding to the concerns voiced by the public is a strategy for addressing needs as well as a check on the assumptions of other strategies. Nobody knows the problems as well as the people who live with them.

The public involvement plan for this MTP is described in chapter 13; events and input received are summarized in Appendix C. A MetroQuest on-line survey served as the main means of gathering public input for this MTP. The survey was open from November 1, 2021, until February 11th, 2022. In total, 607 residents responded to the survey. The survey was available in English and Spanish.

The MetroQuest survey included an interactive map that allowed users to drop markers and comment on issues across the region. Each marker had an associated issue and contextual question, along with an open-ended comment box; 389 of the survey respondents added over 1,300 comments to the map. Half of respondents added three or more comments to the map. Figure 12 shows a heatmap of all the mapped comments overlaid with the CLRP projects. The top four comment “hot spots” and associated planning responses to the issues cited (in *italics*) are described in the table and narrative below.

Comment Hot Spot	Corresponding CLRP Project	Location	Ongoing Activities	Project Origin
1	A	Intersection of Pleasant Valley Rd. and E. Jubal Early Dr.	Improvements identified, STARS final report 2020	City of Winchester; <a href="#">VDOT STARS Study</a>
2	A	Intersection of Routes 17/50/522 and I-81 ramps	Design & construction funding application submitted, 2022; I-81 overpass slated for replacement starting 2026	Frederick County Comprehensive Plan; WinFred MPO Millwood Ave. Traffic Diversion Study
3	C	Interchange of Route 11 and I-81 at Exit 317	Design & construction funding application submitted 2022	Frederick County Comprehensive Plan; WinFred MPO North Winchester Area Plan
4	K, L	Route 277 at I-81 Exit 307 in Stephens City	Widening of Fairfax Pike underway; sidewalk, drainage improvements on Fairfax St. west of intersection proposed	Stephens City and Frederick County Comprehensive Plans

**Comment hotspots 1 and 2** are located along the East Jubal Early Drive/Millwood Avenue corridor, with the highest concentration of comments focused on the Jubal Early/Pleasant Valley intersection. With the convergence of major activity nodes (Shenandoah University; Apple Blossom Mall) and major transportation corridors (I-81, Millwood Pike, Front Royal Pike, Pleasant Valley Road), congestion is the primary complaint expressed in the comments submitted. Comments refer to specific intersections as well as the entire corridor, as in need of revised signal timing, congestion mitigation, bridge maintenance, and bike and pedestrian improvements.

*A 2020 VDOT study recommends dual left turn lanes on Jubal Early Drive at Pleasant Valley Road to alleviate congestion. Replacement of the Millwood Avenue/I-81 overpass is in design, including an additional through lane and sidewalk. The City of Winchester is pursuing funds for a pedestrian bridge over Millwood Avenue at Mall Boulevard. WinFred MPO has applied for funds to reconfigure the Front Royal Pike/Millwood Pike/I-81 northbound ramp intersection (CLRP A) to alleviate congestion, as recommended in a 2022 VDOT study.*

**Comment hotspot 3** is focused on the I-81 and US Route 11 interchange at exit 317, north of the Winchester City limits. Comments are spread along the Martinsburg Pike Corridor from industrial parks located at the intersection of routes 11 and 37, north to the commercial and dense residential development around Snowden Bridge and Rutherford Crossing. Delay and congestion are among the most cited deficiencies as there are multiple signalized intersections, heavy truck traffic, and a convergence of primary transportation corridors. Due to the high traffic flow, congestion often extends to the I-81 northbound exit at 317, causing stacking at the off-ramp.

*WinFred MPO and Frederick County have each applied for funds to build a re-designed interchange and improve other Route 11 intersections (CLRP C and F) to improve safety and relieve congestion.*

**Comment hotspot 4** is reflective of congestion and delay occurring along the Route 277 Fairfax Pike corridor that intersects with I-81 at Exit 307, and traffic entering and exiting Route 11. This congestion not only causes delays on Town and County roads, but also causes frequent back-ups at I-81 exit ramps, effecting the flow of interstate traffic. The comments submitted describe conditions that include too few lanes to support traffic volumes, large amounts of truck traffic moving to and from Route 11 and I-81, unsynchronized signal timing, and too many signalized intersections.

*Construction is underway to widen Fairfax Pike to four lanes with a median from east of the I-81 northbound ramps to east of Double Church Road to provide additional traffic capacity. The project will also provide pedestrian access along the north and south sides of Fairfax Pike. CLRP K proposes extending the widening east to Warrior Drive.*

### Multimodal Interest

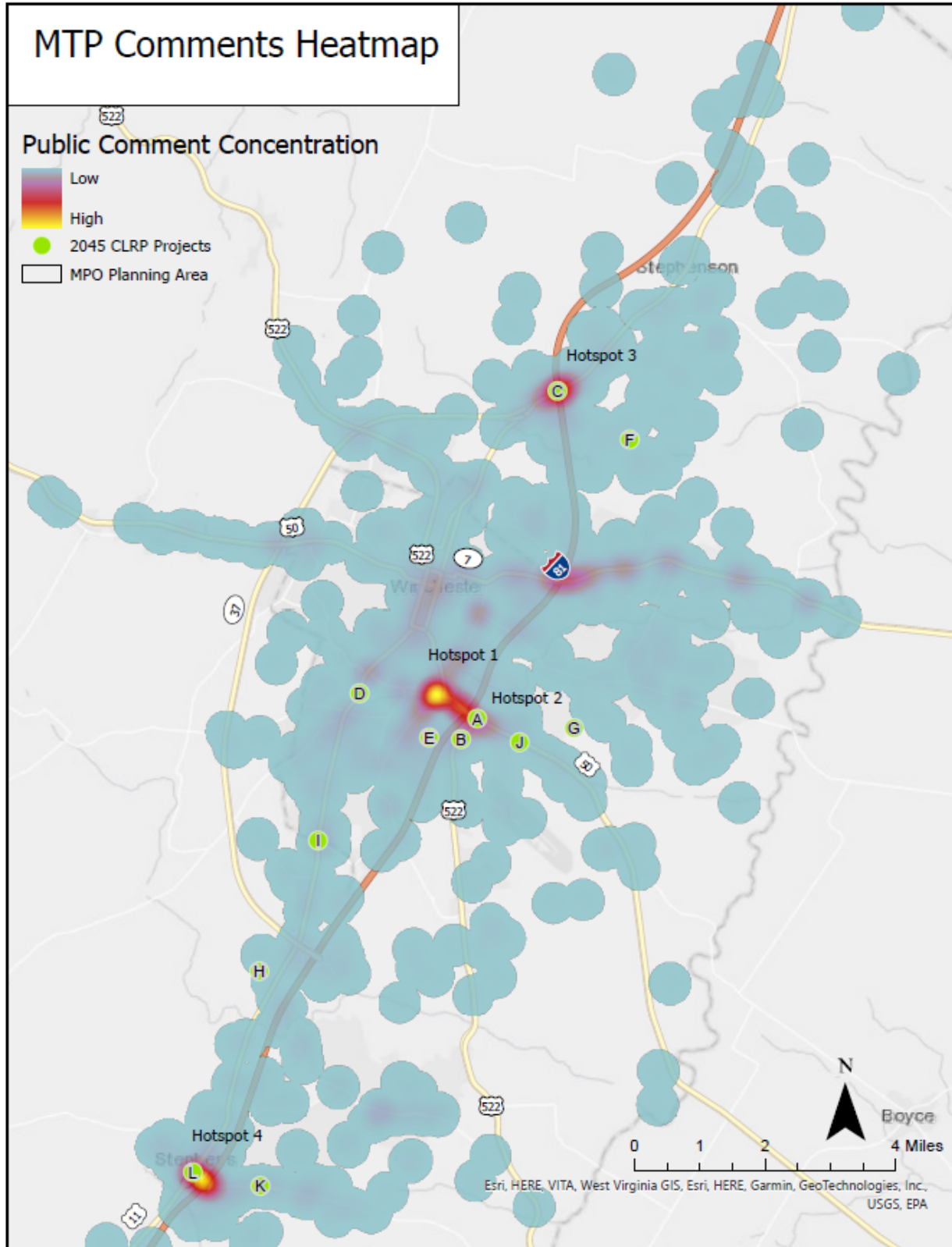
Despite overwhelmingly relying on cars, respondents indicated high levels of interest in multimodal transportation options. While 95% of respondents report driving for most trips, one in four respondents state that it should be easier to ride the bus, walk, and bike in the region.

*The region's bicycle and pedestrian plan was last updated in 2014. Subsequent studies recommended specific bikeway improvements in Old Town Winchester and determined the feasibility of a bike share system. The MPO formed a Bicycle and Pedestrian Advisory Committee in 2022 to guide an update of*

## 2045 METROPOLITAN TRANSPORTATION PLAN

*the Bicycle and Pedestrian Plan and the launch of the bike share system. A feasibility study for a demand-response “microtransit” public transportation system is in the MPO’s Fiscal Year 2023 Unified Planning Work Program.*

Figure 12: Public comment hotspots and CLRP projects



## 10 Financial plan

---

This chapter describes the financial means by which the strategies described in this plan may be implemented. The Six-Year Improvement Program for fiscal years 2023 through 2028 (all funding sources) of currently funded or active projects within the MPO is presented in Table 7 on the following page.

A project to widen I-81 between exits 313 and 317 to three lanes in each direction (UPC 116281) does not appear in Table 7 but is bundled with other I-81 projects statewide, programmed for funding through the I-81 Improvement Fund. Construction is scheduled to start in late 2026.

2045 METROPOLITAN TRANSPORTATION PLAN

Table 7: FY '23 Six Year Improvement Program, WinFred MPO

UPC	Description	Route	Road System	Jurisdiction	Estimate	Previous	FY23	FY24-28	Balance
					(Values in Thousands of Dollars)				
106054	WENTWORTH DRIVE SRTS SIDEWALK		Enhancement	Winchester	\$2,998	\$3,426	\$0	\$0	(\$427)
106055	GREEN CIRCLE TRAIL - JUBAL EARLY SEGMENT		Enhancement	Winchester	\$1,007	\$998	\$0	\$0	\$8
111027	#SMART18 - (ST) GREEN CIRCLE TRAIL - FINAL PHASES		Enhancement	Winchester	\$5,492	\$966	\$1,389	\$1,835	\$1,301
111418	MUSEUM OF THE SHENANDOAH VALLEY TRAIL CONNECTION		Enhancement	Winchester	\$2,751	\$2,751	\$0	\$0	\$0
116858	BOSCAWEN STREET PEDESTRIAN MALL		Enhancement	Winchester	\$2,504	\$1,518	\$450	\$536	\$0
113895	ABRAMS CREEK TRAIL - FREDERICK COUNTY	657	Enhancement	Frederick County	\$1,090	\$101	\$356	\$633	\$0
116040	ROUTE 11 AND I-81 RAMP IMPROVEMENTS EXIT 307 AND 317	11	Interstate	Frederick County	\$412	\$624	\$0	\$0	(\$212)
113535	#SGR19VB - RT 17/50/522 MILLWOOD PIKE BRIDGE OVER I-81	17	Interstate	Frederick County	\$29,809	\$8,073	\$1,135	\$22,121	(\$1,520)
112900	I-81 - INSTALL HIGH TENSION CABLE BARRIER	81	Interstate	Frederick County	\$2,240	\$0	\$150	\$2,090	\$0
115181	#SMART20 I-81 EXIT 317 ACCEL/DECEL LANE EXTENSIONS	81	Interstate	Frederick County	\$3,209	\$0	\$780	\$2,429	\$0
115717	#SMART20 I-81 EXIT 313 BRIDGE CAPACITY IMPROVMENT	81	Interstate	Frederick County	\$5,264	\$4,408	\$0	\$856	\$0
120642	EXIT 317 NB RAMP REALIGNMENT TO REDBUD ROAD LOCATION	81	Interstate	Frederick County	\$6,944	\$6,944	\$0	\$0	\$0
116851	GREEN CIRCLE TRAIL WIDENING		Miscellaneous	Winchester	\$2,100	\$160	\$470	\$1,471	\$0
116852	MIDDLE ROAD SIDEWALKS AND BIKE LANES		Miscellaneous	Winchester	\$5,657	\$3,489	\$1,200	\$1,211	(\$243)
119644	#SMART22 - ROUTE 7 STARS ACCESS MANAGEMENT PROJECTS	7	Primary	Frederick County	\$1,000	\$275	\$424	\$301	\$0
117944	#I81CIP DETOUR IMPROVEMENTS - EXIT 317	11	Primary	Frederick County	\$900	\$245	\$265	\$390	\$0
119649	#SMART22 - PLEASANT VALLEY ROAD ACCESS MANAGEMENT	11	Primary	Winchester	\$203	\$0	\$34	\$169	\$0
119650	#SMART22 - PLEASANT VALLEY ROAD ACCESS MANAGEMENT II	11	Primary	Winchester	\$830	\$0	\$50	\$780	\$0
119920	#PIPELINE22 - RTE. 11	11	Primary	Frederick County	\$160	\$160	\$0	\$0	\$0
119921	#PIPELINE22 - RTE. 11	11	Primary	Winchester	\$130	\$130	\$0	\$0	\$0
120643	ROUTE 11/OLD CHARLES TOWN ROUNDABOUT	11	Primary	Frederick County	\$6,357	\$6,357	\$0	\$0	\$0
120820	#ITTF22 HIGH SPEED COMMUNICATIONS FOR SIGNALS RTE 11	11	Primary	Frederick County	\$750	\$750	\$0	\$0	\$0
107022	RTE 50 - SAFETY IMPROVEMENTS	50	Primary	Frederick County	\$3,801	\$4,800	\$0	\$0	(\$999)
112615	RTE 50 INTERSECTION AT INDEPENDENCE DR (NFCU)	50	Primary	Frederick County	\$1,170	\$1,170	\$0	\$0	\$0
18003	#HB2.FY17 RTE 277 - WIDEN TO 5 LANES	277	Primary	Frederick County	\$45,311	\$45,311	\$0	\$0	\$0
110396	#HB2.FY17 RTE 277 - WIDEN TO 5 LANES GARVEE DEBT SERVICE	277	Primary	Frederick County	\$35,409	\$5,702	\$2,123	\$11,880	\$15,703
111227	#SMART18 - (ST) INTERSECTION OF RTE 277 AND WARRIOR DR	277	Primary	Frederick County	\$477	\$236	\$240	\$0	\$0
78825	ROUTE 522, FRED. CO., STR. ID 08156 BRG REPL. FED ID-08156	522	Primary	Frederick County	\$4,329	\$3,630	\$0	\$0	\$700
119916	#PIPELINE22 - RTE. 522	522	Primary	Frederick County	\$50	\$50	\$0	\$0	\$0
119917	#PIPELINE22 - RTE. 522	522	Primary	Frederick County	\$215	\$215	\$0	\$0	\$0
113065	S. LOUDON ST.-INSTALL CONCRETE CROSSING SURFACE	0	Rail	Winchester	\$180	\$0	\$0	\$180	\$0
113063	RT.631-INSTALL FLASHING LIGHTS AND GATES	631	Rail	Frederick County	\$310	\$0	\$0	\$310	\$0
113062	RT.638-UPGRADE EXISTING FLASHING LIGHTS AND GATES	638	Rail	Frederick County	\$310	\$93	\$0	\$217	\$0
110986	RT.661-INSTALL NEW CONTROL HOUSE & TRACK REDUNDANT DETECTOR	661	Rail	Frederick County	\$206	\$62	\$144	\$0	\$0
114900	RT.664- UPGRADE TO FLASHING LIGHTSAND GATES	664	Rail	Frederick County	\$425	\$0	\$0	\$425	\$0
110985	RT.672-UPGRADE CABINET, CIRCUITRY AND RAISE CANTILEVER	672	Rail	Frederick County	\$100	\$30	\$70	\$0	\$0
110988	RT.672-REALIGN CURVE, RAISE ROAD & INSTALL CONCRETE SURFACE	672	Rail	Frederick County	\$260	\$78	\$182	\$0	\$0
101435	RELOCATE RT.661 RED BUD ROAD	661	Secondary	Frederick County	\$5,988	\$1,842	\$5	\$3,726	\$415
87616	REVENUE SHARING - TEVIS STREET EXTENSION	788	Secondary	Frederick County	\$13,237	\$13,544	\$0	\$0	(\$307)
104262	AIRPORT ROAD AND WARRIOR DRIVE EXTENSION	896	Secondary	Frederick County	\$8,710	\$8,432	\$0	\$0	\$278
103013	RTE 11 - IMPROVE DRAINAGE, ADD SIDEWALKS AND C&G		Urban	Winchester	\$10,792	\$9,160	\$1,675	\$0	(\$42)
115138	#SMART20 TRAFFIC SIGNAL IMPROVEMENTS, VALLEY AND GERRARD ST.		Urban	Winchester	\$1,227	\$135	\$420	\$672	\$0
116865	JUBAL EARLY DRIVE TRAFFIC IMPROVEMENTS		Urban	Winchester	\$3,600	\$300	\$800	\$2,500	\$0
116866	PLEASANT VALLEY ROAD TRAFFIC IMPROVEMENTS		Urban	Winchester	\$1,400	\$80	\$305	\$1,074	(\$58)
116867	MILLWOOD AVENUE TRAFFIC IMPROVEMENTS		Urban	Winchester	\$6,500	\$2,884	\$850	\$4,898	(\$2,133)
121154	PAPERMILL ROAD SIDEWALKS AND BIKE LANES		Urban	Winchester	\$14,262	\$2,000	\$0	\$0	\$12,262
121155	PLEASANT VALLEY ROAD SAFETY		Urban	Winchester	\$7,064	\$1,253	\$0	\$0	\$5,810
104266	EXTENSION OF HOPE DR REALIGNMENT OF PAPERMILL RD TEVIS ST	0	Urban	Winchester	\$12,433	\$12,433	\$0	\$0	\$0
105632	PAVEMENT OVERLAY ON VARIOUS STREETS (REV. SHARING) 2014-2015	0	Urban	Winchester	\$6,000	\$6,000	\$0	\$0	\$0
112961	NEW TRAFFIC SIGNAL AT ADAMS/LEGGE - WINCHESTER	0	Urban	Winchester	\$339	\$339	\$0	\$0	\$0
112211	SIGNAL REPLACEMENT N. LOUDOUN ST / BRICK KILN RD / BROOKE RD	11	Urban	Winchester	\$600	\$600	\$0	\$0	\$0
112963	NORTH CAMERON STREET DRAINAGE IMPROVEMENTS - WINCHESTER	11	Urban	Winchester	\$14,898	\$7,300	\$2,000	\$9,898	(\$4,300)

10.1 Highways

The Virginia Department of Transportation (VDOT) provided highway construction program funding projections for the WinFred MPO as shown in Table 8 below.

*Table 8: Summary of future highway construction allocations for the WinFred MPO*

Funding Source	2025-2045 Totals
District Grant Program	\$86,152,337
State of Good Repair	\$85,781,312
High Priority Projects	\$61,365,799

Each of the funding sources listed in the table, and the methods used by VDOT to determine the funding amounts, is described below.

- **District Grant Program** funding is distributed to VDOT districts based on the codified formulas. The distribution to the MPOs within the district is determined based on its population share of the district.
- **State of Good Repair** funding is distributed to VDOT districts based on need and has codified constraints on the distribution among the districts. The distribution to the MPOs within the district is determined based on its population share of the district.
- **High-Priority Projects Program** funding is available to projects as selected by the Commonwealth Transportation Board. The distribution to the MPOs within the district is determined based on its population share of the district.

MPO projections are not provided for statewide discretionary funding sources such as the Transportation Alternatives Program, Revenue Sharing, and bond revenue; nor are local funds such as the value of transportation improvements funded by land developers, or proffers. Of the funding sources listed in Table 8, only the District Grant and High Priority Projects programs can be used to fund the construction of new facilities. The funds available from these sources for highway projects during the fiscal years 2025 through 2045 are projected to be **\$ 147,518,136**. The projects listed in Table 9 and mapped in Figure 11 are the MPO’s priorities for implementation using these funds. This list is the MPO’s **Constrained Long Range Plan, or CLRP**.

The CLRP consists solely of projects eligible under the funding programs for which VDOT has provided official projections. Strategies for funding transit service, freight rail (short line) and stand-alone bike and pedestrian improvements are described elsewhere in this chapter.

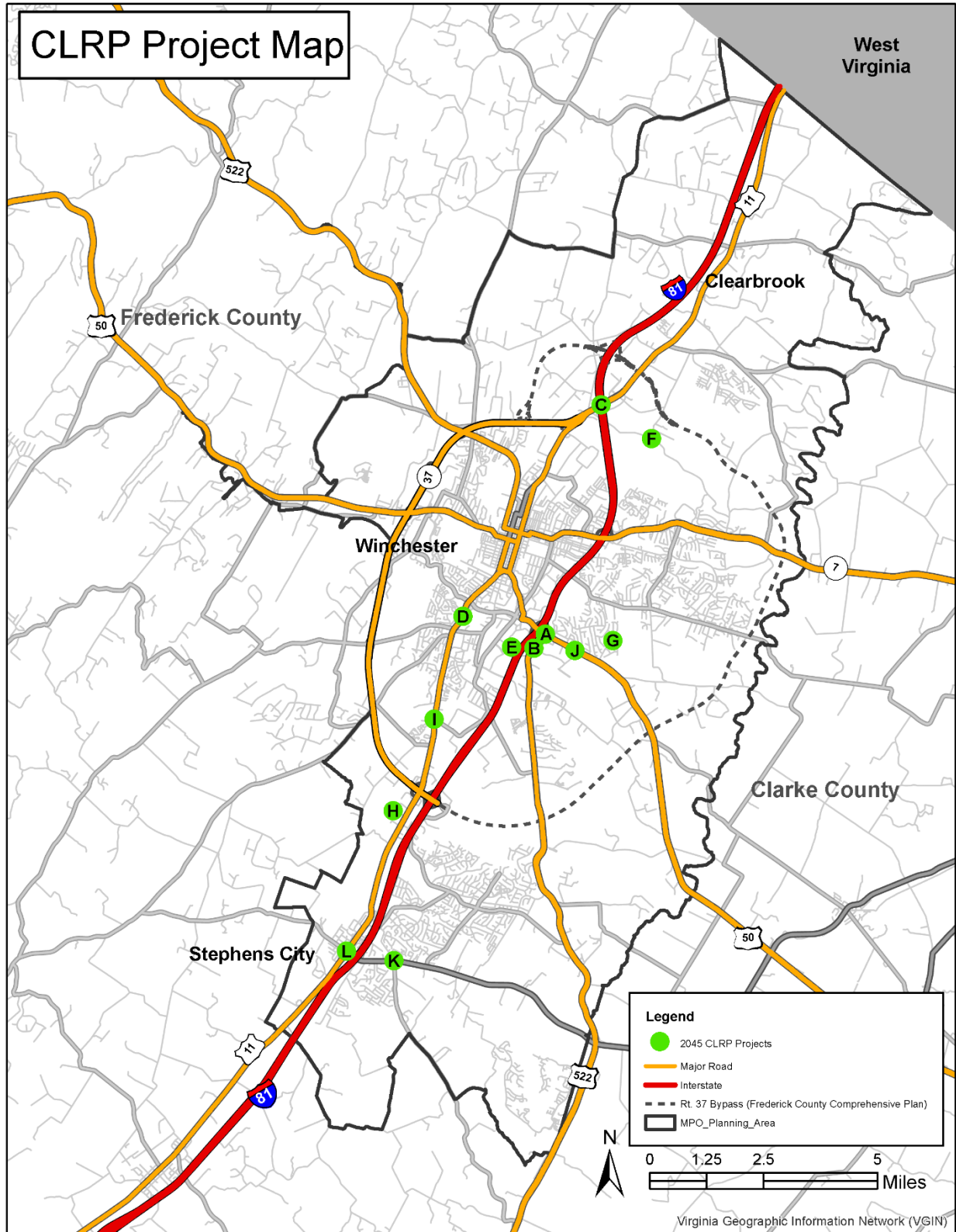
2045 METROPOLITAN TRANSPORTATION PLAN

Table 9: WinFred 2045 Constrained Long Range Plan

Map ID	Description	Locality	Year 2035 Cost
A	US 17/50/522 @ I-81 Exit 313 Partial Median U-Turn	Frederick	\$8,062,653
B	US-522/Costello Dr Thru-Cut + SB left turn lane and median	Frederick	\$6,718,877
C	US 11 @ I-81 Exit 317 Diverging Diamond Interchange	Frederick	\$40,313,264
D	Valley Ave Roadway Reconfiguration (Bellview Ave to Middle Rd)	Winchester	\$10,750,204
E	Legge Boulevard Extension	Winchester	\$4,839,607
F	Redbud Road (Route 661) Realignment	Frederick	\$3,870,073
G	Inverlee Way Extension	Frederick	\$5,924,437
H	Renaissance Drive Extension	Frederick	\$5,441,028
I	Route 11 South Widening (Opequon Church Lane and Shawnee Drive)	Frederick	\$6,178,490
J	Route 17/50 Widening (I-81N to Prince Frederick Dr)	Frederick	\$22,897,128
K	Route 277 West Widening (Double Church Rd to Warrior Dr)	Frederick	\$17,877,589
L	Fairfax Street Improvements (Route 11 vicinity of Squirrel Ln)	Stephens City	\$9,890,335
	<b>TOTAL</b>		<b>\$142,763,687</b>
	Fiscal constraint, FY 2025 -2045		<b>\$147,518,136</b>
	<b>CONTINGENCY</b>		<b>\$4,754,449</b>



Figure 13: WinFred 2045 Constrained Long Range Plan



## 10.2 Transit

Grant funds administered by DRPT generally provide support for capital, operating or planning expenses. Capital expenditures are long-term assets such as vehicles, transit facilities and infrastructure, machinery or heavy equipment. Operating expenditures are annual costs to support transit operations, maintenance, repairs and administrative costs. Planning expenditures are for studies of public transportation and/or Transportation Demand Management (TDM) improvements, such as service expansions or ridesharing programs.

DRPT administers eight state aid grant programs and five federal aid grant programs:

### State Aid Grant Programs

- Operating Assistance
- Capital Assistance
- Demonstration Project Assistance
- Technical Assistance
- Public Transportation Intern Program
- TDM Operating Assistance
- Transportation Management Project Assistance
- Senior Transportation Program

### Federal Aid Grant Programs

- Metropolitan Planning - FTA Section 5303
- Statewide Planning - FTA Section 5304
- Small Urban Areas Program - FTA Section 5307
- Enhanced Mobility of Seniors and Individuals with Disabilities - FTA Section 5310
- Rural Areas - FTA Section 5311

## 10.3 Freight rail

Short line railroads often serve as the first or last link in business-to-business delivery by providing the intensive switching operations that are not profitable for the Class I railroads. Winchester and Western Railroad is one of five independent short line railroads operating in Virginia.

Winchester and Western, like many of Virginia's short lines, was built over 100 years ago, to standards that are now obsolete. A combination of deferred maintenance and the trend toward the use of heavier railcars has created a need to invest in short line infrastructure.

The state's Shortline Railway Preservation and Development Fund provides funding for the preservation and continuation of existing short line rail service. Funds are distributed through DRPT's Rail Preservation Program (RPP) which is allocated \$3 million annually.

The allocation of RPP funds considers project cost in relation to the prospective use, line capacity, and the economic and public benefits and future public uses of the properties. Projects must show a benefit-cost ratio of greater than 1.0, except in the case of safety projects not eligible under another safety program. No funds are used for general railroad operating expenses. Each application must be accompanied by a resolution from the appropriate local government, MPO, or PDC endorsing the usage of funds for the project.

Funds are provided to local governments, authorities, agencies, MPOs, PDCs, or non-public sector entities for rail projects funded under the program at a maximum 70-percent state and minimum 30-percent local match. RPP funds may be used as a portion of the non-federal match for federal grants.

## 2045 METROPOLITAN TRANSPORTATION PLAN

No more than 50 percent of the funds can be recommended for any single applicant in any fiscal year unless there are too few applicants to otherwise use the funds or a project has been determined to be of major significance to the Commonwealth.

Funds may be loaned to the current or prospective owners of a short line railroad to purchase or refinance operating railway properties. The maximum amount of any loan is limited by the net liquidation value of the property.

The Commonwealth retains an interest in the property with an option to buy the balance if the rail operation is not continued as originally intended. The Commonwealth may purchase lines for lease to other entities for rail transportation purposes.

The recipients of funding are contractually committed to the maintenance of such tracks, facilities, and property and to the payment of any costs related to the future relocation or removal of such tracks and facilities for a period of 15 years. The Commonwealth may allow the recipient of funds to purchase the Commonwealth’s interest in a railway, equipment, and facilities. RPP funds are intended for projects that obtain a minimum FRA Class II Track Safety Standards and those that develop the viability of the branchline for current and future rail traffic.

RPP programmed projects for Winchester & Western Railroad are listed in Table 10.

**Table 10: Rail Preservation Program allocations, FY 2023-2028,  
Winchester & Western Railroad**

Project Description	Funding Source	Previous Allocations	FY23	FY24	FY25	FY26 - 28	Total Programmed
Tie / Rail Replacement, Surfacing, Crossing	State Rail Preservation Funds	\$ 2,894,256	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,894,256
	Public or Private Matching Funds	\$ 1,240,395	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,240,395
	<b>Total</b>	<b>\$ 4,134,651</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 4,134,651</b>
Rail Replacement and Bridge Deck Renewal	State Rail Preservation Funds	\$ 2,576,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,576,000
	Public or Private Matching Funds	\$ 1,104,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,104,000
	<b>Total</b>	<b>\$ 3,680,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 3,680,000</b>
Unimin Plant Crossing Road Approaches and Culvert Rehabilitation	State Rail Preservation Funds	\$ 270,030	\$ 0	\$ 0	\$ 0	\$ 0	\$ 270,030
	Public or Private Matching Funds	\$ 115,727	\$ 0	\$ 0	\$ 0	\$ 0	\$ 115,727
	<b>Total</b>	<b>\$ 385,757</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 385,757</b>
Sandman Subdivision Curve Rail Project	State Rail Preservation Funds	\$ 0	\$ 0	\$ 471,701	\$ 471,701	\$ 0	\$ 943,402
	Public or Private Matching Funds	\$ 0	\$ 0	\$ 202,158	\$ 202,158	\$ 0	\$ 404,316
	<b>Total</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 673,859</b>	<b>\$ 673,859</b>	<b>\$ 0</b>	<b>\$ 1,347,718</b>
<b>Total Costs for All Projects</b>		<b>\$ 8,200,408</b>	<b>\$ 0</b>	<b>\$ 673,859</b>	<b>\$ 673,859</b>	<b>\$ 0</b>	<b>\$ 9,548,126</b>

### 10.4 Bicycle and pedestrian

Bicycle and pedestrian projects, whether standalone or incidental to a larger highway project, may be included in the CLRP for highway funding. Other funding sources include the Transportation Alternatives Program (including Safe Routes to School), the Highway Safety Improvement Program (HSIP), and the Revenue Sharing program. Localities may apply for grants from these competitive funding sources for standalone bicycle and pedestrian projects.

Most of the funding sources described above require a local match – up to 20% of the project cost, in some cases. In-kind donations of materials, labor, and land can be used as matching funds. Through a creative strategy of volunteer assistance and land donation, other Virginia counties have been able to generate matching funds with very little capital outlay.

## 2045 METROPOLITAN TRANSPORTATION PLAN

To ensure adequate funding for trails, on-road bikeways, and sidewalk projects, programs, and maintenance activities, it will be important for the County, City, and Town to:

- Establish specific funding sources to use as matching funds for federal, state, and other grants. These funds can be generated through donations from community groups, through the land development proffer system, and through the capital budget if necessary;
- Partner with local governments and adjacent jurisdictions to develop funding sources; and
- Look for additional funding opportunities from the public and private sectors.

The VDOT *Policy for Integrating Bicycle and Pedestrian Accommodations* applies to all projects that involve VDOT right of way or use funds that flow through VDOT. This policy requires that such projects will be initiated with the presumption that they will accommodate pedestrians and bicyclists. However, localities should continue to make specific requests for pedestrian and bicycle facilities to be included in project descriptions within the TIP, SYIP and locality capital improvement programs; and should monitor the planning, design, and construction of these projects to ensure that they accommodate pedestrians and bicyclists adequately.

### 10.5 Aviation

Winchester Regional Airport's Fiscal Year 2022-2027 Federal Airport Capital improvement Plan (ACIP) identifies improvements totaling \$44,740,765, including construction of a new terminal building, rehabilitation of runway and taxi way, roadway access on the airport's north side, and land acquisitions. Federal and state funds are anticipated to cover approximately 83 percent of the total cost.

## 11 Environmental mitigation activities

---

The considerations and recommendations made during the planning process are preliminary in nature. The National Environmental Policy Act (NEPA) does not subject metropolitan transportation plans to detailed environmental analysis. With exceptions for regional ambient air quality, the mitigation of environmental impacts during the metropolitan planning process is not required.

While detailed environmental analysis is not required, it is important to consult with environmental resource agencies during the development of a long-range transportation plan. This interagency consultation provides an opportunity to compare transportation plans with environmental resource plans, develop a discussion on potential environmental mitigation activities, areas to provide the mitigation, and activities that may have the greatest potential to restore and maintain the environment.

Detailed environmental analysis of individual transportation projects occurs later in the project development process as the improvement approaches the preliminary engineering stage. At this stage, project features may be narrowed and refined, and the environmental impacts and environmental mitigation strategies can be appropriately ascertained. Virginia's State Environmental Review Process directs the project-by-project interagency review, study, and identification of environmental concerns.

Related requirements that typically apply at this stage involve public hearings, environmental permit-processing, and NEPA studies. Usually, a variety of environmental documentation, permit and mitigation needs are identified, and environmental findings are closely considered and evaluated.

Common project environmental mitigation measures (required silt-fence barriers, precautions to control dust, etc.) are managed using road and bridge standards that apply to all construction activities. Special environmental concerns, however, may differ widely by project and location. As environmental studies are conducted and undergo public and interagency review, needed mitigation plans are specified and committed to within the environmental documents on the particular transportation project or activity. Environmental management systems then are used to monitor, and ensure compliance with, the environmental mitigation commitments.

Potential environmental mitigation activities may include: avoiding impacts altogether, minimizing a proposed activity/project size or its involvement, rectifying impacts (restoring temporary impacts), precautionary and/or abatement measures to reduce construction impacts, employing special features or operational management measures to reduce impacts, and/or compensating for environmental impacts by providing suitable, replacement or substitute environmental resources of equivalent or greater value, on or off-site. Where on-site mitigation areas are not reasonable or sufficient, relatively large off-site compensatory natural resource mitigation areas generally may be preferable, if available. These may offer greater mitigation potential with respect to planning, buffer protection and providing multiple environmental habitat value (example: wetland, plant and wildlife banks).

Mitigation activities and the mitigation areas will be consistent with legal and regulatory requirements relating to the human and natural environment. These may pertain to neighborhoods and communities, homes and businesses, cultural resources, parks and recreation areas, wetlands and other water sources, forested and other natural areas, agricultural areas, endangered and threatened species, and the ambient air. The following table illustrates some potential mitigation activities and potential mitigation areas for these resources:

Table 11: Environmental Mitigation Options for Transportation Projects

<b>Resource</b>	<b>Key applicable requirements</b>	<b>Potential mitigation activities for project implementation</b>	<b>Potential mitigation areas for project implementation</b>
Neighborhoods and communities, and homes and businesses	Uniform Relocation Assistance and Real Property Acquisition Policy Act at 42 USC 4601 et seq.	Impact avoidance or minimization; context sensitive solutions for communities (appropriate functional and/or aesthetic design features).	Mitigation on-site or in the general community. (Mitigation for homes and businesses is in accord with 49 CFR 24)
Cultural resources	National Historic Preservation Act at 16 USC 470	Avoidance, minimization; landscaping for historic properties; preservation in place or excavation for archaeological sites; Memoranda of Agreement with the Department of Historic Resources; design exceptions and variances; environmental compliance monitoring	On-site landscaping of historic properties, on-site mitigation of archeological sites; preservation in-place
Parks and recreation areas	Section 4(f) of the U.S. Department of Transportation Act at 49 USC 303	Avoidance, minimization, mitigation; design exceptions and variances; environmental compliance monitoring	On site screening or on-site replacement of facilities; in some cases, replacement of affected property adjacent to existing
Wetlands and water resources	Clean Water Act at 33 USC 1251-1376; Rivers and Harbors Act at 33 USC 403	Mitigation sequencing requirements involving avoidance, minimization, compensation (could include preservation, creation, restoration, in lieu fees, riparian buffers); design exceptions and variances; environmental compliance monitoring	Based on on-site/off-site and in-kind/out-of-kind sequencing requirements; private or publicly operated mitigation banks used in accordance with permit conditions



Table 11 (continued): Environmental Mitigation Options for Transportation Projects

<b>Resource</b>	<b>Key applicable requirements</b>	<b>Potential mitigation activities for project implementation</b>	<b>Potential mitigation areas for project implementation</b>
Forested and other natural areas	Agricultural and Forest District Act (Code of VA Sections 15.2-4305; 15.2-4307-4309; 15.2-4313); Open Space Land Act (Section 10.1-1700-1705, 1800-1804)	Avoidance, minimization; Replacement property for open space easements to be of equal fair market value and of equivalent usefulness; design exceptions and variances; environmental compliance monitoring	Landscaping within existing rights of way; replacement property for open space easements to be contiguous with easement; replacement of forestry operation within existing agriculture/forestal district
Agricultural areas	Farmland Protection Policy Act of 1981 at 7 USC 4201-4209, Agricultural and Forest District Act (Code of VA Sections 15.2-4305; 15.2-4307-4309; 15.2-4313)	Avoidance, minimization; design exceptions and variances; environmental compliance monitoring	Replacement of agricultural operation within existing agriculture/forestal district
Endangered and threatened species	Endangered Species Act at 16 USC 1531-1544	Avoidance, minimization; time of year restrictions; construction sequencing; design exceptions and variances; species research; species fact sheets; Memoranda of Agreements for species management; environmental compliance monitoring	Relocation of species to suitable habitat adjacent to project limits
Ambient air quality	Clean Air Act at 42 USC 7401-7671, and Conformity regulations at 40 CFR 93	Transportation control measures, transportation emission reduction measures	Within air quality non-attainment and maintenance areas

## 12 Environmental justice analysis

Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. To ensure environmental justice, the process of transportation planning must be consistent with the provisions of Title VI of the Civil Rights Act:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

Consistent with the U.S. DOT Order on Environmental Justice, disproportionately high and adverse impacts should be mitigated where possible. Beyond this mitigation requirement, there is no presumed distribution of resources to sustain compliance with the Environmental Justice provisions. The intent is to ensure that no person is denied benefits based on race, color, or national origin.

As shown in Table 12 below, racial minorities as a percentage of total population in the Winchester urbanized area<sup>7</sup> is significantly below that of Virginia as a whole. The urbanized area’s Hispanic population is nearly four percentage points higher than that of the Commonwealth. Low-income individuals, residing in households with incomes less than 200 percent of the poverty level, comprise just under 25 percent of the urban population, comparable to the state’s share.

**Table 12: Minority and low-income populations, 2020**

	Percent of total population		
	Racial minority	Hispanic	Low income
<b>Winchester urbanized area</b>	17.0%	14.3%	24.8%
<b>Virginia</b>	39.7%	10.5%	23.9%

Source: American Community Survey 2020 5-Year estimates; 2020 US Census

The construction of new roadways, and roadway projects intended to increase traffic capacity (the volume of traffic the roadway can handle) may bring adverse health, environmental and financial impacts in the form of increased noise, air pollution, risk of personal injury and property damage, and reduction in home values, to persons living near the facility. Care must be taken that such projects as included in the CLRP do not disproportionately burden predominantly minority or low-income neighborhoods with adverse impacts.

<sup>7</sup> 2010 Census urban area delineation

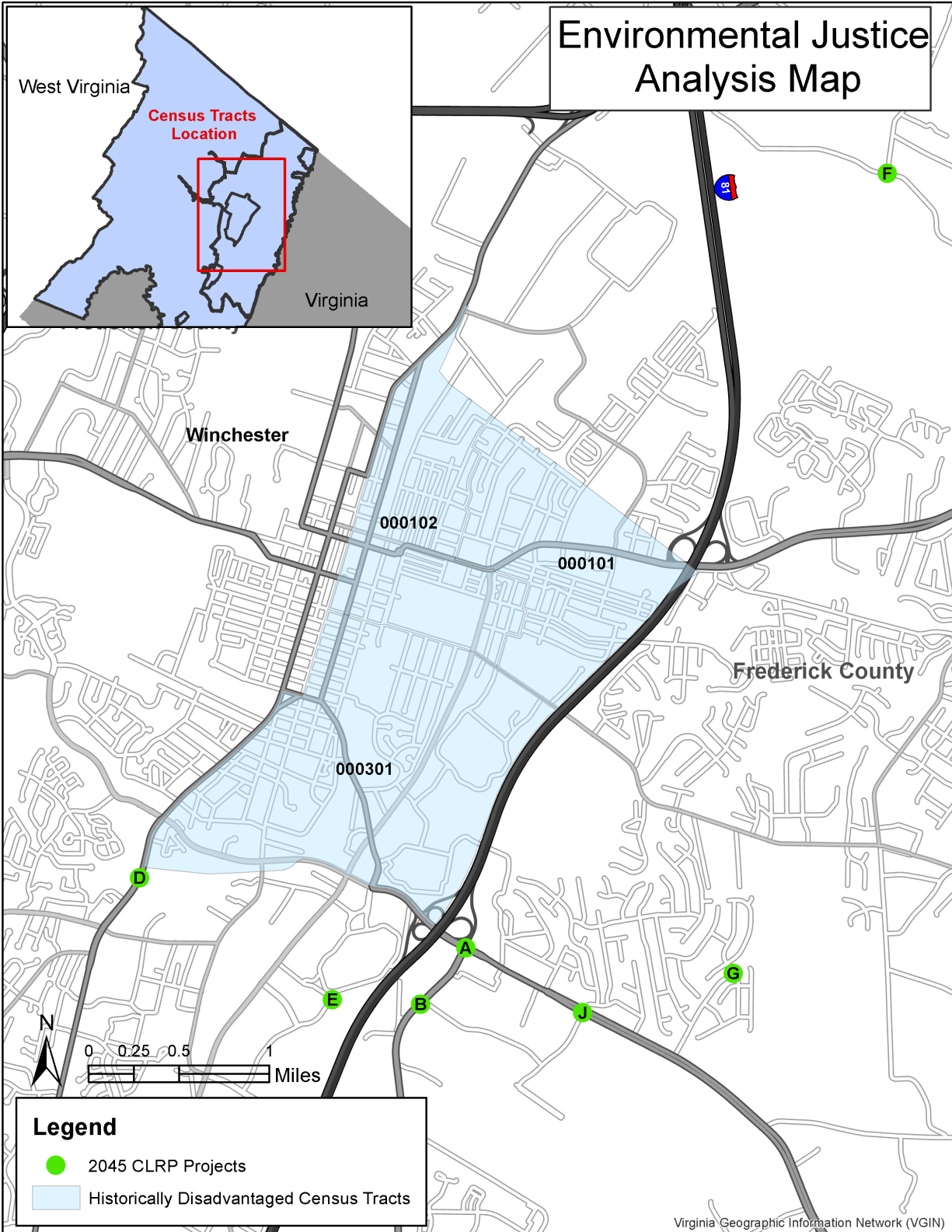


The U.S. Department of Transportation (USDOT) has developed a definition for highly disadvantaged communities using existing, publicly available data sets. Disadvantaged Census Tracts exceed the 50th percentile (75th for resilience) across at least four of the following six transportation disadvantaged indicators. Each of the six disadvantage indicators are assembled at the Census Tract level using data from the- CDC Social Vulnerability Index, Census America Community Survey, EPA Smart Location Map, HUD Location Affordability Index, EPA EJ Screen, FEMA Resilience Analysis & Planning Tool and FEMA National Risk Index.

- **Transportation Access disadvantage** identifies communities and places that spend more, and longer, to get where they need to go. (CDC Social Vulnerability Index, Census America Community Survey, EPA Smart Location Map, HUD Location Affordability Index)
- **Health disadvantage** identifies communities based on variables associated with adverse health outcomes, disability, as well as environmental exposures. (CDC Social Vulnerability Index)
- **Environmental disadvantage** identifies communities with disproportionate pollution burden and inferior environmental quality. (EPA EJ Screen)
- **Economic disadvantage** identifies areas and populations with high poverty, low wealth, lack of local jobs, low homeownership, low educational attainment, and high inequality. (CDC Social Vulnerability Index, Census America Community Survey, FEMA Resilience Analysis & Planning Tool)
- **Resilience disadvantage** identifies communities vulnerable to hazards caused by climate change. (FEMA National Risk Index)
- **Equity disadvantage** identifies communities with a high percentile of persons (age 5+) who speak English "less than well." (CDC Social Vulnerability Index)

Figure 13 on the following page displays the location of the CLRP projects in relationship to "Transportation Disadvantaged Census Tracts" as defined by USDOT.

Figure 14: Disadvantaged Census tracts and CLRP projects



## 13 Public Participation

---

Public engagement is an integral part of transportation planning and project development decision-making. To create well-thought out and meaningful plans that result in project implementation, planners and local officials must consider the viewpoints and needs of a diverse and ever-changing public. As planners and engineers, we tend to view our transportation infrastructure from a technical perspective – cost, land acquisition, design standards, etc. It is not until we engage the public, users of this infrastructure, that we begin to understand how the plans we adopt and projects we implement (or fail to implement) impact our community.

The MPO contracted with EPR-PC, a consulting firm located in Charlottesville, to develop a public participation plan that would engage diverse segments of our community in a meaningful way. This section presents an overview on the public participation plan and processes put in place to receive high quality, valuable, actionable feedback from diverse stakeholders throughout the planning area.

The WinFred MPO’s Public Participation Plan for the 2045 MTP update consists of two parts – the **Engagement Framework** and **Communications Channels**. The engagement framework section describes the overall phases of engagement and major milestones. The second part describes the outreach channels that will maximize public participation during the MTP update.

The engagement framework consists of three complementary sections: **guiding principles, goals, and the engagement process**.

### 13.1 Guiding Principles

From the start, staff prioritized engaging a large and diverse segment of our population including fire and public safety officials, business leaders, local government officials, minority populations, non-profit organizations, and advocacy groups, while adhering to four guiding principles – that public engagement should strive to be:

- **Meaningful** – Where public and stakeholder comments will influence the process and planning document.
- **Accessible** – Offering options for everyone to participate in the process.
- **Representative** – Providing opportunities for all parts of the regional community to participate, seeking out and considering the “needs of those traditionally underserved by existing systems” (Public Participation Plan).
- **Clear** – Ensure participants can understand the process, materials, and how their involvement will influence the MTP.

### 13.2 Public Engagement Goals

To guide the development of meeting presentations, stakeholder discussions, surveys, and other engagement activities the project team established four goals:

- **Educate and Inform** – A core goal will be to educate the public and stakeholders on the overall process, general transportation concepts, and what that means to the region.

- **Identify Needs** – An early goal will be identifying transportation needs and issues in the community. This goal includes understanding the local knowledge of and opinions about the community and its transportation network.
- **Be Transparent and Inclusive** – Public engagement efforts should inspire trust in the process. Being as inclusive as possible can help ensure that all community and stakeholder voices are heard and transparent in all project processes, materials, and meeting information throughout the process.
- **Review and Affirm** – Stakeholders and the public will have an opportunity to review draft documents, alternatives, and final recommendations. Participants’ opinions will be respected, well documented, and will form the basis for MTP recommendations.

### 13.3 The Engagement Process

The engagement process is broken down into three phases – **listen**, **envision**, and **affirm**. These phases are designed to build upon each other, with activities from each phase often overlapping. This overlap allows staff and decision-makers to evaluate and respond to feedback provided through input channels throughout the engagement process.

#### Phase 1: Listen

During Phase 1, the primary focus was educating the public and stakeholders on the existing conditions and influences that affect the regional transportation systems. In turn, staff listened to, and strived to understand the ideas and needs of the public and stakeholders that participated in outreach activities.

#### Phase 1 Activities

- **Review of previous efforts:** Consultants conducted a thorough review of previous engagement efforts Listening to past feedback by conducting an inventory of previous engagement efforts
- **Community Survey:** Staff and consultants developed an online MetroQuest Survey, available in both English and Spanish, which remained open throughout the public engagement process, November 1, 2021 – February 11, 2022.
- **Stakeholder Discussions:** A total of five stakeholder discussions were held from December 2021 – January 2022. The staff compiled a comprehensive and diverse list of local stakeholders.
- **Public Intercept Events:** Staff attended the annual Frederick County Transportation Forum in October 2021.

#### Phase 2: Envision

Phase 2 works towards the development of the MTP project list. The feedback received from stakeholders, the public, and survey submission assists staff in recommend alternatives and developing strategies to planning for long-term transportation needs. This phase also provided an opportunity for staff and consultants to educated stakeholders about tradeoffs and choices associated with the decision-making process.

#### Phase 2 Activities

- **Open House Events:** The WinFred MPO held a series four open house-style meetings the Week of January 31, 2021.

- **Continued stakeholder discussions:** Throughout the public engagement period staff stayed in close contact with local stakeholders to answer questions and provide information on engagement opportunities.
- **Work Sessions:** In the spring of 2022 consultants and staff presented findings from public engagement activities to the Policy Board and TAC. Staff also shared these findings with the project steering committee to help guide CLRP project selection to include in the final MTP update.

### Phase 3: Affirm

The primary focus of phase 3 was utilizing stakeholder input to develop list of constrained long-range projects. This phase is designed to confirm with stakeholders that their input and feedback was understood and considered in project selection.

#### Phase 3 Activities

- **Public Comment on the Draft Plan:** The MPO reevaluated typical practice for public review of the draft plan. In this update cycle, staff presented the draft MTP update to the TAC, then put the draft document out for comment from October 24<sup>th</sup> through November 14<sup>th</sup>, 2022. Additionally, the opportunity for comment, as well as the Policy Board Meeting where action was scheduled, was advertised in the *Winchester Star* and through other established communications channels. Comments received during the public comment period are presented in Appendix E.
- **Website Updates:** The MTP project website was continuously updated throughout the engagement process, including all stages leading up to plan adoption.
- **Work Sessions:** Multiple work sessions were held with TAC and the project steering committee to review the draft plan and proposed CLRP projects.
- **Policy Board Public Hearing:** All of the effort of a robust public engagement process culminates in the approval of the 2045 MTP. In addition to the 20-day public comment, a public comment period was held during the Policy Board meeting to receive feedback on the draft plan.

### 13.4 Communications Channels

The modes of communication used during public engagement work in tandem with the engagement framework described in the sections above. To receive the high-quality feedback desired, multiple two-way communications channels were put in place. Through the channels listed below, staff and consultants were able to disseminate information across various mediums in order to reach a diverse audience:

- **Social Media Channels:** Staff created and managed a Facebook page for the MPO to announce events, post survey links, and provide updates on the MTP development process. Staff also coordinated with stakeholders to cross post information in order to reach the largest audience. County and City departments developed communications plans in order to assist the MPO in a targeted engagement effort.
- **Project Webpage:** A project webpage provided background information on the MTP and a link for visitors to view the previous version of the plan. Additionally, an easily fillable form was provided for visitors to submit comments and communicate directly with the project team.

- **Surveys:** Staff worked with consultants and VDOT to develop and administer a MetroQuest survey. The focus of the survey was to identify goals and assess transportation deficiencies. This survey was advertised across multiple communications platforms and remained open during the entire engagement period. During our stakeholder meetings, we learned that a major employer was unable to access the survey in office due to firewall restrictions. A separate, smaller survey was developed for this employer to allow their employees for one of our major employers in order to allow employees to engage.
- **Stakeholders:** MPO staff and consultants spent extensive time carefully developing a list of diverse stakeholders including representatives from major employers, local government and non-profit entities, and police and fire departments. Staff also actively sought-out and worked with key stakeholders in our Hispanic community in order to reach a more diverse audience.
- **Traditional Media Channels:** Staff reached out to the local paper, the Winchester Star, to promote the MTP update and engagement efforts. The Star printed multiple articles detailing upcoming events and engagement opportunities.

### 13.5 Environmental resource agency consultation

As required by federal law, this MTP was developed in consultation with federal, state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. Agencies were requested via e-mail to review and comment on the plan. The letter and a list of the agencies and organizations to which the letter was sent, are presented in Appendix D. No responses were received.

Appendix A: CLRP project prioritization methodology

## Proposed Methodology for WinFred MPO LRTP Project Prioritization

VDOT Staunton District Planning – February 2019

The WinFred MPO is preparing to amend its Long Range Transportation Plan (LRTP) to meet performance-based planning requirements set forth by the MAP-21 and FAST Acts. Scoping of the amendment will involve development of a performance-based prioritization process for projects in the 2040 LRTP Vision Plan. This memo details the prioritization methodology proposed by VDOT Staunton District Planning for the consideration of WinFred MPO staff. Given that there are roughly 120 projects in the Vision Plan, VDOT proposes a two-tiered screening plus prioritization process to economize staff efforts while providing a deep analysis of a core group of projects expected to be the most competitive in Smart Scale or other VDOT SYIP grant programs. This memo provides a detailed outline of the proposed process.

### PROJECT SCREENING

The screening step uses a 10-point scale scoring method that considers a project’s ability to address key performance areas and its magnitude of cost. VDOT proposes that screening be used to reduce the Vision Plan to roughly 20 projects to carry forward to the detailed evaluation and prioritization process. The performance categories and measures recommended for the screening step are summarized in the table below.

Performance Category	Proposed Performance Measure	Scoring
<b>Congestion</b>	Projects diverts traffic from or adds capacity to a congested roadway segment (volume-to-capacity ratio, V/C >= 0.8) under 2015 conditions in the WinFred MPO travel demand model	Yes = 2 pts No = 0 pts <b>(Max 2 pts)</b>
<b>Multimodal Accessibility</b>	Project includes pedestrian, bike, and/or transit mode component	2+ modes = 2 pts 1 mode = 1 pt 0 modes = 0 pts <b>(Max 2 pts)</b>
<b>Safety</b>	Project diverts traffic from or overlaps a roadway segment or intersection identified in VDOT’s Potential for Safety Improvement (PSI) list	3+ PSI locations = 3 pts 2 PSI locations = 2 pts 1 PSI location = 1 pt 0 PSI locations = 0 pts <b>(Max 3 pts)</b>
<b>Economic Development</b>	Distance decay weighted quantity of 2015-2040 job growth adjacent to the project using assumptions in the WinFred MPO travel demand model	Top 1/3 = 3 pts Middle 1/3 = 1 pt Bottom 1/3 = 0 pts <b>(Max 3 pts)</b>
<b>Magnitude of Cost</b>	Planning level cost per mile multiplied by project length	<b>Divide by Cost</b>

The methodology for the economic development measure is the same in both the screening and the full scoring process and will be described in more detail in the project prioritization section below along with a definition of the potential for safety improvement (PSI) list. The other screening performance measures are assumed to be self-explanatory.



## PROJECT PRIORITIZATION METRICS

The proposed project prioritization methodology is similar to the one successfully used for the HRMPO LRTP Amendment in 2018. Each performance measure is designed to either match or be a proxy to the methodology used by Smart Scale, with the intention being to approximate the most competitive projects within the MPO for state funding programs. Since much of the leg work to locate data sources & software tools, develop workable methodologies, and build scoring schemas has already been completed through the HRMPO project, the process for WinFred MPO will be less time consuming, though nonetheless a substantial work commitment. The proposed performance metrics are summarized below. Each performance metric is described in more detail in the following sections.

Smart Scale Scoring Measure (Category C Weight)	SMART SCALE Metric (Measure Weight)	Proposed Performance Metric (Measure Weight)
Congestion Mitigation (15%)	Increase in peak period person throughput, 2017 conditions (50%)	Reduction in network vehicle hours traveled (VHT) using WinFred MPO travel demand model, 2015 conditions (100%)
	Reduction in peak period delay, 2017 conditions (50%)	
Safety (25%)	Reduction in equivalent property damage only (EPDO) of fatal and injury crashes (50%)	Rank-weighted sum of segments and intersections identified in VDOT's Potential for Safety Improvement (PSI) list (100%)
	Reduction in EPDO of fatal and injury crash rate (50%)	
Accessibility (25%)	Increase in average job accessibility per resident (60%)	Increase in average job accessibility per resident (60%)
	Increase in average job accessibility per resident for disadvantaged populations (20%)	Increase in average job accessibility per resident for disadvantaged populations (20%)
	Increase in access to multimodal travel choices (20%)	Increase in access to multimodal travel choices (20%)
Economic Development (25%)	Square feet of commercial/industrial development supported (60%)	Decay weighted job growth adjacent to project, 2015-2040 by TAZ (70%)
	Intermodal access and efficiency / tons of goods impacted (20%)	Intermodal access and efficiency/tons of goods impacted (30%)
	Improvement to travel time reliability (20%)	
Environmental Quality (10%)	Potential to improve air quality/ environmental effect (50%)	Potential to improve air quality/ environmental effect (100%)
	Natural and cultural resources scaled by potential acreage impacted (50%)	

Staunton

*CONGESTION MITIGATION (15%)*

**Proposed Metric (1 of 1):**

*Reduction in network vehicle hours traveled (VHT) using WinFred MPO travel demand model, 2015 conditions (100%)*

The Smart Scale congestion mitigation methodology uses a variety of customized tools, including FHWA’s Capacity Analysis for Planning of Junctions (CAP-X) tool to measure changes in intersection volume to capacity ratio, the Bureau of Public Roads (BPR) volume-delay function to measure changes in roadway segment throughput, and an estimation method for the reduction in peak period non-SOV users based on transit/ped/bike/TDM project elements, all of which are consolidated into an expected reduction in peak hour person hours of delay under existing conditions (defined as 2017 for Smart Scale round 3). For projects involving a roadway on new location, the MPO travel demand model is used to substitute for the CAP-X and BPR tools. This Smart Scale methodology is unachievable at the VDOT district level since not all of the tools are available and the process is too involved for our labor resources.

The alternative methodology proposed is to use the WinFred MPO travel demand model to perform a before and after comparison of network vehicles hours traveled, which is a measure of the cumulative travel time for all vehicles on all roadways in the model. Most of the Vision Plan projects are new location roadways or major widening projects, both of which are well suited for the travel demand model since they are macroscopic in scale and may produce ripple effects in the transportation network that can be captured through vehicle routing adjustments. Smaller projects such as turn lanes and bike/ped facilities cannot be represented in our MPO’s model. Since Smart Scale considers existing peak hour rather than future conditions, we propose the WinFred MPO model’s base year 2015 PM peak period network be used for this analysis.

$$\text{Congestion Mitigation} = \text{2015 PM peak period VHT BEFORE vs. AFTER project}$$

*SAFETY (25%)*

**Proposed Metric (1 of 1):**

Rank-weighted sum of segments and intersections identified in VDOT’s Potential for Safety Improvement (PSI) list (100%)

Smart Scale uses detailed project scoping information and assigns crash modification factors (CMF) to each segment and intersection element, tallying the estimated reduction in number and rate of crashes based on 5 years of historical data. In the absence of detailed scoping for the WinFred MPO Vision Plan projects, an alternative methodology needs to be identified to score projects.

VDOT’s Potential for Safety Improvement (PSI) list ranks the top roadway segments and intersections based on the magnitude of difference between the number of historical crashes at a given location and the expected number of crashes at that location based on statewide crash averages for similar facilities. VDOT calculates the expected number of crashes using considerations such as a roadway’s functional classification, entering traffic volumes, and intersection control type. PSI lists are made available for segments and intersections in each VDOT District. The PSI segment and intersection PSI lists for Staunton District each contain a few hundred segments and intersections. This list of “top” locations is published for planning purposes to help state, regional, and local agencies prioritize safety projects. PSI is

**Staunton**

somewhat relevant to Smart Scale in that project eligibility category uses PSI locations to identify locations having a safety need of any rank.

The proposed initial screening process assigns points to a project based on whether it diverts traffic from or overlaps a segment or intersection identified in VDOT Staunton District's PSI list. The proposed prioritization metric for safety asks this same question, but adds consideration for the ranking of the PSI segments and intersections effected by the project. The operating assumption for this process is that, if a project on existing alignment touches a PSI segment/intersection, then there is potential to improve conditions to address historical crash issues. For new location projects, diverting traffic away from a PSI location will reduce traffic volume and, therefore, is assumed to reduce crashes. Smart Scale makes this same assumption for new location facilities, except it uses a travel demand model to estimate diversion behavior and assigns CMFs based of the percent traffic reduced for all segments where there is a reduction in traffic  $\geq 10\%$ . *Since the proposed WinFred MPO process using PSI rankings is greatly simplified relative to that of Smart Scale and only assigns points to the most problematic locations rather than all historical crashes, a different diversion threshold for new location projects may be necessary to facilitate level comparison of existing vs. new location projects.*

The PSI dataset ranks segments and intersections separately, with rank 1 being the location with the greatest potential for safety improvement (i.e. - the location with the greatest positive deviation between actual crashes and expected crashes, or simply, the most problematic spot). It's necessary to bear in mind that these are lists of the *top* locations in the entire Staunton District, meaning they represent a few hundred locations out of thousands of existing intersections and roadway segments. All of these locations are important to some degree and the rankings exist to show which ones are the "worst of the worst".

**Scoring of Effected PSI Segments**

To perform project prioritization based on these ranked values, a custom methodology has to be developed. It's proposed that points be assigned to each rank in proportional reverse order, with rank 1 receiving the highest value and each successive rank being one value lower. For example, in a set of 250 PSI segments, one project that effects a rank 1 PSI segment would earn 250 points, while a second project effecting a rank 10 segment would earn 240 points, and a third project effecting a rank 300 segment would earn 1 point.

PSI segmentation is based on VDOT's roadway network system (RNS), which has inconsistent segment lengths. Because of this, a one mile Vision Plan project may touch multiple PSI segments in succession with varying ranks, or it may touch one longer segment with a single rank. To take location out of the picture, the proposed methodology assigns points to a project based only on the highest ranking PSI segment effected. This method also shows cognizance of the fact that the roadway typical sections and linear project elements that may address safety issues are likely to be the consistent across the entire length of that the project.

**Scoring of Effected PSI Intersections**

The segmentation issue described above does not apply for PSI intersections, as each intersection is evaluated as an independent, equally sized location. Also, while a project may have consistent treatments across multiple segments, project elements may vary from intersection to intersection to address the varying characteristics of each. Given these considerations, it's proposed that all PSI intersections effected by a project be tallied. To score intersections, the PSI intersection list is assigned points in reverse order to rank using the same process as the segments list.

Staunton

**Safety Metric Scoring Example**

(Based on 250 PSI locations in segment & intersections datasets)

Project 1	SCORE	202
Segment effected	-	
Segment score		0
Intersections effected	49	
Intersection scores	202	202

Project 4	SCORE	418
Segment effected	238	
Segment score	13	13
Intersections effected	62	35
Intersection scores	189	216
		405

Project 2	SCORE	732
Segment effected	2	
Segment score	249	249
Intersections effected	100	90 80
Intersection scores	151	161 171
		483

Project 5	SCORE	481
Segment effected	1	
Segment score	250	250
Intersections effected	20	
Intersection scores	231	231

Project 3	SCORE	455
Segment effected	32	
Segment score	219	219
Intersections effected	15	
Intersection scores	236	236

Project	Metric Score
1	202
2	732
3	455
4	418
5	481

**ACCESSIBILITY (15%)**

**Proposed Metric (1 of 3):**

*Change in average job accessibility per person (60%)*

The proposed methodologies for each of the three metrics of the accessibility measures will closely match those described in the Smart Scale Technical Guide, with minor changes possible based on information released in the Round 4 Technical Guide. Metrics 1 and 2 use TransCAD and the HERE network for accessibility scoring. The congestion analysis feeds the inputs for the accessibility analysis, with congested speed data for each roadway in the travel demand model's network effected by a given project being entered into TransCAD for the no build and build conditions.

Excerpt from the Smart Scale Technical Guide:

The GIS accessibility tool analyzes the existing average accessibility to jobs within 45 minutes per person at the individual U.S. Census block group level statewide... The jobs are weighted based on a travel time decay function, where jobs within a shorter travel time are weighted more than jobs farther away. The decay function was developed based on travel survey data. The average accessibility represents the total number of jobs reachable in a 45 minute travel time from each block group to every other block group.

$$\text{Change in Job Access} = \text{Average \# jobs accessible BEFORE vs. AFTER project}$$

Staunton

**Proposed Metric (2 of 3):**

*Change in average job accessibility per person for disadvantaged populations (20%)*

The calculation of accessibility for disadvantaged populations begins with the same methodology as above for general accessibility, except that instead of averaging for population as a whole, the accessibility is averaged for the disadvantaged population in each Census block. For the purposes of this analysis, “disadvantaged population” is defined as low-income, minority, or limited-English proficiency (LEP) residents. This is the same methodology as the one used for Smart Scale.

**Proposed Metric (3 of 3):**

*Access to multimodal travel choices (20%)*

This metric considers the degree to which the project can increase access to non-single occupant vehicle travel options. The objective is to recognize projects that enhance connections between modes or create new connections. For scoring, a modified version of Table 8.2 in the Smart Scale Technical Guide is used, as seen below. Points from the qualitative questions will not be multiplied by the number of new peak period non-SOV users.

**Table 8.2 Access to Multimodal Choices – Scoring Approach**

Project Type (Mode) and Characteristics	Points (If Yes)
Project includes transit system improvements or reduces delay on a roadway with scheduled peak service of 1 transit vehicle per hour.	5
Project includes improvements to an existing or proposed park-and-ride lot. Ex. New lot, more spaces, entrance/exit, technology (payment, traveler information).	4
Project includes improvements to existing or new HOV/HOT lanes or ramps to HOV/HOT	2
Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required.	1.5
Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).	1.5
Project provides real-time traveler information or wayfinding specifically for intermodal connections (access to transit station or park&ride lot).	1
Provides traveler information or is directly linked to an existing TMC network/ITS architecture.	1
<b>Total Points Possible</b>	<b>5 points maximum</b>
<del>Measure Scaling: Points are multiplied by the number of new peak period non-SOV users</del>	

Staunton

*ECONOMIC DEVELOPMENT (25%)*

**Proposed Metric (1 of 2):**

*Decay weighted job growth adjacent to project, 2015-2040 by TAZ (70%)*

The proposed metric for effect on economic development scores projects based on the distance decay weighted quantity of 2015-2040 job growth adjacent to the project per the TAZ-level land use assumptions made by localities in the WinFred MPO travel demand model. Job growth occurring closer to the transportation project is given higher weight than growth occurring farther from the project. Distance weighting is accomplished using concentric ringed buffers that approximate the buffer distances seen in the Smart Scale Technical Guide Table 10.3, inserted below, except jobs are used with this method as opposed to economic development site building square footage.

**Table 10.3 Buffer Distance by Project Type and Adjustment for Provision of Access**

Buffer Distance to Determine Total Square Footage	Applicable Project Types
Tier 1 Project Type – 0.5 mile buffer	Turn Lane, Intelligent Transportation Systems, Bike Lane or Path, Sidewalk, Bus Stop, Park & Ride Lot
Tier 2 Project Type – 1 mile buffer	Access Management, Signal optimization, Increase Bus service, Improvement to Rail Transit Station
Tier 3 Project Type – 3 mile buffer	New through lane, new/improved interchange, new bridge, new Rail Transit Station, additional Rail Track
Access Provision Adjustment per Site within Buffer	
Project provides new direct access to the site or improves existing access to the site (site must be physically adjacent to the project). In case of capacity enhancement to limited access facility, new or improved interchange, transit rail capacity improvement, or new transit rail station zoned properties within 0.5 miles of the adjacent interchange(s) or rail station(s) qualify as receiving improved direct access.	Project enhances economic development by improving congestion, mobility, access, or operations in the vicinity of the site but the site is not physically adjacent to the project
Multiply by 1	Multiply by 0.5

\* buffer distance is measured via the travel distance on the transportation network

The maximum buffer size is determined using the first portion of the table above. Next, the proposed buffers below are created around the linear project area to decay weight job growth by proximity. The distance weights selected serve as a proxy for the direct vs. indirect access provision and driving distance modifiers used in Smart Scale for economic development sites, as seen in the lower portion of Table 10.3 above. The proposed distance decay weighting is in the table below.





Staunton

**Proposed Metric (2 of 2):**

*Intermodal access and efficiency/tons of goods impacted (30%)*

The proposed intermodal access metric closely matches the Smart Scale Technical Guide. Table 10.5 is copied below to demonstrate how scoring for this metric occurs. Per the Technical Guide, points tallied using Table 10.5 are multiplied (scaled) by total freight tonnage within the project corridor and by the total length of the proposed roadway project contributing to the operational benefit to freight movement.

**Table 10.5 Intermodal Access and Efficiency – Scoring Approach**

Rating Description	Value
<b>1. Level to which the project enhances access to existing or planned distribution centers, intermodal transfer facilities (excluding ports and airports), manufacturing industries or other freight intensive industries</b>	
Project provides direct access (within 1 mile) to existing or planned locations	2
Project provides indirect access (greater than 1 mile, less than 3 miles) to existing or planned locations	1
No direct or indirect access	0
<b>2. Level which the project supports enhanced efficiency on a primary truck freight route</b>	
Project is on the designated STAA National and Virginia Network or a STAA Virginia Access Route <sup>10</sup>	2
Project directly connects to designated STAA National and Virginia Network or a STAA Virginia Access Routes	1
Project is not on and does not connect to the designated STAA National and Virginia Network	0
<b>3. Level to which the project enhances access or reduces congestion at or adjacent to Virginia ports or airports</b>	
Project provides direct access to (within 1 mile) existing or planned ports or airports (measured from designated entry gates to port or air cargo facilities)	2
Project provides indirect access to (greater than 1 mile, less than 3 miles) existing or planned ports or airports (measured from designated entry gates to port or air cargo facilities)	1
No direct or indirect access	0
<b>Total (sum of score)</b>	<b>0 – 6</b>

*ENVIRONMENTAL QUALITY (10%)*

**Proposed Metric (1 of 1):**

*Potential to improve air quality/environmental effect (100%)*

The environmental quality metric scoring methodology follows Table 9.2 in the Smart Scale Technical Guide, which assigns points for non-SOV and freight transportation project characteristics. This table is pasted below for reference. For the proposed WinFred MPO prioritization, the measure scaling described at the bottom of Table 9.2 is omitted due to limitations in evaluation tools at the district level.



Staunton

**Table 9.2 E.1 Air Quality and Energy Environmental Effect – Scoring Approach**

Project Type (Mode) and Characteristics	Points (If Yes)
<b>Non-SOV Project Characteristics</b>	
Project includes improvements to rail transit or passenger rail facilities.*	3
Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required.*	2
Project includes construction or replacement of pedestrian facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).*	2
Project includes improvements to an existing or proposed park-and-ride lot. Ex. New lot, more spaces, entrance/exit, technology (payment, traveler information).*	2
Project includes bus facility improvements or reduces delay on a roadway with scheduled peak service of 1 transit vehicle per hour.*	1
Project include special accommodations for hybrid or electric vehicles, or space or infrastructure for electric vehicle parking/charging).*	0.5
Project includes energy efficient infrastructure or fleets, including: hybrid or electric buses, electronic/open road tolling, alternative energy infrastructure (e.g., roadside solar panels).*	0.5
<b>Total Points Possible</b>	<b>8.5 points maximum*</b>
Measure Scaling: *Points are multiplied by the number of peak period non-SOV users.	
Freight Transportation Project Characteristics	Points (If Yes)
Project reduces traffic delay at a congested intersection, interchange, or other bottleneck with a high percentage of truck traffic (greater than 8 percent of AADT). ***	1
Project includes improvements to freight rail network or intermodal (truck to rail) facilities/ports/terminals.**	0.5
<b>Total Points Possible</b>	<b>1.5 points maximum**</b>
<del>Measure Scaling: **Points are multiplied by daily truck volumes. ** Points awarded for projects with a decrease in person hour delay greater than zero and with truck traffic greater than 8% AADT</del>	

## PROJECT SCORING

The proposed scoring process is summarized in this section. More detailed examples of this process can be found in Section 4.5 of the Smart Scale Technical Guide.

### *NORMALIZATION*

The proposed methodology uses the Smart Scale normalization procedure for each performance metric in which the highest scoring project in a given metric is assigned 100/100 possible points, then the scores for all other projects are calculated based on their score as a percentage of the high score.

Next, the weighting for each metric is applied (e.g. – change in average job accessibility, which is 70% of Accessibility measure) and an overall value is calculated for each scoring measure (e.g. – accessibility, congestion, etc. – AKA “factors” in Smart Scale). Finally, the scoring measure, or factor, weights are applied (e.g. – accessibility is weighted at 25%) to arrive at the project benefit score.

It’s important to bear in mind that this process normalizes scores based on the pool of projects being considered. Benefit scores calculated through this process are not comparable to projects submitted in Smart Scale because we are comparing WinFred MPO projects to themselves and not to a statewide pool of Smart Scale applications.

### *FACTORING IN PROJECT COST*

Project cost is a crucial component in the prioritization process. In the absence of funding consideration, there is no relationship between the benefits provided by a project and the cost required to achieve that benefit. For example, a mega project may rank at the top of the prioritized list if only the benefit score is considered because it makes large scale improvements, but that project could easily slide to the bottom of the list if the price tag far exceeds that of other projects relative to the benefit provided. It’s proposed that WinFred MPO use the Smart Scale method for factoring in cost, in which a project’s benefit score is divided by the project’s cost in \$10 millions (e.g. – a \$5 million project would have its benefit score divided by  $10/5 = 2$ ). This produces a final project score for prioritization.

Project cost estimates will be developed using the VDOT TMPD Cost Estimating Worksheet. Inflation to a 2025 year of expenditure will be used to match the anticipated year of funding release for projects awarded in Smart Scale round 4.

## WORK PLAN

At least two dedicated personnel should be committed to the project to work in tandem and QA/QC one another’s work. A suggested allocation of responsibilities is laid out in the two tables below.

Staunton

*PROJECT SCREENING STEP*

Performance Category	Proposed Performance Measure	Responsible Agency
<b>Congestion</b>	Projects diverts traffic from or adds capacity to a congested roadway segment (volume-to-capacity ratio, V/C >= 0.8) under 2015 conditions in the WinFred MPO travel demand model	VDOT
<b>Multimodal Accessibility</b>	Project includes pedestrian, bike, and/or transit mode component	WinFred MPO
<b>Safety</b>	Project diverts traffic from or overlaps a roadway segment or intersection identified in VDOT's Potential for Safety Improvement (PSI) list	WinFred MPO
<b>Economic Development</b>	Distance decay weighted quantity of 2015-2040 job growth adjacent to the project using assumptions in the WinFred MPO travel demand model	VDOT
<b>Magnitude of Cost</b>	Planning level cost per mile multiplied by project length	VDOT

*PROJECT PRIORITIZATION STEP*

Smart Scale Scoring Measure (Category C Weight)	Proposed Performance Metric (Measure Weight)	Responsible Agency
Congestion Mitigation (15%)	Reduction in network vehicle hours traveled (VHT) using WinFred MPO travel demand model, 2015 conditions (100%)	VDOT
Safety (25%)	Rank-weighted sum of segments and intersections identified in VDOT’s Potential for Safety Improvement (PSI) list (100%)	WinFred MPO
Accessibility (25%)	Increase in average job accessibility per resident (60%)	VDOT
	Increase in average job accessibility per resident for disadvantaged populations (20%)	VDOT
	Increase in access to multimodal travel choices (20%)	WinFred MPO
Economic Development (25%)	Decay weighted job growth adjacent to project, 2015-2040 by TAZ (70%)	VDOT
	Intermodal access and efficiency/tons of goods impacted (30%)	WinFred MPO
Environmental Quality (10%)	Potential to improve air quality/ environmental effect (100%)	WinFred MPO
Planning Level Cost Estimates	TMPD Cost Estimating Worksheet	VDOT

Appendix B: CLRP project prioritization scores

DRAFT Project Prioritization Results WinFred MTP January 2021			Overall Project Scoring			Congestion Mitigation 15%		Safety 25%		Accessibility 25%					Economic Development 25%				Environment 10%	
ID	PROJECT NAME	LOCALITY	PROJECT SCORE Benefit/ Cost per \$10M	Total Benefit Points	Cost Estimate	100%		100%		60%	20%	20%	Total Factor Value	Weighted Factor Value	70%		30%		100%	
						VHT Reduction Normalized Value	Weighted Factor Value	PSI Locations Normalized Value	Weighted Factor Value	Access to Jobs Normalized Value	Disadvantaged Jobs Normalized Value	Access to Multimodal Choices Normalized Value			Proximity to Job Growth Normalized Value	Freight Impact Normalized Value	Total Factor Value	Weighted Factor Value	Air Quality & Environmental Effect Normalized Value	Weighted Factor Value
107	Legge Boulevard Extension	Winchester	178.4	64.2	\$3,601,500	93	13.9	79.7	19.9	89	88	0	71	17.8	69	8	51	12.6	0	0.0
73	Redbud Road (Route 661) Realignment	Frederick	85.5	24.6	\$2,880,000	7	1.1	41.5	10.4	39	31	0	29	7.3	29	9	23	5.8	0	0.0
117	Inverlee Way Extension	Frederick	80.5	35.5	\$4,408,800	69	10.4	0.0	0.0	80	71	0	62	15.5	53	4	39	9.6	0	0.0
108	Renaissance Drive Extension	Frederick	75.5	30.6	\$4,049,060	12	1.8	0.0	0.0	100	100	0	80	20.0	48	5	35	8.8	0	0.0
25	Route 11 South Widening (Opequon Church Lane and Shawnee Drive)	Frederick	71.8	33.0	\$4,597,859	0	0.0	0.0	0.0	9	11	100	27	6.9	58	80	65	16.1	100	10.0
31	Route 17/50 Widening (I-81N to Prince Frederick Dr)	Frederick	36.0	61.3	\$17,039,400	0	0.0	98.3	24.6	10	10	100	28	7.0	70	100	79	19.8	100	10.0
41	Route 277 West Widening (Double Church Rd to Warrior Dr)	Frederick	25.3	33.6	\$13,304,000	55	8.2	6.9	1.7	11	10	100	28	7.1	28	21	26	6.6	100	10.0
72	Fairfax Street Improvements (Route 11 to vicinity of Squirrel Ln)	Stephens City	22.6	16.6	\$7,360,110	0	0.0	0.0	0.0	0	0	100	20	5.0	5	10	6	1.6	100	10.0
55	Apple Valley Road (Route 652) Widening (Route 11 to Shady Elm Rd)	Frederick	21.4	15.5	\$7,281,600	0	0.0	0.0	0.0	0	0	0	0	0.0	68	49	62	15.5	0	0.0
57	Shawnee Drive (Route 652) Widening (Route 11 to Papermill Rd)	Winchester	17.1	25.1	\$14,644,000	0	0.0	19.2	4.8	0	0	0	0	0.0	90	60	81	20.3	0	0.0
22	Route 11 North 4-Lane Widening (Snowden Bridge Blvd to Old Charles Town Rd)	Frederick	16.7	47.1	\$28,260,000	17	2.5	100.0	25.0	6	7	0	5	1.3	70	80	73	18.3	0	0.0
4.2	S. Pleasant Valley Road+ Battaille Drive Extensions; Battaille Drive 3-Lane Widening	Winchester	16.4	55.2	\$33,653,725	100	15.0	19.2	4.8	8	10	100	27	6.7	100	17	75	18.8	100	10.0
18	Route 11 South Widening (City Limits to Route 37)	Frederick	16.2	44.2	\$27,306,000	29	4.3	0.0	0.0	18	22	100	35	8.8	86	82	85	21.2	100	10.0
27	Hopewell Rd & Brucetown Rd (Route 672) Realignment	Frederick	11.8	4.6	\$3,894,300	0	0.0	2.3	0.6	7	8	0	6	1.5	7	16	10	2.5	0	0.0
41.1	Route 277 West Widening (Warrior Dr to White Oak Dr)	Frederick	11.2	22.4	\$19,956,000	2	0.4	0.0	0.0	6	6	100	25	6.3	24	21	23	5.8	100	10.0
45	Cedar Creek Grade (Route 622) Widening (City Limits to Route 37)	Frederick	9.5	19.8	\$20,858,750	48	7.1	0.0	0.0	18	23	0	16	3.9	43	15	35	8.7	0	0.0

Appendix C: Public engagement and input summary

# Public Engagement and Input Summary

WinFred 2045 Metropolitan Transportation Plan

March 24, 2022

## PUBLIC ENGAGEMENT PROCESS

---

### Input Channels

The public engagement effort included multiple channels for input to reach as many residents as possible. The process included:

- Two surveys,
- One public intercept event
- Five stakeholder forums,
- Four public meetings, and
- A webform on the Winchester / Frederick County Metropolitan Planning Organization (WinFred MPO) website.
- Social media accounts of the MPO, the City of Winchester, Frederick County, and the Town of Stephens City

To ensure diverse participation one of the stakeholder forums and one of the public meetings focused on Hispanic residents. Each input channel is described below. All open-ended comments derived from these channels are included in Appendix B.

### Public Intercept Event

Staff attended the annual Frederick County Transportation Forum on October 26<sup>th</sup>, 2021. MPO Staff set up a display to inform attendees and participants of the upcoming public engagement opportunities for the MTP update. Staff distributed informational rack cards and collected over a dozen map comments identifying transportation related needs and challenges throughout the MPO area.

### Surveys

A MetroQuest survey served as the main survey throughout the process. The survey was open from November 1, 2021, until February 11<sup>th</sup>, 2022. In total, 607 residents responded to the survey. The survey was available in English and Spanish.

A second, abbreviated survey was created with SurveyMonkey due to web browser restrictions that prevented employees from using the MetroQuest survey at a major employer in the region. The second survey was open from December 20<sup>th</sup>, 2021, until February 11<sup>th</sup>, 2022. The second survey drew 29 responses.



## Stakeholder Forums

Four stakeholder forums gathered input from important employers, officials, and representatives from the across the region. MPO Staff identified stakeholders that included major employers, advocacy groups, emergency service personnel, and government officials. Staff identified and invited representatives from over 40 organizations in the region. Staff and consultants met with over a dozen of the identified stakeholders via four 90-minute virtual meetings on the following dates:

- Monday December 6<sup>th</sup>, at 1pm
- Monday December 6<sup>th</sup>, at 2:30pm (Hispanic stakeholders)
- Thursday December 9<sup>th</sup>, at 3pm
- Monday December 13<sup>th</sup>, at 11am
- Monday January 10<sup>th</sup>, at 1pm

Staff shared information about the process with stakeholders who were unable to attend the forums. Additionally, stakeholders assisted with advertising the public input channels described above, including social media posts, newsletters, and distributing physical materials, such as flyers and rack cards. A summary of the stakeholder discussions is in Appendix A.

## Public Meetings

Four public meetings were held during the first week of February 2022. The meetings were two hours long and consisted of a presentation, display boards, and comment cards. MPO staff and consultants were available to answer attendees' questions and discuss their concerns. The meetings were held from 6pm to 8pm on following evenings:

- Monday January 31st, 2022, at Stephens City Town Hall
- Tuesday February 1st, 2022, at Millbrook High School
- Wednesday February 2nd, 2022, at Greenwood Mill Elementary School
- Thursday February 3rd, 2022, at the Timbrook Public Safety Building

Additionally, staff attended the Frederick County Transportation Forum and received comments from stakeholders.

## Project Webpage

Information about the project was available on the project website throughout the process. Dates and meeting information for the public meetings was posted on the website, along with links to the surveys. General information about the planning process and the project schedule were also available on the site. Additionally, the webpage included a comment box that allowed residents to enter their name, email address, and an open-ended comment.

## Publicity

The input channels described above were advertised to residents through several means. The surveys and public meetings were advertised in the Winchester Star newspaper, on the MPO Facebook page, on the City of Winchester and Frederick County social media pages, and through the City's newsletter. Stakeholders also assisted in publicizing the surveys and meetings by notifying the staff and members of their organizations. Additionally, MPO staff created rack cards with information on the surveys and public meetings and, with the help of stakeholders, distributed them throughout the region.

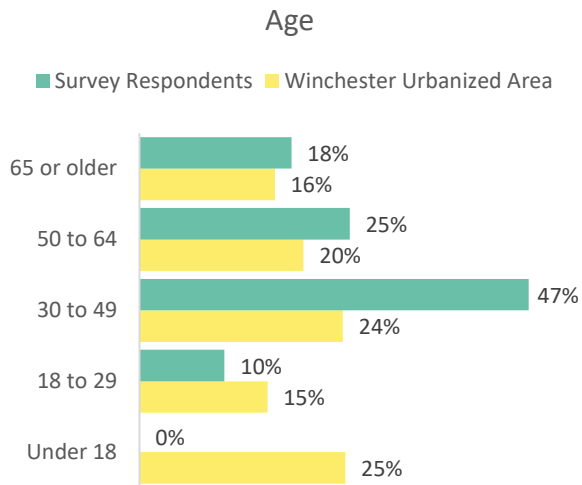
## Respondent Characteristics

While demographic information was not collected during the stakeholder and public meetings or the short form survey, the MetroQuest survey provides insight into the demographic makeup of the residents who provided input during the process. The final screen of the survey asked respondents about their age, gender, race/ethnicity, and income. Over two-thirds of respondents answered the demographic questions. The charts below show the demographic information of the respondents, along with census data for the Winchester, VA Urbanized Area (UA). The Winchester UA is a census geography that captures the City of Winchester and the developed surrounding areas. The Winchester UA and the MPO boundary should include roughly the same population since they are both federal urban geographies. Adding in census data for the Winchester UA suggests to some extent how well the survey respondents represent the MPO population.

## Age

Figure 1 shows the age breakdown of the survey respondents compared to that of the Winchester Urbanized Area. The results suggest that the survey overrepresented middle-aged residents and underrepresented residents below 18, but otherwise closely represent the region.

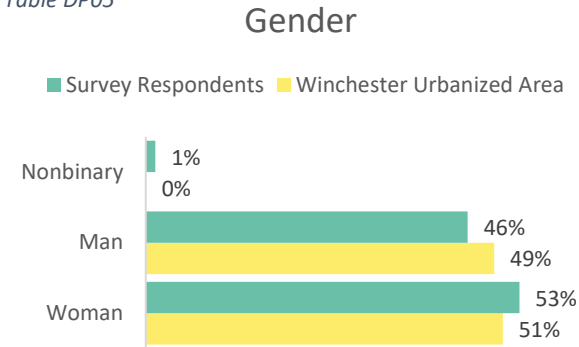
Figure 2. Age of survey respondents. Source: MetroQuest Survey & American Community Survey 5-Year Estimates, Table S0101



## Gender

Figure 2 shows the gender of survey respondents and the region. Unlike the survey, the census table used for the comparison did not include a category for non-binary. However, the results show that the respondents' gender closely represent that of the region.

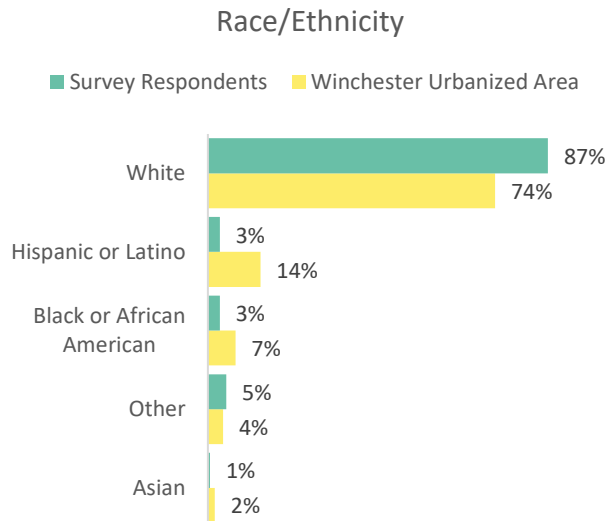
Figure 1. Gender of survey respondents. Source: MetroQuest Survey & American Community Survey 5-Year Estimates, Table DP05



## Race/Ethnicity

Figure 3 shows the race and ethnicity of the survey respondents. The chart shows that the respondents skewed somewhat less diverse than the region. Particularly, the respondents included a higher share of white residents and a lower share of Hispanic and African American residents than the region.

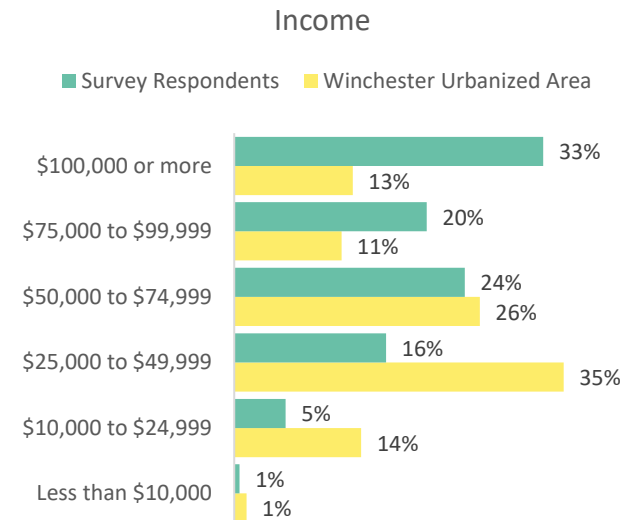
Figure 3. Race/ethnicity of survey respondents. Source: MetroQuest Survey & American Community Survey 5-Year Estimates, Table DP05



## Income

Finally, Figure 4 shows the respondents' income compared to incomes across the region. The chart suggests that affluent residents might have been overrepresented in the survey while lower-income residents were underrepresented. It is possible that lower-income residents opted not to answer this question.

Figure 4. Income of survey respondents. Source: MetroQuest Survey & American Community Survey 5-Year Estimates, Table S2001



# COMMON THEMES

## Overall Themes

### Automobile Centricity

Figure 4 shows the modal breakdown of respondents, with the vast majority of respondents citing the car as their primary mode of transportation. Consequently, most of the issues raised by the respondents relate to issues with driving automobiles. When asked to mark issues by mode and type on a map of the region, two out of three comments described issues from the driver’s point of view. Furthermore, when asked to select three improvements to improve mobility in the region, two of the three top choices were car-centric, as seen in Figure 5. However, Figure 5 also shows that there is a high level of interest in multimodal transportation improvements in the region, with bus, bike, or pedestrian improvements totaling to 60% of selected improvements.

Figure 4. Primary mode of transportation

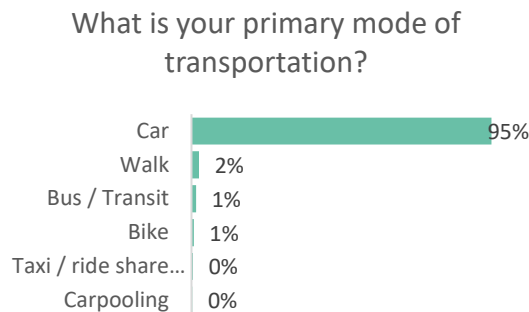
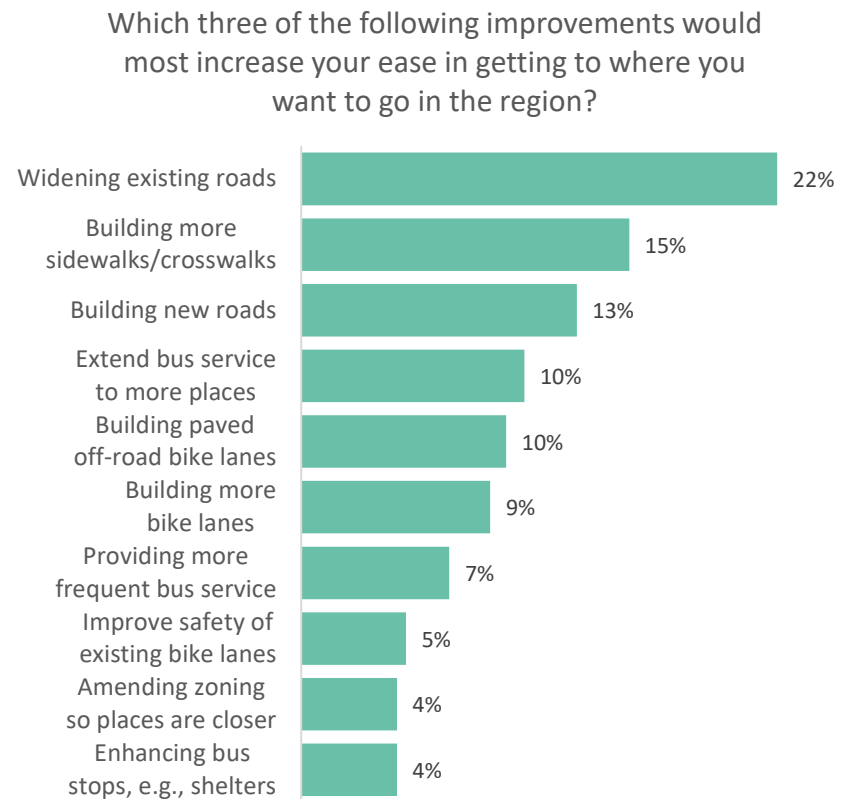


Figure 5. Preferred types of improvements



## Multimodal Interest

Despite overwhelmingly relying on cars, respondents indicated high levels of interest in multimodal transportation options, as seen in Figure 6. While 95% of respondents report driving for most trips, one in four respondents state that it should be easier to ride the bus, walk, and bike in the region. As Figure 5 (previous page) shows, building more sidewalks and crosswalks was the second most selected improvement.

Figure 6. Preferred types of improvements

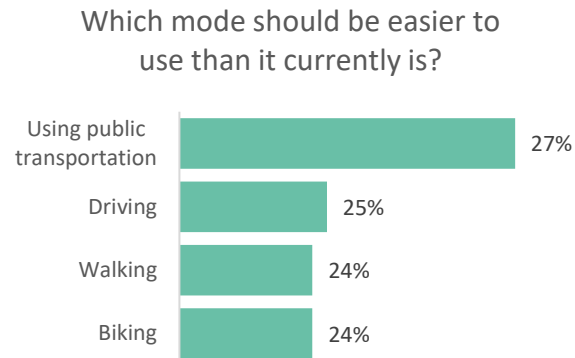
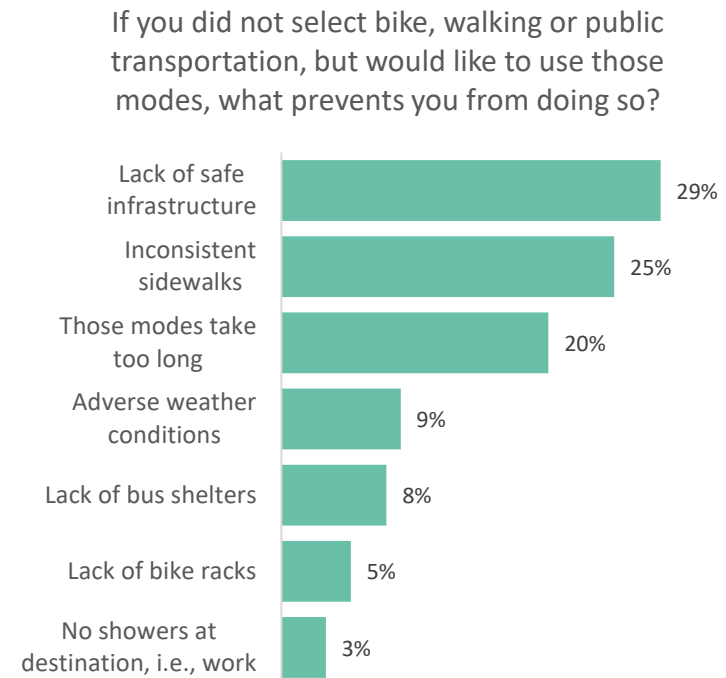


Figure 7 shows reasons that respondents choose to drive over other modes. Impediments that cannot be improved through public policy or improvement projects only accounted for 12% of reasons that respondents cited. The responses suggest that policy changes and improvement projects aimed at expanding and improving infrastructure and services for alternative transportation modes could significantly increase their mode share in the region.

Figure 7. Reasons for car travel



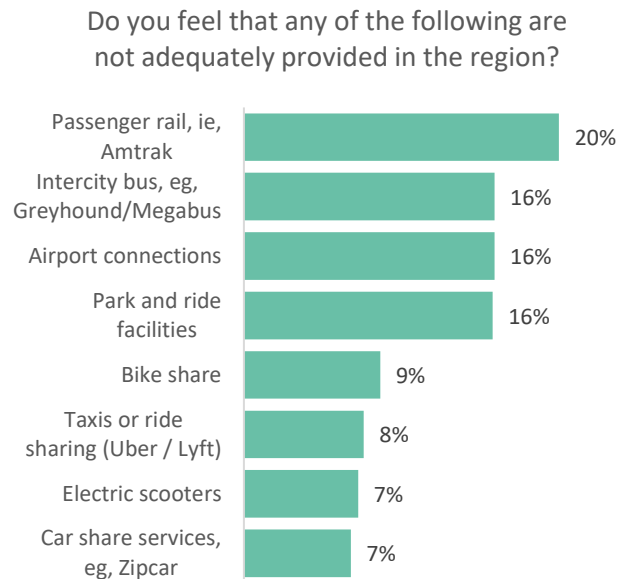
## Other

### GOALS

Respondents were asked to allocate a hypothetical funding breakdown to the five goals of the plan. Based on the results, the goals can be ranked by respondent preference in the following order:

1. Accessible and Connected Places
2. Safety for All Users
3. Economic Competitiveness and Prosperity
4. Healthy communities and Sustainable Transportation Communities
5. Proactive System Management

Figure 8. Missing services



### REGIONAL CONNECTIVITY

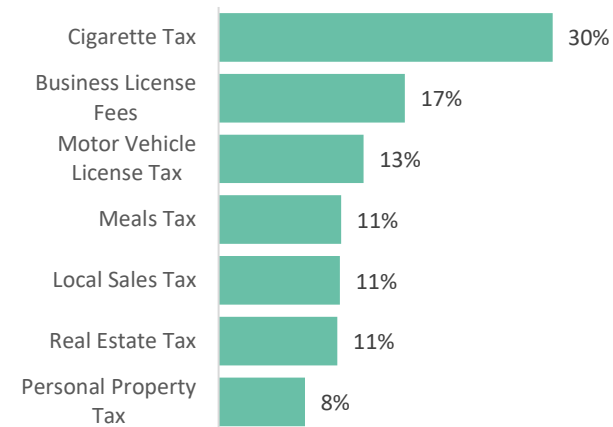
Figure 8 shows connectivity services that respondents believe are not adequately provided in the region.

### FUNDING SOURCES

Figure 9 shows respondents' preferences on funding alternatives for transportation improvements.

Figure 9. Funding sources

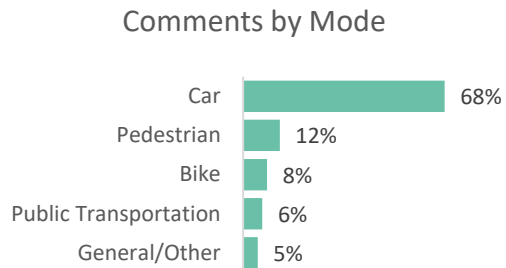
Of the local revenue sources listed below, which would you support increasing to fund transportation improvements in the region?



## MAP COMMENTS

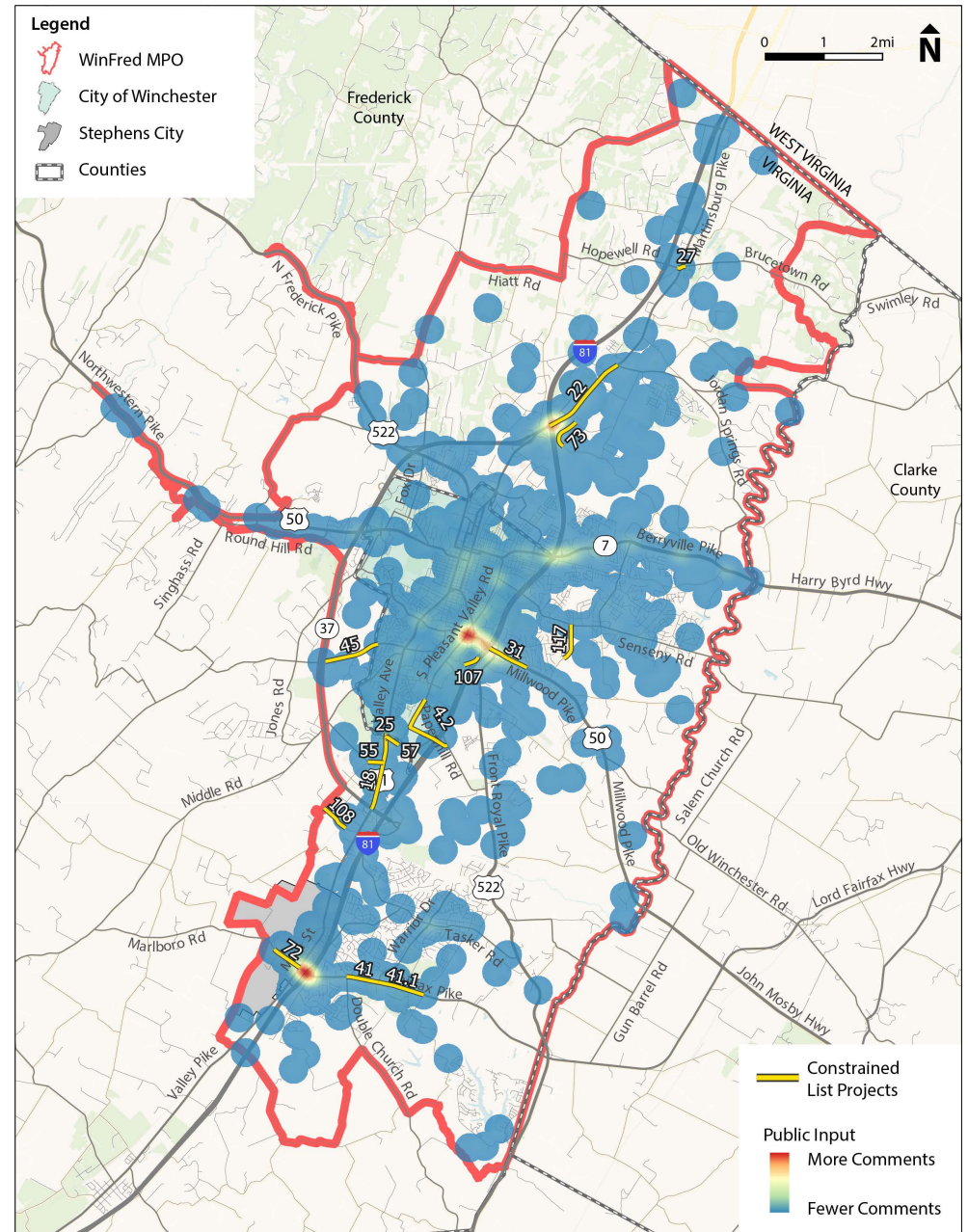
The MetroQuest survey included an interactive map that allowed users to drop markers and comment on issues across the region. Each marker had an associated issue and contextual question, along with an open-ended comment box. Figure 10 shows the breakdown of comments by mode.

Figure 10. Comment markers



389 of the survey respondents added over 1,300 comments to the map. Half of respondents added three or more comments to the map. Figure 11 shows a heatmap of all the mapped comments overlaid with the constrained list of projects. While not all markers included write-in comments, many did and those are included in Appendix B. The following sections provide more information on the map comments by mode.

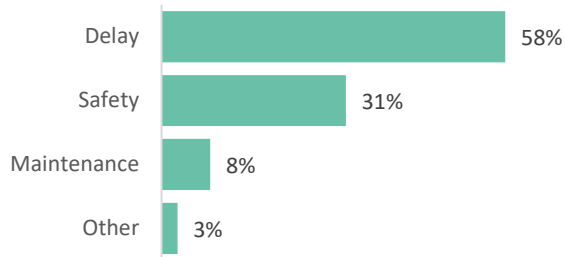
Figure 11. Comments and Constrained List Projects





## Automobile Comments

### Car Issues



### Representative Comments

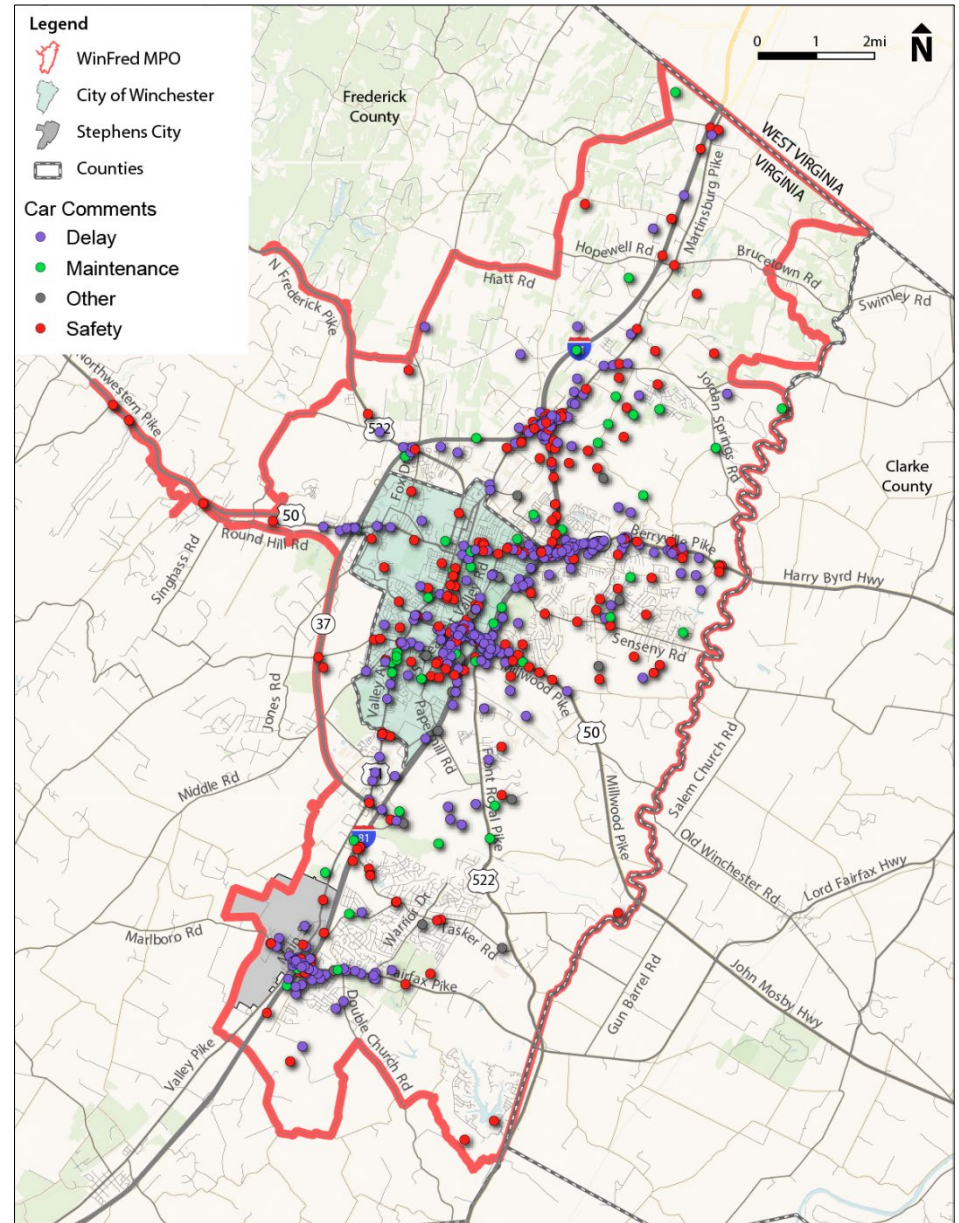
*“Lights are not coordinated creating jams in a very busy commercial area.”*

*“This area is always very congested. There are so many cars trying to go every direction that often drivers do not know who is next.”*

*“Roads need to be repaved not just patched”*

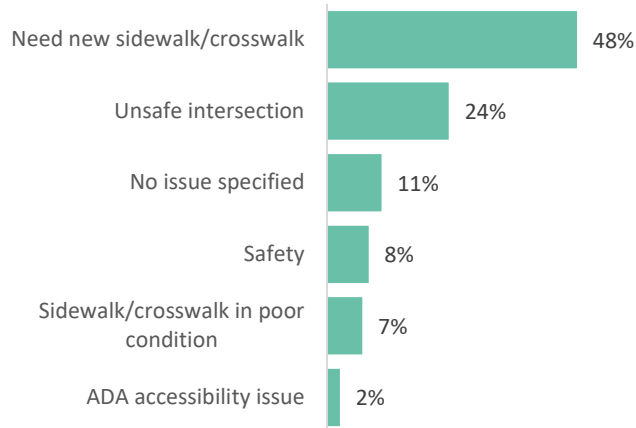
*“Cars speed down this street every day and every night. They go ridiculous speeds and are a danger to pedestrians and other drivers.”*

*“Dangerous intersection and traffic backed up for long periods of time, especially at “rush” hours”*



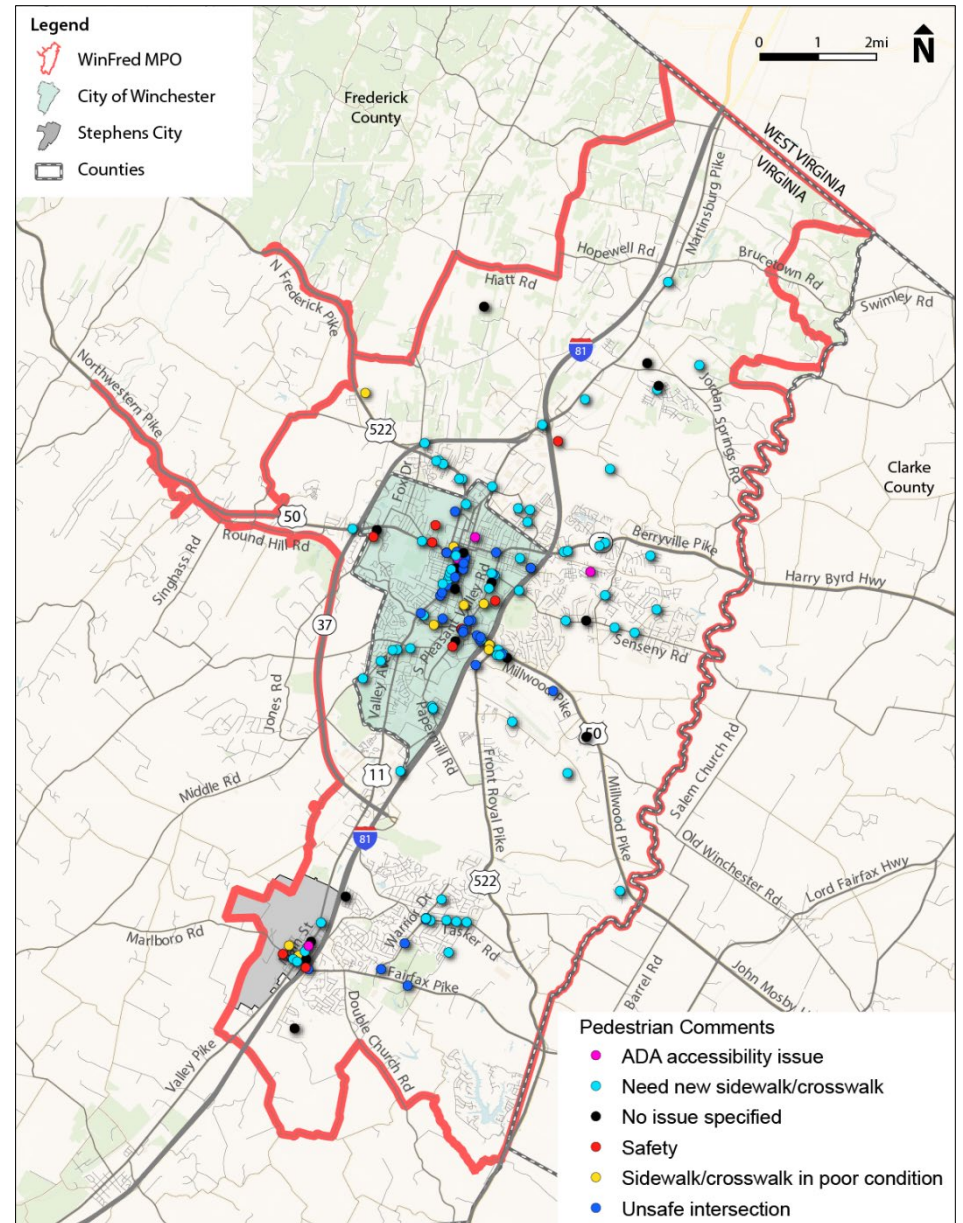
# Pedestrian Comments

## Pedestrian Issues



## Representative Comments

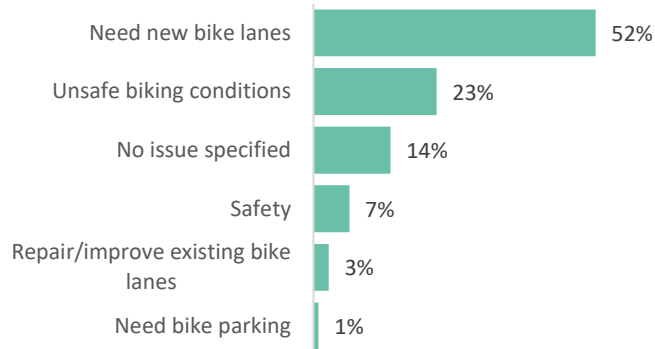
- “Crosswalk needed here.”*
- “Dangerous pedestrian crossing in all directions, no safe access from hotels to local stores/restaurants”*
- “No sidewalks for pedestrians”*
- “Unsafe walking conditions from hotels to shopping areas”*
- “Shipping center across the street from hotel and dorms, but separated by a very dangerous road. As someone who works at one of these hotels, we’ve had complaints on the walkability of this area.”*





## Bike Comments

### Bike Issues



### Representative Comments

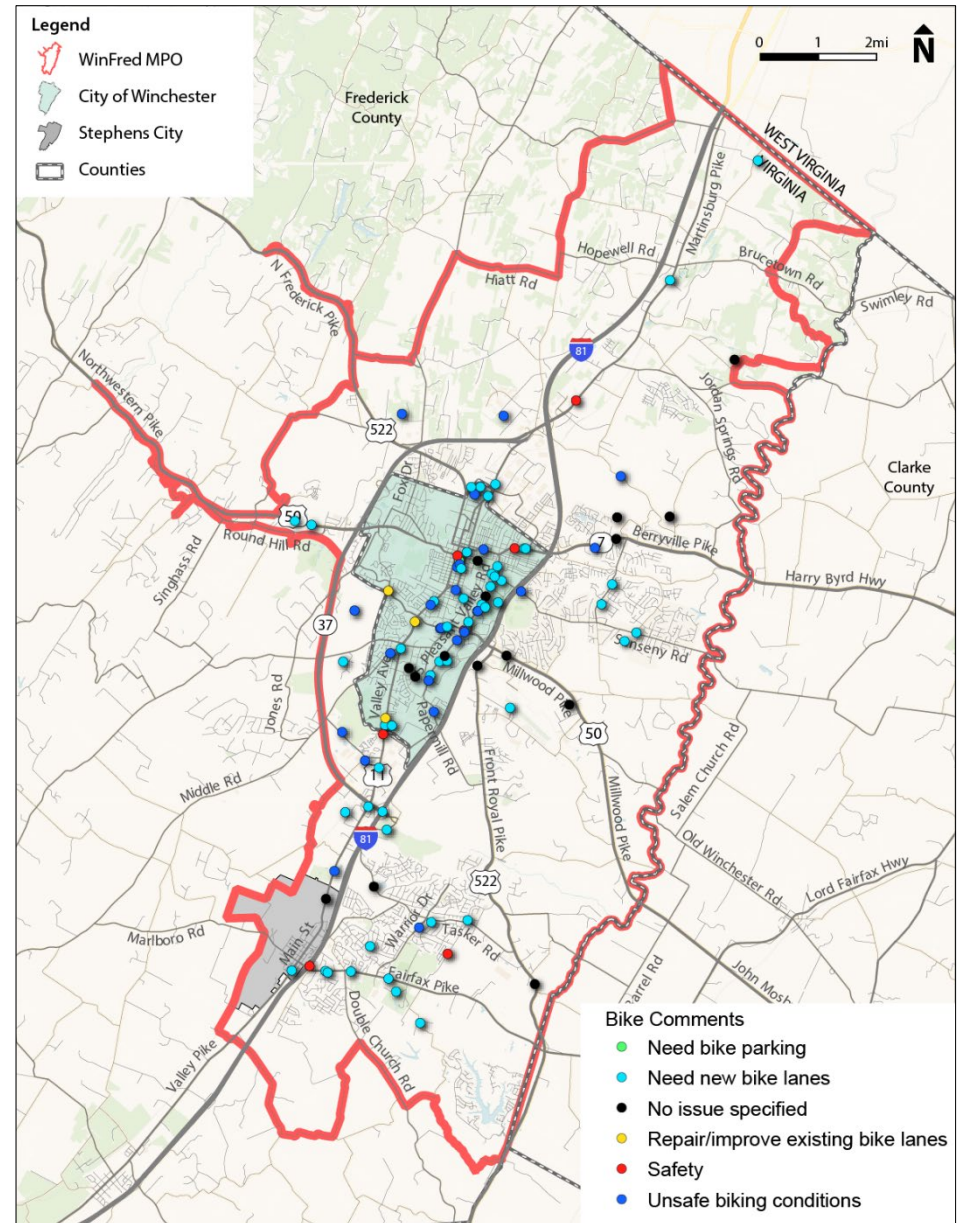
*“Invest in more bike paths here, additional features”*

*“Dangerous area to navigate the bike route”*

*“Invest in more bike paths here, additional features”*

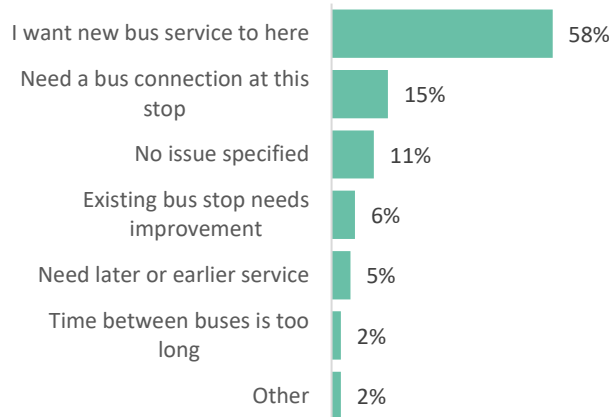
*“Safer bike options connecting the park to old town. Vehicles make biking dangerous”*

*“Stephens City is a major residential center for the area but is only (safely) accessible via automobile. Stephens City needs a bike path or roads with dedicated bike lanes that connect to Winchester City.”*



## Public Transportation Comments

### Public Transportation Issues



### Representative Comments

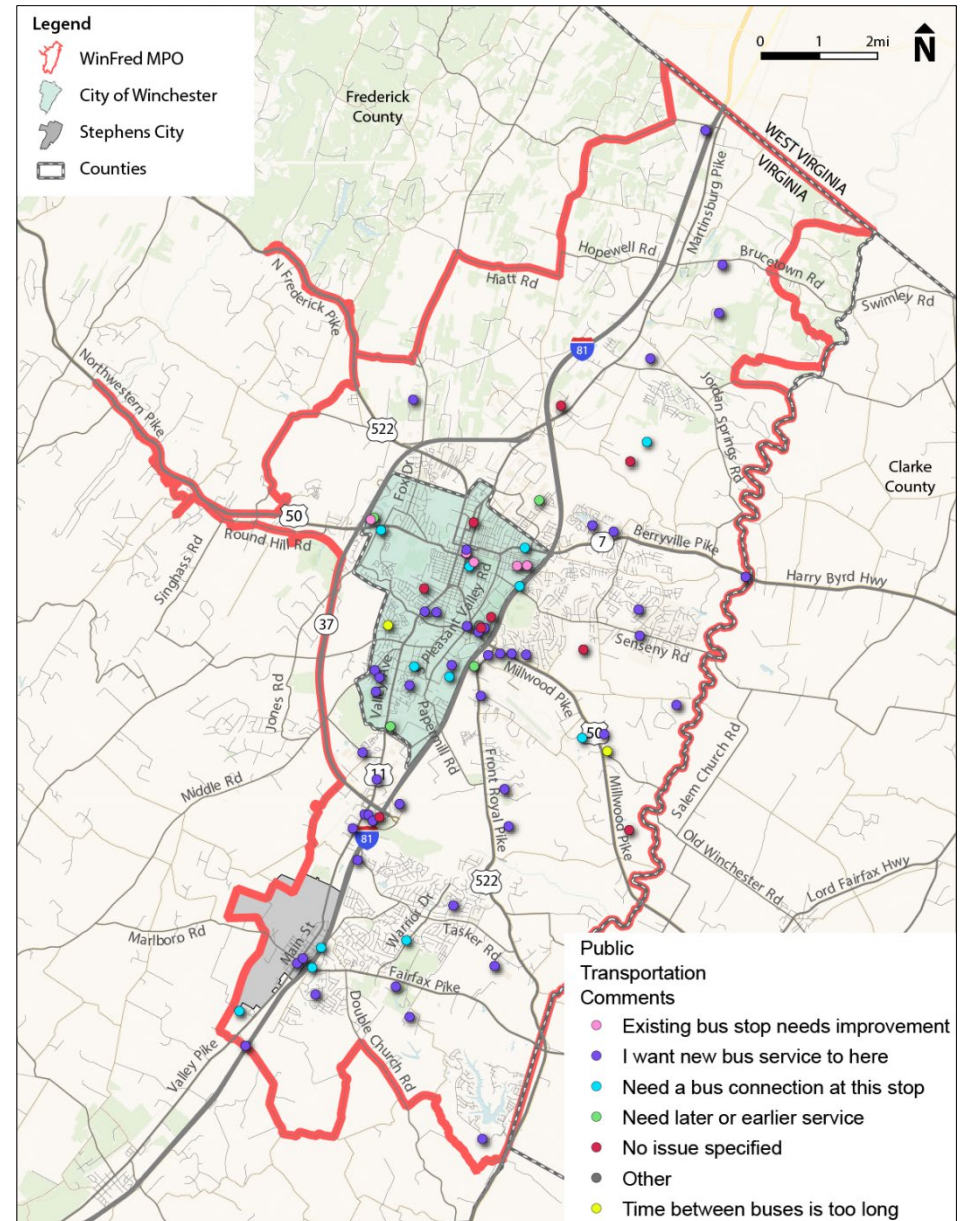
*“Buses need to run on weekends”*

*“No public transportation available”*

*“Access needed to DMV on at least a weekly basis.”*

*“Many handicap people on electric chairs. No covering leaves them in the rain”*

*“Winchester public transit does not visit nearly enough places in Winchester, specifically areas with high employment rates.”*



## APPENDIX A. STAKEHOLDER FORUMS SUMMARY

---

### Meeting Format

The stakeholder forums consisted of 90-minute discussions framed by a presentation and a set of questions. Each forum began with a brief overview of the MPO and the Metropolitan Transportation Plan (MTP) plan and update process. After the introduction, participants were asked for open-ended input through a series of discussion topics. Participants were introduced to the plan's vision statement, goals, and objectives, and asked to provide feedback on each. Participants were then asked about general transportation issues that their organizations face in the region and to identify needs and deficiencies. Participants were also asked for general and location-specific strategies and opportunities to improve the region's transportation system. Finally, participants were asked about a selection of potential funding sources for transportation improvements.

### Common Themes

#### Transit

Expanding transit service was a common refrain in the stakeholder forums. Stakeholders suggested expanding both the hours of service and the service area of public transportation in the region. In terms of service area,

stakeholders mentioned a need for greater transit access to Shenandoah University, Lord Fairfax Community College, and generally to destinations outside of the City of Winchester. Business stakeholders cited expanding transit service hours and access to industrial parks as key for many of their employees, especially shift workers who work outside the typical 9am to 5pm workday.

Several stakeholders suggested improving inter-regional transit options, e.g., access to Dulles International Airport and other parts of Northern Virginia via public transportation. Stakeholders noted that transit is especially important for the general mobility of the elderly and residents with disabilities, and for their access to healthcare services. Additionally, public transportation was noted to be a primary mode for Hispanic residents in the area.

#### Interstate 81

Stakeholders identified Interstate 81 as a source of many transportation issues in the region. Most notably, congestion on I-81 and at interchanges with the interstate and other major roads in the region was a common concern. Business stakeholders observed that unreliability of commute times due to congestion was as a common complaint from employees.



Safety on I-81 was also a concern. Participants noted concerns over both the number of crashes and congestion related to collisions on I-81.

### Active Transportation

A number of stakeholders noted that a lack of bike lanes and trails, and sidewalk gaps are important issues for multiple reasons. A primary reason was the contribution of trails and

active transportation options to the quality of life in the region, both for commuting and recreational trips. Stakeholders from government partner organizations noted a need for improved safety for cyclists due to a rising interest in cycling among area residents. Furthermore, stakeholders from major employers suggested that increasing bike and pedestrian connectivity could make the region more attractive to prospective workers.

## Invitees and Participants

REPRESENTATIVE	TITLE	ORGANIZATION	CATEGORY	ATTENDED MEETING
Belinda Chaney		Amazon Fulfillment Center	Business Stakeholders	
Rick Hardy		American Woodmark Corporation	Business Stakeholders	
Laurie Frogale		Annandale Millwork Corporation	Business Stakeholders	
Darcey Gyurisin		Axiom Staffing Group	Business Stakeholders	
Janie Shirley	Business Development	Costco	Business Stakeholders	
Samantha Wilson		Grafton School, Inc.	Business Stakeholders	
Tina Murphy		H.P. Hood, Inc.	Business Stakeholders	
Michele Hruska		Kohl's Department Stores	Business Stakeholders	
Theresa Aikens		Kraft Heinz Company	Business Stakeholders	
Brandy Boies		Lord Fairfax Community College	Business Stakeholders	
Steve Thigpen		M & H Plastics, LLC	Business Stakeholders	
Gary Meeks		Masonite Corporation	Business Stakeholders	
Marshall Sorenson		Metromont Corporation	Business Stakeholders	

REPRESENTATIVE	TITLE	ORGANIZATION	CATEGORY	ATTENDED MEETING
Kristy Powers	Asst. Vice President, Winchester	Navy Federal Credit Union	Business Stakeholders	
Susan Brooks	Senior Vice President, Winchester	Navy Federal Credit Union	Business Stakeholders	Yes
Jen Wilson	Director of Career and Prof. Dev.	Shenandoah University	Business Stakeholders	Yes
Kelly Jenkins		The Home Depot	Business Stakeholders	
Michael Bailey		The Home Depot	Business Stakeholders	
Jay Rudolph		Trex Company Inc.	Business Stakeholders	
Abbey Rembold	Director, HR Business Partnerships	Valley Health System	Business Stakeholders	
Liz Savage	Chief Human Resources Officer	Valley Health System	Business Stakeholders	
Rachel Schaefer	VHS Director, Talent and Acquisition	Valley Health System	Business Stakeholders	Yes
John Ferrulli	Director, Information Tech.	Westminster Canterbury	Business Stakeholders	Yes
Duane Wernecke		Westminster Canterbury	Business Stakeholders	
Jeannie Shiley	President, CEO	Westminster Canterbury	Business Stakeholders	Yes
Jason Van Heukelum		Winchester City Public Schools	Business Stakeholders	
Cynthia Schneider	CEO	Chamber of Commerce	Government Partners	Yes
Chris Jenkins	Volunteer Chief	Clearbrook Fire Department	Government Partners	
Judith McCann-Slaughter	Chair Fred County Transportation Committee	Frederick County Board of Supervisors	Government Partners	
Patrick Barker	Executive Director	Frederick County Economic Development Authority	Government Partners	
Larry Oliver	Deputy Chief	Frederick County Fire and Rescue	Government Partners	Yes
Warren Gosnell	Lieutenant, Traffic Division Commander, Public Information Officer	Frederick County Sheriff's Office	Government Partners	Yes

REPRESENTATIVE	TITLE	ORGANIZATION	CATEGORY	ATTENDED MEETING
Mark Dalton	Volunteer Chief	Middletown Fire Department	Government Partners	
Jeremy Linaburg	Social Media Specialist	Museum of Shenandoah Valley	Government Partners	
Julie Armel	Deputy Director, Community Relations	Museum of Shenandoah Valley	Government Partners	
Perry Mathewes	Deputy Director, Museum Operations and Director of Gardens	Museum of Shenandoah Valley	Government Partners	Yes
Sherry Hudson	Senior Director, Institutional Advancement	Museum of Shenandoah Valley	Government Partners	
Darlene Walker	Secretary	NAACP Winchester	Government Partners	
Andy Gail	President	Old Town Winchester Business Association	Government Partners	
Jen Wilson		Shenandoah University	Government Partners	
Barry Schnoor	Director of Physical Plant	Shenandoah University	Government Partners	
TJ Vaught	Volunteer Chief	Stephens City Fire Department	Government Partners	
Justin Kerns	Director	Win/Fred County Convention & Visitors Bureau	Government Partners	Yes
Matt Dehaven	Deputy Chief of Operations	Winchester Fire and Rescue	Government Partners	Yes
Joel Richardson	President Winchester Mainstreet Foundation	Winchester Mainstreet Foundation	Government Partners	
Chris Konyar	Parks and Recreation Director	Winchester Parks and Rec	Government Partners	
Douglas Watson	Captain of Administration	Winchester Police	Government Partners	
Renee Wells	Transit Director	Winchester Transit	Government Partners	Yes
Victoria Zabala		A&Z Services	Hispanic Stakeholders	



<b>REPRESENTATIVE</b>	<b>TITLE</b>	<b>ORGANIZATION</b>	<b>CATEGORY</b>	<b>ATTENDED MEETING</b>
Vanessa Santiago		City of Winchester EDA	Hispanic Stakeholders	
Juan Peralta		Horizontes	Hispanic Stakeholders	
Diana Patterson		Lord Fairfax Small Business Development Center/ DSP Services, LLC	Hispanic Stakeholders	Yes
Fernando Gamboa		Nuevas Raices	Hispanic Stakeholders	
Janette Gallardo		Vista Solutions	Hispanic Stakeholders	
Mady Rodriguez	Councilor	City of Winchester	Hispanic Stakeholders	

## APPENDIX B. WRITE-IN COMMENTS

SOURCE	COMMENT
METROQUEST SURVEY	Bike access/parking downtown
METROQUEST SURVEY	Adding more bike lanes, bridges, footpaths
METROQUEST SURVEY	Bike lane would be nice
METROQUEST SURVEY	Bike/walk lane connecting parks
METROQUEST SURVEY	Completing the Bike/Ped Path on Channing to Senseny, and on Senseny to Old Town would be Incredible.
METROQUEST SURVEY	Continue bike path from Sherando park
METROQUEST SURVEY	Fairfax pike bike lane
METROQUEST SURVEY	Fairfax pike bike lane
METROQUEST SURVEY	I find public transportation a mystery. Bike lanes are few and far between. Ditto safe sidewalks. Busses seem to arrive rather randomly.
METROQUEST SURVEY	Invest in more bike paths here, additional features
METROQUEST SURVEY	Loudoun street bike lane
METROQUEST SURVEY	Need connected bike trail from Tasker to Warrior around CVS and over bridge on Warrior. No infrastructure for bikes Or pedestrians and it is dangerous.
METROQUEST SURVEY	Need lanes.
METROQUEST SURVEY	Need lanes.
METROQUEST SURVEY	Need to set up bike lanes from Lake Frederick to Sherando Park
METROQUEST SURVEY	Needs lanes.

<b>SOURCE</b>	<b>COMMENT</b>
<b>METROQUEST SURVEY</b>	No Bike / Pedestrian access across 81 to Tasker
<b>METROQUEST SURVEY</b>	No bike lanes or sidewalks in Ft Collier Industrial Park
<b>METROQUEST SURVEY</b>	no bike paths
<b>METROQUEST SURVEY</b>	No bike paths on Senseny Rd. From Clarke County to Winchester
<b>METROQUEST SURVEY</b>	No defined bike lanes for route 11
<b>METROQUEST SURVEY</b>	Not enough bike access on public transportation
<b>METROQUEST SURVEY</b>	Pleasant valley bike lane
<b>METROQUEST SURVEY</b>	Please include additional bike trails for existing neighborhoods and future developments
<b>METROQUEST SURVEY</b>	Route 11 bike lane
<b>METROQUEST SURVEY</b>	Route 11 bike lane
<b>METROQUEST SURVEY</b>	Route 11 bike lane
<b>METROQUEST SURVEY</b>	Route 11 bike lane
<b>METROQUEST SURVEY</b>	Safer bike options connecting the park to old town. Vehicles make biking dangerous
<b>METROQUEST SURVEY</b>	Safer bike options from route 50 to capon bridge. Vehicles make biking dangerous
<b>METROQUEST SURVEY</b>	Safer bike options in and around old town Winchester. Vehicles make biking dangerous
<b>METROQUEST SURVEY</b>	Safer bike options in and around Stephens city. Vehicles make biking dangerous
<b>METROQUEST SURVEY</b>	Safer bike options on Loudoun street. Vehicles make biking dangerous
<b>METROQUEST SURVEY</b>	Safer bike options on pleasant valley. Vehicles make biking dangerous

SOURCE	COMMENT
METROQUEST SURVEY	Safer bike options on route 11. Vehicles make biking dangerous
METROQUEST SURVEY	Safer bike options on route 7. Vehicles make biking dangerous
METROQUEST SURVEY	Safer bike options on valley ave. Vehicles make biking dangerous
METROQUEST SURVEY	Separation from cars/trucks
METROQUEST SURVEY	Stephens City is a major residential center for the area but is only (safely) accessible via automobile. Stephens City needs a bike path or roads with dedicated bike lanes that connect to Winchester City.
METROQUEST SURVEY	Unsafe area all over this area for bicycles. Needs larger sidewalks and bike paths.
METROQUEST SURVEY	we could use some bike trails in Winchester since we lost access to the Battlefield by Millbrook
METROQUEST SURVEY	522 bike lane
METROQUEST SURVEY	Route 11 bike lane
METROQUEST SURVEY	Bike lanes along all of valley/main roads Winchester
METROQUEST SURVEY	Need wider bike lanes.
METROQUEST SURVEY	Waiting on completion of green circle trail
METROQUEST SURVEY	Bike lane ends & lack of accessible shoulder forces cyclists into travel lanes.
METROQUEST SURVEY	Bike lanes would be great to get to downtown from here.
METROQUEST SURVEY	It is not safe for pedestrians or cyclists to cross the bridge over I81
METROQUEST SURVEY	No bike lanes!
METROQUEST SURVEY	No cross walks or bike pats for kids to get to school. Also no streetlights for visibly at night
METROQUEST SURVEY	Sidewalks are too narrow along Berryville Ave.

SOURCE	COMMENT
METROQUEST SURVEY	The Green Circle Trail is a great addition to the community but many people don't know it exists and the signage on the route is small and easy to miss. Using the Green Circle Trail, especially on Jubal Early Drive, feels unsafe because the automobile tr
METROQUEST SURVEY	Bike Lanes on the road aren't safe and should be more separated from cars.
METROQUEST SURVEY	Connecting the Bike/Ped access over 81 to Old Town would be incredible.
METROQUEST SURVEY	Dangerous area to navigate the bike route
METROQUEST SURVEY	dangerous left turn from apple vally tonto shady elm
METROQUEST SURVEY	Do not attempt to bike along jubilee early dr
METROQUEST SURVEY	Do not attempt to bike along National ave or Berryville ave
METROQUEST SURVEY	Do not attempt to bike along pleasant valley rd
METROQUEST SURVEY	Finish the green circle
METROQUEST SURVEY	Get the Bicyclists off this road. They back up multiple cars and will not stop or slow do to allow them to safely pass. then these same bicyclists will approach the red light at Valley Ave and Middle road and blow past all stopped traffic and through the
METROQUEST SURVEY	hard to identify the location on the map, but asa cyclist using shady elm rd as a major escape rt i find competition with tractor trailers from fedex and other light industry to be unsafe. the unsigaled turn from shady elm to apple valley on a curve is
METROQUEST SURVEY	inadequate bike lane infrastructure, extend Green Trail
METROQUEST SURVEY	Inadequate bike lane infrastructure. Extend Green Trail
METROQUEST SURVEY	Inconsistent / incomplete sidewalks. No crosswalk at sunnyside plaza @ Martin's.
METROQUEST SURVEY	Insufficient bike lanes or sidewalks to traverseboth sides / directions of the road safely
METROQUEST SURVEY	It might be helpful if it was possible to bike from downtown Winchester to this industrial park. Currently it would be very dangerous
METROQUEST SURVEY	no adequate bike path, sidewalk only, extend Green Trail

SOURCE	COMMENT
METROQUEST SURVEY	No bike lane
METROQUEST SURVEY	No safe bike lane or shoulder.
METROQUEST SURVEY	No shoulders/sidewalks
METROQUEST SURVEY	Not a bikeable area.
METROQUEST SURVEY	roads are too narrow for bikes and vehicles creating very dangerous situations
METROQUEST SURVEY	Shared use path ends abruptly. Pedestrians/cyclists must use improvised paths or the road.
METROQUEST SURVEY	the homeless & kids riding their bikes recklessly
METROQUEST SURVEY	The location is ALL OVER! Few dedicTed bike lanes
METROQUEST SURVEY	37/81/11, dangerous intersection during commutes
METROQUEST SURVEY	50 from 522 into town to Valley Ave is a mess all the time. Traffic is horrible
METROQUEST SURVEY	81 being 2 lanes causes delays even with minor incidents
METROQUEST SURVEY	81 is always delayed with accidents which then cause backups on Rt. 11
METROQUEST SURVEY	A kindergardener could better engineer this mess. Start over.
METROQUEST SURVEY	A lot of truck traffic at lights for 81
METROQUEST SURVEY	A two way stopsign a block from another - the stopping from hell. Teresa Lehman moved. You can take the stop sign down now - the Queen is no longer in residence. This serves NO safety purpose whatsoever and was erected only to satisfy a constant complain
METROQUEST SURVEY	Afternoon traffic 5pm and on, traffic circle is backed up in both directions from the Kent St./Piccadilly St. stop light. Cars heading westbound backs up to National Ave. because they are stopped at the light. This makes the traffic circle non-functional
METROQUEST SURVEY	Again, too much congestion here

SOURCE	COMMENT
METROQUEST SURVEY	All along Pleasant Valley is congested. The lights don't sync and a lot of people travel that road
METROQUEST SURVEY	All directions
METROQUEST SURVEY	All the lights is chaotic and cause backups
METROQUEST SURVEY	All the way from this intersection to the Pleasant Valley Walmart is very bad for delays. People turning left into and off of this road continues to make this a dangerous area.
METROQUEST SURVEY	Always a backup and lots of traffic and lights slowing down traffic. Usually avoid this area
METROQUEST SURVEY	Always a backup at rush hour. Terrible entrance and exit from all the parking lots and anyone tryin to get on or off 81
METROQUEST SURVEY	Always always always backed up here. Not enough space for as much as Winc has expanded.
METROQUEST SURVEY	Always backed up
METROQUEST SURVEY	always backed up
METROQUEST SURVEY	Always backed up
METROQUEST SURVEY	Always backed up.
METROQUEST SURVEY	always backs up. Hardly a time when it doesnt.
METROQUEST SURVEY	Always backup due to turning into shopping centers
METROQUEST SURVEY	At some points there is no traffic moving due to the light situation.
METROQUEST SURVEY	Back up at 81
METROQUEST SURVEY	Back up at 81
METROQUEST SURVEY	Back up at lights standstill traffic during rush hour
METROQUEST SURVEY	Back up from traffic using Red Bud Rd to cut across. Solve by turning end of the road in to a dead end. Re-route traffic to use Milburn Road then onto Snowden Bridge Boulevard.

SOURCE	COMMENT
METROQUEST SURVEY	back up-long delays for light to change
METROQUEST SURVEY	Backed up traffic
METROQUEST SURVEY	Backed up traffic on Jubal / Pleasant Valley. Triple light cycles. Red light runners heading to Wal Mart
METROQUEST SURVEY	Backup at traffic signals Cedar Creek Grade, Weems Lane, and Valley Avenue
METROQUEST SURVEY	backup between traffic lights
METROQUEST SURVEY	backup east bound on 277 east bound and SherandoHS. Turn lane to high school too short. Blocks traffic on 277
METROQUEST SURVEY	Backup from Jubal Early and I-81 exit ramp
METROQUEST SURVEY	Backups
METROQUEST SURVEY	Backups are common
METROQUEST SURVEY	Backups because of traffic
METROQUEST SURVEY	backups between traffic lights
METROQUEST SURVEY	Backups for traffic light, especially west-bound Jubal Early turning south onto Pleasant Valley.
METROQUEST SURVEY	Backups for traffic lights
METROQUEST SURVEY	Backups regularly happen at this intersection w/I-81. Recent "improvements" did little.
METROQUEST SURVEY	Because of the light turning off independence to 50, I have to wait at this light every single day. Please consider adjusting the timing. I never had this issue with the stop sign on independence
METROQUEST SURVEY	Bottleneck
METROQUEST SURVEY	Bottleneck
METROQUEST SURVEY	Bottleneck



SOURCE	COMMENT
METROQUEST SURVEY	Bottleneck at the bridge over 81. Common in themornings and evenings, and sporadically happens at other times (I've sat in traffic for 15 minutes going eastbound on Saturday AM).
METROQUEST SURVEY	Bottleneck getting into 81 and entering Winchester
METROQUEST SURVEY	Bottleneck trying to get across 81
METROQUEST SURVEY	bottlenecking, needs 3rd lane
METROQUEST SURVEY	Bottlenecks every single day at peak hours. Sometimes you sit thru 9-10 light changes to turn left at light toward I-81 bridge.
METROQUEST SURVEY	Bridge is constantly backed up at busy travel hours
METROQUEST SURVEY	Bridge is not wide enough for the amount of traffic. A share turn lane hasn't worked for 15 years. Bottle necked.
METROQUEST SURVEY	Bus and school traffic blocks up 522 for JWHS
METROQUEST SURVEY	Cannot turn right off of ramp from 81 to then get into Target complex
METROQUEST SURVEY	Cars backed up on 81 at rt 11 exit
METROQUEST SURVEY	Cars get back up and you cannot get thru during busy times. Including evening and weekends
METROQUEST SURVEY	Cars in the intersection, business entrances too close to intersection. An overpass for Jubal Early Dr over S Pleasany Valley would benefit all
METROQUEST SURVEY	City wide needs help. Traffic lights are out of sync, new ones need to be installed, etc.
METROQUEST SURVEY	Clusters of stores with many entry/exit points with oddly placed traffic lights
METROQUEST SURVEY	Comgestion
METROQUEST SURVEY	coming into town in the evenings.
METROQUEST SURVEY	congerstion, layout of road and lanes too short, too small coming right off of interstate
METROQUEST SURVEY	Congested traffic

SOURCE	COMMENT
METROQUEST SURVEY	congestion
METROQUEST SURVEY	Congestion
METROQUEST SURVEY	Congestion
METROQUEST SURVEY	congestion
METROQUEST SURVEY	congestion
METROQUEST SURVEY	Congestion
METROQUEST SURVEY	Congestion
METROQUEST SURVEY	Congestion
METROQUEST SURVEY	Congestion
METROQUEST SURVEY	Congestion
METROQUEST SURVEY	Congestion
METROQUEST SURVEY	Congestion
METROQUEST SURVEY	Congestion
METROQUEST SURVEY	congestion during peak driving hours
METROQUEST SURVEY	Congestion from here, up Millwood, to Pleasant Valley and the three mile surrounding radius.
METROQUEST SURVEY	congestion, accidents
METROQUEST SURVEY	Congestion, accidents etc
METROQUEST SURVEY	congestion, accidents, delays

SOURCE	COMMENT
METROQUEST SURVEY	congestion, poor layout with Starbucks parking lot enter/exits
METROQUEST SURVEY	congestions
METROQUEST SURVEY	Constant congestion and blocking intersections not just at rush hours it's becoming an all day issue
METROQUEST SURVEY	constant congestion on 81 during peak hours, especially getting off the interstate onto 7, 50, 15, 37/11 and Stephens City exit
METROQUEST SURVEY	Constant heavy traffic on any ramp to or from 81. Heavy congestion at Red Bud Rd when trying to turn on it coming from Target or turning off it toward 37. Red Bud Rd also needs to be shut down to semi traffic except for local deliveries. They use it a
METROQUEST SURVEY	Constant southbound backup on 81s during evening rush hour.
METROQUEST SURVEY	Constant traffic congestion
METROQUEST SURVEY	Construction causing lots of delays
METROQUEST SURVEY	Convection both ways during rush hours.
METROQUEST SURVEY	crowding and short timing on lights
METROQUEST SURVEY	D.R. Horton is about to build 300+ homes on this site with NO improvements to the existing road system including the Main St./Fairfax St intersection. Something MUST be done about this traffic issue. It was a problem when I was on the Planning Commission
METROQUEST SURVEY	daily backup of westbound traffic at/after end of workday
METROQUEST SURVEY	Daily backup. Double / triple light cycles.
METROQUEST SURVEY	dangerous morning and evening traffic near two schools, numerous medical offices and the hospital
METROQUEST SURVEY	delay at light - traffic terrible with too many lights there together - need to connect Red Bud exit and 317 together and move traffic from red bud to Milburn and Snowden bridge road
METROQUEST SURVEY	DELAY GETTING ACROSS THE BRIDGE AT RT 50 E, 522 AND I81.....CAN NOT GET TO A SUPERMARKET.
METROQUEST SURVEY	Delay getting on and off 81

SOURCE	COMMENT
METROQUEST SURVEY	Delay in this area between access to shopping and access to 81.
METROQUEST SURVEY	delays and congestion at I81 and Rt 50.
METROQUEST SURVEY	Delays at rush hours.
METROQUEST SURVEY	Delays caused by traffic trying to access the I-81 corridor that can back up for over a mile
METROQUEST SURVEY	Delays getting on and off 81
METROQUEST SURVEY	Delays related to unsynchronized lights in evenings. Light will be green but bridge is full
METROQUEST SURVEY	Difficult to get from the west to the east. Need alternate routes around the downtown area. Too much traffic for the size of the roads.
METROQUEST SURVEY	Distance between lights is too short to handle the amount of traffic from main roads. This stacks traffic at the narrowing lanes into a high traffic retail area
METROQUEST SURVEY	Driving from Winchester South through Kernstown is RIDICULOUS! Traffic is always so slow and always so crowded
METROQUEST SURVEY	Entire intersection is outdated.
METROQUEST SURVEY	Even with the improvements made, traffic still gets congested from people getting off work and trying to go West on 50.
METROQUEST SURVEY	Evening congestion caused by commuters, completion of 37 bypass would alleviate a large amount of small type fixes caused by people cutting through or around.
METROQUEST SURVEY	Evening rush hour back ups
METROQUEST SURVEY	evening volume traffic
METROQUEST SURVEY	Everyone knows traffic is an absolute nightmare around here. 1 lane each way across 81 doesn't cut it anymore
METROQUEST SURVEY	Exit 313 is a nightmare most days.
METROQUEST SURVEY	Extreme bottleneck. Current/on-going improvements will only extend the back ups. Until the bridge is widened or another built adjacent delays are imminent.
METROQUEST SURVEY	Fairfax Pike is still undersized for the traffic volume and schools.

SOURCE	COMMENT
METROQUEST SURVEY	Featherbed going west is always congested. Yesterday (Tuesday 2/9) cars were backed up along the whole stretch from the railroad tracks into & blocking this intersection in all directions. Cars and semi trucks were all stuck with nowhere to go and piling
METROQUEST SURVEY	Find new ways for traffic!
METROQUEST SURVEY	Flashing yellow arrow for left turn onto IndianHollow would be nice. Often sit at the red arrow waiting with no incoming traffic to speak of
METROQUEST SURVEY	flow of traffic is terrible
METROQUEST SURVEY	For obvious reasons this intersection creates most of the congestion problems for all the drivers trying to shop and work in Winchester. I propose an overpass on Jubal Early that will allow traffic from Pleasant valley to move without the impediment of a
METROQUEST SURVEY	four lanes to two lanes when traffic volume dramatically increases
METROQUEST SURVEY	General traffic back up is very routine here. Perhaps better light sequencing?
METROQUEST SURVEY	Getting of 81N ramp can backup onto the highway during rush hour. Getting under the overpass in all directions can backup as well
METROQUEST SURVEY	Greenwood Road has many side roads that have a significant delay in turning onto Greenwood Road due to speeding up the hill towards Senseny Road.
METROQUEST SURVEY	Having 3 lights all less than what I can guess is a 1/4 mile of each other creates constant backups here, reroute redbud to end at the light for target and get rid of an entire light by having the 81N exit light and 81N on ramp be the same light.
METROQUEST SURVEY	Heading eastbound at this intersection, the timed delay at the light doesn't make any sense. A RIGHT TURN LANE needs to be carved out of this road right of way/vacant lot for the eastbound vehicles. Otherwise driving over to Parkview Ave. is the only opt
METROQUEST SURVEY	Heading north on P.V., the dedicated left turn lane at this intersection, heading into the shopping center, is constantly backed up into the thru lanes going north on P.V. Between this jam up and the one that happens at the Starbucks entrance, it gets RE
METROQUEST SURVEY	heavy traffic
METROQUEST SURVEY	Heavy traffic
METROQUEST SURVEY	Heavy traffic
METROQUEST SURVEY	Heavy Traffic

SOURCE	COMMENT
METROQUEST SURVEY	Heavy Traffic
METROQUEST SURVEY	Heavy Traffic backups from 81 to Woodsmill Rd
METROQUEST SURVEY	Heavy traffic congestion now ,will get much worse in years to come
METROQUEST SURVEY	Heavy traffic delays south from Millwood to Tevis.
METROQUEST SURVEY	Heavy traffic due to the numerous tractor trailers and other vehicle traffic. Doesn't help when there are numerous lights in the area that are not far apart from one another.
METROQUEST SURVEY	Heavy traffic from 81 all the way to Woods Mill Rd.
METROQUEST SURVEY	Heavy traffic on Fairfax Drive and I-81 exits
METROQUEST SURVEY	Heavy traffic prevents timely turning on Fairfax St from Main St. At times you sit for 10-15 min just waiting to turn.
METROQUEST SURVEY	heavy traffic, only 1 lane, lots of lights not in sync.
METROQUEST SURVEY	Heavy traffic. This is one of the worst intersections I've seen. There should be at least one other Stephen City exit from 81
METROQUEST SURVEY	horrible planning by county! Crossover must become a flyover.
METROQUEST SURVEY	Huge traffic bottleneck
METROQUEST SURVEY	I am aware that the city has a traffic light system in place that is supposed to maximize traffic flow, however, there are days when trying to get out or into the city via Berryville Avenue is reminiscent of a drive through Manhattan at the end of workday
METROQUEST SURVEY	I avoid shopping and eating by 7 entering Winchester due to high traffic volume from traffic lights and back ups to I-81 on ramps. I take my business elsewhere in and out of town to avoid sitting in traffic.
METROQUEST SURVEY	I avoid this area at all costs due to traffic delays and how terrible the light timing is. 37 needs to be completed beyond 81. Re-routing the ramp to 81 should be considered
METROQUEST SURVEY	I have literally never seen a bus here ... There's supposed to be a bus. Where is it?
METROQUEST SURVEY	I have never not known a delay westbound Route 7 for the last 20 years from 3 p.m. until after 6 p.m. M-F.

SOURCE	COMMENT
METROQUEST SURVEY	I81 accidents
METROQUEST SURVEY	I81 heavy truck traffic
METROQUEST SURVEY	I81 issues cause severe backup here
METROQUEST SURVEY	I-81 on ramp back up, mall congestion.
METROQUEST SURVEY	I-81 should be wider with longer on-ramps
METROQUEST SURVEY	Increasing homes being developed in the community causing significant traffic delays every hour of the day.
METROQUEST SURVEY	Instead of moving this exit consider doing a dogbone style dual traffic circle configuration where the exit and entrance ramps for 81 meet 277.
METROQUEST SURVEY	Intersection not big enough to handle morning and evening traffic.
METROQUEST SURVEY	intersection operations
METROQUEST SURVEY	Intersection operations
METROQUEST SURVEY	intersection operations
METROQUEST SURVEY	intersection operations
METROQUEST SURVEY	Intersection operations
METROQUEST SURVEY	Intersection operations
METROQUEST SURVEY	It would be a huge help to traffic and congestion getting off of Exit 313 if some traffic could be rerouted to connect a road from the Kernstown exit toto 522. It's ridiculous that Navy Federal employees have to go all the way to 313 when you are coming
METROQUEST SURVEY	I've been stuck for 20 minutes behind a fire truck trying to cross the interchange. Lives, property, etc. are apparently of no concern to the people who run this county. Until it is one of their family members.
METROQUEST SURVEY	Jubal and pleasant Valley always backed up, horrible flow of traffic
METROQUEST SURVEY	Jubal Early & Pleasant Valley traffic jamming upthis intersection.

SOURCE	COMMENT
METROQUEST SURVEY	Jubal Early heading east traffic during rush hour in the evening.
METROQUEST SURVEY	Just time the lights correctly So they don't change when no cars are present.
METROQUEST SURVEY	Lack of proper timing of lights. Horrible congestion needs to be fixed.
METROQUEST SURVEY	Leaving the center of Winchester in any direction is delayed during the rush-hours
METROQUEST SURVEY	Left hand turns onto South Pleasant Valley
METROQUEST SURVEY	Left turn lane on P.V. is always blocking the thru lane heading north. It's gotten even worse since the Tevis overpass opened up. P.V. going north has really turned into a one lane road between Chipotle & the Win/Fred Visitor Center.
METROQUEST SURVEY	Left turn off of 522 to get to Costco
METROQUEST SURVEY	Light seems always red for thru traffic on 522.Causes long delays
METROQUEST SURVEY	Light synchronization, poor business entries from other intersection
METROQUEST SURVEY	Light timing between Shenandoah University and 81 / 522 are awful. Getting in and out of downtown should be promoted over other directions.
METROQUEST SURVEY	Light to right onto millwood from university Dr takes far too long and you can sit there seeing an open road.
METROQUEST SURVEY	Lights
METROQUEST SURVEY	Lights
METROQUEST SURVEY	lights
METROQUEST SURVEY	lights
METROQUEST SURVEY	Lights are not coordinated creating jams in a very busy commercial area.
METROQUEST SURVEY	Lights are poorly timed from the intersection of 37 and 11 up to Red Bud Rd.
METROQUEST SURVEY	Lights are time incorrectly on both ends of the 81 bridge. Traffic sits on bridge and blocks all intersections from Main Street to Stickley.



SOURCE	COMMENT
METROQUEST SURVEY	Lights need to be in different places currently cause daily backs up trying to get on 81 n and short merge 81 south
METROQUEST SURVEY	Lights not synchronized very well.
METROQUEST SURVEY	Lights timed wrong
METROQUEST SURVEY	Long backups on rt-11 because of trucks merging onto I-81. Frequent accidents
METROQUEST SURVEY	Long delays for this exit ramp light in high traffic
METROQUEST SURVEY	Long delays, worst in evening trying to get onto 81N
METROQUEST SURVEY	Long lines of traffic during rush hour.
METROQUEST SURVEY	Long lines of traffic.
METROQUEST SURVEY	Long wait at traffic light to turn right (no right on red) while exiting I-81 to Winchester.
METROQUEST SURVEY	Lots of incoming lanes and merges with stop lights and high traffic commercial/industrial I.
METROQUEST SURVEY	Main problem is heading east. Too much traffic for the current I81 interchange. Worse at peak work/school time periods. Really back when accidents on I81 north or south bound.
METROQUEST SURVEY	Main Street and Fairfax, Fairfax and 81 interchange is just awful. So congested
METROQUEST SURVEY	Major delays at the Jubal Early and Pleasant Valley intersections
METROQUEST SURVEY	Major delays on 7 westbound during heavy commuter traffic time. Delays from just over the city line all the way to Pleasant Valley where it turns into National Ave.
METROQUEST SURVEY	major improvement in traffic flow entry and exit ramps to I81 needed at Rt 50, Rt 7, and Rt 37. I am concerned that the old golf course between Tristate Nissan and Sulfur Springs is being turned in industrial park and more residential housing. There is
METROQUEST SURVEY	Many sit through 5-6 light changes at the light in Stephens City waiting for bottlenecks to clear during peak hours
METROQUEST SURVEY	Millwood Pike between Pleasant Valley Road and Route 81 ramps

SOURCE	COMMENT
METROQUEST SURVEY	Morning and night the traffic to get to NOVA or around this area is terrible. I do not go to this part of town unless it's a must. It's too dangerous and too many delays
METROQUEST SURVEY	mornings and evenings - almost all days, delays and congestion at I81 and Rt7
METROQUEST SURVEY	mornings and evenings - almost always a bottleneck at I81 & rt37 and also at I81 & rt7.
METROQUEST SURVEY	Most often, this area of Rte 277 is clogged with traffic. This is one of the causes of the safety issue regarding the impedence of fire & rescue. The bottom line is that the Town of Stephens City is growing faster than the infrastructure is being reviewed
METROQUEST SURVEY	MOVE THE *&^% interchange! Do what you said you would do 30 years ago.
METROQUEST SURVEY	Multiple traffic lights along with I-81 traffic makes this section a pain to get through at times.
METROQUEST SURVEY	NB traffic on I81 sometimes backs up trying to get off onto Route 7. Sometimes the traffic light on R7 malfunctions
METROQUEST SURVEY	Need a green arrow light for people leaving the road with Starbucks
METROQUEST SURVEY	Need new bridge
METROQUEST SURVEY	Needs a right turn only lane onto 7 East.
METROQUEST SURVEY	Neighbor hood had been landlocked between multiple construction projects
METROQUEST SURVEY	New Logistics Park when complete will present gridlock tractor trailer traffic from its exit on Rt 50 to I81. No infrastructure or planning to support it.
METROQUEST SURVEY	New subdivisions are putting more pressure on an intersection that cannot be expanded due to historical structures.
METROQUEST SURVEY	Nightmare on Millwood is what we call this. Close the access and connections to SU and move them north by the park
METROQUEST SURVEY	No right turn lane onto Senseny
METROQUEST SURVEY	Northbound I-81 Right turn lane needs to be extended all the way back to Millbrook!
METROQUEST SURVEY	Northbound vehicles having turned off of J.E. driving into Starbucks drive through. Even b4 the pandemic the drive through line regularly backed up onto Pleasant Valley further congesting cars on PV. Now it's just a given that cars in the drive through li

SOURCE	COMMENT
METROQUEST SURVEY	Nothing about this area works. Too many roads and cars coming together. And the signals don't help
METROQUEST SURVEY	Once in a blue moon, when I'm going to or coming from Costco and the intersection lights are timed as green, I can get from this intersection to the Hollingsworth/P.V. intersection (by way of going over the 81, turning towards the university and then going
METROQUEST SURVEY	over crowding
METROQUEST SURVEY	Parents dropping their children off at the high school create a backup that reaches almost to the I-81 interchange.
METROQUEST SURVEY	peak hour traffic jams
METROQUEST SURVEY	People block the entrance to Schenck Foods and if you need to turn left you can't
METROQUEST SURVEY	Pleasant valley Road is always backed up with traffic cause the Winchester/Frederick County is growing but we don't have the infrastructure to support the heavier traffic
METROQUEST SURVEY	Pleasant Valley traffic is very bad
METROQUEST SURVEY	Poor flow of traffic
METROQUEST SURVEY	Poor flow of traffic causes major delays
METROQUEST SURVEY	Poorly timed lights and traffic lead to delays that stretch from I-81 past Pleasant Valley.
METROQUEST SURVEY	Profound delays exist in the afternoons.
METROQUEST SURVEY	Proper time for lights to allow traffic flow
METROQUEST SURVEY	Red lights are not in-synch which causes traffic back up
METROQUEST SURVEY	Redbud and 37 and I81 exit
METROQUEST SURVEY	Roadway and lighting doesn't work for the volume
METROQUEST SURVEY	Route 11 is congested by the traffic every evening. From 37 through Clearbrook. Not sure how it could be rectified but it takes a long time to get through the lights or off 81
METROQUEST SURVEY	Route 11 is impossible to travel during peak traffic times because of the commuters from Winchester driving through to get home and the number of lanes doesn't support the heavy traffic.

SOURCE	COMMENT
METROQUEST SURVEY	Route 7 approaching I-81
METROQUEST SURVEY	Route 7 gets backed up in all directions starting from Burnt Factory up to I-81 every evening
METROQUEST SURVEY	Route 81 is horrid. It should be 3-4 lanes throughout Winchester and should have been updated to that YEARS ago.
METROQUEST SURVEY	Rt 11 and Fairfax pike to I81 during morning and evening rush hour is terribly congested
METROQUEST SURVEY	Rt 7 has heavy traffic from the Clarke County line to downtown. Traffic going west backs up before First Woods Dr and it can sometimes take more than 25 minutes to get to 81. If getting on 81 Southbound coming from the west, you're taking your life in
METROQUEST SURVEY	RT 7 is always a nightmare of backed up traffic
METROQUEST SURVEY	Rt. 11 Delay between Rt11 Clearbrook and Entrance ramp to Rt. 37
METROQUEST SURVEY	Rt. 7 Westbound delays at the I-81 intersection
METROQUEST SURVEY	Rush hour traffic
METROQUEST SURVEY	Rush hour traffic causes backups
METROQUEST SURVEY	Rush hour traffic due to Snowden residents
METROQUEST SURVEY	Rush hour traffic from Main Street east to Aylor Road; sometimes extends north and south on Main Street for several blocks, and/or east beyond Aylor Road.
METROQUEST SURVEY	Rush hour traffic is insufferable with this intersection
METROQUEST SURVEY	Rush hour/school in session traffic at standstill due to traffic light timing and the fact that there are too many stop lights in a very short mileage span
METROQUEST SURVEY	Rush hour/school in session traffic at standstill due to traffic light timing and the fact that there are too many stop lights in a very short mileage span
METROQUEST SURVEY	Rush hour/school in session traffic at standstill due to traffic light timing and the fact that there are too many stop lights in a very short mileage span
METROQUEST SURVEY	Rush hour/school in session traffic at standstill due to traffic light timing and the fact that there are too many stop lights in a very short mileage span
METROQUEST SURVEY	Rush hour/school in session traffic at standstill due to traffic light timing and the fact that there are too many stop lights in a very short mileage span

SOURCE	COMMENT
METROQUEST SURVEY	Rush hour/school in session traffic at standstill due to traffic light timing and the fact that there are too many stop lights in a very short milage span
METROQUEST SURVEY	Same congestion
METROQUEST SURVEY	Same feedback from intersection previous to this area
METROQUEST SURVEY	Seems like all area traffic is routed through this intersection
METROQUEST SURVEY	seems to be traffic all the time
METROQUEST SURVEY	Serious bottleneck and delays at the entrance to this shopping area. The back up on rt 7 West is constant.
METROQUEST SURVEY	Severe backups coming into Winchester
METROQUEST SURVEY	Severe congestion from I-81 to Greenwood Rd, especially WB
METROQUEST SURVEY	Severe traffic backups due to poor design on Rt. 7. Poorly timed traffic lights. Turn lanes lot long enough on Rt. 7 to turn onto 81 N and S.
METROQUEST SURVEY	Should possibly look at making it a double turning lane and expanding Costello Rd to ease the length of the line here.
METROQUEST SURVEY	Significant congestion regularly
METROQUEST SURVEY	So much volume of traffic on the way to work; lunchtime; after work
METROQUEST SURVEY	Stacked traffic lights that cause massive delays in morning and evening rush hours
METROQUEST SURVEY	Stephens City traffic is crazy busy at all times. This causes delays
METROQUEST SURVEY	Stephenson 81 exits and entrances. So many lights to get to 81 and then it's super backed up to get off and on to 81 in eve
METROQUEST SURVEY	Stoplights and heavy congeetion over the 81 bridge. Not enough space to turn.
METROQUEST SURVEY	Takes too long to switch from Millwood Ave traffic to Jubal Early traffic (turning left onto Jubal Early)
METROQUEST SURVEY	Terrible congestion all the time!

SOURCE	COMMENT
METROQUEST SURVEY	Terrible congestion almost all the time!
METROQUEST SURVEY	Terrible traffic - backups.
METROQUEST SURVEY	The 317 exit is always congested from traffic entering and exiting I-81.
METROQUEST SURVEY	The combination of this route from here to the (eastbound) along JE to the otherside of 81 is ridiculous. It makes one wonder if VDOT and City traffic planners have any training at all.
METROQUEST SURVEY	The development was allowed where the new interchange should have been. We need a new 6 lane bridge. Stephens City is the fast developing area.
METROQUEST SURVEY	The entire stretch of South Pleasant Valley Ave.is crowded, resulting in traffic back up, especially at traffic lights.
METROQUEST SURVEY	The entrance and exits to and from route 81 areNOT sufficient. To ease traffic, a separate on and off ramp for the industrial park should be addedapproximately a mile north of exit 317.
METROQUEST SURVEY	The flow of traffic and traffic light
METROQUEST SURVEY	The Greenwood Traffic cycle seems very short during rush hours. Especially when School is in session.
METROQUEST SURVEY	The interchange of 81 and route 7 is very slow moving in the evenings. Winchester and Frederick County are growing fast and our roads are not builtfor the amount of people living in the area
METROQUEST SURVEY	The intersection becomes congested throughout the day. I am honestly not sure as to why.
METROQUEST SURVEY	The intersection of Rt 7 & I-81. Probably the most congested location in our area. Traffic lights are not in sync causing major delays, especially during rush hours
METROQUEST SURVEY	The interstate exit and excessive number of lights in this area creates an unnatural and excessive delay.
METROQUEST SURVEY	The interstate exit and excessive number of lights in this area creates an unnatural and excessive delay.
METROQUEST SURVEY	The interstate exit and excessive number of lights in this area creates an unnatural and excessive delay.
METROQUEST SURVEY	The interstate exit and excessive number of lights in this area creates an unnatural and excessive delay.
METROQUEST SURVEY	The light and the lanes are not long enough. Only 2-3 cars get through. So many accidents because people grow impatient and block the intersection or run the red lights
METROQUEST SURVEY	The light at Mall Blvd creates traffic issues inboth directions of 50.

SOURCE	COMMENT
METROQUEST SURVEY	The light timing is such that backups are created
METROQUEST SURVEY	the light to cross Pleasant Valley, into the park is red for 3 full minutes. I drive there all the time. Also, cars on Pleasant Valley frequently run the red light.
METROQUEST SURVEY	the lights
METROQUEST SURVEY	The lights are long and drivers exiting the highway from 81S are unable to turn right on red.
METROQUEST SURVEY	The lights from Jubal and Pleasant all the way to the 81 bridge need to be better coordinated. These lights all go off at different times and cause bottlenecks and people trying to beat the light and causing congestion because they don't want to wait for
METROQUEST SURVEY	The lights seem to be slightly out of sync as traffic from the 81 crossover to the intersection at Pleasant Valley takes forever to transverse
METROQUEST SURVEY	The lights timing causes backups in this area.
METROQUEST SURVEY	The lights timing causes delays.
METROQUEST SURVEY	The Millwood/81 interchange and blocks leading up to it on the west side is a total disaster during rush hour every day. Something about the double lights for drivers merging on or off 81 South bound, plus the Mall Blvd light, just causes chaos.
METROQUEST SURVEY	The never ending delay to correct the traffic issues at the Route 11\81\37 intersections has caused this to be the worst traffic area in the county.
METROQUEST SURVEY	The ONLY purpose this lights serves is to stop forward momentum once the light previous to it turned green. The fact that traffic planners have been using stoplights to compound major congestion, backing cars up on JE all the way to Valley and along the M
METROQUEST SURVEY	The Pleasant Valley\Jubal Early Corridor is a mess. Other than the developers completing Crossover Blvd local governments have done nothing to improve traffic flow in these corridors.
METROQUEST SURVEY	The railroad track on Redbud can take forever to cross when a train comes through. The train likes to stop on it and move back and forth a few times before it leaves. I have sat there for up to 10-15 minutes before.
METROQUEST SURVEY	The signals on Jubal Early are the primary causes of traffic. They lack any coordination.
METROQUEST SURVEY	The timing of the lights and people blocking the box cause delays during evening commute
METROQUEST SURVEY	The traffic in this area does not flow and all the tricks getting on 81 are a nightmare

SOURCE	COMMENT
METROQUEST SURVEY	The traffic is always slow moving from route 7 into Winchester and on and off the highway. An expensive, but needed improvement is widening the bridge that attaches 7 from Frederick county to Winchester city. Another improvement here would be creating I
METROQUEST SURVEY	The traffic light at Hollingsworth & Lowry makes accessing Pleasant Valley from here a headache! It's timed for 2+ minutes before cars can move onto Pleasant Valley. There needs to be a dedicated right turn lane on the Hollingsworth side so cars aren't hav
METROQUEST SURVEY	The traffic light timing isn't equal for both sides. The side road has a longer light span than N Cameron
METROQUEST SURVEY	The traffic lights could use some sequence improvement. Traffic is routinely backed up here.
METROQUEST SURVEY	The turn lanes and arrows need to be extended. You will sit through 2 turn arrows before being able to go. They let 3 cars through.
METROQUEST SURVEY	the turning signal from Weems Ln to Valley Ave is too short. It only allows a few cars through at a time
METROQUEST SURVEY	The whole 50/81 interchange area is usually pretty congested during morning/afternoon rush. Maybe there is nothing to be done? Just an observation.
METROQUEST SURVEY	There are often backups on the off ramp from 37 to 50. The intersections on 50 in this area are often backed up.
METROQUEST SURVEY	There is a tremendous amount of traffic from Ft. Collier, to include tractor trailers. The left turn ln should be extended as one truck takes up the entire ln and causes delays.
METROQUEST SURVEY	There should be a right turn only lane to turn onto Cork street as you come north on Pleasant Valley.
METROQUEST SURVEY	There's something wrong with the left turn arrow here. It's the one turning off of P.V. going north onto Hollingsworth
METROQUEST SURVEY	This area is always congested. It continues the whole way down the road (through the construction).
METROQUEST SURVEY	This area is always very congested. There are so many cars trying to go every direction that often drivers do not know who is next.
METROQUEST SURVEY	This area is horribly congested with commuters morning and evening. It takes far too long to get through to get on 81, especially if you want to go South.
METROQUEST SURVEY	This can be a real nightmare to get through during rush hour. From this point all the way to Gateway is difficult to traverse
METROQUEST SURVEY	This entire corridor backs up in all directions
METROQUEST SURVEY	This entire corridor, plus Pleasant Valley past Martin's, have gotten very congested over the last 5+ years.



SOURCE	COMMENT
METROQUEST SURVEY	This entire row of lights are terrible. People will stop in the middle of the intersections blocking the other lanes.
METROQUEST SURVEY	This entire section of town tends to be difficult to navigate at times due to the amount of traffic flow.
METROQUEST SURVEY	This few blocks of National is too narrow and too busy to let cars park on the street at all. It slows up traffic and increases the chance of a car or a person being hit.
METROQUEST SURVEY	This intersection is always backed up in the evenings.
METROQUEST SURVEY	This intersection is far too congested,
METROQUEST SURVEY	This intersection tends to get greatly congested during weekends, with shopping and through traffic.
METROQUEST SURVEY	This light and the lights over 81 are a nightmare. It takes way too long to get through. Too many communities being built, this town wasn't built to sustain it.
METROQUEST SURVEY	This light has always been a bottleneck, either the lights are too long or not long enough also with the amount of trucks attempting to start from a stop here they don't allow enough traffic through.
METROQUEST SURVEY	This light is very long for those exiting the SU campus.
METROQUEST SURVEY	This light really interferes with the Jubal Early/Pleasant Valley light. I think an adjustment to the light cycle would improve this greatly.
METROQUEST SURVEY	This really should be another exit from 81.
METROQUEST SURVEY	This road becomes nonsense at rush hour
METROQUEST SURVEY	This stretch of Weems is really busy now. I've almost been rear-ended trying to turn left onto Roosevelt when heading west on Weems.
METROQUEST SURVEY	This whole 50/522/81 area is a mess. It takes 10 minutes to get through it no matter the time of day or traffic levels.
METROQUEST SURVEY	Through southbound traffic on Rt 11 snarled by traffic exiting Rutherford Crossing
METROQUEST SURVEY	Timing of lights is horrible!
METROQUEST SURVEY	Timing of the light at MHS/Greenwood is awful & causes backups
METROQUEST SURVEY	To keep traffic moving consider adding some lights to certain intersections and the entrance to 81 south with the yellow caution arrow.

SOURCE	COMMENT
METROQUEST SURVEY	Too many cars.
METROQUEST SURVEY	Too many cars. Not enough space. Poor signal timing, interstate congestion
METROQUEST SURVEY	Too many lights with too much traffic.
METROQUEST SURVEY	Too many lights. Too much traffic.
METROQUEST SURVEY	Too many traffic lights close together causing backups
METROQUEST SURVEY	Too many vehicles.
METROQUEST SURVEY	Too much congestion due to red lights at I81 on/off ramps & business congestion.
METROQUEST SURVEY	Too much congestion during rush hour.
METROQUEST SURVEY	Too much congestion. The lights are not synced up. Can not get across 81 or into/out of Stephens City.
METROQUEST SURVEY	Too much congestion. The lights are not synced up. Cannot make a left off of rt 11 to get over 81. Very difficult to get from Stephens City proper across the highway. Time of day does not seem to matter, always congested and getting worse. There needs to
METROQUEST SURVEY	too much traffic and short turning lanes betweenlights
METROQUEST SURVEY	Too much traffic for the current capacity; lackof alternative, non-interstate routes.
METROQUEST SURVEY	Too much traffic for the infrastructure. This area is a nightmare!
METROQUEST SURVEY	Too much traffic for the lights that are too close together. Not enough lanes for traffic to flow smoothly and efficiently in Stephens city. Everyone runs lights and blocks intersections making it worse
METROQUEST SURVEY	too much traffic in one little spot
METROQUEST SURVEY	Too much traffic.
METROQUEST SURVEY	Too much traffic.
METROQUEST SURVEY	Too much traffice

SOURCE	COMMENT
METROQUEST SURVEY	Too much volume and bad timed lights.
METROQUEST SURVEY	Too much volume of traffice for roadway. duringrush hours especially.
METROQUEST SURVEY	Traffic
METROQUEST SURVEY	Traffic
METROQUEST SURVEY	Traffic always seems to be backed up - through out all of south pleasant valley road
METROQUEST SURVEY	Traffic and volume
METROQUEST SURVEY	Traffic and volume
METROQUEST SURVEY	Traffic and volume, just make 81 3 lanes through Fred county.
METROQUEST SURVEY	Traffic and volume.
METROQUEST SURVEY	Traffic and volume.
METROQUEST SURVEY	Traffic back up due to lights and volume.
METROQUEST SURVEY	Traffic back ups.
METROQUEST SURVEY	Traffic backed up from rush hour times. Trafficpattern could be improved
METROQUEST SURVEY	Traffic backed up trying to get off 81 at 7
METROQUEST SURVEY	Traffic backs up across the 81 bridge. Too manylights, the bridge isn't wide enough, and it is the only way to cross 81. Need a 2nd bridge or the81 exit moved.
METROQUEST SURVEY	Traffic backs up as people turn onto cork to goto the county
METROQUEST SURVEY	traffic backups caused by entrance to I-81
METROQUEST SURVEY	Traffic coming out of stephens city can't get across bridge due to traffic coming off of 81. Widening of 277 for short distance will do very littletto resolve issue.

SOURCE	COMMENT
METROQUEST SURVEY	Traffic congestion
METROQUEST SURVEY	Traffic congestion
METROQUEST SURVEY	Traffic delays due to volume between Double Church and Warrior Drive on 277
METROQUEST SURVEY	Traffic flow
METROQUEST SURVEY	Traffic flow and backup. We need a main access here to the East side of Winchester or to route 50 on the east side of 81
METROQUEST SURVEY	Traffic flow is very slow here
METROQUEST SURVEY	Traffic flowing on Martinsburg Pike
METROQUEST SURVEY	Traffic funneled from Pleasant Valley Rd. and Jubal Early Dr. creates backups in this section to I81.
METROQUEST SURVEY	Traffic gets backed up all the time here, especially during the afternoon rush hour.
METROQUEST SURVEY	Traffic here is almost always unsafe
METROQUEST SURVEY	Traffic in the afternoon
METROQUEST SURVEY	Traffic is always backed up here. Too many lights in a short area.
METROQUEST SURVEY	Traffic is ballistic through this area
METROQUEST SURVEY	Traffic is very heavy here.
METROQUEST SURVEY	Traffic jam
METROQUEST SURVEY	Traffic jam from here all the way till the exit to 81.
METROQUEST SURVEY	Traffic leaving Winchester on 11S is a huge bottleneck in the evening
METROQUEST SURVEY	Traffic light changes too fast during parts of the day. Allows only 3 cars through.

SOURCE	COMMENT
METROQUEST SURVEY	Traffic light delay and back up for I-81 on ramps north and south.
METROQUEST SURVEY	Traffic light is timed badly, often stopping all traffic for one car coming out of the neighborhood on 815.
METROQUEST SURVEY	Traffic lights are not coordinated. You spend a long time because after a light turns green the next one turns red almost immediately
METROQUEST SURVEY	Traffic lights not timed well enough with volume of traffic. Back ups onto the interstate cause sudden slowdowns
METROQUEST SURVEY	Traffic on Featherbed at this light is very heavy. The light on Pleasant Valley is very long, then there is the left hand only turn for each direction
METROQUEST SURVEY	Traffic on the bridge
METROQUEST SURVEY	Traffic Volume caused by Costco is terrible
METROQUEST SURVEY	Traffic!
METROQUEST SURVEY	train blocks entrance to stonewall industrial park
METROQUEST SURVEY	Trying to get onto P.V. to go north OR south is outrageous here. U can be stuck for minutes having to wait for the light to change in addition to the wacky way the parking lot lanes were laid out for other cars to get into line at the intersection. They put
METROQUEST SURVEY	Trying to turn left when incoming traffic fails to yield to the right away
METROQUEST SURVEY	Turn lane gets backed up from valley mill because everyone stays in middle turn lane to get to 81
METROQUEST SURVEY	Turn lane not long enough and gets blocked causing traffic back ups
METROQUEST SURVEY	Turn lanes to get onto 81 too short to support traffic
METROQUEST SURVEY	Turning onto 81s from rte 7e is a nightmare during rush hours.. turn lane too small, should have a ramp instead of a left turn lane
METROQUEST SURVEY	Turning onto pleasant valley road
METROQUEST SURVEY	Unless it is the dead of night the traffic here is always bad. Especially if you are trying to get onto 81 North from 37
METROQUEST SURVEY	Until the bridge over i-81 is widened/replaced, the traffic in the Town will continue to be excessively high and very slow moving.

SOURCE	COMMENT
METROQUEST SURVEY	Upgrade traffic lights; heavy congestion, upgrade extension of lanes. New warehouses and home growth have put stress on intersection Rt 11 and 81.
METROQUEST SURVEY	vehicular congestion
METROQUEST SURVEY	Very congested
METROQUEST SURVEY	Very crowded and dangerous
METROQUEST SURVEY	very few alternate routes that take just as long or are significant greater distance.
METROQUEST SURVEY	Very long wait times for drivers exiting 81N.
METROQUEST SURVEY	Very often long backlogs here. Especially in the afternoon and Friday
METROQUEST SURVEY	Very slow along this corridor
METROQUEST SURVEY	Volume of traffic exceeds the ability of the road to flow smoothly. Especially during key times: lunch, rush hour, holidays.
METROQUEST SURVEY	Week day evening volume traffic usually backs up traffic to Millbrook high school.
METROQUEST SURVEY	West bound is a mess
METROQUEST SURVEY	Westbound traffic is very congested trying to get to 81.
METROQUEST SURVEY	Worst intersection in the region. Results in backed up traffic on I-81 as well and reckless driving with drivers using the shoulder to beat backed up traffic.
METROQUEST SURVEY	11 and downtown roads are old and some have potholes and other issues of age
METROQUEST SURVEY	317 off ramp needs to be moved to Redbud Rd and Redbud Rd needs to be taken to Ezra Ln
METROQUEST SURVEY	additional turn lane needed coming out of Custer Ave
METROQUEST SURVEY	Bad bump in road at stop sign.
METROQUEST SURVEY	Big bump in the road just before stop sign.

SOURCE	COMMENT
METROQUEST SURVEY	Bridge at 50/522
METROQUEST SURVEY	Bridge has tons of pot holes
METROQUEST SURVEY	Bridge is too narrow, needs more lanes
METROQUEST SURVEY	Bridge replacement is needed ASAP.
METROQUEST SURVEY	Complete 37 ring road and connect Stephens City to crossover blvd
METROQUEST SURVEY	Congestion
METROQUEST SURVEY	Congestion
METROQUEST SURVEY	Congestion
METROQUEST SURVEY	Cutting the trees and shrubs back to be able to see making a left hand turn onto mall drive
METROQUEST SURVEY	Downtown Stephen City exit construction has created a terrible bottle neck
METROQUEST SURVEY	Drainage along southbound shoulder for several blocks
METROQUEST SURVEY	Fix the lights!
METROQUEST SURVEY	Frederick County has never followed through with Route 7 to Route 50 Connector road. Greenwood Road serves that purpose and nothing has been done to Greenwood Road south to make any improvements in the last 30 years even with the insane amount of development
METROQUEST SURVEY	I 81 will soon be three lanes throughout WV. This will only cause bottlenecks at the state line when it returns to two lanes. I would support widening to three lanes throughout Frederick county.
METROQUEST SURVEY	I have no real third issue, but completion of 37 will be beneficial.
METROQUEST SURVEY	Lots of large, deep potholes across bridge.
METROQUEST SURVEY	Most of Winchester has road issues that are overdue to be resolved. South end of town Valley Ave and Papermill Road specifically are awful
METROQUEST SURVEY	New repairs have left the road extremely bumpy



SOURCE	COMMENT
METROQUEST SURVEY	offramp needs repair
METROQUEST SURVEY	Old country road paved to accommodate traffic.Road cross section does not meet VDOT standards. Ditch, lande width, clearance to obstructions, shoulders, vertical and horizontal curves, sight distances, ingress and egress points, lighting, etc.This affec
METROQUEST SURVEY	Paving Milburn Road
METROQUEST SURVEY	Piccadilly should be extended so that drivers from route 7 can take it all the way across town where it will directly attach to Amherst, making it much easier to get to Winchester Medical Center.
METROQUEST SURVEY	PLEASE lengthen the left turning lane onto valley mill road on 7 westbound!!! See my safety explain for same turning lane.
METROQUEST SURVEY	Pot hole developing here for the right turn lanegoing onto Featherbed.
METROQUEST SURVEY	Pot holes on this corner
METROQUEST SURVEY	Potholes - an attempt at repairing was recentlymade, however, it was a very poor attemp. The patches are rough, and the entire area needs to be repaved.
METROQUEST SURVEY	Real long shot idea, but would like to see 81 expanded to 3 lanes or even an HOV lane added to prevent slowdowns causes by the numerous tractor-trailers passing each other.
METROQUEST SURVEY	Road is so uneven due to truck traffic. Not aroad in the county that is a smooth ride.
METROQUEST SURVEY	Road needs to be widened and paved.
METROQUEST SURVEY	Road surface is horrible.
METROQUEST SURVEY	Roads need to be repaved not just patched
METROQUEST SURVEY	roads were redone but still single lanes in eachdirection. what was the use of making it wider if the middle is just an ugly slab of raised median? could at least have planted trees if you're not going to use it for transportation.
METROQUEST SURVEY	Rough roads and pot holes
METROQUEST SURVEY	Rough roadway, single lane access to 81 N. Hightruck traffic nonstop damages bridge, roadway.
METROQUEST SURVEY	Rte coming off 81 POTHOLES always

SOURCE	COMMENT
METROQUEST SURVEY	Steep hill and rough crossover railroad tracks
METROQUEST SURVEY	The asphalt in the 522 north lanes it always indented in the shape of a trough from large semi trucks which causes smaller vehicles to "pull" left or right when using these lanes.
METROQUEST SURVEY	The bridge has huge potholes and is spalling. The concrete is deteriorating. Rebar is showing.
METROQUEST SURVEY	The bridge over 81 in Stephens City on Fairfax pike looks like it is about to collapse and I don't feel safe having to drive over it
METROQUEST SURVEY	The Millwood Pike bridge is falling apart
METROQUEST SURVEY	The poor paving quality of 50 and 37.
METROQUEST SURVEY	The project to replace the bridge on R50 over I81 is admirable. Plenty of PR will be needed beforehand to manage expectations about detours. Corkand Tevis will take a lot of overflow during construction
METROQUEST SURVEY	The railroad tracks are in poor condition here in the intersection
METROQUEST SURVEY	The road is been dug up and paved but it is still rough
METROQUEST SURVEY	The sidewalk is so far below the manhole cover that you can scrape your car on it if you aren't careful
METROQUEST SURVEY	There have been no maintenance provided to Senseny Road since CVS was built and the county made them provide safety improvements to the Greenwood Road/Senseny Road intersection. The entire eastern network of roadways have been ignored by the county even
METROQUEST SURVEY	These side streets are extremely bowed, making driving a mess
METROQUEST SURVEY	This area is typically congested. Breaking up traffic patterns. Rotarties or widening smaller road
METROQUEST SURVEY	This area off of route 11 is terrible
METROQUEST SURVEY	This block seems to always be under construction...
METROQUEST SURVEY	This bridge is in very bad condition.
METROQUEST SURVEY	this is always busy and gets congested and lotsof accidents, maybe a round a bound you help
METROQUEST SURVEY	Traffic lights do not help the flow of traffic.You can sit forever at a light and no traffic is traveling in the other direction. Very frustrating.

SOURCE	COMMENT
METROQUEST SURVEY	Traffic lights timing does not assist the flow of traffic.
METROQUEST SURVEY	Valley Avenue between Jubal Early Drive and Kernstown - rough road, numerous potholes
METROQUEST SURVEY	Way too many accidents and sheer volume. Need to introduce truck only lanes.
METROQUEST SURVEY	Widen 522 to allow more of a shoulder in case a car needs to pull over
METROQUEST SURVEY	Would like to see this construction finished, prevents people from taking the shortcut and causes more traffic on Papermill
METROQUEST SURVEY	You can't just close traffic going one way on 11 without a reasonable detour. I had to take 37 to the next exit.
METROQUEST SURVEY	You need to connect Snowden Bridge Blvd. So traffic can have more than one way in and out of a housing community that size.
METROQUEST SURVEY	Allow for a left turn directly from tasker into Walmart
METROQUEST SURVEY	Can not make a left turn into businesses because vdot installed raised median ment for round about that is not longer part of the plan.
METROQUEST SURVEY	Completion of Rt. 37 East
METROQUEST SURVEY	Confusing and unnecessary street name change for continuous street.
METROQUEST SURVEY	Connect to Legge BLVD
METROQUEST SURVEY	Having a traffic signal at Pleasant Valley and another One at Maple seems like a lot. Could we make Maple Stop controlled and allow Cork Street to be free flowing?
METROQUEST SURVEY	Make a cloverleaf and fix the issue
METROQUEST SURVEY	Maybe a park and ride for commuters to reduce the amount of trips (vehicles) out of the area? At route 50 or 7 along the 81 corridor.
METROQUEST SURVEY	Much of the traffic on jubal early could be eliminated if this overpass had on/off ramps to I-81
METROQUEST SURVEY	Need better signs for this intersection.
METROQUEST SURVEY	Overall the traffic flow and traffic lights need to be better adjusted to account for changes in traffic as the population continues and is forecasted to grow in the area. Seems like the ball has been dropped here.

SOURCE	COMMENT
METROQUEST SURVEY	Pleasant Valley is 46' wide here. The same width as the section of P.V. that runs along Walmart, between its side and rear entrances. (P.V. narrows to 46' wide there, & includes a 5' wide painted line median section) There are raised medians in Win. less
METROQUEST SURVEY	Please finish 37! This would greatly improve things in the county.
METROQUEST SURVEY	Please provide charging stations for electric vehicles
METROQUEST SURVEY	Put TEVIS back as a through street to/from Valley Ave!
METROQUEST SURVEY	Signage needs to be more pronounced here for the NO TURN ON RED. 75% of the people that pull up to this light in the right lane run the red light.
METROQUEST SURVEY	The 81 corridor through Harissonburg to West Virginia both South and Northbound is a disaster with all the trailers and heavy traffic. The area has grown so that 81 needs more lanes. If there is an accident it takes hours to get through because lanes are
METROQUEST SURVEY	The county has ignored the traffic infrastructure in the eastern part of Frederick County while continually rezoning properties for high density residential development. There have been two improvements over the past 30 years, the improvement of Greenwo
METROQUEST SURVEY	This intersection is a mess. Everyone knows it. So do you. We need serious study of this intersection to make it work better.
METROQUEST SURVEY	This intersection is a mess. Everyone knows it. So do you. We need serious study of this intersection to make it work better.
METROQUEST SURVEY	This road needs to be connected to allow traffic to flow better.
METROQUEST SURVEY	This street should be connected to Mall Rd.
METROQUEST SURVEY	This windy, 2-lane country road w/very little shoulder gets a LOT of traffic. Should be widened & straightened.
METROQUEST SURVEY	Would be great to have an exit onto Papermill road for easy access to Walmart shopping center area. Would also cut traffic on exit 315
METROQUEST SURVEY	*1 in general is a huge safety issue but the area in and around the truck scales is particularly dangerous.
METROQUEST SURVEY	37 is extra dangerous in adverse weather conditions
METROQUEST SURVEY	5 way intersection
METROQUEST SURVEY	50 is Nascar during peak hours, need more policing.

SOURCE	COMMENT
METROQUEST SURVEY	81 is dangerous, drivers often speed and drive recklessly. We need more enforcement for the interstate, such as automated speed monitors that issue tickets for speeding.
METROQUEST SURVEY	81 Way too much traffic for today's society.
METROQUEST SURVEY	accidents
METROQUEST SURVEY	accidents - very busy intersection with route 37 and welltown pike.
METROQUEST SURVEY	Accidents nearly daily.
METROQUEST SURVEY	After a certain time, pleasant valley is a nightmare to drive through, even more dangerous for people walking around the area.
METROQUEST SURVEY	All directions
METROQUEST SURVEY	All of 81 in Frederick county needs to be widened, possibly do 2 local lanes and 2 through lanes in each direction. 70 mph speeds on through lanes, 55 or 50 on local lanes
METROQUEST SURVEY	All of 81 in Frederick County. I won't even get on 81 unless I absolutely have to.
METROQUEST SURVEY	Amount of travel with tractor trailers on 81
METROQUEST SURVEY	Another bottleneck for traffic during rush hour
METROQUEST SURVEY	As depicted in my delay concern, the side roads on Greenwood Road have only seconds to get onto Greenwood Road towards Senseny Road due to speeding.
METROQUEST SURVEY	Because Winchester Police have completely abandoned traffic enforcement within the City, this intersection has become a hazard for drivers as well as pedestrians. When I walk this intersection, I NEVER use the crosswalks - too dangerous. It is, in my o
METROQUEST SURVEY	Better signage for lanes. Right lane is right turn only, center lane is straight only. People don't realize until last minute then try to move left to go straight.
METROQUEST SURVEY	blind spot coming onto 7, maybe add a light would help
METROQUEST SURVEY	Bottlenecked traffic, backups, traffic lights close together
METROQUEST SURVEY	Bridge in poor condition and traffic congestion and patterns confusing to motorists and pedestrians.
METROQUEST SURVEY	Bushes block the view when trying to turn from chestnut onto berryville ave

SOURCE	COMMENT
METROQUEST SURVEY	Busy, hectic, backed up
METROQUEST SURVEY	Cars back up onto 81, posing danger to kids driving to MHS in the mornings
METROQUEST SURVEY	Cars drive too fast on Kinross Drive. Trucks will have access when truck stop is built on south side of Route 50.
METROQUEST SURVEY	Cars park on this turning street all the time. I have almost hit them and witnessed an accident once because of this. The cars parked on the sides, block the stop signs and do not fit two cars going opposite directions as they should.
METROQUEST SURVEY	Cars speed down this street every day and every night. They go ridiculous speeds and are a danger to pedestrians and other drivers.
METROQUEST SURVEY	Cars speeding jockeying in left turn lane that ends to get ahead of cars in the continuous lane when headed east.
METROQUEST SURVEY	Cars speeding making difficult to get out of subdivision
METROQUEST SURVEY	Cedar creek grade east why does the turn lane take up the entire left lane? Why does this vital corridor (now that Tevis is closed) go from 4 lanes to 2? Major delays here
METROQUEST SURVEY	City four lanes narrow to two just as the traffic demand increases. Nightmare.
METROQUEST SURVEY	complete cluster at and around the convergence of 81, 11 and 37. On and off ramps in both directions have poor visibility and or geometry, merging conditions unsafe.
METROQUEST SURVEY	Congested
METROQUEST SURVEY	Congested intersection around 4, making it dangerous
METROQUEST SURVEY	Congested, people fail to yield
METROQUEST SURVEY	Congestion
METROQUEST SURVEY	Congestion
METROQUEST SURVEY	Congestion
METROQUEST SURVEY	Congestion
METROQUEST SURVEY	Congestion

SOURCE	COMMENT
METROQUEST SURVEY	congestion and lack of crosswalks is a safety issue for vehicles and pedestrians.
METROQUEST SURVEY	congestion leads to safety issues.
METROQUEST SURVEY	congestion, pedestrian crossings, Starbucks lines over flow, panhandlers
METROQUEST SURVEY	continuous traffic backups, blocked access for emergency services. It takes at least 20-30 minutes to navigate through this area of 5 traffic lights.
METROQUEST SURVEY	Crashes every day
METROQUEST SURVEY	Crime is higher in Winchester on all fronts in the past two years.
METROQUEST SURVEY	Crossing rt11 to Red Bud road is risky
METROQUEST SURVEY	Crowded street hard to pass
METROQUEST SURVEY	Dangerous intersection
METROQUEST SURVEY	Dangerous intersection and traffic backed up for long periods of time, especially at "rush" hours
METROQUEST SURVEY	Dangerous intersection. Bridge problem.
METROQUEST SURVEY	Dangerous to get off exit during high volume times, backs into 81, expand roads for more lanes
METROQUEST SURVEY	Difficult to change lanes due to congestion
METROQUEST SURVEY	Double red light at 81/Redbud and 11. Many people running red lights and not coming to complete stop.
METROQUEST SURVEY	During commuting hours, its like Nascar, needs more policing
METROQUEST SURVEY	During congested times, intersection is constantly stacked/blocked by drivers who fore themselves into intersection as there light expires with nowhere to go. Requires enforcement presence during time of high congestion to change this behavior.
METROQUEST SURVEY	During high traffic hours the off ramp from 81 North is too short to handle volume and differential in speeds from highway speed to exiting safely. Thru traffic is affected adversely!
METROQUEST SURVEY	Emergency lane next to turn area at light *AND* immediate left turn to mall encourage people to make 3 lanes for turning.

<b>SOURCE</b>	<b>COMMENT</b>
<b>METROQUEST SURVEY</b>	Entering 37 from the onramp, 27 has traffic merge right to get onto 81, without much merge area at all. Very difficult at times.
<b>METROQUEST SURVEY</b>	Even EMS and Fire/REscue can't get through - nocounty EMS/Fire on the east side of the interstate, and it takes 15 minutes to get across the interstate
<b>METROQUEST SURVEY</b>	Everything
<b>METROQUEST SURVEY</b>	Excessive speed through the intersection of Pleasant Valley Rd and Jubal Early. Radar/ red light cameras are needed.
<b>METROQUEST SURVEY</b>	Excessive truck traffic
<b>METROQUEST SURVEY</b>	Exit 317 and Red Bud Road
<b>METROQUEST SURVEY</b>	Exit from Walmart dangerous because of speedingvehicles on S. Plesant Valley
<b>METROQUEST SURVEY</b>	exit northbound can backup onto the highway
<b>METROQUEST SURVEY</b>	exiting winchester and having to cross 3 lanes of traffic to reach Rt 37 s this should have been a priority years ago
<b>METROQUEST SURVEY</b>	Failing to yield at the left hand turn.
<b>METROQUEST SURVEY</b>	fatalities from auto accidents due to speeding
<b>METROQUEST SURVEY</b>	Frequent accidents along Senseny near CrestleighDrive and Williamson Road
<b>METROQUEST SURVEY</b>	Had cars pass, excessive speed through this area
<b>METROQUEST SURVEY</b>	Hard to change lanes with congestion
<b>METROQUEST SURVEY</b>	Hard to see when crossing Loudoun Street - blindspots due to cars parked
<b>METROQUEST SURVEY</b>	Heavy truck traffic
<b>METROQUEST SURVEY</b>	Hillbillies drive like absolute monkeys around here
<b>METROQUEST SURVEY</b>	Horrible and unsafe. The turn lane from traffic11 north onto highway 81 is very unsafe



SOURCE	COMMENT
METROQUEST SURVEY	I know this may seem petty, but I have heard somany people say (and I agree) that exiting from the Handy Mart/Dunkin Donuts parking lot here is dangerous and a terrible set-up. You are unable to turn left from the parking lot to get back to the traffic I
METROQUEST SURVEY	I realize that this intersection is not in the City limits, but you must put pressure on other government agencies to enforce traffic laws at this intersection. I see vehicles run the red lights there every time I drive that intersection.
METROQUEST SURVEY	I-81 congestion thru Winchester
METROQUEST SURVEY	I81 deacceleration and acceleration lanes!
METROQUEST SURVEY	I-81 is incredibly unsafe, with a high volume of tractor-trailers and accidents that could be avoided. We need to add lanes to I81 in our area to better assist with the flow of traffic and a lane dedicated to larger trucks.
METROQUEST SURVEY	I'm always seeing drivers in the oncoming lane staring into their lap and swerving over the yellow line, that is supposed to keep them from hitting cars going the opposite way? This section of P.V. from Millwood to Cork needs a raised median- it CAN be do
METROQUEST SURVEY	Inpatient drivers
METROQUEST SURVEY	Install a large traffic circle
METROQUEST SURVEY	Install sidewalks and a traffic circle at Maryland and tasker. Tasker could you several multi lane traffic circles
METROQUEST SURVEY	Intersection congested and drivers frequently run lights and block the box.
METROQUEST SURVEY	Interstate 81 is a mess, I avoid it at all costs.
METROQUEST SURVEY	Interstate is completely out of control.
METROQUEST SURVEY	It is difficult safely merging on 7 eastbound from Woods Mill Road
METROQUEST SURVEY	It is not an issue with the roads, but the drivers. Because the road is designed so drivers can switch lanes, they often stay in the left lane, accelerate quickly and merge in front of the right lane very dangerously. This needs a median between it or at
METROQUEST SURVEY	Lack of street lighting, speed control, and proper shoulders. Route 7 was never designed to handle the loads it's seeing, and 2025 traffic counts will severely degrade its efficiency to level of service E or F, resulting in increased travel times, sign

SOURCE	COMMENT
METROQUEST SURVEY	Lanes not marked well in advance. Rt. 50 and Rt81 exchange area has outlived its current design.
METROQUEST SURVEY	Large amounts of congestion during rush hours
METROQUEST SURVEY	Light in Stephens City backs up traffic as it bottlenecks here every day. I don't think Rt. 277 improvements are going to change or help this.
METROQUEST SURVEY	Low visibility for cars pulling out of townhomes, t-bone waiting to happen.
METROQUEST SURVEY	Low visibility for cars pulling out of townhomes, t-bone waiting to happen.
METROQUEST SURVEY	Low visibility for cars pulling out of townhomes. T-bone waiting to happen.
METROQUEST SURVEY	Major backups and unsafe behavior at intersection of I-81 and 11
METROQUEST SURVEY	major congestion leads to safety issues.
METROQUEST SURVEY	Mall exit vs. I-81 exit confusion
METROQUEST SURVEY	Many accidents as a result of outdated roads. Short exit and entrance ramps.
METROQUEST SURVEY	Many accidents due to people running light
METROQUEST SURVEY	Meadow Branch Dr. is used as a cut through from WV to major roads in Winchester. Once Meadow Branch II apartments and other ongoing housing developments are completed, it is highly likely that residential side street traffic will be unable to pullout on t
METROQUEST SURVEY	Merge lane it too short and traffic in the othertwo lanes is rarely light enough to let in merging traffic.
METROQUEST SURVEY	merging traffic is dangerous
METROQUEST SURVEY	Need closer access to emergency services such as fire and EMT personnel.
METROQUEST SURVEY	Need mirror to see the that the road is clear. When coming onto S Loudoun St, you can't see ongoing traffic left or right. There needs to be something there like a mirror to see if you're clear(safe) to pull out on the road.
METROQUEST SURVEY	Need sidewalk/bike path on Merrimans

SOURCE	COMMENT
METROQUEST SURVEY	Need stop light
METROQUEST SURVEY	Needs a left turn for 37 S and double lanes. Poor visibility
METROQUEST SURVEY	No ability to merge
METROQUEST SURVEY	No light for people turning left
METROQUEST SURVEY	No one yields. Major safety issues multiple accidents
METROQUEST SURVEY	No speed limit enforcement; drivers are going 55+ mph in a 45 mph zone not long after clearing the Greenwood light going east
METROQUEST SURVEY	Not enough space for all the traffic that has developed in the communities around this area, causing potential safety concerns for drivers.
METROQUEST SURVEY	Not enough turn lane from either direction - 55MPH+ creates a back up on 7 for those trying to turn. Numerous accidents have been occurring there. Look at how many times that little bit of guard rail has been replaced recently. The line of site coming from
METROQUEST SURVEY	Our EMS can't get through traffic.
METROQUEST SURVEY	overcrowding and poor placement of traffic signals
METROQUEST SURVEY	Overloaded Fire and Rescue system
METROQUEST SURVEY	Pedestrian students crossing to reach Shen. Univ. With north and south 81 on ramp traffic is dangerous.
METROQUEST SURVEY	People often speed here and cut in front of one another.
METROQUEST SURVEY	People always go straight in the turn lanes.
METROQUEST SURVEY	People exiting and entering I-81. Need longer lights for exiting to Rte 7 and getting onto 81S from Rte 7e. People run the lights and dangerous lane changes
METROQUEST SURVEY	People on right hand lane of off ramp from 81 S try to cross to turn into the mall first entrance by student housing
METROQUEST SURVEY	People regularly speed up to 80 mph here
METROQUEST SURVEY	People turning out/lack of turn lanes turning into/from shopping centers all along pleasant valley

SOURCE	COMMENT
METROQUEST SURVEY	Pleasant Valley and Jubal Early are always bottlenecked in all directions. Morning, noon, and night.
METROQUEST SURVEY	Pleasant Valley drivers frequently run red lights, people turning left onto Pleasant Valley jump the light ahead of those going straight.
METROQUEST SURVEY	Please improve the signage and road markings for the far right lane (going eastbound) to identify if the lane is only for turning onto mall road or if drivers in that lane can also pass through the intersection to enter I-81S.
METROQUEST SURVEY	Poor Design. Traffic backs up Justus Drive all the way to Front Royal Pike when school starts and finishes every day. Also there is no way for emergency vehicles to gain access at these times.
METROQUEST SURVEY	Poorly timed lights and access to I-81 lead to massive delays that lead to accidents and aggressive driving
METROQUEST SURVEY	Prepare the roads around and leading up to 81 to Stephenson. It's only going to get worse and more accidents will occur. We need to get ahead of the population influx curve
METROQUEST SURVEY	Problems with cars coming in and going out of WalMart.
METROQUEST SURVEY	Proximity to rescue services
METROQUEST SURVEY	Red Bud Road - high traffic and people not obeying speed limits
METROQUEST SURVEY	Red light runners
METROQUEST SURVEY	Red light runners abound here. Very unsafe throughout the city!
METROQUEST SURVEY	Red light runners!
METROQUEST SURVEY	Road is too narrow.
METROQUEST SURVEY	Route 37 as a whole is becoming more and more congested with traffic not just in-state, but out-of-state too.
METROQUEST SURVEY	ROUTE 50 EAST BY THE FBI BUILDING IS A RACEWAY AT 5:00PM. CARS TRAVELING 70 MILES AN HOUR PAST BUSINESSES LETTING OUT AT 5 PM
METROQUEST SURVEY	Running red lights from woods mill to 81
METROQUEST SURVEY	Severe congestion
METROQUEST SURVEY	short on ramps, not enough lanes for the volume

SOURCE	COMMENT
METROQUEST SURVEY	Side roads with little visibility when pulling out, speeding on Middle Road, uneven pavement on one side of Middle road
METROQUEST SURVEY	Snow maintenance is tricky with on street parking, dangerous for people trying to get out of these spots and dangerous for people driving these roads with snow piles encroaching on driving area
METROQUEST SURVEY	Speeding
METROQUEST SURVEY	Speeding cars from up the hill make pedestrians
METROQUEST SURVEY	Speeding in excess of 50mph combined with non safe drivers turning due to the condensed area and multiple business entrances.
METROQUEST SURVEY	Steep decline/incline next to First Bank. Cars can bottom out on the road here. Slowing speed in preparation can result in fender bender behind from traffic not expecting the dip.
METROQUEST SURVEY	Stupid, stupid! why does the road merge from 4lanes to 2 here? Very unsafe
METROQUEST SURVEY	Substandard geometry on Route 7
METROQUEST SURVEY	Suggestion to lower speed limit on 50 to 45 from FBI/NFCU/Harley Dealer towards Winchester. Traffic volume and increased development makes the area a bit too congested for intersections at this speed.
METROQUEST SURVEY	The amount of cars @ this Starbucks is unsafe. It's 1/2 of why this is a problematic intersection. Customers make dangerous & illegal turns in & out of Starbucks on the P.V. side. NOT on the Jubal Early side there's a median! P.V. needs a median here too.
METROQUEST SURVEY	The county has never completed their promise of a north/south connector road between Route 7 and Route 50 and have misused proffer dollars designated for this purpose. They continue to use the narrow, winding Greenwood Road as that connector route. So G
METROQUEST SURVEY	The entire I81\Route11\37 Interchange was never actually designed, it just kind of fell into place. More effort by government needs to be addressed in this area.
METROQUEST SURVEY	The entrance and exits at Stephens City back up and cause accidents. When 81 gets backed up, Rt. 11 gets backed up, causing even more problems.
METROQUEST SURVEY	The entrance to 81 S at this exit is a joke/too short! People can barely get through the light (too short of a time coming from town) and the entrance off the bridge headed West is too abbreviated.
METROQUEST SURVEY	The flow of traffic, gets backed up.
METROQUEST SURVEY	The intersection at this location lacks visibility and lane width is tight
METROQUEST SURVEY	The left turning lane from 7 westbound on to valley mill road during weekday afternoons/evenings is extremely dangerous. There is a high volume of traffic when cars quickly jump into the left turning lane or do so without a turn signal...most times cars s

SOURCE	COMMENT
METROQUEST SURVEY	The majority of the cross overs on Northwesternpike do not have a turn lane to allow vehicles to get out of the lanes of travel. At times there a multiple vehicles stopped in the left hand lane waiting to use the cross over. Every cross over should have
METROQUEST SURVEY	The merge onto rt 11 from highway 81 is very unsafe at peak times
METROQUEST SURVEY	The number of business driveways and high volumeof traffic make this stretch of pleasant valley very dangerous for everyone using it
METROQUEST SURVEY	The rollover rate, between the downhill grade ofGreenwood and Berryville Pike, is very high. This causes vehicle damage and adds to congestion as drivers must navigate this cautiously.
METROQUEST SURVEY	The speed limit is set too low, and there shouldbe an enstated minimum speed limit to encourage people to not obstruct traffic.
METROQUEST SURVEY	The street is really small compared to the amount of houses and the amount of cars is ridiculous!  Also some cars really goes really fast in suchsmall street!
METROQUEST SURVEY	The traffic backs up as people get off 81 to getonto 7 East. You have to watch so you don't hit the back end of those stopping ON 81 in front of you.
METROQUEST SURVEY	The traffic signal for Redbud Rd is dangerous due to the amount of traffic that is turning north on 81. Crashes occur here often due to the visibility.
METROQUEST SURVEY	The turn lane is too short for traffic turning from west bound Jubal Early to south bound Valley Ave. This often blocks the left most lane of traffic of Jubal Early.
METROQUEST SURVEY	The yield to turn left onto 81 is unsafe and light does not stay green long enough someone is going to die here
METROQUEST SURVEY	There is a fourway stop intersection near the target, Walmart, and Home Depot that is heavily used. I think a traffic light would be better as accidents occur as people do not follow proper right of way traffic flow.
METROQUEST SURVEY	There is an unbelievable amount of wrecks all over 81 in Frederick county
METROQUEST SURVEY	there is too much traffic trying to use this intersection. Many cars try to beat the lights and block the intersection. The timing on the traffic lights seem to be off cycle for the rest of the bridge traffic
METROQUEST SURVEY	There is usually so much intermittent traffic that vehicles coming out/through this subdivision are forced to pull out in front of vehicles or theysit here for long periods of time waiting to get out.
METROQUEST SURVEY	There's a lot of traffic turning left from harvest onto Cedar Creek. I don't know what the solution is, but I wanted to bring it to someone's attention.
METROQUEST SURVEY	This 2-lane, mostly-no-shoulder country road isterrifying in bad weather & not wide enough for the traffic on it. PLEASE widen it & straighten thecurves!
METROQUEST SURVEY	This bridge is not safe. I hate going over it orgetting on 50 from here. The turn is too sharp and trucks/cars run off the road all the time. The lane to merge on the bridge is also dangerous

SOURCE	COMMENT
METROQUEST SURVEY	This curve is extremely sharp for such a traveled road. Not sure why it has never been fixed.
METROQUEST SURVEY	This entire area is atrocious! It has been for years and getting worse. High volumes of traffic paired with several lights together within a shirt distance and off and on ramps create very dangerous scenarious and safety concerns.
METROQUEST SURVEY	This entire corridor is "the Main" shopping district for the local area. The intersection at Jubal early and Pleasant Valley is dangerous. There are problems from the entrance to Shenandoah University all the way past all the shopping out to theshopping
METROQUEST SURVEY	This intersection and the one next to it can bevery dangerous at times. You cannot see around vehicles turning onto i81
METROQUEST SURVEY	This intersection is backed up at rush hour times of the day. The exit ramp coming off 81 N to 11 runs right into Redbud Road which has a light andoften causes back ups as well.
METROQUEST SURVEY	This intersection is dangerous when yielding left turns from any to any direction. Every cycle of the light during most day parts has a violation ofred light or mildly reckless yellow light behavior. The cycles of this light back up traffic in both direc
METROQUEST SURVEY	This intersection is dangerous with current layout and can be confusing. Lots of people cut down Opequon and this intersection is not just residential traffic. Many people do not stop at stop signs present and traffic not stopping southbound from Holling
METROQUEST SURVEY	This intersection is really dangerous. Due to the grading of the road, drivers waiting to turn left onto Cameron can barely see drivers coming overthe hill towards them. There's also something up with the turn radius for drivers turning right offof Camer
METROQUEST SURVEY	This intersection needs taken away it adds to congestion and cars will grid lock traffic by forcing thier way out
METROQUEST SURVEY	This light is dangerous. People have no idea about who actually has the right of way.
METROQUEST SURVEY	This on ramp sucks
METROQUEST SURVEY	This road is becoming heavily congested and needs better signs or signals at each point of access.
METROQUEST SURVEY	This road is too narrow for all of the traffic.
METROQUEST SURVEY	This street should be right out only. Iti's unsafe and impedes traffic to let drivers make a left onto National
METROQUEST SURVEY	Three lanes of southbound traffic from two roadsmerge into a single lane with a large number of trucks also joining this, with stoplights from hell. It can take 15 minutes to travel this 1/2 mile. It needs to be four lanes.

SOURCE	COMMENT
METROQUEST SURVEY	To many accidents and people don't stop or yield.
METROQUEST SURVEY	Too congested
METROQUEST SURVEY	Too congested. Doesn't flow. Lights seem not in sync.
METROQUEST SURVEY	Too many lights plus vehicles changing lanes
METROQUEST SURVEY	Too many roads coming together
METROQUEST SURVEY	too many vehicles using as cut through from S. Loudoun to Pleasant Valley while vehicles entering/exiting from businesses along Featherbed. Too, pedestrians forced to walk in roadway.
METROQUEST SURVEY	Too much congestion. The lights are not synced up. Cannot make a left off of rt 11 to get over 81. Very difficult to get from Stephens City proper across the highway. Time of day does not seem to matter, always congested and getting worse. There needs to
METROQUEST SURVEY	Too much growth of housing; too much traffic for the road. Losing access to turn onto Greenwood easily out of the local subdivisions.
METROQUEST SURVEY	Too much traffic bottlenecked at the 37/11/81 interchange
METROQUEST SURVEY	Too much traffic, not enough lanes. This causes slowdowns and traffic accidents
METROQUEST SURVEY	Too much traffic. Need a third truck/bus only lane.
METROQUEST SURVEY	Too sharp of a turn.
METROQUEST SURVEY	Tractor & trailers going into the back of Clemslot, they can't make the turn, Large trucks should not be allowed on this road., there are apartments back there, children riding their bikes. the tracks on both sides of the road will show you they can't ma
METROQUEST SURVEY	Tractor and trailer trucks using this road as a short cut from route 55 to I81.
METROQUEST SURVEY	Tractor and trailers have no business on Marlboro road. They are skipping the scales.
METROQUEST SURVEY	Traffic
METROQUEST SURVEY	Traffic along Fairfax Pike during rush hour in the evening is always difficult. Traffic along the roadway backs into the Town of Stephens City and all along the roadway. Turning on to 81 north is difficult. Traffic light at Town Run does not have adequate



SOURCE	COMMENT
METROQUEST SURVEY	Traffic at this intersection is a nightmare. It backs up onto 81 at times and is hazardous.
METROQUEST SURVEY	Traffic backs onto the highway at the intersections at the street level which move slowly and are always congested.
METROQUEST SURVEY	Traffic backs up when kids are dropped off and when kids are picked up at the end of the day. There is no room for emergency vehicles during these hours. Need to add another exit for the school.
METROQUEST SURVEY	Traffic blocks the intersections, impeding fire & rescue exit and entrance.
METROQUEST SURVEY	Traffic bottlenecking again, more traffic than the road can handle
METROQUEST SURVEY	traffic congested. Lights not in sync. exits are too close and too many signal lights. Need double turning lane coming off 81S.
METROQUEST SURVEY	Traffic congestion and Fire and Rescue services are overloaded.
METROQUEST SURVEY	Traffic congestion at on/off ramps
METROQUEST SURVEY	Traffic congestion, too many accidents
METROQUEST SURVEY	traffic delays, congestion, and lack of crosswalks from the hotels on west bound side of Rt 50 to Delco plaza on east bound side of Rt 50. There is a serious lack of planning at the I81 exits onto and off off I81 at Rt 50, Rt 7, and Route 37. The way the
METROQUEST SURVEY	traffic doesn't flow properly
METROQUEST SURVEY	Traffic frequently backs up onto the interstate, causing dangerous and sudden stops.
METROQUEST SURVEY	Traffic is ALWAYS backed up trying to get into Starbucks
METROQUEST SURVEY	Traffic is backed up trying to turn into Cook Out... cars piled up and slamming on brakes at the last second.
METROQUEST SURVEY	Traffic turning onto 81 this traffic backs this entire road up cars are blocking two lanes it is a major safety hazard and also creates congestion
METROQUEST SURVEY	trucks getting on and off 81 clog up traffic and are unsafe in their driving
METROQUEST SURVEY	Trying to merge onto route 7 in the morning is pretty scary as the traffic is moving so fast and drivers don't want to let you merge

SOURCE	COMMENT
METROQUEST SURVEY	Turn lane for southbound traffic is too short and will often times back up into east bound through lanes, especially when trailers from Fort Collier Road fill up the turn lane (taking up 2-3 car lengths). The crossover between the light at Five Guys and t
METROQUEST SURVEY	Turn lane too short causing long back ups in right lane and cars changing lanes quickly. Worsened by gas stations in area
METROQUEST SURVEY	Turning traffic off town run and aylor roads. Noyielding
METROQUEST SURVEY	Valley avenue has issues with speed and pedestrian safety
METROQUEST SURVEY	Vehicles cutting one another off exiting & entering Sheetz either to get on I-81 or get through the traffic lights
METROQUEST SURVEY	Vehicles cutting one another off in order to get through the traffic lights or enter interstate.
METROQUEST SURVEY	Vehicles frequently switching lanes to avoid vehicles turning mostly left (north or south) off. Berry li ½ Ave.
METROQUEST SURVEY	Vehicles never yield right of way when turning onto Fairmount Ave from Wyck St.
METROQUEST SURVEY	Vehicles racing through traffic lights
METROQUEST SURVEY	Vehicles speed through this area all hours of the day&night. Speed limit is 25. School zone & Pedestrian crossing. Cars often doing 45 at least. I wish there were a radar that took pics of plates here!! People also don't stop @ stop sign on s. Loudoun in
METROQUEST SURVEY	Vehicles traveling north on P.V. travel into the left turn lane of south P.V. at the Hollingsworth intersection. I've come near to being side swiped by oncoming vehicles on several occasions while being squarely in the left turn lane.
METROQUEST SURVEY	Vehicles travel westbound in the evenings often turn onto Valley mill road to avoid the traffic on Rt7. There are often times so many vehicles making this turn that traffic backs up in the left hand lane. This causes a lot of issues as traffic backs u
METROQUEST SURVEY	Vehicles use Costello Drive to avoid the traffic lights to get onto Millwood Pike and often times they do not stop/yield right of way in their haste to "beat" the traffic. Almost daily I see vehicles in near collision because vehicles traveling from 522 to
METROQUEST SURVEY	Very congested area and needs to have space for tractor and trailers vs card
METROQUEST SURVEY	Very congested area, with lots of people making turns into Martins or Walmart at the intersections without lights during busy times. Also dangerous intersection at the light next to Chipotle, especially with the opposing traffic coming out of the shopping

SOURCE	COMMENT
METROQUEST SURVEY	Very Dangerous Intersection. Blinking Yellow light for Red Bud is ridiculous.
METROQUEST SURVEY	Very narrow road without shoulders
METROQUEST SURVEY	WB Rt. 7 left turn lane onto Valley Mill Rd. completely inadequate for number of vehicles trying to make this movement
METROQUEST SURVEY	We have to make a left at a blind hill (w/oncoming traffic often going very fast) to get into the neighborhood
METROQUEST SURVEY	West bound trucks run the red light frequently because of length of light and up hill setting
METROQUEST SURVEY	Whatever they did created a bump that makes carshop into the air as they cross the intersection at speed limit.
METROQUEST SURVEY	When 81 gets backed up, Rt. 11 gets backed up, too.
METROQUEST SURVEY	When on rt 11 north and needing to go South in 37, the merge across 3 lanes to the light at the u-turn is terrifying
METROQUEST SURVEY	When traffic backs up on Rt 11, cars speed downtown Germain street to bypass traffic. It's super dangerous.
METROQUEST SURVEY	When turning down the street, the cars parked are way too close to the main road (national) and when turning onto this street there is no way to tell if there is a car heading straight your way.
METROQUEST SURVEY	When turning out of the parking lot, it is VERY difficult to see if cars are coming from the left (south bound on W. Jubal).
METROQUEST SURVEY	Why is this road 35 mph???
METROQUEST SURVEY	I've come close to getting hit while trying to leave Home Depot or from Petco. This should be 25 mph like the new stretch of Tevis is. Especially with the new apartment complex being built here.
METROQUEST SURVEY	With the expansion of Westminster Canterbury and the new housing development where the old Frederick Co. school once stood, the traffic on Fox Drive will increase dramatically, making it unsafe for pedestrians (no sidewalks) and drivers.
METROQUEST SURVEY	Worst interchange in northwest Virginia. Government said they were moving this interchange south 25 years ago, money was appropriated for the studies and then it was beheaded as expensive. Malfeasance is the better word for it. MOVE THE DAMN INTERCHAN
METROQUEST SURVEY	Accidentes y tráfico con trailers
METROQUEST SURVEY	Demasiado tráfico
METROQUEST SURVEY	Embotellamiento

SOURCE	COMMENT
METROQUEST SURVEY	Los carros manejan demasiado rápido
METROQUEST SURVEY	Los carros manejan muy rápido
METROQUEST SURVEY	Mucho tráfico
METROQUEST SURVEY	Ruta muy peligrosa con muchos accidentes
METROQUEST SURVEY	Abrams Creek Storm water drains
METROQUEST SURVEY	Commercial expansion
METROQUEST SURVEY	Drainage easement should have pipes that run under ground.
METROQUEST SURVEY	Grocery options in Winchester are non-existent. Losing all the shop n save plus fresh market has put strain on the remaining stores
METROQUEST SURVEY	Houses are too close too each others!
METROQUEST SURVEY	Long ago transportation plan implemented turned out far better than many of us expected. This is nice.
METROQUEST SURVEY	Need Lake Frederick road connection to Hudson Hollow Rd. to allow for more efficient access by the ov.er 1000 residents to shopping and highway access
METROQUEST SURVEY	New construction ripped out several trees for no apparent reason. City has requested they be re planted at same height. Want to ensure this occurs
METROQUEST SURVEY	Rename Jubal Early
METROQUEST SURVEY	Roads need to connect somewhere in here
METROQUEST SURVEY	Terrific! Long needed and this really helps!
METROQUEST SURVEY	The median area between the lanes can be improved to look less industrial and more welcoming with landscaping.
METROQUEST SURVEY	There needs to be a connection northbound in this area.
METROQUEST SURVEY	This whole area is just horrible!!!

SOURCE	COMMENT
METROQUEST SURVEY	Ugh. Start again.
METROQUEST SURVEY	All along Main Street, and throughout the town, there are serious ADA compliance issues. Sidewalks are impassable to wheelchairs users. Walking pedestrians need to watch very carefully where they walk. Consistently throughout town the sidewalks area tripp
METROQUEST SURVEY	Close off Boscawen across the mall
METROQUEST SURVEY	Access from city for those who don't drive would help a lot.
METROQUEST SURVEY	Completing the Bike/Ped Path on Channing to Senseny, and on Senseny to Old Town would be Incredible.
METROQUEST SURVEY	Connecting the Bike/Ped access over 81 to Old Town would be incredible.
METROQUEST SURVEY	Crossing from the west side of the intersection to the south side requires pedestrians to walk in the street by the southwest curb rather than using a sidewalk.
METROQUEST SURVEY	Crosswalk needed here.
METROQUEST SURVEY	Crosswalks are not painted. Cars do not stop for pedestrians. Cars speed on a blind hill through a major crosswalk.
METROQUEST SURVEY	Enhance safety for pedestrians, children walking to school.
METROQUEST SURVEY	Fort Collier has a lot of traffic from semis and cars going to all the business but also a lot of pedestrians going to the jail, Salvation Army and other gov services in the area. It needs sidewalks and street lights and pedestrian crossing. Now many people
METROQUEST SURVEY	Fort Collier would benefit from a sidewalk - there is Salvation Army as well as a work release facility and numerous tractor trailers utilizing this narrow winding rd. Pedestrians and cyclists are not safe.
METROQUEST SURVEY	From Hollingsworth to Cork St. along both sides of Pleasant Valley, these sidewalks should be more pedestrian focused. East side land is almost all city owned & could be used to shape P.V. so traffic flow pairs well with pedestrians. Trying to walk along th
METROQUEST SURVEY	I see too many people speed way over the speed limit outside of the mall and it's scary that it's in daylight. I wish we had people who could navigate pedestrian at cross walk in the mall and near Boscowan st.
METROQUEST SURVEY	Lack of
METROQUEST SURVEY	Lack of smooth sidewalks on Main Street

SOURCE	COMMENT
METROQUEST SURVEY	lights too long. SU students crossing the street.
METROQUEST SURVEY	Need a crosswalk at tasker and warrior
METROQUEST SURVEY	Need crosswalk here
METROQUEST SURVEY	Need crosswalk here
METROQUEST SURVEY	Need crosswalk here.
METROQUEST SURVEY	Need flashing crosswalk. Folks are speeding through here as a cut off vs just using braddock due to no stop lights
METROQUEST SURVEY	need more walk ways and safer routes for the college kids
METROQUEST SURVEY	No crosswalk, road is wide
METROQUEST SURVEY	No pedestrian facilities along 522 North connecting shopping centers and surrounding neighborhoods. frequent walkers use shoulders/grass which is unsafe
METROQUEST SURVEY	No safe access here from the city for those whodon't drive.
METROQUEST SURVEY	No safe crossing for students
METROQUEST SURVEY	No safe pedestrian area
METROQUEST SURVEY	No safe place to walk along Route 50
METROQUEST SURVEY	No safe walking area.
METROQUEST SURVEY	No shoulders/sidewalks
METROQUEST SURVEY	No sidewalks for work release or other folks who walk to work within the Fort Collier Industrial Park
METROQUEST SURVEY	No sidewalk on the east side of Pine St
METROQUEST SURVEY	No sidewalks

SOURCE	COMMENT
METROQUEST SURVEY	No sidewalks along much of tasker, with all of the new residential being put in it gets used
METROQUEST SURVEY	No sidewalks along Senseny Road
METROQUEST SURVEY	No sidewalks for pedestrians
METROQUEST SURVEY	no sidewalks on Barley drive and subsequent roads. lots of pedestrians use these neighborhoods to walk/exercise. even those from outside the neighborhood.
METROQUEST SURVEY	No sidewalks. People walk to work..Salvation Army and Work Release. There isn't a safe place to walk.
METROQUEST SURVEY	No walking access from shopping center to hospital
METROQUEST SURVEY	No way to easily walk or bike to grocery store
METROQUEST SURVEY	Not enough sidewalk/crosswalk on all sides of the road.
METROQUEST SURVEY	On 522 from 37 to downtown I always see bikers or pedestrians traveling on this strip. We need a bike lane and or a sidewalk spanning this area.
METROQUEST SURVEY	Pedestrian traffic is not safe along Main Street. The crosswalks are not sufficiently marked. The on street parking, with vehicle doors being opened into traffic, is a hazard for vehicular traffic and occupants of the parked/parking vehicle.
METROQUEST SURVEY	Pedestrians constantly cross street in this section and cross walks are not utilized (I don't think I've seen one).
METROQUEST SURVEY	Pedestrians often cross here, yet there are no crossing signals nor marked crosswalks
METROQUEST SURVEY	People trying to cross 4 lanes of traffic.
METROQUEST SURVEY	People walking on the side of the road no safe sidewalk
METROQUEST SURVEY	Sidewalk is thin and without a buffer between the road. This creates a dangerous walking environment
METROQUEST SURVEY	Sidewalks aren't available on all of Weems
METROQUEST SURVEY	Students walk from JWHS down to sheetz, dunkin donuts
METROQUEST SURVEY	Tasker and warrior is unsafe for pedestrians

SOURCE	COMMENT
METROQUEST SURVEY	The county opened Greenwood Mill Elementary School to be a neighborhood school, but did not provide the infrastructure required to make it safer for children to walk to their school
METROQUEST SURVEY	There are constantly people walking along the grass/drainage median between the lanes of Route 7 because of the lack of sidewalk. With the on and off ramps for 81 causing more traffic, it is incredibly unsafe for people, especially at night.
METROQUEST SURVEY	There are no sidewalks on this part of Papermillroad and it is a VERY busy and highly speeded on street
METROQUEST SURVEY	There is a lot of foot traffic in the 81/50/522 area due to proximity to Winchester and the college and the intersections of very busy. There could be better crossings.
METROQUEST SURVEY	There is no crosswalk and this area is used by a lot of pedestrians
METROQUEST SURVEY	This area needs improved crossings and sidewalks to make it safer for kids to walk/bike to/from school.
METROQUEST SURVEY	Unsafe walking conditions from hotels to shopping areas
METROQUEST SURVEY	Very dangerous road for pedestrians to walk near. Need to add sidewalk or larger shoulder to the road.
METROQUEST SURVEY	Walking/bike path connecting parks.
METROQUEST SURVEY	Would be nice to have a way to walk from here to downtown on Fairmont
METROQUEST SURVEY	Wrought iron fence installed on south side of 7 impedes sight distance for right out movement from shopping center. Sidewalks east of 81 overpass severely substandard where they exist. Pedestrian overpass needs to be installed for crossing of 7 near 81
METROQUEST SURVEY	Install crosswalks and crosswalk signals
METROQUEST SURVEY	No safe pedestrian crossing
METROQUEST SURVEY	No safe walking for residents.
METROQUEST SURVEY	No sidewalk
METROQUEST SURVEY	No sidewalk
METROQUEST SURVEY	No sidewalks



SOURCE	COMMENT
METROQUEST SURVEY	No sidewalks along busy street! Lots of kids in the area. There are quite a few daily walkers and wheelchairs.
METROQUEST SURVEY	No sidewalks. No real place to walk here. Very unsafe
METROQUEST SURVEY	Pedestrian/bike path on both sides of the road is sorely needed. People of all ages walk and bike to shopping, to get to work and even to practice cross country running (James Wood High School). It is a dangerous, frustrating situation for all whose thi
METROQUEST SURVEY	Shipping center across the street from hotel and dorms, but separated by a very dangerous road. As someone who works at one of these hotels, we've had complaints on the walkability of this area.
METROQUEST SURVEY	There's no sidewalk on the north side of Cork St. The city should be using this extra width to solve some of the Cork St. intersection issues.
METROQUEST SURVEY	Back ups cause improper turns. Cross walk not observed by pedestrians or drivers
METROQUEST SURVEY	Drivers speed through main streets. Dangerous for children in neighborhood. Maybe speed bumps would help
METROQUEST SURVEY	Heavy traffic
METROQUEST SURVEY	I realize this isn't your problem here, but maybe you could pass it on to who's it is. Cars coming off of P.V. from the intersection are endangering pedestrians walking from the parking spots to cross the street to get to Chipotle. (there's always a pl
METROQUEST SURVEY	I recently watched pedestrian walking on bridge roadway because the snow had been plowed onto the side walk. Foot traffic at all times is dangerous on the bridge.
METROQUEST SURVEY	I think that ALL VEHICULAR TRAFFIC should stop when the PEDESTRIAN sign is lighted. For safety it is time to give priority to pedestrians not vehicles. Handley students cross at this intersection, and they are very good at waiting for the pedestrian li
METROQUEST SURVEY	Merrimans Lane, specifically, is an average two length width without sidewalks for pedestrians and yet both joggers, walkers, and bicyclists use it. I have seen more than one "near miss" between moving car traffic and pedestrian traffic. This should apply
METROQUEST SURVEY	Park shouldn't be used as a through street - park can't be enjoyed because worried about all the cars
METROQUEST SURVEY	Pedestrian safety at night. It's not an area where I expect pedestrians when I'm driving, and it's very poorly lit. I had a close call last year at the on ramp to 81 SB.
METROQUEST SURVEY	Sidewalks
METROQUEST SURVEY	The sign for Exxon, Dunkin, and Subway is tall and obstructs the view of drivers traveling east and turning south. They can't see pedestrians in the crosswalk due to the sign.

SOURCE	COMMENT
METROQUEST SURVEY	Traffic merging is dangerous. Pedestrians crossing the major intersections are in danger
METROQUEST SURVEY	What used to be a wonderful pedestrian and biking corridor is now an unforgivable, uncrossable racetrack with hurried traffic and disoriented patients coming in and out of medical building parking lots. Please do something to improve safety. Stoplights m
METROQUEST SURVEY	Dangerous pedestrian crossing in all directions,no safe access from hotels to local stores/restaurants
METROQUEST SURVEY	needs a better pedestrian environment, sidewalkstoo narrow, sidewalks blocked by signage and poles
METROQUEST SURVEY	People walking across road
METROQUEST SURVEY	Poor sidewalks.
METROQUEST SURVEY	S Loudon sidewalks are crumbling apart making it unsafe for wheelchair users
METROQUEST SURVEY	This is where James Wood High school kids run/walk
METROQUEST SURVEY	Water collection at rail road where side walk meets, makes inaccessible to walkers
METROQUEST SURVEY	Cars drive too fast on Kinross Drive. This will be worsened with truck traffic when the truck stop is built on south side of Route 50.
METROQUEST SURVEY	College students not safe, highly congested.
METROQUEST SURVEY	Dangerous intersections Cameron/Piccadilly Valley/Picadilly
METROQUEST SURVEY	Dangerous to cross
METROQUEST SURVEY	Enhance pedestrian safety for users crossing to/from Shenandoah University.
METROQUEST SURVEY	Handley High School track team members run on the sidewalks along Valley Avenue. They generally cross all of the intersections without stopping for traffic. Very dangerous for them. The coach and track team members MUST work on this before one of the s
METROQUEST SURVEY	Jaywalking - pedestrians moving away from cornerto cross the street.
METROQUEST SURVEY	Lots of pedestrian traffic in downtown

SOURCE	COMMENT
METROQUEST SURVEY	Most intersections downtown. Cars are giving way to pedestrians.
METROQUEST SURVEY	Need flashing lights at cross walk. Push button to activate.
METROQUEST SURVEY	Need flashing lights at cross walk...button to activate & cross
METROQUEST SURVEY	Need flashing lights in crosswalk. Button to activate and cross
METROQUEST SURVEY	No pedestrian walkway
METROQUEST SURVEY	Pedestrian crossing needs to be improved now that SU student housing is across the street.
METROQUEST SURVEY	Pedestrian students should have safer paths to public places
METROQUEST SURVEY	Safety for pedestrians.
METROQUEST SURVEY	See my comments under the safety marker.
METROQUEST SURVEY	Sign for Exxon, Dunkin, Subway blocks the view of drivers traveling east, then turning south. The drivers cannot see pedestrians in the crosswalk until they are actually turning. If they are going too fast to stop, they will hit the pedestrians. I've had
METROQUEST SURVEY	Speeding is bad need speed bumps for child's safety
METROQUEST SURVEY	Students from Shenandoah University cross here all the time. They don't always wait for the signal to cross safely. At night when they cross, the intersection could use more lighting.
METROQUEST SURVEY	The crossing at this junction is unsafe for pedestrians. Many people walk in this area to get into Stephens City proper, where there are maintained sidewalks. But the lack of sidewalks and cross walks on the Fred County side make it dangerous for them.
METROQUEST SURVEY	The house, wall, and shrubbery on the southwest corner of this intersection block the view of eastbound Bellview Avenue drivers. I saw the same old man get struck twice at that intersection by drivers legally driving through the intersection with the green
METROQUEST SURVEY	There should be a crosswalk here since there is a bus stop on both sides.
METROQUEST SURVEY	There's a big metal box that holds the controls for the traffic lights at this intersection. It blocks the view of traffic for pedestrians. It also blocks the view of pedestrians for drivers. Very poor safety planning on someone's part who should know

SOURCE	COMMENT
METROQUEST SURVEY	Too busy for pedestrians, needs bridge
METROQUEST SURVEY	Too congested for pedestrian or bike
METROQUEST SURVEY	Traffic regulation.
METROQUEST SURVEY	University Students needing to cross a very busy intersection. We really need a pedestrian bridge over this road.
METROQUEST SURVEY	City removed the stop light and people ignore the stop sign. The West Virginians don't even slow down. This area had pedestrians struck a few years ago and the City Police started ticketing. We never see City Police out - bring back the stoplight
METROQUEST SURVEY	It is dangerous and impossible at times for pedestrians to cross Pleasant Valley Road to access the only large scale public park in Winchester. Conversely, Shenandoah University students cannot get to downtown safely. Find land to create a pedestrian br
METROQUEST SURVEY	No cross walks on intersection of tasks and warrior. Also no street lights available on either road especially coming down warrior
METROQUEST SURVEY	Pedestrians trying to cross 4 lanes of traffic.
METROQUEST SURVEY	Tough for kids crossing to get to school as traffic here is overloaded
METROQUEST SURVEY	No hay suficientes aceras para caminar
METROQUEST SURVEY	Peligroso para caminar
METROQUEST SURVEY	2 new busses in 4 years.
METROQUEST SURVEY	In general, the bus stops throughout the city seem pretty basic. A bench and safe three wall enclosures to protect riders from the elements- not just rain and cold, but the heat of summer too, would be beneficial.
METROQUEST SURVEY	Many handicap people on electric chairs. No covering leaves them in the rain
METROQUEST SURVEY	North end direct connect routes
METROQUEST SURVEY	People park in the bus stop all the time. It's not marked on the road as not parking. Just a small sign for the stop
METROQUEST SURVEY	A bus stop will make it easier for people to go to different stores and it is beneficial for the university

SOURCE	COMMENT
METROQUEST SURVEY	Access needed to DMV on at least a weekly basis.
METROQUEST SURVEY	Access to the stores on this side of 81 would be greatly helpful to those in the city. Many stores, short distance, no access.
METROQUEST SURVEY	Bus stop at the Home Depot facility as well as Wal-Mart
METROQUEST SURVEY	Bus to the DMV.
METROQUEST SURVEY	Doesn't exist
METROQUEST SURVEY	Doesn't exist
METROQUEST SURVEY	Doesn't exist
METROQUEST SURVEY	Doesn't exist
METROQUEST SURVEY	For special olympics and those who don't drive, access is needed to the skating rink. Martins shopping center would also help.
METROQUEST SURVEY	Hotels and dorm should have an option to take public transportation to more popular areas of the city
METROQUEST SURVEY	I understand this is a survey specifically relating to Winchester and Frederick Cty,, but I think when it comes to transit, ONLY looking at the city and county is too myopic. People move here from other cities, people visit here for Apple Blossom and other
METROQUEST SURVEY	It would be enormous to have a bus line that runs from Winchester to LFCC. Online classes, while helpful, are not the same as in-person learning and students without transportation are stuck without a bus line into Middletown.
METROQUEST SURVEY	Lack of into the county
METROQUEST SURVEY	Lack of transportation
METROQUEST SURVEY	Lack of transportation
METROQUEST SURVEY	Lack of transportation
METROQUEST SURVEY	Need a Bus route on Jubal Early to go from Shenandoah University to Winchester Medical Center with multiple stops. Bus route to connect also to Oldtown and city government and court.

SOURCE	COMMENT
METROQUEST SURVEY	Need access for those who don't drive
METROQUEST SURVEY	Need availability for a large and elderly population to drug stores, food stores and other critical services.
METROQUEST SURVEY	Needs a connecting route here, lots of businesses and hotels
METROQUEST SURVEY	No bus service
METROQUEST SURVEY	No bus transport to here.
METROQUEST SURVEY	no public transportation
METROQUEST SURVEY	No public transportation
METROQUEST SURVEY	No public transportation available
METROQUEST SURVEY	No public transportation available.
METROQUEST SURVEY	None available here. Would be a good spot for abus stop for those that travel from the north. Would help people stay off of I-81
METROQUEST SURVEY	None available!
METROQUEST SURVEY	None available. This is outside a senior community.
METROQUEST SURVEY	One location in Winchester with a shuttle or busservicing Dulles airport. Regional services as well.
METROQUEST SURVEY	Public transportation from the UDA in FrederickCounty to downtown Winchester
METROQUEST SURVEY	Public Transportation would allow elders and families to gain acces to doctors, employment, cheaper housing with minimal trans. Cost
METROQUEST SURVEY	There is literally no way to go from Winchesterto anywhere else other than elsewhere *in* Winchester. Want to catch the Amtrak at Martinsburg orHarpers Ferry? Too bad. Want to get to Dulles Airport? Take a \$100+ Uber. Want to go a few towns over? Outta
METROQUEST SURVEY	there is no public transportation

SOURCE	COMMENT
METROQUEST SURVEY	There should be a bus route between Stephens City and Winchester. Also bus routes along Fairfax and Tasker that feed into routes into Winchester. We need a way to get to the Winchester Medical Center. Also to the parks, like Sherando and Jim Barnett, and
METROQUEST SURVEY	There should be transit at the university. The nearest bus stop is farther away on a pedestrian-unsafe road.
METROQUEST SURVEY	Transit here would allow residents greater job opportunity and offer transp. To better jobs and services
METROQUEST SURVEY	We need public transportation to LFCC.
METROQUEST SURVEY	Allow NW Sal. Army bus to continue and turn around at the Sharp Shopper. This will provide additional service to that store and more riders on this bus. The current riders will have more choices of where to go easily.
METROQUEST SURVEY	Can't have it - too screwed up already
METROQUEST SURVEY	It would be nice to have more public transportation to connect the outskirts with Winchester proper
METROQUEST SURVEY	Lack of Public Transit to all employers located within the Ft Collier industrial park.
METROQUEST SURVEY	Need Regional connections
METROQUEST SURVEY	No way to get into Frederick county via public systems from other areas such as Harrisonburg, Fredericksburg, Warrenton, etc
METROQUEST SURVEY	NONE. Frederick County has no public transportation for its taxpaying citizens.
METROQUEST SURVEY	Please provide bus transit for Stephens City area
METROQUEST SURVEY	There is none. It is a huge employer and it would be great to have alternative transportation here.
METROQUEST SURVEY	Winchester public transit does not visit nearly enough places in Winchester specifically areas with high employment rates.
METROQUEST SURVEY	Winchester public transit does not visit nearly enough places in Winchester specifically areas with high employment rates.
METROQUEST SURVEY	Wintran could use a closer stop to all the apartments
METROQUEST SURVEY	more public transportation needed to reduce carbon footprint within city limits and more hours for public transportation

SOURCE	COMMENT
METROQUEST SURVEY	There is a bus stop near the Salvation Army but the times don't match our shift times
METROQUEST SURVEY	Buses need to run on weekends
METROQUEST SURVEY	not enough drivers. no trolley.
METROQUEST SURVEY	Is there actually a bus that comes by this location? If not, remove the sign. If so, the bus should come on a regular basis.
METROQUEST SURVEY	What public transport. Public transportation in this town is sparse and takes forever to go a few miles.
METROQUEST SURVEY	Se necesita transporte público más barato que llegue hasta aquí
METROQUEST SURVEY	Sería bueno tener bus que viaje hasta aquí
METROQUEST SURVEY	Property and business owners have debt to this community- if they don't start investing via taxes and thriving wages, more people will start leaving.
METROQUEST SURVEY	Overall this area is wholly car dependant. Pedestrian safety and bike accessibility are low in low income areas. There is a disparity for safe non-vehicle travel between wealthy and poor communities. There is a lack of safe bike lanes across the city
METROQUEST SURVEY	Biking/walking in this area is made dangerous by the lack of safe infrastructure. Emphasis on vehicle infrastructure reduces walking/biking tourism and makes it unsafe for commuters. Hazardous conditions are more prevalent in low income areas.
METROQUEST SURVEY	I'm originally from Arlington and used to the transit there. You can walk or bike to anything you need. Here I have no choice but to drive. That's partly a zoning problem - no grocery stores within walking distance - but also a safety problem.
METROQUEST SURVEY	Infrastructure planning should come before not after development. Please fix traffic circulation before approving new housing.
METROQUEST SURVEY	Please do not take my responses as negative. We have made great progress, and I look forward to the continued improvement.
METROQUEST SURVEY	Completion of route 37 east side, starting with extension to route 522
METROQUEST SURVEY	There is no public transportation in the county, or a plan for pedestrian or bike infrastructure in the proposed urban development areas
METROQUEST SURVEY	Lack of reliable and affordable transportation is one of the largest barriers for low-income folks & the disability population to gain & maintain employment. We NEED mass transit here. Being carless shouldn't be a death sentence for employees.



SOURCE	COMMENT
METROQUEST SURVEY	No tax increases. Use of existing tax dollars.
METROQUEST SURVEY	Biking, especially for order retired adults could be improved with well marked bike lanes. Enforcement and education to motorists than endanger bike riders would help
METROQUEST SURVEY	Transportation is under funded and improvements are driven by politics, not need.
METROQUEST SURVEY	I don't think we need to raise taxes anywhere.I think we need to reallocate funds from other areas. Housing and rent prices should be capped so everyone can afford homes. We don't need to grow financially any more.
METROQUEST SURVEY	English only!!!!
METROQUEST SURVEY	Population growth is outpacing the level of infrastructure needed for safe and delay free travel on area roads. More police are needed for trafficviolation enforcement.
METROQUEST SURVEY	Im apposed to tax increases, fix the wastefulspending on schools that have glass hallways and all this fancy stuff that has no impact on learning. Cut the boards spending on research you will have all the money you need
METROQUEST SURVEY	I couldn't enter problem areas. For me, it isrt 7 and I-81 interchange. I use Redbud road when I can, but not when dark, weather is bad etc. Not sure how to fix, but an earlier lane to get onto Rt 81 N coming in from RT 7 would maybe be possible.
METROQUEST SURVEY	WinTran needs to be expanded to more locations.
METROQUEST SURVEY	Really need closer full service grocery stores
METROQUEST SURVEY	Pedestrian Walk Signals need to be backed up by Red Light Initiation for all vehicles .
METROQUEST SURVEY	Thank you for the opportunity to provide feedback. We recently moved here to take advantage of all that is offered and we look forward to the progress ahead.
METROQUEST SURVEY	I work within the city of Winchester.
METROQUEST SURVEY	Keep needed destinations and desired shoppingand visitation areas accessible to all who don't drive if that's what you want to encourage.
METROQUEST SURVEY	Over development must be stopped or else Nothing will yield a positive result.
METROQUEST SURVEY	Winchester is very car/driver focused. They could learn a lot about the way Rockingham County and Harrisonburg complete public transit routing, bicycle lanes and awareness, and traffic pattern recognition/adaptations.

SOURCE	COMMENT
METROQUEST SURVEY	The stop light set-up needs to be fixed. Unfortunately, Winchester is growing very fast, but there doesn't seem to be any progress with the local government to fix the stoplights. It's almost as if the local government is ignoring the rapid growth.
METROQUEST SURVEY	We need elected officials that will curb the growth and new developments- way too many people and the roads cannot support the increase. Stop! Overpopulating the county. We need to preserve the farmland.
METROQUEST SURVEY	Let's rename streets to reflect social justice values. Thank you.
METROQUEST SURVEY	Plan for future. I cite Meadow Branch extension and reworking of Amhearst. Already, the turn lanes at the intersection of Meadow Branch and Amhearst are too short and the roads were built/reworked on a few years ago. More housing equals more cars.
METROQUEST SURVEY	will be wonderful to have additional transportation choices
METROQUEST SURVEY	I work for Frederick County but live in Winchester City
METROQUEST SURVEY	The light for turning left off 522S to go towards Cracker Barrel needs to be re-programmed. I have sat there for extended periods of time with nooncoming traffic and wonder why?
METROQUEST SURVEY	I would ask how long people have lived in our community. A new person's views vs someone who has been here for 30+ years, have different expectations. Some answer boxes should be "have no opinion" and I'm not riding a bike! More comment space needed
METROQUEST SURVEY	This questionnaire had very little to do with my immediate area. Bigger and more important issues are needed. Interstate 81 to name one.
METROQUEST SURVEY	I81 is a huge hazard. Also, someone needs to look into the new homes being built and make sure they are up to code. Those Ryan home built houses are junk and their inspectors pass them even if they shouldn't pass.
METROQUEST SURVEY	Extend/finish route 37 and you could ease up aton of congestion areas as well as improve safety of 81
METROQUEST SURVEY	if you would build Rt37 eastern side you wouldfix a lot of these traffic issues
METROQUEST SURVEY	Winchester\Frederick County does not plan anyinfrastructure improvements without and action by developers. Planners do not actually plan in ourarea, they are dictated by developers and their plans to build and make money off of the taxpayers.
METROQUEST SURVEY	I'm aware there is a sidewalk plan in place,but it leaves off very important areas that are lower income and more likely to be walking.
METROQUEST SURVEY	Major changes needed to enhance flow of traffic using I81 entry and exit ramps at Rt 50, Rt 7, and Rt 37. It's extremely inefficient to have stop lights and have to cross alternate direction traffic lanes to enter/exit I81 at these 3 interchanges.

SOURCE	COMMENT
METROQUEST SURVEY	Although my primary mode of transportation is my car, I walk in the City of Winchester every day. I would be happy to walk the City with any city planner or safety official to point out the many serious deficiencies in the City for the pedestrian.
METROQUEST SURVEY	Expand I81, make police enforce slow drivers and driving in the fast lane going too slow or not passing anything. The trucks need this enforcement bad. You don't see hogging of the fast lane in Cleveland OH because law enforcement enforce the laws!
METROQUEST SURVEY	Expanding interstate 81 and making it 3 lanes of each side from WV border to I66 would be ideal. WV is already in the process and you can see the positive changes already. Reducing congestion, flow of traffic and accidents. Rte 7 needs rerouting too
METROQUEST SURVEY	Telework needs to be highly pushed and incentivized. This would reduce traffic related stress across all areas. Businesses should be prioritizing this option to help the community.
METROQUEST SURVEY	Thank you for surveying the community!
METROQUEST SURVEY	I would LOVE to see some sort of rail that connects to Metro/Amtrak!
METROQUEST SURVEY	Would like a regional bus service to connect to Loudoun County bus service in order to more easily travel between Winchester and NFCU Headquarters and other DC region locations.
METROQUEST SURVEY	The downtown area greatly benefit w/ enhanced safety & driving room on the streets. Cars go crazy on the street - don't stop at the stop signs. There shouldn't be cars parked on the street between Gray/Smithfield they block the signs and no room to pull over
METROQUEST SURVEY	Winchester is a very unfriendly place for people without cars. The public transportation is confusing and very small. Ride sharing apps are sporadic in a city as small as this, and many roads are very unsafe to cross.
METROQUEST SURVEY	Bus service to DC / Dulles or regional service, please! Even though many of us have cars, we don't want to worry about airport parking or drive to pick up guests every time. Fix 81 on/off ramp traffic off of 50, 7 and the overpass by Stephens City.
METROQUEST SURVEY	Don't increase taxes. Stop spending money on brand new shit for your cops.
METROQUEST SURVEY	It would be *amazing* to get a real grocery store in the downtown area! I'd practically never use my car if that were an option. :)
METROQUEST SURVEY	With the extension of the Silver Line to Reston, while expensive, bringing it out to somewhere on Rt 7 into Frederick county will not only help ease commutes, but make the area even more attractive while reducing emissions.
METROQUEST SURVEY	Trails and walking paths are great, but traffic to a community that employs an amazing amount of commuters need to focus on smart traffic solutions.
METROQUEST SURVEY	Need highway access ramp for new overpass!!

SOURCE	COMMENT
METROQUEST SURVEY	Roundabouts are ridiculous.
METROQUEST SURVEY	Retired military
METROQUEST SURVEY	There is currently no public transportation in Frederick County, VA. I assisted a vision impaired person in obtaining transportation to work and had to point her to Uber or a taxi for transportation.
METROQUEST SURVEY	I am a life long resident of Frederick County, VA.
METROQUEST SURVEY	The growth in the area has outpaced our physical resources. We need the industrial tax base but need to catch up with roads and water.
METROQUEST SURVEY	This survey is great, thank you for the opportunity to provide input. Winchester should be the premier town in the valley with transportation infrastructure to match.
METROQUEST SURVEY	many projects long over due and have been discussed for years - especially Ex 317 at Stephenson.
METROQUEST SURVEY	The county needs to hold developers more accountable for the infrastructure needs that their developments require. They have been given a free pass for the past 40 years and have not been a good partner to the taxpayers of Frederick County.
METROQUEST SURVEY	Frederick Co. seems to have allowed lots of construction of housing units, subdivisions, etc. without planning updated roadways or transportation to accommodate the extra traffic. There needs to be immediate change. Waiting for 2040 is too late.
METROQUEST SURVEY	The survey only allowed for answers you wanted to hear. Funding ... how come there was not an option for no increases?
METROQUEST SURVEY	I'm 74 years old. Am thinking most in terms of what would be of benefit to next generations.
METROQUEST SURVEY	Priority: encouraging more taxi services or "senior rides" for senior citizens. Since Taxi USA went out of business, there is no clean, dependable taxi service in this area.
METROQUEST SURVEY	Please don't become like Loudoun Co. I moved to Frederick Co to escape Loudoun Co taxes.
METROQUEST SURVEY	You should think about an alcohol tax as more people drink than smoke.
METROQUEST SURVEY	Exit 307 off I81 is terribly congested ...something needs to be done
METROQUEST SURVEY	Thank you for providing an easy way for citizens to comment! For the survey questions in future, it might be helpful to differentiate answered questions with checks in boxes or stronger bolding.
METROQUEST SURVEY	VDOT has come up with an idea to spend \$5+ mil to fuck up the ONLY section of S. Pleasant Valley that works (along the entire stretch from post office to Papermill) w/ a roundabout between Cork & Lowry. Poor & misdirected solution, & a waste of our \$!

SOURCE	COMMENT
METROQUEST SURVEY	I would love to be able to safely bike more into Winchester. There is just no safe way to do so. My bike never gets to leave the garage.
METROQUEST SURVEY	More street lights and better stripping on roads would help
METROQUEST SURVEY	Please try to get bus service sooner than 2045! Thank you.
METROQUEST SURVEY	I commute to Winchester from Bunker Hill due to the cost of realstate in and around Winchester.
METROQUEST SURVEY	timing of lights on 522 where beltway crosses in north Winchester
METROQUEST SURVEY	Not everyone can wear masks according to their health guidelines. Requiring them for everyone prohibits many seniors and disables from using the bus system they need.
METROQUEST SURVEY	Moving I-81 exit 302 further south will do no good, and has the potential to create a lot of harm and waste a great deal of money. For more than 20 years, a bottleneck has been created
METROQUEST SURVEY	Thank you for the opportunity to share my views on modes of transportation for our community.
METROQUEST SURVEY	The most difficult thing about driving within the city is the traffic lights. The left hand turn arrow is horrible on Pleasant Valley and Jubal Early.
METROQUEST SURVEY	We have very few problems in the area considering the congestion of nearby DC and related communities. Please don't make here more like there. I like this area. Is it perfect, no. But still better than most places.
METROQUEST SURVEY	Please do not do all the repairs at the same time.
METROQUEST SURVEY	In a beautiful and historic city with mild weather, we must take advantage of developing public transportation. This may attract tourism and encourage employment in areas that are currently unwalkable. Also climate change is a thing.
METROQUEST SURVEY	Winchester needs to move towards more bike paths, walking trails, and sustainable public transportation. Look at Davis CA for an example of a sustainable city.
METROQUEST SURVEY	In case you need to know for statistical purposes, my ethnicity is Hearty American Hybrid and my income is retirement based.
METROQUEST SURVEY	I have lived in a big city without Buses should come more often and zoning should be changed so that smaller necessity stores (grocery/pharmacy) are in neighborhoods. People should be able to walk to that sort of shop. We need grocery stores. Have smaller accessible ones.
METROQUEST SURVEY	I'd like to bike/skate/rollerblade around town easier.

SOURCE	COMMENT
METROQUEST SURVEY	I have tried for yrs to get public transportation from Forest Lake Estates in Stephens City to Winchester for Shopping etc & back to FLE. THANKS.PLEASE CONSIDER. I DO NOT DRIVE.
METROQUEST SURVEY	Changes to transportation need to be made to meet the needs of our diverse population. It would be a small step toward equalizing opportunities for groups that struggle with housing/low income. It also needs to be done to address the climate crisis.
METROQUEST SURVEY	In my opinion the growth should be slowed so that the infrastructure can catch up.
METROQUEST SURVEY	Mejoras en la infraestructura
METROQUEST SURVEY	Gracias por dejarnos opinar lo que creemos necesario
METROQUEST SURVEY	No entendi mucho la encuesta
METROQUEST SURVEY	Hay personas que necesitan más aceras para caminar hacia su trabajo
SHORT-FORM SURVEY	1-Amhurst- major delay at the light coming off 37 N(by mcdonalds) turning left. Traffic at time backs up to the main road on 37 2-route 7-Not enough lanes for traffic between I-81 and east of safford Jeep Dealership
SHORT-FORM SURVEY	I drive from Strasburg to Winchester via Route 11. During rush hours the longest delay is at the intersection of Rt 11 and Fairfax Pike in Stephens City. Drivers will block the intersection when turning on to Fairfax Pike causing safety issues and long delays.
SHORT-FORM SURVEY	I find all of these area's to be very congested and sometimes dangerous while driving. people coming off 81/313 B exit merges right into the traffic on rt 50. I feel that is very dangerous. the bridge on rt 50 Winchester seems to need work done on it.
SHORT-FORM SURVEY	I only have a issue with congestion when on rt 50 where you can get on 81 there it can take some extra time to get through the traffic depending on the time of the day
SHORT-FORM SURVEY	I see kids walking and riding bikes from Millbrook up Senseny road all the way up to Greenwood rd. There should be a Pedestrian bridge to allow them to safely cross rt 7 I also see kids crossing from the schools straight thru to Blossom Dr. There are no sidewalks or bike paths for these kids. The hill across from the schools also gets backed up it causes delays and then has people cutting through neighbors hoods to avoid traffic. The 81 N exit to Clearbrook also gets back up onto the high way everyone is turning right towards the new Rutherford crossing shopping center and the new Snowden Bridge homes. These lights are way too close together and cause extreme delays
SHORT-FORM SURVEY	I-81 delays, traffic congestion, road repair, accidents, deer, weather.
SHORT-FORM SURVEY	It takes 5 x longer to get anywhere in Winchester. Our city and Frederick County is growing rapidly!

SOURCE	COMMENT
SHORT-FORM SURVEY	Jubal Early is always congested with cars especially at the intersection on South Pleasant Valley Rd where the Starbucks is across from the old Ruby Tuesday. Starbucks needs a larger space, the cars are always outside the parking lot. The cars pulled out the parking lot in to the left lane. When they are supposed to pull out into the right lane, signal then get in the left lane. The customers do not do that. Unsafe and will cause an accident. There are not many side walks in the areas where there is a high traffic of people example Valley Ave. The buses do not go a far distance and the hours to catch the bus are cut off at 6pm. You can only go a few places with the city bus. It would be nice to have an more extensive distance for the buses. Stephens City and Winchester City the construction is unorganized and the barriers are all over the road. There are pot holes all across the Winchester City are Berryville Ave, in store parking lots right by family dollar, in the school zones and etc.
SHORT-FORM SURVEY	need to be able to make it safely to and from work.
SHORT-FORM SURVEY	Primary concerns are congestion, people running traffic lights, and speeding in both locations.
SHORT-FORM SURVEY	Someone dropped the ball on these issues. Your county has almost doubled in the last 5-10 years. Glad it is finally being talked about. Lets bring
SHORT-FORM SURVEY	The back ups on Route 7 near 81 and Valley Mill road area are unacceptable. I think one of the major issues could be with the timing of red lights.
SHORT-FORM SURVEY	The light at Mall blvd and Jubal early drive headed east is quite extensive and I wait even though there is no traffic there.
SHORT-FORM SURVEY	The Stephens City bridge and on and off ramps. Nice they are widening Fairfax but still will bottle neck at bridge.
SHORT-FORM SURVEY	There is heavy congestion in these areas. This creates long driving times and vehicle accidents.
SHORT-FORM SURVEY	There should be a way to make the county / city more walkable. For example - Walking to downtown from Senseny / Cork would alleviate some traffic but there are no sidewalks.
STAKEHOLDER FORUMS	Engage with the Blue Ridge Association of Realtors, the traffic club, manufacturers Association, HOAs, and Churches.
STAKEHOLDER FORUMS	Preserving the quality of life should be included in transportation considerations.
STAKEHOLDER FORUMS	The City and County should coordinate on efforts.
STAKEHOLDER FORUMS	Navy Federal uses lighter traffic as a marketing tool for recruiting talent.
STAKEHOLDER FORUMS	There is a lack of public transportation to industrial parks, which could affect employee retention.

SOURCE	COMMENT
STAKEHOLDER FORUMS	There is a lack of bike lanes and sidewalks on Route 11 and Senseny Road. This is a safety concern, too.
STAKEHOLDER FORUMS	There is no interregional rail or bus service to other parts of the state.
STAKEHOLDER FORUMS	The Virginia Maritime Association has an open house mixer. The traffic club includes logistics managers that can provide more detailed feedback.
STAKEHOLDER FORUMS	There are concerns about the Senseny Road and Greenwood Road interception as buildout continues.
STAKEHOLDER FORUMS	There needs to be better accident cleanup on I-81 because accidents can back up traffic and overload the surrounding roads.
STAKEHOLDER FORUMS	Could there be a higher weight load requirement for trucks to reduce the number of trucks on the road.
STAKEHOLDER FORUMS	Could there be payment for transportation improvements based on use or "user fees."
STAKEHOLDER FORUMS	Try displaying posters on community boards in Hispanic Stores.
STAKEHOLDER FORUMS	Consider partnerships with other stakeholders, like Virginia Career Works, Salvation Army, Valley Assistance Network, Literacy Volunteers, Laurel Center, and Winchester Rescue Mission.
STAKEHOLDER FORUMS	Offer incentives for assistance in taking the survey.
STAKEHOLDER FORUMS	Connect with Anna Fitzpatrick with Sacred Heart.
STAKEHOLDER FORUMS	Coordinate to get on the Small Business Development page.
STAKEHOLDER FORUMS	Safety is a huge issue and concern for the Hispanic communities.
STAKEHOLDER FORUMS	Wordsmith the vision and goals to make them more understandable to lay people. With the vision, consider breaking the statement down into multiple sentences.
STAKEHOLDER FORUMS	Highlight diversity and inclusion in the vision and goals.
STAKEHOLDER FORUMS	Safety is the number one goal.
STAKEHOLDER FORUMS	Accessibility is a huge deal, because there is no access to reliable vehicle and limitations to receiving a driver's licenses.
STAKEHOLDER FORUMS	There needs to be more park and rides.



<b>SOURCE</b>	<b>COMMENT</b>
<b>STAKEHOLDER FORUMS</b>	Public transit is a priority need.
<b>STAKEHOLDER FORUMS</b>	Pedestrian access and safety are priority needs.
<b>STAKEHOLDER FORUMS</b>	There are weekly backups on Interstate 81. There should be expansion and lane restrictions for truck and freight movements.
<b>STAKEHOLDER FORUMS</b>	There are major problems at the Interstate 81 and Route 37 interchange (the Stonewall Industrial Park).
<b>STAKEHOLDER FORUMS</b>	There are major problems at the interstate 81 and Route 7 interchange.
<b>STAKEHOLDER FORUMS</b>	There could be more bridges and overpasses that cross over and connect the city and county.
<b>STAKEHOLDER FORUMS</b>	Make more space for sidewalks.
<b>STAKEHOLDER FORUMS</b>	Make more bike-friendly infrastructure.
<b>STAKEHOLDER FORUMS</b>	Use the cigarette tax and real estate to help fund transportation improvements.
<b>STAKEHOLDER FORUMS</b>	There needs to be better access and transit service to the University campus.
<b>STAKEHOLDER FORUMS</b>	The vision could be more specific about the focus on tomorrow.
<b>STAKEHOLDER FORUMS</b>	The vision statement is too wordy and does not appear to be a policy, as it states.
<b>STAKEHOLDER FORUMS</b>	The vision and goals touch on topics that are important to the community.
<b>STAKEHOLDER FORUMS</b>	The vision could focus more on non-automobile travel and trails.
<b>STAKEHOLDER FORUMS</b>	There should be better transportation access for employees to major employers and students to areas of the County.
<b>STAKEHOLDER FORUMS</b>	There should be more robust transit within the City.
<b>STAKEHOLDER FORUMS</b>	Expand transit services out farther beyond the City.
<b>STAKEHOLDER FORUMS</b>	The University tries to attract students who do not use cars.

<b>SOURCE</b>	<b>COMMENT</b>
<b>STAKEHOLDER FORUMS</b>	There should be more shuttles and a more robust transportation system. This may include bus service to Dulles.
<b>STAKEHOLDER FORUMS</b>	Focus on more connections to transit points, intra- and inter-regional services.
<b>STAKEHOLDER FORUMS</b>	Route 7 is a choke point for access to Interstate 81.
<b>STAKEHOLDER FORUMS</b>	Route 11 is also a problem area. People tend to avoid those hotels if they can.
<b>STAKEHOLDER FORUMS</b>	Industrial traffic mixes with local trips and causes issues. These problems are prompting people to live elsewhere.
<b>STAKEHOLDER FORUMS</b>	The acceleration lanes on Interstate 81 are too short.
<b>STAKEHOLDER FORUMS</b>	The region needs a better biking network.
<b>STAKEHOLDER FORUMS</b>	New development should accommodate buses.
<b>STAKEHOLDER FORUMS</b>	I'm looking at transportation options for the community.
<b>STAKEHOLDER FORUMS</b>	Reliability is a major issue on the Interstate 81 corridor.
<b>STAKEHOLDER FORUMS</b>	There needs to be inter-regional services.
<b>STAKEHOLDER FORUMS</b>	There should be more focus on land use and transportation connections.
<b>STAKEHOLDER FORUMS</b>	There are problems at the industrial access of Fort Collier Road and Route 37. There is a bad visitor experience from the tourism perspective. It keeps people from purchasing homes.
<b>STAKEHOLDER FORUMS</b>	There should be on-road bike facilities, better transit, and more trails.
<b>STAKEHOLDER FORUMS</b>	There should be space on roads for transit.
<b>STAKEHOLDER FORUMS</b>	The Route 522, Route 50, and Interstate 81 intersection is hindering business and retention, due to traffic.
<b>STAKEHOLDER FORUMS</b>	There are backups at Greenwood and Senseny Roads.
<b>STAKEHOLDER FORUMS</b>	Transportation to and from Lord Fairfax Community College would help with clinical work.

SOURCE	COMMENT
STAKEHOLDER FORUMS	Environmental Services EVS staff at the medical center don't have transportation to and from work. Employees are coming from everywhere.
STAKEHOLDER FORUMS	There should be more focus on transit services.
STAKEHOLDER FORUMS	There are significant mobility issues with getting seniors to their medical appointments.
STAKEHOLDER FORUMS	They do partner with organizations to try to address transportation. Some people take an ambulance because of the lack of transportation options.
STAKEHOLDER FORUMS	There are few sidewalks in Stephens City and few alternative transportation options.
STAKEHOLDER FORUMS	In the City of Winchester, there are gaps and inconsistencies with the sidewalk network.
STAKEHOLDER FORUMS	There should be better connections to the medical center and free clinic.
STAKEHOLDER FORUMS	Could there be other transportation options, like with vouchers for Lift and other services.
STAKEHOLDER FORUMS	There are issues with internet connections in the rural areas.
STAKEHOLDER FORUMS	Provide mobility for those with physical and cognitive disabilities.
STAKEHOLDER FORUMS	Reliability on Interstate 81 is a problem.
STAKEHOLDER FORUMS	Interstate 81 is incredibly inconsistent. It is not built for the type of traffic it gets. People purposefully avoid Interstate 81 and use local roads, instead.
STAKEHOLDER FORUMS	Route 7 in the evenings is becoming an issue, but then people avoid it, pushing traffic on neighborhood roads.
STAKEHOLDER FORUMS	Frederick County is fast growing and has inter-regional roads and tourist destinations. As a result, the region is more affected by outside forces than local traffic.
STAKEHOLDER FORUMS	The region has several north/south routes but not many east/west routes. So, motorists use alternate routes through neighborhoods.
STAKEHOLDER FORUMS	There are cut-through problems in many areas, including Raven Wing, Corner Stone, Meadow Branch, Snowden Bridge, One Logistics Park, and other locations.
STAKEHOLDER FORUMS	There are areas, like Old Charlestown Road, with many accidents and fatalities.
STAKEHOLDER FORUMS	There is insufficient truck parking. The Flying J area is overcrowded. A new truck stop would be useful. Zachary Lane gets truck parking when the Flying J is full. The pandemic increased truck traffic.

SOURCE	COMMENT
STAKEHOLDER FORUMS	The Regional Hazardous Materials Response Team recorded 29,000 commercial trips per day. Middletown has weigh station data. Monday and Thursday are the worst days for truck traffic.
STAKEHOLDER FORUMS	There are seasonal changes in truck traffic.
STAKEHOLDER FORUMS	Meadow Branch is causing more traffic through neighborhoods. Traffic moving out of the City is still a problem.
STAKEHOLDER FORUMS	There are emergency response issues with the traffic on Route 37 and Interstate 81, and Jubal Early.
STAKEHOLDER FORUMS	Emergency responders must shut down lanes to protect responders when there are accidents. We need to educate the public on the need to protect EMS staff. There should be safety over convenience.
STAKEHOLDER FORUMS	On Crossover Boulevard, people will cut across airport road. The intersection could see crashes. It is a two lane road not built for the traffic.
STAKEHOLDER FORUMS	People walk on Amherst but there is not enough room on the sidewalk. The Museum Trail System counts 8,000 to 10,000 pedestrians per month. Even during bad weather or colder months, there are at least 6,000 pedestrians.
STAKEHOLDER FORUMS	There are concerns about EMS access to the Museum Trail System. Perry Matthews indicated the need for training with City staff on access. There are problems at switchbacks, but EMS access will be part of the Museum's upcoming strategic planning process.
STAKEHOLDER FORUMS	Rush hour traffic at Stephens City is a problem. The fire station uses a two-lane bridge to get anywhere east of Stephens City. There is significant queueing on the bridge. This is a huge issue that affects response times and insurance. Exit 317 is a need.
STAKEHOLDER FORUMS	Traffic backs up onto Interstate 81 at exit 315 and 317. It blocks travel on the interstate.
STAKEHOLDER FORUMS	There are needs at exit 317, on the northbound lane to Route 7. A huge amount of traffic tries to turn onto Route 7, east. The AM and PM peaks are problematic.
STAKEHOLDER FORUMS	There are 1,100 new homes in Stone Bridge that will bring more traffic.
STAKEHOLDER FORUMS	There needs to be coordination with the local planning office on the new housing units already approved.
STAKEHOLDER FORUMS	The City has 4,000 new housing units already approved.
STAKEHOLDER FORUMS	EMS is looking at staffing to do GIS work to check locations of stations and whether they are in the best locations.
STAKEHOLDER FORUMS	Lake Frederick buildings are too close together. Snowden Bridge also has tight areas.
STAKEHOLDER FORUMS	There is a growing population of cycling enthusiasts. The needs to be additional bike infrastructure.

<b>SOURCE</b>	<b>COMMENT</b>
<b>STAKEHOLDER FORUMS</b>	There is a new park (Rosewood Park) on Route 37, where people may want to access by bike.
<b>STAKEHOLDER FORUMS</b>	There needs to be more pedestrian crosswalks in neighborhoods. The Snowden Bridge to Rutherford crossing saw an uptick in pedestrian strikes. There are issues on Route 7, between gateway and Valley Mill.
<b>PUBLIC MEETINGS</b>	Add lanes to I-81. Look at add a third lane towards the median of the interstate, rather than on the outside lanes.
<b>PUBLIC MEETINGS</b>	Build the eastern bypass around Winchester.
<b>PUBLIC MEETINGS</b>	There are limited shoulders on Route 37, which is causing accidents and rollover issues.
<b>PUBLIC MEETINGS</b>	Add the eastern portion on Route 37 (the eastern bypass).
<b>PUBLIC MEETINGS</b>	Other parts of the state have more political pull and can get more transportation funding.
<b>PUBLIC MEETINGS</b>	There are more warehouses coming to the region - creating more truck traffic.
<b>PUBLIC MEETINGS</b>	We need to widen several bridges.
<b>PUBLIC MEETINGS</b>	There should be better Maintenance in NW Frederick County, on Wesley Chapel Church Road and Brush Creek Road.
<b>PUBLIC MEETINGS</b>	At Route 522 and 37 - the signage is misleading with directions.
<b>PUBLIC MEETINGS</b>	New warehouses in the area are increasing truck traffic.
<b>PUBLIC MEETINGS</b>	Take an integrated approach working with the community and getting feedback, especially on large projects.
<b>PUBLIC MEETINGS</b>	The MPO should play a bigger role in publicity of STARS projects, studies, and other efforts.
<b>PUBLIC MEETINGS</b>	Give more attention to public transit.
<b>PUBLIC MEETINGS</b>	There should be more rail freight to help get trucks off the roads.
<b>PUBLIC MEETINGS</b>	Maintain the rural quality of the region.
<b>PUBLIC MEETINGS</b>	Manage growth, including the development of manufacturing sprawl.

<b>SOURCE</b>	<b>COMMENT</b>
<b>PUBLIC MEETINGS</b>	There should be more consistent speed limits on roadways.
<b>PUBLIC MEETINGS</b>	The region needs the Route 37 eastern bypass.
<b>PUBLIC MEETINGS</b>	In Stephens City, the rush hour traffic on Main Street is a serious issue. Traffic backs up on Fairfax Street and blocks the intersection with Main Street. Backups are to and over Interstate 81.
<b>PUBLIC MEETINGS</b>	Truckers use Route 11 as an alternate route to Interstate 81 to avoid weigh stations. This causes traffic and other issues on Route 11.
<b>PUBLIC MEETINGS</b>	There are serious safety concerns at the intersection of Fairfax Street (Route 277) and Mulberry Street. There is traffic from trucks on Mulberry Road.
<b>PUBLIC MEETINGS</b>	Prioritize improvements to Route 37 and the eastern bypass.
<b>PUBLIC MEETINGS</b>	Main Street (Route 11) functions as a parallel route to Interstate 81. Traffic can overwhelm Stephens City, due to reliability issues on Interstate 81 and trucks.
<b>PUBLIC MEETINGS</b>	There are access management issues on Fairfax Pike. The right-turn only design causes issues.
<b>PUBLIC MEETINGS</b>	Look at a stop light in front of the Bowman Library.
<b>PUBLIC MEETINGS</b>	There should be a bike path from the Green Circle Trail to the new Rose Hill Park.
<b>PUBLIC MEETINGS</b>	Make bike connections from Lord Fairfax Community College to Stephens City.
<b>PUBLIC MEETINGS</b>	Provide for outdoor recreation.
<b>PUBLIC MEETINGS</b>	Support agritourism with trails.
<b>PUBLIC MEETINGS</b>	Prioritize business owners on Main Street.
<b>PUBLIC MEETINGS</b>	Fairfax Pike and Route 11 is a bottleneck, due partly to trucks trying to avoid the weigh stations.
<b>PUBLIC MEETINGS</b>	Route 11 is dangerous for cyclists.
<b>PUBLIC MEETINGS</b>	There is pedestrian and bike traffic on Cedar Creek Grade but it is not wide enough. Add shoulders and sidewalks.
<b>PUBLIC MEETINGS</b>	Establish equestrian trails and allow people to ride horses on certain roads.

<b>SOURCE</b>	<b>COMMENT</b>
<b>PUBLIC MEETINGS</b>	Lower the speed limit on Route 11 to deincevize parallel traffic to Interstate 81.
<b>PUBLIC MEETINGS</b>	Does not want to see what happened in Loudoun County.
<b>PUBLIC MEETINGS</b>	There should be better communication with the community on transportation projects.
<b>PUBLIC MEETINGS</b>	There are concerns about the Jubal Early traffic circle and how that will change the community character.
<b>PUBLIC MEETINGS</b>	There should be presentations with the community on transportation projects before it's too late to comment and provide feedback.
<b>PUBLIC MEETINGS</b>	At Route 7 and Interstate 81, the turn lane is not long enough, causing traffic to back up on Berryville. The backups are for Interstate 81 southbound.
<b>PUBLIC MEETINGS</b>	There needs to be more bike and pedestrian space on Valley Avenue. Some depend on that route for commutes but don't have cars.
<b>PUBLIC MEETINGS</b>	It's so hard to walk in Winchester.
<b>PUBLIC MEETINGS</b>	There should be a greenway west of Winchester, along Route 37, that connects with Abrams Creek Wetlands, Jubal Early, and Rose Hill Park.
<b>PUBLIC MEETINGS</b>	There is no safe way for pedestrians to cross Interstate 81. It functions as a major barrier for those experiencing homelessness and those without a car.
<b>PUBLIC MEETINGS</b>	Look at the southern end of Papermill Road at Pleasant Valley Road. There needs to be more sidewalks.
<b>PUBLIC MEETINGS</b>	We need bike paths on Route 7.
<b>PUBLIC MEETINGS</b>	There are signs in the middle of the sidewalks - creating more accessibility problems for those with limited mobility.
<b>PUBLIC MEETINGS</b>	There needs to be more accessibility to the airport for employees. What if you don't have access to a car? There is a hispanic population that works around the airport. This could also help travelers.
<b>PUBLIC MEETINGS</b>	We need more taxis.
<b>PUBLIC MEETINGS</b>	There are issues with traffic light timing on Jubal Early. Some traffic lights seem to be redundant.
<b>PUBLIC MEETINGS</b>	On Jubal Early, motorists miss the Interstate 81 exit and are forced to make U-turns at the next light.
<b>PUBLIC MEETINGS</b>	There is a Pleasant Valley Road cut-through behind the Target and Wal-Mart. There could be a road project to turn this into a parallel route. Create a new parallel road through the mall property and use that as a strategy to spark reinvestment in the mall.

SOURCE	COMMENT
PUBLIC MEETINGS	Review the bus fares and invest in better headways and improved bus stops. Decrease headways and have a clearer transit schedule. Look at more benches and shelters at stops.
PUBLIC MEETINGS	Why are there no bus routes on the City's GIS?
PUBLIC MEETINGS	Establish a shuttle service to Martinsburg to connect with the MARC train station. TREX is currently running buses to the MARC station. Are there opportunities to partner with them?
PUBLIC MEETINGS	There needs to be transit access to the DMV and other key destinations. There should be more mobility options for people experiencing homelessness or without cars.
PUBLIC MEETINGS	Interstate 81 is a major boundary for pedestrians.
PUBLIC MEETINGS	Improve communications with the community using water bills and inserts.
PUBLIC MEETINGS	The traffic lights are inconsistent on South Pleasant Valley Road to Hollinsworth. People run the light at Valley, by the Popeyes.
MPO WEBSITE	The recent elimination of the extra traffic signal at the I-81 overpass in Stephens City seems to have reduced the problematic traffic congestion at the intersection of Fairfax Pike and Main Street. I have noticed considerable reduction when I travel through between 5:30 and 6:30 on weekday afternoons. Perhaps the timing on the remaining signals was adjusted as well?
MPO WEBSITE	Also, keeping the truck weigh station on Route 11 more of the time seems to have helped reduce unnecessary truck traffic on Route 11.
MPO WEBSITE	Your map wouldn't let me highlight problem areas. Fairfax Pike from Stickley to 11 is a disaster from a backup to a safety standpoint. The bridge across 81 desperately needs to be widened. Closing the 4 way intersection at Town Run will cut down on accidents but the bottleneck will remain.
MPO WEBSITE	I HAVE TRIED FOR YEARS TO GET PUBLIC TRANSPORTATION FROM FOREST LAKE ESTATES COMMUNITY ( OVER 250 HOMES) IN STEPHENS CITY VA TO WINCHESTER FOR SHOPPING ETC. (PLEASANT VALLEY RD) AND RETURN BACK. MANY DO NOT DRIVE SUCH AS MYSELF & THERE WOULD BE LESS CARS ON THE ROAD PLUS MORE REVENUE FOR STORES IN WINCHESTER. THANKS. PLEASE CONSIDER.
MPO WEBSITE	Transportation problems abound in the Stephens City area. There are traffic jams on Main St and Fairfax pike from 3:00 PM - 6:00 PM. Monday - Friday. If there's an accident on I-81, which is a weekly occurrence, traffic is snarled for hours. Our roads are horribly crowded. Route I-81 continues to become more hazardous by the day.
MPO WEBSITE	Old Dominion University's 2021 State of the Commonwealth Report stated that there has been exponential growth in the Winchester Metropolitan Statistical Area. In spite of this growth, it seems that funding and concern for the Stephens City area is lacking. By this, I am specifically referring to the seeming lack of concern for the need of the I-81 exit being moved further south from Stephens City on Rte 11.



SOURCE	COMMENT
MPO WEBSITE	<p>Also, the need for the " Rte 37 beltway" circumventing the Town. Obviously, Main St within town limits can't be widened. The two most viable solutions seem to be the above-mentioned.</p> <p>Admittedly, I am speaking as a rather uninformed citizen. I've just recently begun learning about the process of needed changes in our community. I hope that we will have further opportunity to address these issues.</p>
MPO WEBSITE	<p>I understand that the City of Winchester is once again considering running a bus from Winchester to Lord Fairfax Community College but that it will make NO STOPS along the way. I believe that the bus SHOULD stop in the Town of Stephens City and transport students or others to the college on a regular schedule.</p>
MPO WEBSITE	<p>I think the flow of traffic could be greatly effected by moving the on and off ramps south by half a mile and converting our current bridge to a fly over bridge.</p>
MPO WEBSITE	<p>Please try to make the transportation problem better before the year 2045. Thank you.</p>
MPO WEBSITE	<p>There is a need to be part of a larger plan. Noting the traffic on I-66, Rt7, and ZRt.50 in the morning.</p>
MPO WEBSITE	<p>I wish the State would consider an extension of VRE, to perhaps the intersection of Rt. 340 and US 50 at Waterloo VA. This would provide service into Northern Virginia for area residents.</p>

## Appendix D: Resource agency consultation summary

### Stakeholder consultation outreach letter

October 17, 2022

Good Afternoon,

As it is mandated to do every five years, the Winchester-Frederick County Metropolitan Planning Organization (WinFred MPO) is creating a long-range plan for transportation for the City of Winchester and surrounding areas of eastern Frederick County, Virginia.

Federal law requires that metropolitan transportation plans be developed in consultation, as appropriate, with federal, state and local agencies responsible for land use and natural resources management, environmental protection, conservation, and historic resources. WinFred MPO invites you to review the draft 2045 Metropolitan Transportation Plan ([https://drive.google.com/file/d/1qgcQRzQvMT5njBlyOmAXoC6iSNO-aP\\_e/view?usp=sharing](https://drive.google.com/file/d/1qgcQRzQvMT5njBlyOmAXoC6iSNO-aP_e/view?usp=sharing)) and submit comments on behalf of your organization or agency.

MPO staff will acknowledge and respond as appropriate to all submitted comments. Comments received prior to November 14, 2022 will be published in the final plan document.

Please submit your comment via e-mail or letter to:

Mr. John Madera  
WinFred MPO  
400 Kendrick Lane, Suite E  
Front Royal, VA 22630  
[jmadera@nsvregion.org](mailto:jmadera@nsvregion.org)

You may contact me at (540) 636-8800 for more information.

Sincerely,

John Madera, AICP  
Principal Planner  
[Northern Shenandoah Valley Regional Commission](#)  
[Winchester-Frederick County Metropolitan Planning Organization](#)  
400E Kendrick Lane, Suite E  
Front Royal, VA 22630  
(540) 636-8800

## 2045 METROPOLITAN TRANSPORTATION PLAN

### List of resource agencies and organizations consulted

Agency/Organization	City	State
Cedar Creek Battlefield Foundation	Middletown	VA
Kernstown Battlefield Association	Winchester	VA
Shenandoah Valley Battlefields Foundation	New Market	VA
USDA Rural Development	Strasburg	VA
Virginia Clean Cities	Harrisonburg	VA
Virginia Department of Conservation and Recreation	Richmond	VA
Virginia Department of Emergency Management	Richmond	VA
Virginia Department of Environmental Quality	Richmond	VA
Virginia Department of Forestry	Salem	VA
Virginia Department of Game and Inland Fisheries	Richmond	VA
Virginia Department of Historic Resources	Richmond	VA
Virginia Department of Historic Resources	Stephens City	VA
Virginia Department of Mines, Minerals, and Energy	Charlottesville	VA
Virginia Marine Resources Commission	Newport News	VA
Virginia Office of Commonwealth Preparedness	Richmond	VA
Winchester-Frederick County Historical Society	Winchester	VA

Appendix E: Comments received during the draft plan public comment period



## **Comments received during 2045 MTP Public Comment Period October 24 – November 14, 2022**

### **Overview of comments received at the Frederick County Transportation Forum**

#### **William Melvin – Inverlee Way Extension** (This comment was submitted via comment card)

As the President of the Raven Point HOA, my comments come from our homeowners.

Why is the Inverlee Extension the list of projects in the planning sequence? The Planning Division announced several years ago that the extension would not happen. For the extension to take place, the farm that faces Senseny Road would have to be acquired. The owners fought the acquisition by eminent domain on more than one occasion and won. With the current development of One Logistics Park, the extension of Inverlee would place a large volume of truck traffic through the residential developments of Raven Pointe and Revan Oaks. Without extensive improvements to Senseny Road, traffic of any kind coming from US-50 to Senseny Road over Inverlee would pose a traffic nightmare. No improvements to Senseny Road are included on the WinFred MPO list of projects.

#### **Mike Nordberg – Widening at Warrior Dr. and Double Church Road** (This comment was submitted via comment card)

Please consider the inclusion of Bike and Ped facilities when implementing this project.

#### **Andrea Berkenkemper** – (This comment was submitted via comment card)

Concern for the environmental impacts from mining and road construction on Redbud Run.

### **Overview from in-person public comment meeting – November 9, 2022**

A total of 11 people attended the in-person public comment meeting; five residents of Woodbrook Village; four residents of the Raven Pointe/Raven Oak community; David Ray, City of Winchester Planning Commissioner and WinFred MPO BPAC Vice-Chair; Annette Carden, community member; a full list of attendees is attached.

#### **Annette Carden – Need for Public Transit**

Ms. Carden attended the in-person comment meeting on November 9, 2022. Ms. Carden stated she lives just outside the City boundary at Wilkins and Senseny and sees a great need for public transit in the County and to LRCC. Ms. Carden also states there is a need for commuter bus options along RT-7, RT-50, and RT-66 Corridors.

#### **Residents of the Raven Pointe/Raven Oak Communities**

Residents had questions/comments regarding the Inverlee Way Extension (CLRP project G) and other potential traffic issues that could impact their residential roads.

- Residents are curious if a planning study has been conducted since the topic was previously discussed at the County level.
- Are there alternative options for connecting Inverlee to Senseny than previously proposed.
- Residents worry once One Logistics Park is developed, they will see significant truck traffic on their residential roads.

- Residents asked if improvements to Senseny will also be considered as housing developments and One Logistics Park are developed.

### **Residents of Woodbrook Village**

Residents wanted more information on Route 11 South Widening (Project I). Specifically, will this widening include a new traffic signal at Opequon Church Lane? The residents were emphatic about how dangerous it is for them to take a left turn from Opequon Church Rd. onto Route 11. The intersection of Route 11 and Opequon Church Rd. is the only way in or out of the neighborhood. Residents are worried that they will lose one of their neighbors to a fatal traffic accident before a signal is added or road realigned. All of residents stated that they were very involved in the initial public engagement done during the study conducted in 2015, and inquired on the implementation status of the preferred design alternative.

### **Phone Comments**

Staff received four phone call from residents of Woodbrook Village that wanted to provide public comment. All residents express the same concerns and asked the same questions stated in the previous section. Residents are listed below.

Mary Clark  
Nancy Tisinger  
Sandra Ratliff  
Mary Barb

### **Email Comments**

Staff received several comments through email and the project page submittal form. Comments have been copied below in their entirety. Staff responded to all submitted comments.

**From:** BDI/Bill and Bobbi Meier <bdi1993@yahoo.com>  
**Sent:** Thursday, October 27, 2022 7:22:34 AM  
**To:** Amanda Kerns <akerns@nsvregion.org>  
**Subject:** MPO Draft Plan

Hello

What page of online draft plan might I find I-81 exit 317 "divergent diamond" interchange information and what page for Red Bud road realignment info/sketches?

bill meier

---

**Building Diagnostics Inc.**  
540-667-2290  
building consultant  
licensed contractor

**From:** Rachel Carlson <mail@winfredmpo.org>  
**Sent:** Wednesday, October 26, 2022 2:21 PM  
**To:** John Madera <jmadera@nsvregion.org>  
**Subject:** New Message From WinFred MPO - Public Comments Form

WinFred 2045 Metropolitan Transportation Plan Public Comments Form Submission —

Name: Rachel Carlson

Email Address: rac145@hotmail.com

Comments:

I don't think bridge issues are listed within this plan; however, with all of the growth in Stephens City and Middletown the bottleneck for bridge traffic is going to get worse and it is already poor. There is too much traffic trying to get onto I-81 north and south over this bridge let alone all the people going back and forth for daily work. But I think one of the worse issues is the amount of tractor-trailer traffic getting off of 81 and cutting over to 522 and back; assuming they are going to the inland port and back. If the bridge can't be addressed by this plan...please reconsider the 37 extension to Warrior Drive if not all the way to 522 to reduce this congestion (time studies will definitely show how long it takes to cross the bridge from the west to the east side beginning at 3:15 until at least 5:30 is about 15 minutes (to go 1/2 a mile). Supervisors have approved too too too many new developments on the west side of 81 without addressing these issues)

**From:** Dana Culp <mail@winfredmpo.org>

**Sent:** Monday, November 14, 2022 3:33 PM

**To:** John Madera <jmadera@nsvregion.org>

**Subject:** New Message From WinFred MPO - Public Comments Form

WinFred 2045 Metropolitan Transportation Plan Public Comments Form Submission —

Name: Dana Culp

Email Address: pattersondana@hotmail.com

Comments:

Having only ONE crossing over I-81 (Fairfax St./Rt. 277) in Stephens City no longer is feasible. New housing developments already in progress will add hundreds more drivers attempting to cross here to access nearly all of the businesses located on the east side of I-81, let alone attempt to use the interchange to get onto I-81 itself. There must be local bridges/crossings both north and south of the current Exit 307 at Stephens City NOW/ASAP--not in 23 years! Also, Route 11/Main St. backs up horribly whenever there's a (weekly) accident on I-81, as drivers simply reroute onto Route 11 until they can get back on I-81, usually at Middletown. Anyone approaching the lone stop light (Fairfax and Main) within Stephens City town limits takes any means possible to avoid that intersection, using School Street (traveling south) and Mulberry Street (traveling north) to get to Route 11/Main Street. Thursday and Friday evenings and weekends midday also are extremely bad times to attempt passing along this corridor and are to be avoided at all costs.

**From:** Dana Patterson <pattersondana@hotmail.com>

**Sent:** Monday, November 14, 2022 3:10 PM

**To:** Amanda Kerns <akerns@nsvregion.org>

**Subject:** 2045 MTP draft - Public comment

**Importance:** High

Hello,

I saw Stephens City Town Manager Mike Majher at the polls on Election Day last week and we were chatting about this latest plan. I see that today is the last day to publicly comment, so I wanted to add my two cents to the matters concerning Stephens City:

I live right on Main Street/Route 11 (east side) in the center of town. Even with the completed widening and new traffic lights on Fairfax Street/Route 277—which has helped quite a bit—several days and various times per week, traffic backs up all the way from the stop light (our only one within the town

limits) north up the hill nearly to Clem's Garage. It is particularly bad that way on Thursday evenings, for some reason, although Fridays also are quite bad. Many people (myself included) simply take one of the side streets to get to Germain Street to continue traveling south out of town. Forget doing that if you're trying to cross the ONE crossing over I-81 to get to the other side where all the shopping and restaurants are located, or if you're traveling to Berryville, as my husband does daily for work. This area also backs up midday on weekends, particularly on Sundays (maybe church crowds leaving the area, but also just a lot of folks out on those two days and trying to access I-81 or other roads past there). Many, many people (myself included) use the small residential/back roads (Mulberry Street—traveling north and School Street—traveling south) to do anything to avoid that stop light/crowded intersection at Fairfax/277 and Route 11. The Sheetz station also gets more than its share of people cutting through there simply to turn right onto Fairfax and either get on I-81 or simply get across to the other side to access businesses.

Given the ever-increasing number of new housing developments being crammed all around the edges of Stephens City, and anywhere else they can shoehorn them in, there will be hundreds more residents attempting to cross this already overburdened LONE crossing over I-81. This is madness to have only ONE crossing here. At the very least, there need to be local traffic crossovers/bridges immediately north and south of that I-81 interchange at Exit 307 (I think that's the correct number).

Now, Mike Majher informed me that such a thing indeed is in this plan (I've just briefly reviewed the first 100 pages or so of it online)—but it has been pushed back from 2035 to 2045! That's 28 years away and we have significant problems NOW! This is unacceptable, especially given the looming population explosion coming our way in coming months—not years. This single crossing at Stephens City needs to be addressed now. The housing development currently beginning on the north and west edges of the town also will greatly increase traffic on Route 11 north between Stephens City and the Kernstown interchange—so there will be precious little relief from the southern congestion simply by going north to Kernstown, which is usually what I do, rather than even attempt to get onto I-81 in Stephens City, despite that being my closest entry point.

Note: One other thing affecting Route 11 traffic between Kernstown and Stephens City is whenever I-81 is backed up due to accidents--which seems to be a weekly occurrence--EVERYone then simply reroutes onto these local roads until they can get back onto the interstate, usually at Middletown.

The main gist of my comment, as you can see, is that the current single passage over I-81 is insufficient and should be remedied SOONER, rather than later, as proposed in this draft plan.

Thank you for your attention and patience in hearing my views on this matter. I hope the planners will take these comments into consideration as they look toward the immediate and long-term future of these areas in which we live and work.

Sincerely,

Dana Culp

Main Street resident/homeowner  
Stephens City, VA

**From:** Dixie Erwin <[mail@winfredmpo.org](mailto:mail@winfredmpo.org)>

**Sent:** Monday, November 14, 2022 5:25 PM

**To:** John Madera <[jmadera@nsvregion.org](mailto:jmadera@nsvregion.org)>

**Subject:** New Message From WinFred MPO - Public Comments Form



Name: Dixie Erwin

Email Address: [kenndixi@yahoo.com](mailto:kenndixi@yahoo.com)

Comments:

Residential growth within The Town of Stephens City and surrounding areas of Frederick County have created gridlock on the streets and roads that will not be remedied by this Transportation Plan. The horse was let out of the barn YEARS ago -- the proposed Western Bypass was never built and never will be. All plans and no accomplishments are the norm and I have no hope that ANYTHING is going to actually be done.

### **Top of Virginia Regional Chamber Transportation Comments**

During the summer of 2022, the Top of Virginia Regional Chamber conducted a transportation related survey of it's members. CEO Cynthia Schneider shared the results of that survey as part of the public comment period for the 2045 MTP for the Board's consideration.

### **Comments through the Mail**

Staff received two comment letters through the mail, sent to the NSVRC office. Those comments are attached.



509 Airport Rd. Ste, 200, Winchester VA 22602  
540-662-4118 [www.regionalchamber.biz](http://www.regionalchamber.biz)

## TVRC 2022 Member Survey

How do you believe transportation issues and the I-81 Corridor impact your business or business in general? How would you like to see investments being made?

- Investment and increased usage of the Virginia Inland Port will continue to reduce truck traffic on I-81 and I-66, resulting in safer and less congested interstates. Investing in the VIP, local 3PL and distribution space, and rail infrastructure would be a great benefit to the region's transportation situation, as well as a job-creating economic engine.
- I 81 has become a huge issue affecting where people decide to live.
- ability of patients to get to our place of business
- N/A to me, however, living near rt 81, the trucks are too much!
- We need a third lane
- It doesn't affect my business.
- Transportation issues don't affect our business directly. In general, the interstate is clogged many days especially in the summer with additional vacation travel.
- I think the impact is minimal for us (we all work from home, and I don't have to take I-81 really at all for work purposes). I do think I-81 should be widened to three lanes each way. I'm also willing to see tolling happen to pay for I-81 upkeep (especially truck and non-local tolling), but we would probably also have to toll I-95 at the same time or else we might just push traffic to I-95 from I-81 (or maybe we'd see a whole lot more traffic on smaller highways and back roads to evade the tolls, and that should definitely be explored before tolling moves forward to ensure that we don't create new problems of excess vehicles clogging other roads in the process).
- Very important as we service our clients up and down the I81 Corridor. I81 needs to be widened starting with the busiest intersections and working out from there. I81 south around truck scales and Route66 merge lane needs attention as there are accidents and backup at least once a week.
- Complete the 37 connector. Too much congestion in current I-81 proximity. Namely Stephenson and Stephens City
- Will not impact my business
- Expansion to keep up with increased demand.
- They do not
- Minimal Impact
- 81 is the economic engine of the Valley. It is congested and unsafe. It needs to be widened to six lanes, or have a restricted access dedicated truck lane that is tolled. Truck traffic has grown and needs truck traffic solutions, We have been paying increased gasoline taxes for years to improve and widen I-81, yet smart scale takes that money and spend it elsewhere.

- Winchester offers sufficient public transportation for the needs of the community. The I-81 corridor is a double edged sword, both convenient providing access and problematic by creating dangerous congestion, particularly from the trucking industry. I would like to see a separate corridor provided for the trucking industry.
- This area needs more public transportation options
- Will bring more people to the area that will either need our services or want to volunteer
- We use the I-81 corridor everyday and need it to be safe. Lower speed limit, longer entrance ramps.
- I-81 does NOT affect our business. At this point many cannot afford groceries let alone gas. Use the money to make essential products that families need Tax Free like DeSantis In Fla.
- I-81 is a major truck and transportation route. It creates clogged roads in the immediate areas around I-81. This is good for business but creates problems for local traffic. If you expand I-81, you must also invest heavily in local roads that service the I-81 corridor.
- We have to always be able to move goods easily and without disruption. We're supportive of any measures to accomplish that.
- Anything that impedes safe transportation has a negative impact on the region's ability to be competitive. Without a strong thoroughfare, the perception of poor infrastructure will erode growth.
- I would like to see tractor trailers restricted to the right lane only on 81.
- We are blessed to live in an area with access to the I 81 corridor for shipping and receiving and basic transportation
- For employees, there are some trouble spots on the corridor that need to be fixed.
- Investing in widening I -81 would be very beneficial. Back ups cause delays in getting place to place.
- There is a great need for I-81 to be a 6-lane highway throughout the entire state. We also need to explore increasing rail service and street car service in towns/cities.
- Being located at the intersection of I-66 and I-81, the interstate system brings significant revenue to our business. 81 needs to be widened and the gas tax needs to apply to Front Royal as well. Long term, a 3rd N/S interstate needs to be constructed along Route 29.
- Overall, I don't feel it effects me very much.
- Public Transportation and a robust network of sidewalks / bike paths connecting residents to businesses in our area would help more people get to work and assume higher paying jobs.
- Safe and accessible.
- Focused widening and safer interchanges.
- Road improvements make this area more desirable to live in, therefore increasing the number of home buyers.
- Anything to ease congestion at intersections along 81 is a win for everyone

Mail-in Comments

101 Rosewood Lane  
Winchester, VA 22602  
November 6, 2022

Winchester Planning Organization  
400 Kendrick Lane  
Front Royal, VA 22630

Dear Organizers:

I am in favor of widening Rt 11 South from Opequon Church Lane and Shawnee Drive, adding a light at Opequon and erecting visible signs. There are safety issues for vehicles entering and exiting Rt 11 from Opequon Church Lane.

Woodbrook Village residents (an over 55 community with 88 houses) and Opequon Church members use this route. There is no light at the intersection of Rt 11 and Opequon. It is nearly impossible to make a left turn from Opequon onto Rt 11. A new condo at Creekside will increase traffic.

There are many signs at that intersection and most are not easily visible. I believe this causes excess traffic of people who think Opequon Church Lane is a throughway. I live on the corner of Opequon and Rosewood Lane. Many vehicles speed up Opequon and make a U-turn in the cul de sac and go back out to Rt 11. There are 18 wheel trucks that speed past my house, hit the brakes when they see the street ends and turn around. This puts excess wear and tear on the street. Please put a sign saying not a through street. There are also many vehicles who appear to be joy riders who speed up and around and back out to Rt 11.

Thank you for your efforts at improving traffic in Winchester.

Sincerely,

A handwritten signature in cursive script that reads "Kay Malone".

Kay Malone

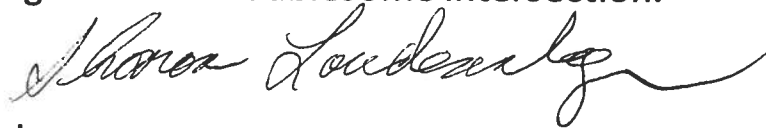
To: Members of MPO

From: Resident of Woodbrook Village

Date: November 8, 2022

I am writing this to encourage you to SERIOUSLY consider your assisting in improving the VERY DANGEROUS intersection of Opequon Church Lane and Route 11. This could be by either widening Route 11 or replacing the traffic light presently at Swanee Rd and Opequon Church Road to Route 11 and Opequon Church Rd.

The residents of Woodbrook Village are elderly (many in 70's, 80's, and even 90's) plus the traffic on Route 11 has greatly increased. PLEASE consider assisting with this troublesome intersection.

A handwritten signature in cursive script, reading "Sharon Loudenslager". The signature is written in black ink and is positioned above the printed name.

Sharon Loudenslager

222 Crestwood Lane

Winchester, VA 22602

P

## Public Comment Meeting 11/9/22 - Sign in Sheet



Name and Affiliation	Email (Optional)	Phone (Optional)
DAVID RAY MPO EXECUTIVE DIRECTOR WINSFRED PLANNING COMMISSION	wdsixdays@gmail.com	(540) 664-0741
Kathy Haller	khaller kmhaller@gmail.com	703-888-6050
Alex Hewes	cal@heweslaw.com	202-486-6688
Clyde Vaughn	vaughn.clyde@comcast.net	703-909-5530
William Melvin	wmeilge@icloud.com	540 588 1537
Celia Zuckerman	mamacaz04@gmail.com	540-539-4391
Anne H. Collins	ihcollins@aol.com	540-327-4700
Helen Hatfield	hhattfield@earthlink.net	540 931 5786
Warne Corabowski	cgski2002@gmail.com	540 450 7049
Erick Abadie	EABADIE@comcast.net	540-667-2863
Janette Corden	ajsc.1957@gmail.com	540.323.8522