

# Win-Fred Metropolitan Planning Organization (MPO)

Frederick County ❖ City of Winchester ❖ Town of Stephens City



Rouss City Hall  
15 N. Cameron St., Winchester, VA  
Zuckerman Room

March 1, 2022 - 10:00 a.m.

V= Virtual Attendance

<b>Member Jurisdiction Representatives</b>					
	<b>Frederick County</b>		<b>DRPT</b>		<b>Staff</b>
	Patrick Barker		Ciara Williams	✓	Brandon Davis
✓	John Bishop	✓	Amy Garbarini	V	John Madera
	Wyatt Pearson		<b>Winchester Airport</b>	✓	Karen Taylor
	Jay Tibbs		Nick Sabo	✓	Amanda Kerns
	<b>Stephens City</b>		<b>Winchester Transit</b>		<b>Others</b>
✓	Mike Majher	✓	Renee Wells		
	<b>VDOT</b>		<b>Winchester</b>		
	Brad Reed		Perry Eisenach		
	Adam Campbell	✓	Tim Youmans		
	<b>Non-Voting</b>		Vacant		
	Kevin Jones, FHWA	✓	Justin Hall		
	Tony Cho, FTA				
	Rusty Harrington, VA Dept. of Aviation				



**Winchester Frederick County (WinFred) MPO  
Technical Advisory Committee (TAC) Meeting Minutes  
Rouss City Hall, 15 N. Cameron St., Winchester, VA  
March 1, 2022 - 10:00 a.m.**

**1. Administrative Items:**

- a) Adoption of agenda – Motion to adopt agenda made by Mr. Majher; seconded by Ms. Wells. Motion carried.
- b) Review and approval of the December 7, 2021 Draft Technical Advisory Committee Meeting Minutes – Motion to adopt minutes made by Mr. Bishop; seconded by Mr. Majher. Motion carried.

**2. Public Comment Period – None reported.**

**3. Discussion on the Draft FY23 Unified Planning Work Program (UPWP) Projects/Studies**

Staff reviewed and discussed the draft UPWP with the committee. Ms. Taylor stated that we currently do not have firm 5303 funding numbers from DRPT. Following review and discussion the committee agreed to forward this project to the Project Steering Committee for further review and discussion.

**4. System Planning Update**

- **Route 50/522 Realignment Study Phase 2** – Conceptual plans have been presented to the Airport Board and was received favorably. Study will continue to move forward.
- **Pleasant Valley/Wingate/Featherbed** – Concept plans have been submitted by the consultant and forwarded to the City and VDOT for review.
- **City Bikeshare Study** – The grant request to fund the bikeshare study has been submitted to DRPT; funding decision will be announced in April. Staff is currently organizing and seeking nominations for the bike and ped committee.
- **Metropolitan Transportation Plan** – May is the target date for final approval of the Plan. The consultant is preparing the summary of public input received and will present at the April meeting. 588 English and 19 Spanish survey responses have been received.

**5. Upcoming Meeting Schedule (MPO Meetings are held at Rouss City Hall at 10 a.m. but may be subject to change):**

- Project Steering Committee: TBD
- Policy Board: March 16, 2022 – potentially cancelled
- Technical Advisory Committee: April 5, 2022

**6. VDOT/DRPT Update – None reported.**

**7. Other Business – None reported.**

Meeting adjourned at 10:51 a.m.

## Glossary of Acronyms

**CAC-** Citizen Advisory Committee- Serves as an advisory committee to the MPO Policy Board to solicit public input and provide citizen perspective on MPO projects. Conducts public hearings and public input sessions on selected projects at the direction of the Policy Board.

**CLRP** – Constrained Long-Range Plan – A fiscally-constrained list of projects drawn from the Vision Plan element of the LRTP. All CLRP projects must have an estimated cost and a revenue source identified.

**CMAQ-** Congestion Mitigation and Air Quality Improvement (CMAQ) Program was implemented to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief.

**FHWA** - Federal Highway Administration - Within the US Department of Transportation, FHWA is responsible for highway issues, including federal laws and regulations related to metropolitan transportation planning.

**FTA** - Federal Transit Administration- within the US Department of Transportation, FTA is responsible for public transit issues, including federal laws and regulations related to metropolitan transportation planning.

**FTA Section 5303 Funds** - This program supports transit planning expenses to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan planning areas.

**FTA Section 5310** - Transportation for Elderly Persons and Persons with Disabilities - The goal of the Section 5310 Program is to help in meeting the special transportation needs of elderly persons and persons with disabilities. The program is designed to supplement other FTA or assistance programs by funding transportation projects for elderly person and persons with disabilities in all areas – urbanized, small urban, and rural.

**HSIP** - Highway Safety Improvement Program - The overall purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.

**LRTP-** Long Range Transportation Plan- Developed and approved by the MPO, the LRTP is a regional plan that includes all transportation projects and programs that the MPO realistically anticipates can be implemented over the next 25 years. LRTP's may include a VISION PLAN, which is a list of all projects (a "wish list") but must also include a CLRP. In order to receive federal funding, transportation projects must be included in the LRTP and the TIP.

**The FAST Act** - On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains our focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

**NHPP-** National Highway Performance Program - The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

**STP Funds** – Surface Transportation Program funds are Federal Funds disbursed through State DOT's for Surface Transportation projects.

**TAC-** Technical Advisory Committee- Serves in an advisory capacity to the Policy Board of the MPO. The TAC works with MPO staff to formulate the UPWP, the LRTP, and provides technical review and assistance on numerous MPO projects undertaken as called out in the UPWP.

**TIP** - Transportation Improvement Program - Approved by the MPO Policy Board, it is a list of projects and programs that will be implemented over the next six years. In order to receive federal funding, transportation projects must be included in the Constrained Long- Range Plan and the TIP. Amendments are major changes to a project included in the CLRP, TIP or STIP that are not Administrative Modifications.

**UPWP** – Unified Planning Work Program- MPOs must adopt and implement an annual work program and budget known as the Unified Planning Work Program (UPWP). The UPWP identifies all activities to be undertaken by the MPO during the fiscal year which begins July 1<sup>st</sup> and ends the following June 30th.

**VDOT - Virginia Department of Transportation** - Agency responsible for statewide transportation facility planning, construction, and maintenance. VDOT is separate from the Virginia Department of Rail and Public Transportation (VDRPT).

# Win-Fred Metropolitan Planning Organization (MPO)

Frederick County ❖ City of Winchester ❖ Town of Stephens City



Rouss City Hall  
15 N. Cameron St., Winchester, VA  
Zuckerman Room

April 5, 2022 - 10:00 a.m.

V= Virtual Attendance

<b>Member Jurisdiction Representatives</b>					
	<b>Frederick County</b>		<b>DRPT</b>		<b>Staff</b>
✓	Patrick Barker		Ciara Williams	✓	Brandon Davis
✓	John Bishop	✓	Amy Garbarini	✓	John Madera
✓	Wyatt Pearson		<b>Winchester Airport</b>	✓	Karen Taylor
	Jay Tibbs	✓	Nick Sabo	✓	Amanda Kerns
	<b>Stephens City</b>		<b>Winchester Transit</b>		<b>Others</b>
✓	Mike Majher	✓	Renee Wells		
	<b>VDOT</b>		<b>Winchester</b>		
✓	Brad Reed	✓	Perry Eisenach		
✓	Adam Campbell	✓	Tim Youmans		
	<b>Non-Voting</b>		Vacant		
	Kevin Jones, FHWA	✓	Justin Hall		
	Tony Cho, FTA				
	Rusty Harrington, VA Dept. of Aviation				

**Winchester Frederick County  
(WinFred) MPO Technical  
Advisory Committee (TAC)  
Draft Meeting Minutes  
Rouss City Hall, 15 N. Cameron St.,  
Winchester, VA Zuckerman Room  
April 5, 2022 - 10:00 a.m.**

**1. Administrative Items:**

- a) Adoption of agenda – Motion made by Mr. Eisenach adopting the agenda; seconded by Mr. Reed. Motion carried.
- b) Review and approval of the March 1, 2022 Draft Technical Advisory Committee Meeting Minutes – Motion made by Mr. Majher approving the minutes; seconded by Mr. Eisenach. Motion carried.

**2. Public Comment Period – None reported.**

**3. Presentation of 2045 Metropolitan Transportation Plan Public Engagement Findings (Attached)**

Mr. Will Cockrell and Philip White from EPR-Pc presented the findings (attached to minutes).

**4. Presentation of the Draft FY23 Unified Planning Work Program (UPWP)– MPO Staff**

Staff presented the Draft FY23 UPWP to the Committee. Staff was directed to make updates on the budget for work task 4. Following discussion, Mr. Reed made a motion to forward a recommendation of approval for the 20 day public comment period and pending public comments received, final approval; seconded by Mr. Eisenach. Motion carried.

**5. System Planning Update – MPO Staff**

- **Route 50/522 Realignment Study Phase 2** – project will be complete this fiscal year.
- **Pleasant Valley/Wingate/Featherbed** – delivered project sketches row analysis; the City will submit a revenue sharing application.
- **Valley Mill Road Relocation** – A rescoping meeting was held on March 18<sup>th</sup>; staff is waiting for the revision.

**6. Upcoming Meeting Schedule (MPO Meetings are held at Rouss City Hall at 10 a.m. but may be subject to change):**

- Project Steering Committee: TBD; Policy Board: April 20, 2022; Technical Advisory Committee: May 3, 2022; VDOT spring meeting May 2 at 4 pm- BRCC

7. **VDOT/DRPT Update** – VDOT provided an update.
8. **Other Business** – Ms. Kerns announced that the bike/ped advisory committee nomination form is still open; two responses for nominations have been received.

Meeting adjourned at 11 a.m.

# Public Engagement and Input Summary

WinFred 2045 Metropolitan Transportation Plan

March 24, 2022

## PUBLIC ENGAGEMENT PROCESS

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### Input Channels

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

- Two surveys,
- Four 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.

### 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.

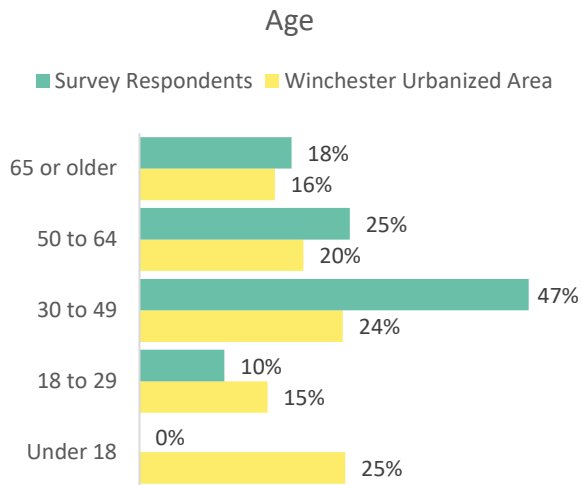
## Respondent Characteristics

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.

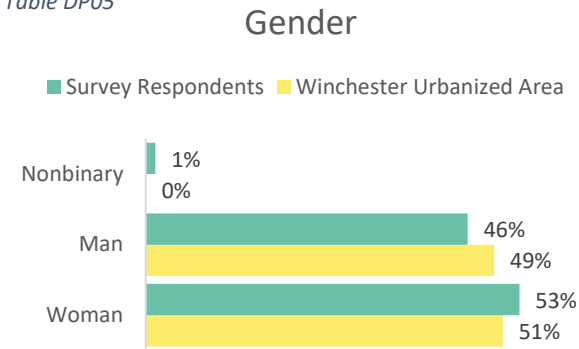
Figure 2. Age of survey respondents. Source: MetroQuest Survey & American Community Survey 5-Year Estimates, Table S0101



## 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.

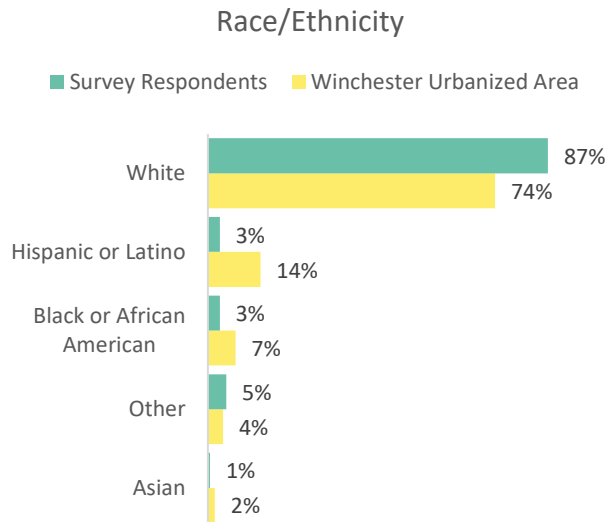
Figure 1. Gender of survey respondents. Source: MetroQuest Survey & American Community Survey 5-Year Estimates, Table DP05



## 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.

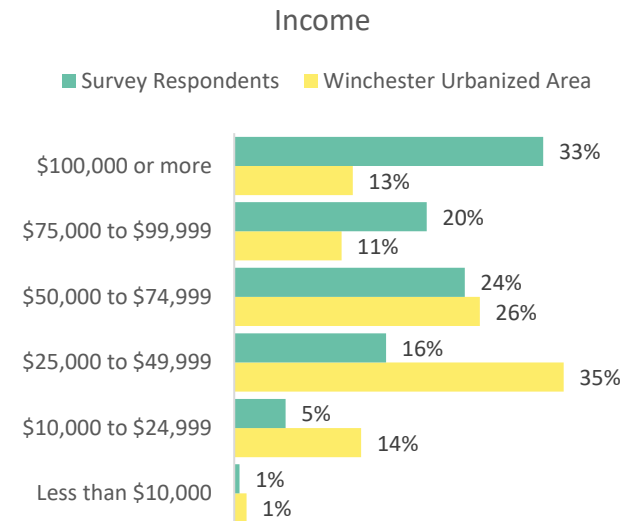
Figure 3. Race/ethnicity of survey respondents. Source: MetroQuest Survey & American Community Survey 5-Year Estimates, Table DP05



## 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

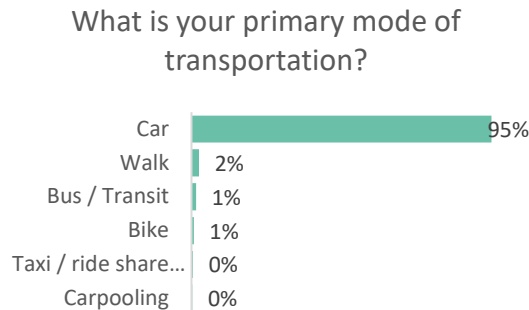
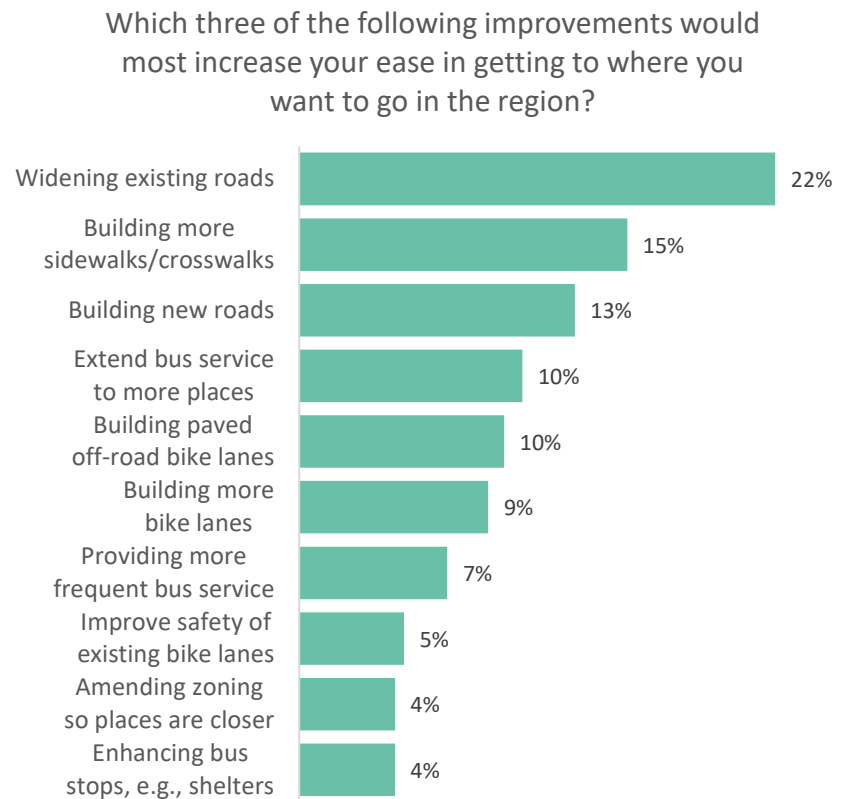


Figure 5. Preferred types of improvements



## 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

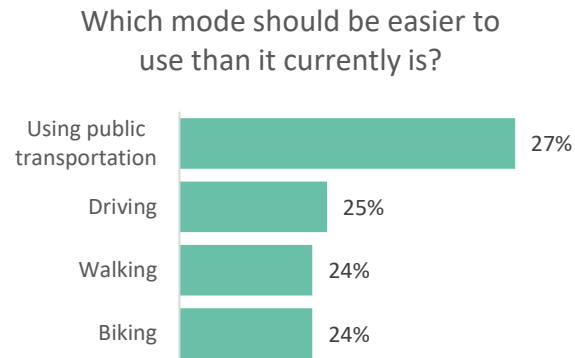
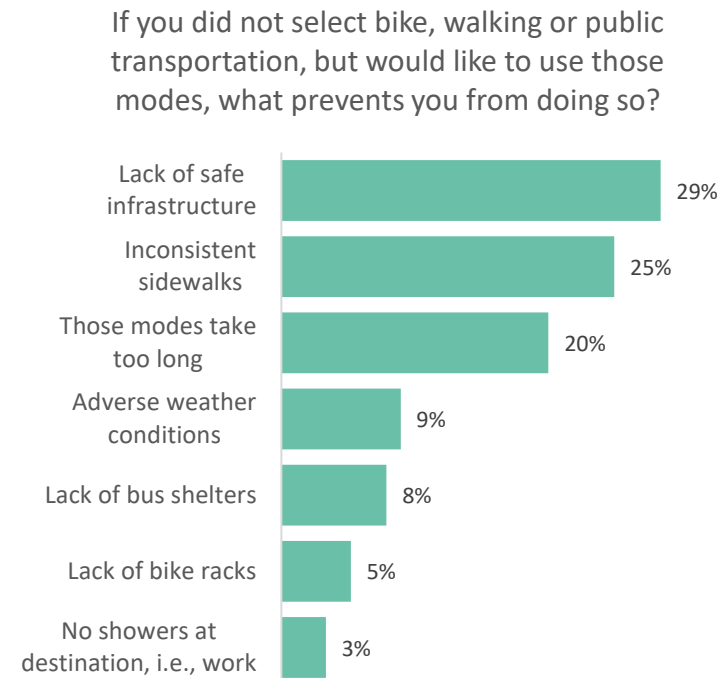


Figure 7 shows reasons that respondents choose to drive over other modes. Impediments that cannot be improved through public policy or improvement projects only accounted for 12% of reasons that respondents cited. The responses suggest that policy changes and improvement projects aimed at expanding and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

Figure 7. Reasons for car travel



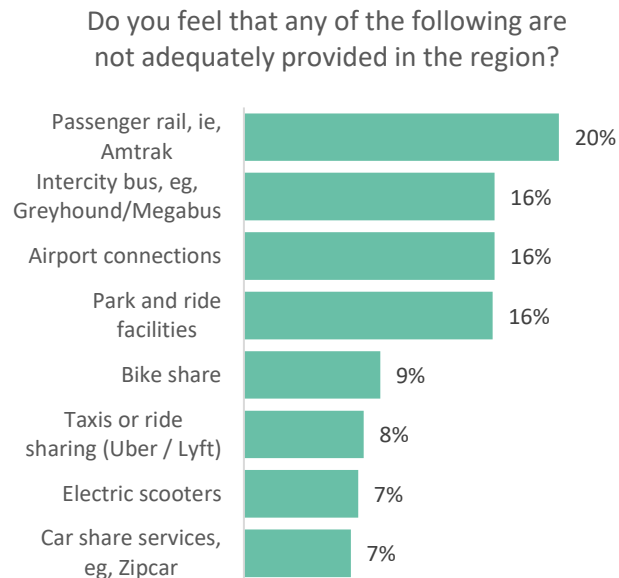
## Other

### 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

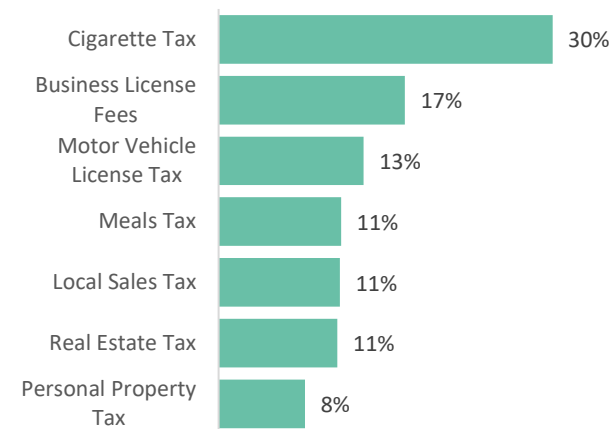
Figure 8 shows connectivity services that respondents believe are not adequately provided in the region.

### FUNDING SOURCES

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

Figure 9. Funding sources

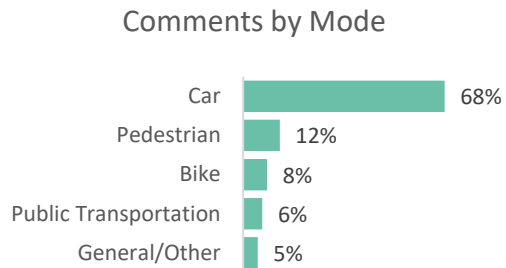
Of the local revenue sources listed below, which would you support increasing to fund transportation improvements in the region?



## MAP COMMENTS

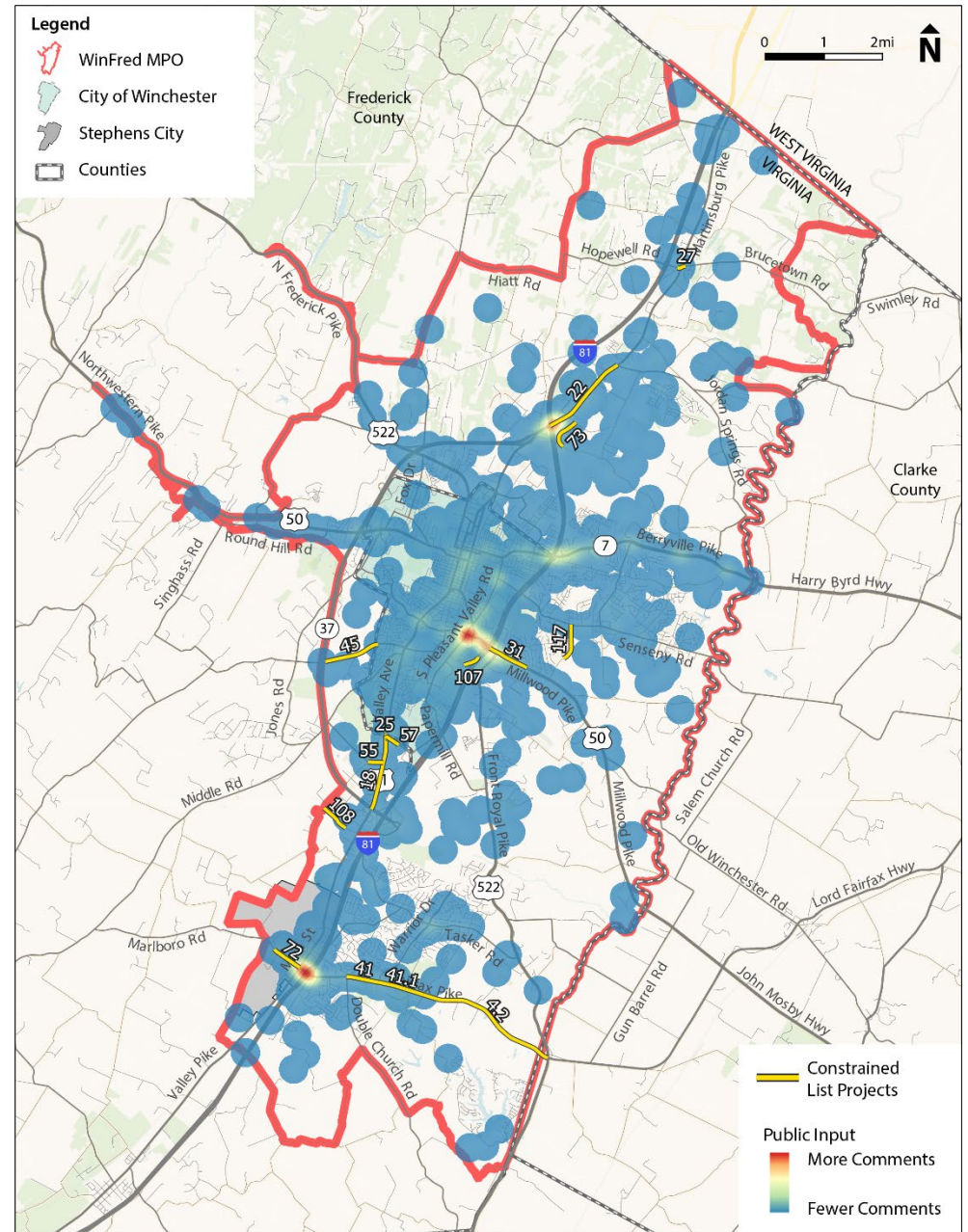
The MetroQuest survey included an interactive map that allowed users to drop markers and comment on issues across the region. Each marker had an associated issue and contextual question, along with an open-ended comment box. Figure 10 shows the breakdown of comments by mode.

Figure 10. Comment markers



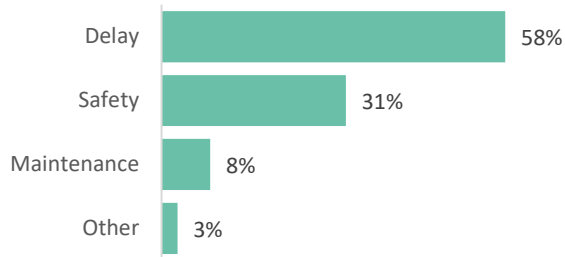
389 of the survey respondents added over 1,300 comments to the map. Half of respondents added three or more comments to the map. Figure 11 shows a heatmap of all the mapped comments overlaid with the constrained list of projects. While not all markers included write-in comments, many did and those are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

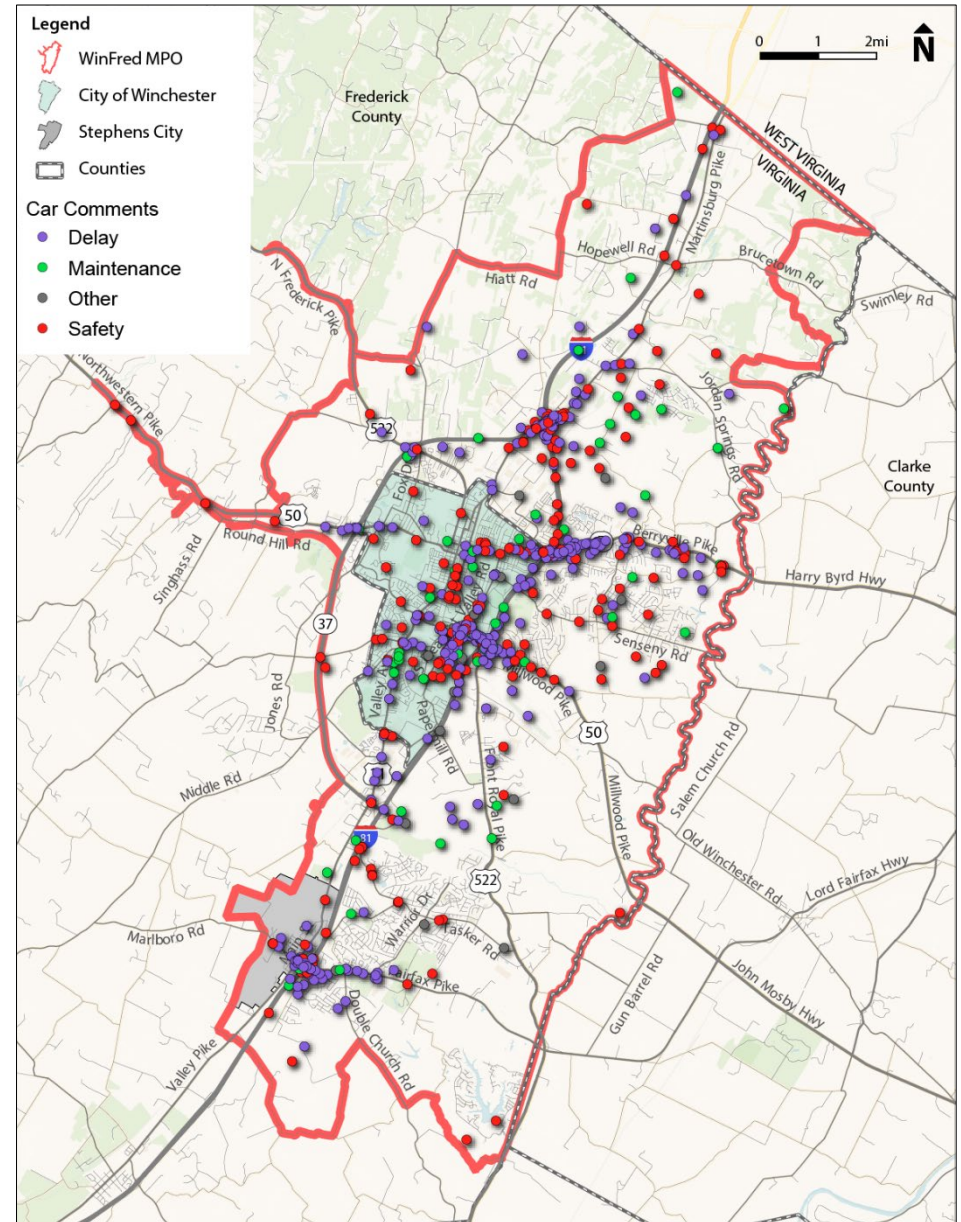
*“Lights are not coordinated creating jams in a very busy commercial area.”*

*“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.”*

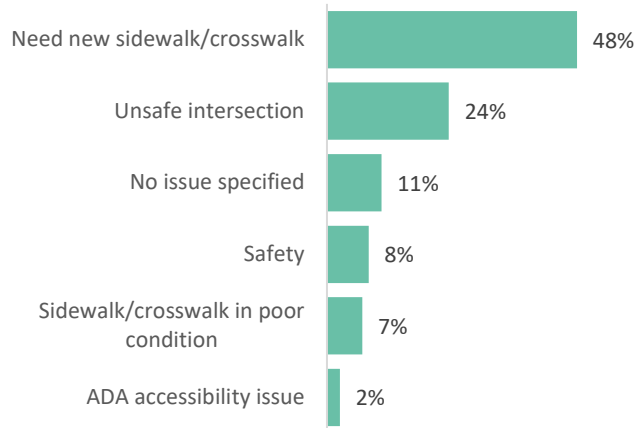
*“Dangerous intersection and traffic backed up for long periods of time, especially at “rush” hours”*





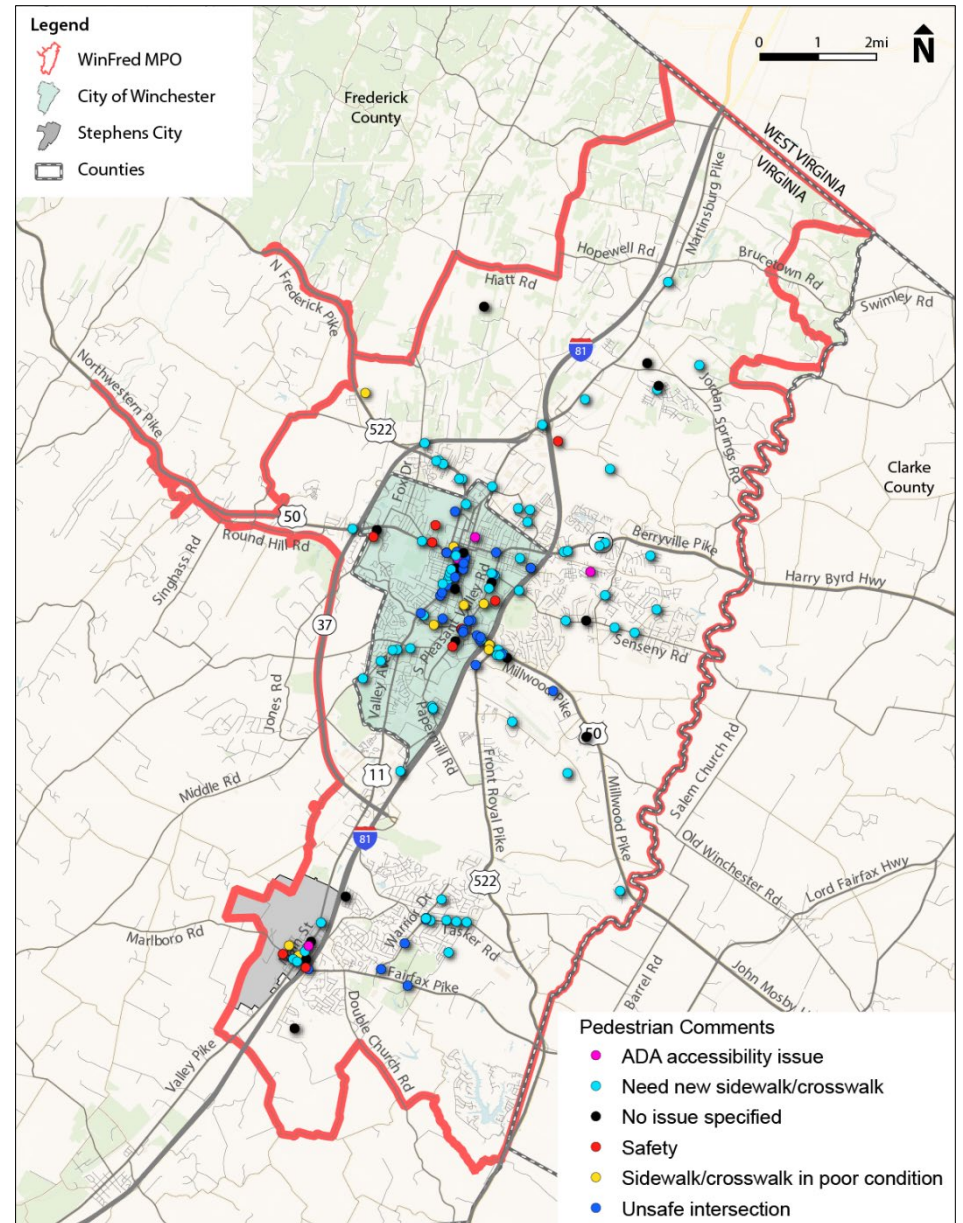
# Pedestrian Comments

## Pedestrian Issues



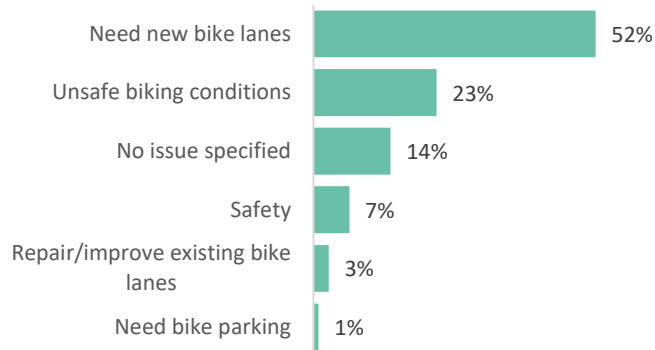
## Representative Comments

- “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

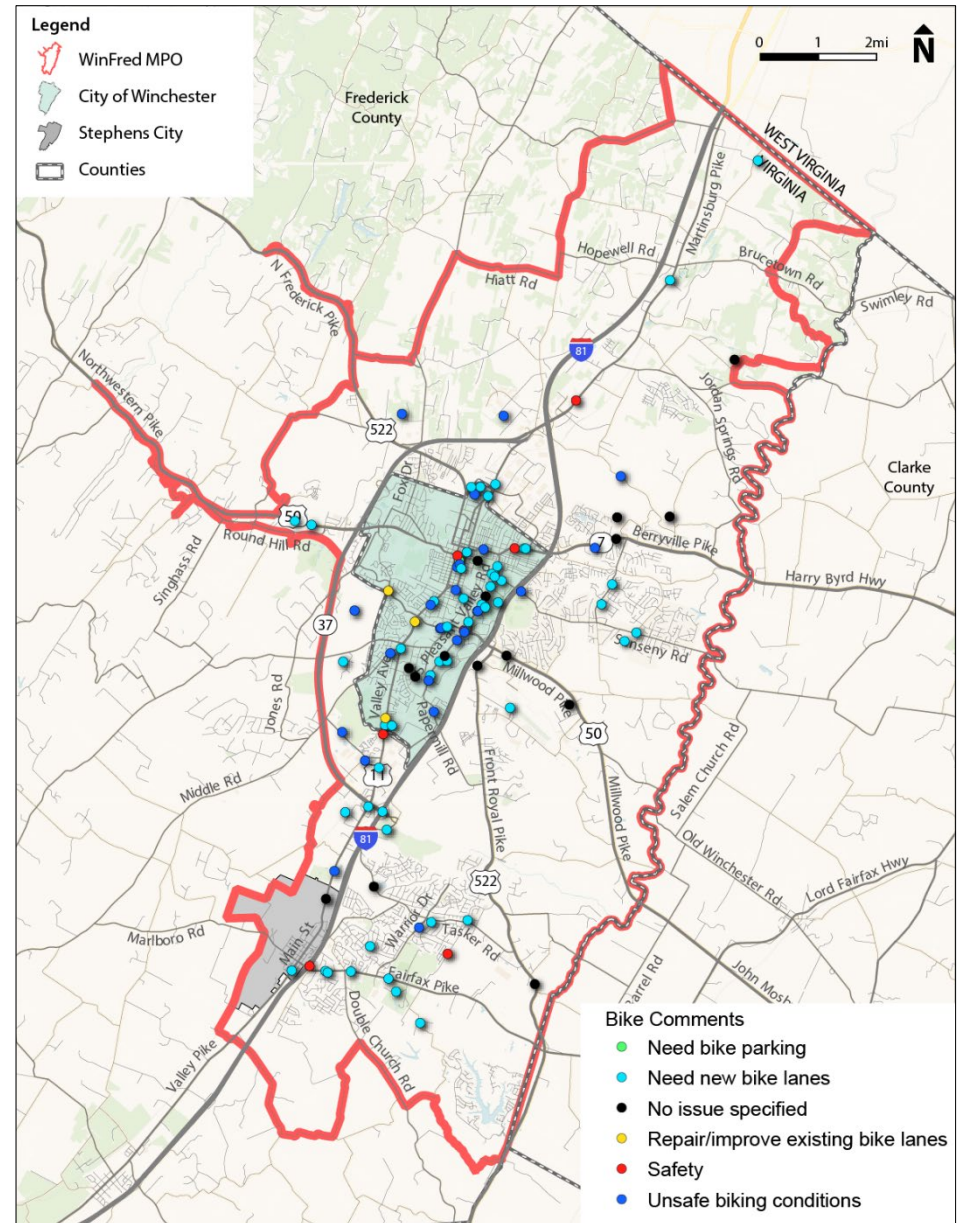
*“Invest in more bike paths here, additional features”*

*“Dangerous area to navigate the bike route”*

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

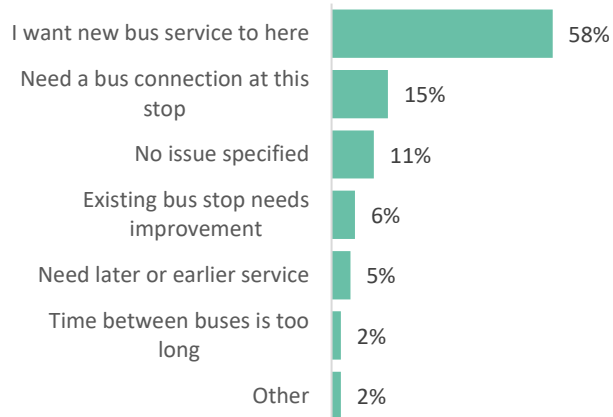
*“Safer bike options connecting the park to old town. Vehicles make biking dangerous”*

*“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

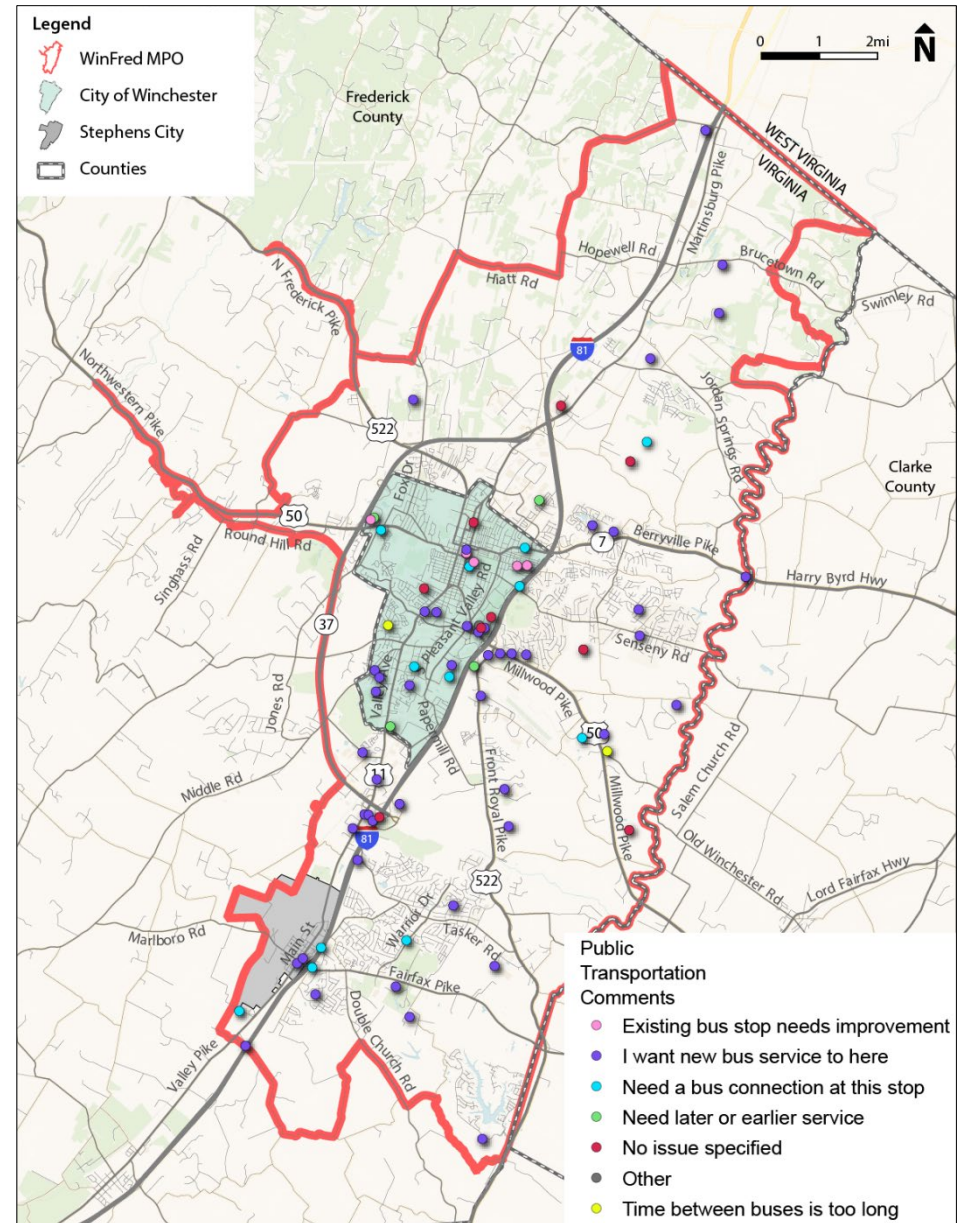
*“Buses need to run on weekends”*

*“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

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### 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 Transit 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 doesn't.
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
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
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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.
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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 light 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 littlet to 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 a 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 opinion
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.

SOURCE	COMMENT
METROQUEST SURVEY	Entering 37 from the onramp, 27 has traffic merge right to get onto 81, without much merge area at all. Very difficult at times.
METROQUEST SURVEY	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
METROQUEST SURVEY	Everything
METROQUEST SURVEY	Excessive speed through the intersection of Pleasant Valley Rd and Jubal Early. Radar/ red light cameras are needed.
METROQUEST SURVEY	Excessive truck traffic
METROQUEST SURVEY	Exit 317 and Red Bud Road
METROQUEST SURVEY	Exit from Walmart dangerous because of speedingvehicles on S. Plesant Valley
METROQUEST SURVEY	exit northbound can backup onto the highway
METROQUEST SURVEY	exiting winchester and having to cross 3 lanes of traffic to reach Rt 37 s this should have been a priority years ago
METROQUEST SURVEY	Failing to yield at the left hand turn.
METROQUEST SURVEY	fatalities from auto accidents due to speeding
METROQUEST SURVEY	Frequent accidents along Senseny near CrestleighDrive and Williamson Road
METROQUEST SURVEY	Had cars pass, excessive speed through this area
METROQUEST SURVEY	Hard to change lanes with congestion
METROQUEST SURVEY	Hard to see when crossing Loudoun Street - blindspots due to cars parked
METROQUEST SURVEY	Heavy truck traffic
METROQUEST SURVEY	Hillbillies drive like absolute monkeys around here
METROQUEST SURVEY	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 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 ½ll 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??? 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 peopl
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 wall 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 sped 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 sidewalk. 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 itunsafe 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 willbe 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/Picaddilly
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 fortraffic. 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 othe
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 realestate in and around Winchester.
METROQUEST SURVEY	timing of lights on 522 where beltway crossesin north Winchester
METROQUEST SURVEY	Not everyone can wear masks according to theirhealth 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 nogood, and has the potential to create a lot of harm and waste a great deal of money. For more than20 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 withinthe 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 abig city without Buses should come more often and zoning shouldbe changed so that smaller necessity stores (grocery/pharmacy) are in neighborhoods. People shouldbe 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.



<b>SOURCE</b>	<b>COMMENT</b>
<b>STAKEHOLDER FORUMS</b>	Environmental Services EVS staff at the medical center don't have transportation to and from work. Employees are coming from everywhere.
<b>STAKEHOLDER FORUMS</b>	There should be more focus on transit services.
<b>STAKEHOLDER FORUMS</b>	There are significant mobility issues with getting seniors to their medical appointments.
<b>STAKEHOLDER FORUMS</b>	They do partner with organizations to try to address transportation. Some people take an ambulance because of the lack of transportation options.
<b>STAKEHOLDER FORUMS</b>	There are few sidewalks in Stephens City and few alternative transportation options.
<b>STAKEHOLDER FORUMS</b>	In the City of Winchester, there are gaps and inconsistencies with the sidewalk network.
<b>STAKEHOLDER FORUMS</b>	There should be better connections to the medical center and free clinic.
<b>STAKEHOLDER FORUMS</b>	Could there be other transportation options, like with vouchers for Lift and other services.
<b>STAKEHOLDER FORUMS</b>	There are issues with internet connections in the rural areas.
<b>STAKEHOLDER FORUMS</b>	Provide mobility for those with physical and cognitive disabilities.
<b>STAKEHOLDER FORUMS</b>	Reliability on Interstate 81 is a problem.
<b>STAKEHOLDER FORUMS</b>	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.
<b>STAKEHOLDER FORUMS</b>	Route 7 in the evenings is becoming an issue, but then people avoid it, pushing traffic on neighborhood roads.
<b>STAKEHOLDER FORUMS</b>	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.
<b>STAKEHOLDER FORUMS</b>	The region has several north/south routes but not many east/west routes. So, motorists use alternate routes through neighborhoods.
<b>STAKEHOLDER FORUMS</b>	There are cut-through problems in many areas, including Raven Wing, Corner Stone, Meadow Branch, Snowden Bridge, One Logistics Park, and other locations.
<b>STAKEHOLDER FORUMS</b>	There are areas, like Old Charlestown Road, with many accidents and fatalities.
<b>STAKEHOLDER FORUMS</b>	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 deincevitalize 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>

# Win-Fred Metropolitan Planning Organization (MPO)

Frederick County ❖ City of Winchester ❖ Town of Stephens City



Rouss City Hall  
 15 N. Cameron St., Winchester, VA  
 Zuckerman Room

June 7, 2022 - 10:00 a.m.

<b>Member Jurisdiction Representatives</b>					
	<b>Frederick County</b>		<b>DRPT</b>		<b>Staff</b>
	Patrick Barker		Ciara Williams		Brandon Davis
✓	John Bishop	✓	Amy Garbarini	✓	John Madera
	Wyatt Pearson		<b>Winchester Airport</b>	✓	Karen Taylor
	Jay Tibbs		Nick Sabo	✓	Amanda Kerns
	<b>Stephens City</b>		<b>Winchester Transit</b>		<b>Others</b>
✓	Mike Majher		Renee Wells		
	<b>VDOT</b>		<b>Winchester</b>		
	Brad Reed	✓	Perry Eisenach		
	Adam Campbell	✓	Tim Youmans		
	<b>Non-Voting</b>		Shawn Hershberger		
	Kevin Jones, FHWA	✓	Justin Hall		
	Tony Cho, FTA				
	Rusty Harrington, VA Dept. of Aviation				





**Winchester Frederick County (WinFred) MPO  
Technical Advisory Committee (TAC) Meeting Minutes  
Rouss City Hall, 15 N. Cameron St., Winchester, VA  
Zuckerman Room  
June 7, 2022 - 10:00 a.m.**

**1. Administrative Items:**

- a) Adoption of agenda – Consensus was reached approving the agenda.
- b) Review and approval of the April 5, 2022 Draft Technical Advisory Committee Meeting Minutes – due to no quorum, minutes were tabled.

**2. Public Comment Period – None reported.**

**3. Draft WinFred 2045 Metropolitan Transportation Plan – John Madera, MPO Staff**

Mr. Madera gave a status report on the draft 2045 MTP update. Mr. Sabo suggested adding elements of the Statewide Aviation Plan that apply to the MPO area to the MTP. No action required; for information only.

**4. Smart Scale Round 5 Projects – John Madera**

Mr. Madera presented a resolution recommending support for 5 Smart Scale projects. The Committee reached consensus to forward the resolution to the Policy Board recommending approval.

**5. System Planning Update:**

Staff reported on the following projects: Route 50/522 Realignment Study Phase 2; Pleasant Valley/Wingate/Featherbed; Valley Mill Road Relocation; Bikeshare.

**6. Upcoming Meeting Schedule (MPO Meetings are held at Rouss City Hall at 10 a.m. but may be subject to change):**

- Project Steering Committee: TBD
- Policy Board: June 15, 2022
- Technical Advisory: July meeting cancelled

**7. VDOT/DRPT Update – No updates reported.**

**8. Other Business – None reported.**

**Meeting adjourned at 10:37 a.m.**

**A meeting quorum shall be established by two (2) members of the CITY,  
two (2) members of the COUNTY and one (1) member of the STATE**

# Win-Fred Metropolitan Planning Organization (MPO)

Frederick County ❖ City of Winchester ❖ Town of Stephens City



Rouss City Hall  
15 N. Cameron St., Winchester, VA  
Zuckerman Room

October 4, 2022 - 10:00 a.m.

V= Virtual Attendance

<b>Member Jurisdiction Representatives</b>					
	<b>Frederick County</b>		<b>DRPT</b>		<b>Staff</b>
V	Patrick Barker		Ciara Williams	✓	Brandon Davis
✓	John Bishop	V	Amy Garbarini	V	John Madera
	Wyatt Pearson		<b>Winchester Airport</b>	✓	Karen Taylor
	Jay Tibbs	✓	Nick Sabo	✓	Amanda Kerns
	<b>Stephens City</b>		<b>Winchester Transit</b>		<b>Others</b>
✓	Mike Majher	✓	Renee Wells	✓	Kayla Peloquin, Frederick County
	<b>VDOT</b>		<b>Winchester</b>		
	Brad Reed		Perry Eisenach		
✓	Adam Campbell	✓	Tim Youmans		
	<b>Non-Voting</b>		Vacant		
	Kevin Jones, FHWA		Justin Hall		
	Tony Cho, FTA				
V	Rusty Harrington, VA Dept. of Aviation				



**Winchester Frederick County (WinFred) MPO  
Technical Advisory Committee (TAC) Meeting Minutes  
Rouss City Hall, 15 N. Cameron St., Winchester, VA  
Zuckerman Room  
October 4, 2022 - 10:00 a.m.**

**1. Administrative Items:**

- Adoption of agenda – Consensus to approve agenda.
- Review and approval of the April 5 and June 7, 2022 Draft Technical Advisory Committee Meeting Minutes – Motion to approve minutes made by Mr. Majher; seconded by Ms. Wells. Motion carried.

**2. Public Comment Period – None reported.**

**3. Draft 2045 Metropolitan Transportation Plan – John Madera, WinFred MPO**

Mr. Madera and Ms. Kerns presented the Draft Plan to the committee. A brief discussion ensued following the presentation. Ms. Kerns stated that an additional public input meeting will be held at the beginning of November.

**4. US 50 (Amherst Street/Northwestern Pike) STARS Study – Adam Campbell, VDOT**

Mr. Campbell presented information on the study. Provided for information only.

**5. System Planning Update-**

Staff provided updates on the following projects:

- **Route 50/522 Realignment Study Phase 2; Valley Mill Road Relocation; Microtransit Study**

**6. BPAC Committee Update – Amanda Kerns, WinFred MPO**

Ms. Kerns gave an update on the committee.

**7. Upcoming Meeting Schedule (MPO Meetings are held at Rouss City Hall at 10 a.m. but may be subject to change):**

- Project Steering Committee: TBD
- Policy Board: October 19, 2022
- Technical Advisory: November 1, 2022

**8. VDOT/DRPT Update – each agency provided updates.**

**9. Other Business – None reported.**

**Meeting adjourned at 11:08 a.m.**

## Glossary of Acronyms

**CAC-** Citizen Advisory Committee- Serves as an advisory committee to the MPO Policy Board to solicit public input and provide citizen perspective on MPO projects. Conducts public hearings and public input sessions on selected projects at the direction of the Policy Board.

**CLRP** – Constrained Long-Range Plan – A fiscally-constrained list of projects drawn from the Vision Plan element of the LRTP. All CLRP projects must have an estimated cost and a revenue source identified.

**CMAQ-** Congestion Mitigation and Air Quality Improvement (CMAQ) Program was implemented to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief.

**FHWA** - Federal Highway Administration - Within the US Department of Transportation, FHWA is responsible for highway issues, including federal laws and regulations related to metropolitan transportation planning.

**FTA** - Federal Transit Administration- within the US Department of Transportation, FTA is responsible for public transit issues, including federal laws and regulations related to metropolitan transportation planning.

**FTA Section 5303 Funds** - This program supports transit planning expenses to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan planning areas.

**FTA Section 5310** - Transportation for Elderly Persons and Persons with Disabilities - The goal of the Section 5310 Program is to help in meeting the special transportation needs of elderly persons and persons with disabilities. The program is designed to supplement other FTA or assistance programs by funding transportation projects for elderly person and persons with disabilities in all areas – urbanized, small urban, and rural.

**HSIP** - Highway Safety Improvement Program - The overall purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.

**LRTP-** Long Range Transportation Plan- Developed and approved by the MPO, the LRTP is a regional plan that includes all transportation projects and programs that the MPO realistically anticipates can be implemented over the next 25 years. LRTP's may include a VISION PLAN, which is a list of all projects (a "wish list") but must also include a CLRP. In order to receive federal funding, transportation projects must be included in the LRTP and the TIP.

**The FAST Act** - On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains our focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

**NHPP-** National Highway Performance Program - The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

**STP Funds** – Surface Transportation Program funds are Federal Funds disbursed through State DOT's for Surface Transportation projects.

**TAC-** Technical Advisory Committee- Serves in an advisory capacity to the Policy Board of the MPO. The TAC works with MPO staff to formulate the UPWP, the LRTP, and provides technical review and assistance on numerous MPO projects undertaken as called out in the UPWP.

**TIP** - Transportation Improvement Program - Approved by the MPO Policy Board, it is a list of projects and programs that will be implemented over the next six years. In order to receive federal funding, transportation projects must be included in the Constrained Long- Range Plan and the TIP. Amendments are major changes to a project included in the CLRP, TIP or STIP that are not Administrative Modifications.

**UPWP** – Unified Planning Work Program- MPOs must adopt and implement an annual work program and budget known as the Unified Planning Work Program (UPWP). The UPWP identifies all activities to be undertaken by the MPO during the fiscal year which begins July 1<sup>st</sup> and ends the following June 30th.

**VDOT - Virginia Department of Transportation** - Agency responsible for statewide transportation facility planning, construction, and maintenance. VDOT is separate from the Virginia Department of Rail and Public Transportation (VDRPT).

# Win-Fred Metropolitan Planning Organization (MPO)

Frederick County ❖ City of Winchester ❖ Town of Stephens City



Rouss City Hall  
15 N. Cameron St., Winchester, VA  
Zuckerman Room

November 1, 2022 - 10:00 a.m.

V= Virtual Attendance

<b>Member Jurisdiction Representatives</b>					
	<b>Frederick County</b>		<b>DRPT</b>		<b>Staff</b>
✓	Patrick Barker			V	Brandon Davis
✓	John Bishop	V	Amy Garbarini	V	John Madera
	Wyatt Pearson		<b>Winchester Airport</b>	✓	Karen Taylor
	Jay Tibbs	✓	Nick Sabo	✓	Amanda Kerns
	<b>Stephens City</b>		<b>Winchester Transit</b>		<b>Others</b>
V	Mike Majher	✓	Renee Wells	✓	Shane McCabe VDOT
	<b>VDOT</b>		<b>Winchester</b>	✓	David Ray
✓	Brad Reed		Perry Eisenach		
	Adam Campbell	✓	Tim Youmans		
	<b>Non-Voting</b>		Vacant		
	Kevin Jones, FHWA	✓	Justin Hall		
	Tony Cho, FTA				
	Rusty Harrington, VA Dept. of Aviation				



**Winchester Frederick County (WinFred) MPO  
Technical Advisory Committee (TAC) Meeting Minutes  
Rouss City Hall, 15 N. Cameron St., Winchester, VA  
Zuckerman Room, 2<sup>nd</sup> Floor  
November 1, 2022 - 10:00 a.m.**

**1. Administrative Items:**

- Adoption of agenda – Motion made by Mr. Bishop; seconded by Mr. Reed. Motion carried.
- Review and approval of the October 4, 2022 Draft Technical Advisory Committee Meeting Minutes - Motion made by Mr. Bishop; seconded by Mr. Reed. Motion carried.

**2. Public Comment Period – None reported.**

**3. [Draft 2045 Metropolitan Transportation Plan](#) – John Madera, WinFred MPO**

Mr. Madera presented the draft 2045 Metropolitan Transportation Plan (MTP). Ms. Kerns gave a public input meeting update. Following a brief discussion, Mr. Reed made a motion to forward a recommendation to the Policy Board approving the 2045 MTP; seconded by Ms. Wells. Motion carried.

**4. System Planning Update**

MPO Staff reported on the following projects:

- Route 50/522 Realignment Study Phase 2; Valley Mill Road Relocation; Microtransit Study

**5. BPAC Committee Update – Amanda Kerns, WinFred MPO**

Ms. Kerns introduced Mr. David Ray, Chair of BPAC and provided an update on the committee.

**6. Upcoming Meeting Schedule (MPO Meetings are held at Rouss City Hall at 10 a.m. but may be subject to change):**

- Project Steering Committee: TBD
- Policy Board: December meeting cancelled
- Technical Advisory: December meeting cancelled

**7. VDOT/DRPT Update – Mr. Reed and Ms. Garbarini provided agency updates.**

**8. Other Business**

Ms. Garbarini presented information on Virginia Group Tier II Transit Asset Management Plan targets to be added to the Transit TIP. Following the presentation, Ms. Wells made a motion to amend the FY21-24 Transit TIP to include the TAM targets; motion seconded by Mr. Bishop. Motion carried.

Mr. Sabo provided an update on the Winchester Regional Airport.

**Meeting adjourned at 10:55 a.m.**