Tier 1 Recommendations October 30, 2017

Office of INTERMODAL Planning and Investment

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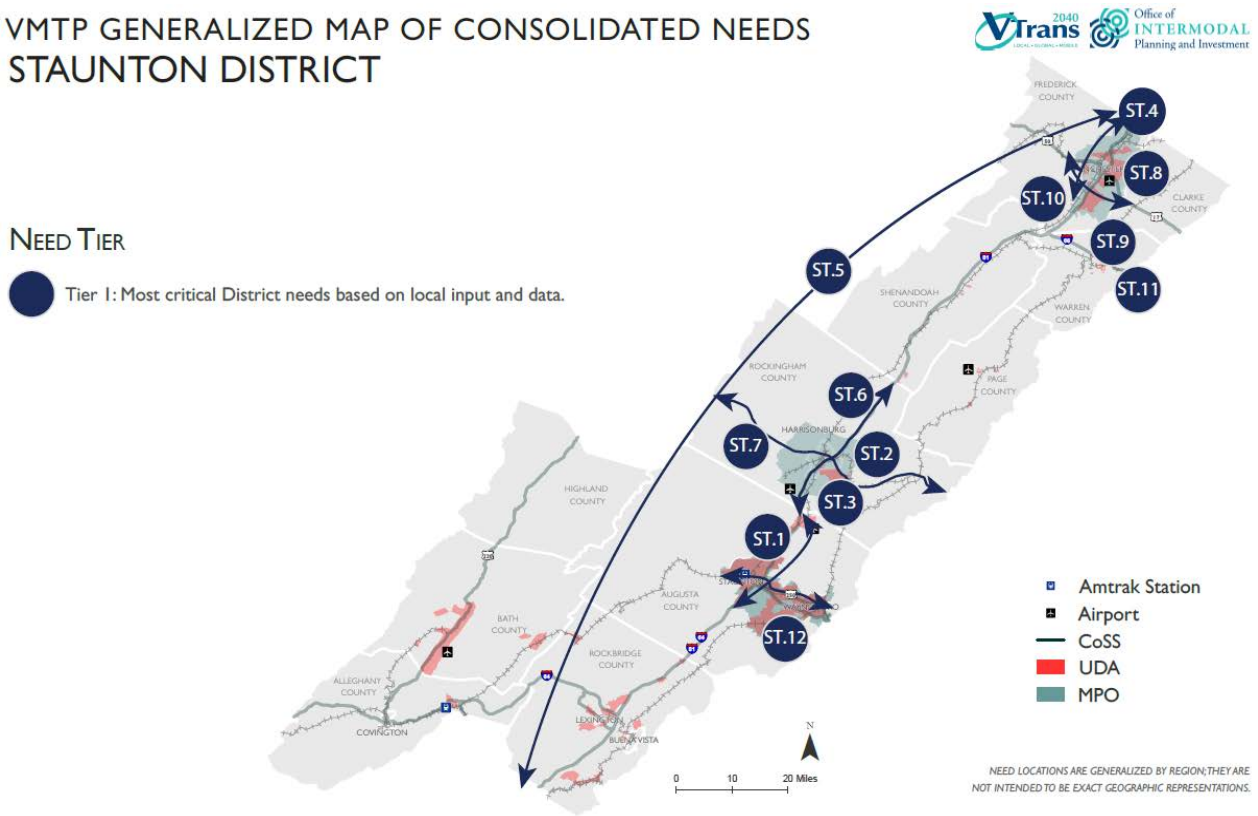
Staunton District

VMTP GENERALIZED MAP OF CONSOLIDATED NEEDS
STAUNTON DISTRICT



Tier 1 District Needs	
Need	**Need Description**
ST.1	In SAWMPO, the I-64 and US 250 corridors have mode choice, safety, congestion, travel demand management, and connectivity needs.
ST.2	In Harrisonburg and Rockingham County, Downtown Harrisonburg and other activity centers including James Madison University have mode choice, congestion, connectivity, travel demand management, and walkable/bikeable place needs.
ST.3	In Harrisonburg and Rockingham County, the VA 253 corridor has mode choice, congestion, walkable/bikeable places, travel demand management, and connectivity needs.
ST.4	In WinFred MPO, the I-81 and US 11 corridors have safety, congestion, redundancy, mode choice, connectivity, and travel demand management needs.
ST.5	Across the Staunton District and neighboring Districts, the I-81 / US 11 corridors have safety, congestion, redundancy and reliability needs.
ST.6	In Harrisonburg and Rockingham County, the I-81 / US 11 corridor and interchanges have mode choice, congestion, redundancy, connectivity and travel demand management needs.
ST.7	In Harrisonburg and Rockingham County, the US 33 corridor has mode choice, congestion, connectivity, and travel demand management needs.

Tier 1 District Needs	
Need	**Need Description**
ST.8	In WinFred MPO, the US 50/US 17/VA 7 corridors have regional corridor congestion, mode choice, and travel demand management needs.
ST.9	In the Staunton District, the Inland Port / US 522 / US 340 corridors have rail access and roadway reliability needs.
ST.10	In WinFred MPO, the VA 37 Extension and VA 277 have corridor congestion, connectivity, and mode choice needs.
ST.11	In Warren County, commuters have park-and-ride, mode choice, and travel demand management needs to/from the County.
ST.12	In SAWMPO, several activity centers and Urban Development Area / Designated Growth Areas (including Augusta County and Waynesboro) have mode choice, congestion, connectivity, travel demand management, and walkable/bikeable place needs.

Funded Projects	
Need(s)	**Project Name**
ST.1	Full Southern Corridor Project: New 1.6 mile roadway located south of I-64 between Exits 94 and 96 (FY2017-2022 SYIP, SMART SCALE)
ST.1, ST.12	Lifecore Shared Use Path - Project consists of an 0.61 mile segment along Lifecore Drive (Route 636) (FY2017-2022 SYIP, SMART SCALE), CST 2017
ST.1	I-64 Active Traffic Safety Management System (Waynesboro to Yancey Mills)
ST.1	Lew Dewitt - Rosser Connector (FY2018-2023 SYIP, SMART SCALE)
ST.2	South Main Street and MLK Jr. Way Improvements (FY2017-2022 SYIP, SMART SCALE), CST 2019
ST.2	Harrisonburg bike/ped projects: Northend Greenway Trail, Bluestone Dr. shared-use path, North Main Street Streetscape, and Grace Street Ext.
ST.2, ST.6, ST.7	Reconstruct East Market Street (US 33) and improve Exit 247 operations by implementing a channelized left turn strategy. (FY 2018-2023 SYIP, SMART SCALE, State of Good Repair (SGR))
ST.3, ST.6	I-81 Exit 245 Improvements - Project relocates the I-81, Exit 245 northbound off-ramp to align with the signalized intersection at Route 253 and Forest Hills Road. (FY2017- 2022 SYIP, SMART Scale), CST 2021
ST.4	I-81/US 11 (Exit 317) study to identify and evaluate feasible modifications to the interchange to accommodate projected growth (WinFred MPO)
ST.4	I-81 Exit 323 NB Accel and SB Decel Lane Ext. (2017-2022 SYIP, SMART SCALE)
ST.4	I-81 Exit 310 Interchange Modification (2017-2022 SYIP) (under construction)
ST.4, ST.8	I-81/VA 7 (Exit 315) I-81 Northbound Decel Lane Ext. (FY 2018-2023 SYIP, SMART SCALE)
ST.5	I-81 Exit 220 and Exit 221 Decel/Accel Lane Ext. (2017-2022 SYIP, SMART SCALE)
ST.5	I-81 Exit 222 NB Accel and SB Decel Lane Ext. (2017-2022 SYIP, SMART SCALE)
ST.5	I-81 Exit 213 Safety Improvements (2017-2022 SYIP, SMART SCALE)
ST.5	I-81 Northbound Truck Climbing Lane (Rockbridge County) (2017-2022 SYIP)
ST.5	Extend SB Accel lane from I-66 WB to I-81 SB (Exit 300) (FY2018-2023 SYIP, SMART SCALE)
ST.5	Interchange modification at Exit 235 (RT 256) (FY2018-2023 SYIP, SMART SCALE)
ST.6	US 11 South Valley Pike - Reconstructs a 1.3 mile segment of US 11 to a 4-lane, divided roadway. (SMART Scale, FY2017-2022 SYIP), CST 2021
ST.6	Realign Route 704 (Cecil Wampler Road) with Route 704 (Oakwood Drive) at US 11 South Valley Pike. (FY2018-2023 SYIP, SMART SCALE)
ST.7	US 33 West - Rawley Pike Safety Enhancements (FY 2017-2022 SYIP, SMART SCALE), CST 2022
ST.7	Construct right-turn lane on US 33 between Route 280 and Route 687
ST.8	Complete Green Circle Trail in Winchester, connect to county/other trails (FY2018-2023 SYIP, SMART SCALE)
ST.9	US 522 signal coordination from I-66 to RT 661 (2017-2022 SYIP, FY 2019 CST)
ST.10	Route 277 Widening and Access Management (2017-2022 SYIP, SMART SCALE)
ST.10	RT 37 safety improvements (RT 11S to RT 11N) (2017-2022 SYIP)
ST.11	Linden Park & Ride Expansion project (construction underway)
ST.11	RT 624 (Happy Creek Road) reconstruction from Front Royal east city limits to RT 645 (2017-2022 SYIP, SMART SCALE)

Project Recommendations						
ID	Tier 1 Need(s)	Project Name	Jurisdiction	Type	Cost ($M)	Page
StauA1	ST.5	Study transit and TDM opportunities in the I-81/US 11 corridor	Multiple	Transportation Demand Management (TDM), Transit	$0.10 (study)	**1**
StauA2	ST.5,ST.6	Enhanced ITS/ATMS on I-81 and US 11 throughout the Staunton District	Multiple	Highway	TBD	**2**
StauA3	ST.5	I-81 corridor freight incident management	Multiple	Highway	TBD	**3**
StauA4	ST.5,ST.7, ST.8,ST.11	Implement District-wide park and ride lot expansion	Multiple	TDM	$1.70	**4**
StauC1	ST.2,ST.7	Implement Harrisonburg's updated Bike/Ped Plan	Harrisonburg	Bicycle, Pedestrian	TBD	**5**
StauC2	ST.2	Develop bike lanes and shared use paths on primary corridors at JMU	Harrisonburg	Bicycle, Pedestrian	$4.45	**6**
StauC3	ST.2	Additional service on Blue Ridge Community College-North Brite Bus route	Multiple	Transit	No capital cost	**8**
StauC4	ST.2	Develop implementation plan for Harrisonburg railroad crossing improvements	Harrisonburg	Bicycle, Pedestrian, Highway	TBD	**10**
StauC5	ST.2	Expand and add new park-and-ride lots in Mt. Crawford and Harrisonburg	Harrisonburg, Rockingham County	TDM	$10.00	**11**
StauC6	ST.3	Implement Port Republic Road (Rt. 253) bike/ped rec's (from local plans)	Harrisonburg, Rockingham County	Bicycle, Pedestrian	$0.83	**12**
StauC7	ST.3,ST.7	Study trip generation and transit use by JMU students	Harrisonburg	TDM, Transit	$0.10 (study)	**14**
StauC8	ST.6	Widen South Main Street (US 11) from Harrisonburg City Limit to Pleasant Valley Road	Harrisonburg	Highway	$24.49	**16**
StauC9	ST.6	Extend bike lanes on South Main Street	Harrisonburg	Bicycle	$1.04	**18**
StauC10	ST.6	US 11 spot improvements from Mt. Clinton Pike to Exit 251	Rockingham County	Highway	$2.50	**20**
StauC11	ST.6	Study for VA 257 - US 11 intersection in Mt. Crawford	Rockingham County	Highway	$0.10 (study)	**22**
StauC12	ST.6	Study connector road corridors near Mt. Crawford	Rockingham County	Highway	$0.10 (study)	**24**
StauC13	ST.7	US 33 Corridor Management Plan	Rockingham County	Highway	TBD	**26**

ID	Tier 1 Need(s)	Project Name	Jurisdiction	Type	Cost ($M)	Page
StauC14	ST.7	Implement bike/ped recommendations for Route 33	Multiple	Bicycle, Pedestrian	TBD	**28**
StauN1	ST.4	US 11 access management plan spot improvements	Frederick County	Highway	TBD	**29**
StauN2	ST.4,ST.8	New WinTran service in US 11 and US 50 corridors	Multiple	Transit	TBD	**31**
StauN3	ST.4,ST.8	I-81 (Exits 313 and 317) Interchange Enhancements	Multiple	Highway	$51.25	**33**
StauN4	ST.4	US 11 North widening from Exit 317 to Old Charles Town Rd.	Frederick County	Highway	$28.35	**35**
StauN5	ST.4,ST.8, ST.10	RideSmart TDM public marketing and outreach	Frederick County	TDM	$0.16	**37**
StauN6	ST.4	Study of I-81 mainline capacity and operational needs	Multiple	Highway	$0.25 (study)	**38**
StauN7	ST.4	US 11 North corridor improvement program	Frederick County	Highway	TBD	**39**
StauN8	ST.8	Spot improvement projects on US 17/US 50 and Rt. 7	Frederick County	Highway	TBD	**41**
StauN9	ST.8	Implement intercity bus service from DC to Winchester	Multiple	Transit	TBD	**43**
StauN10	ST.9	Commuter shuttle bus in Warren County	Warren County	Transit	$0.20	**45**
StauN11	ST.9	Separated grade crossing at Rt. 658/Rockland Rd. NS Railway Bridge	Frederick County	Highway, Rail	$12.98	**47**
StauN12	ST.9	Support the development of off-terminal rail infrastructure improvements	Multiple	Rail	TBD	**49**
StauN13	ST.10	Planning, engineering and ROW for the Rt. 37 Extension from I- 81 to US 522	Frederick County	Highway	$90.92	**50**
StauN14	ST.10	Study congestion, and mode choice issues in northeast Frederick County	Frederick County	Highway, Transit, TDM	$0.25 (study)	**52**
StauN15	ST.11	Park-and-ride, mode choice, and TDM strategies on Rt. 55 in Warren County	Warren County	Transit, TDM	TBD	**53**
StauN16	ST.11	Lord Fairfax Community College (Middletown)-Front Royal Shuttle bus service	Multiple	Transit	$0.15	**54**
StauN17	ST.11	Regional park-and-ride and vanpooling study	Warren County	TDM	$0.10 (study)	**56**

ID	Tier 1 Need(s)	Project Name	Jurisdiction	Type	Cost ($M)	Page
StauN18	ST.8	Study feasibility of commuter bus service from Winchester to Northern Virginia and DC.	Frederick County	Transit	$0.10 (study)	**57**
StauN19	ST.10	Conduct a study to examine freight movement and needs on VA 37 and VA 277	Frederick County	Highway	$0.10 (study)	**58**
StauS1	ST.1,ST.12	Implement recommendations from Staunton and SAWMPO Bike/Pedestrian Plans	Multiple	Bicycle, Pedestrian	TBD	**59**
StauS2	ST.1	Increase new hourly fixed-route Brite Bus service on US 250	Multiple	Transit	No capital cost	**60**
StauS3	ST.1	Access Management and Traffic Management Program on US250	Multiple	Highway	TBD	**61**
StauS4	ST.1,ST.2, ST.6,ST.12	Implement I-81/I-64 corridor intercity bus study recommendations	Multiple	Transit	TBD	**63**
StauS5	ST.1	I-64 Congestion and Safety Study implementation	Multiple	Highway	TBD	**64**
StauS6	ST.5	Truck climbing lanes on I-81 near Weyers Cave and I-81 ITS improvements in Lexington area	Multiple	Highway	$54.19	**66**
StauS7	ST.2,ST.5, ST.12	Implement the recommendations of the Central Shenandoah Planning Commission TDM plan	Multiple	TDM	TBD	**68**
StauS8	ST.12	Waynesboro bicycle network and transportation demand management	Waynesboro	Bicycle, Pedestrian, TDM	$3.45	**69**

Staunton District

Project Sheets

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauA1

Short Description

Study transit and TDM opportunities in the I-81/US 11 corridor throughout the District, with initial focus in Augusta and Warren Counties

District: Staunton

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

- [X] Corridor of Statewide Significance
- [X] Regional Network
- [X] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 5

Project Status: New Project Idea

Recommendation Features

Type (Place X in all applicable boxes)

- [ ] Highway
- [ ] Bike/Pedestrian
- [X] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [X] Travel Demand Management

Detailed Description of Improvements

Focus on expanding regional TDM activities, increasing marketing, advertising, direct outreach; explore the potential for a program to incentivize ridesharing. Identify TDM, transit and park-and-ride projects that increase Park and Ride capacity along the corridor in Augusta County and Warren County. Specific locations for park and rides may include Port Republic Road, Staunton Crossing, Waynesboro Park and Ride, and Weyers Cave. Study potential intercity transit or ridesharing connecting RVARC and CSPDC. Focus on maximizing existing capacity through reducing congestion on I-81/US 11.

Potential Funding Sources

(Place X in all applicable boxes)

- [ ] SMART SCALE
- [ ] TAP
- [ ] CMAQ
- [ ] HSIP
- [ ] Prescoping
- [X] Other: FTA/DRPT discretionary

Estimated Project Cost (in $M): $ 0.10

Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	
Congestion Mitigation	
Accessibility	
Land Use	
Environment	
Economic Development	

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauA2

Short Description

Enhanced ITS/ATMS on I-81 and US 11 throughout the Staunton District

District: Staunton

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

- [X] Corridor of Statewide Significance
- [X] Regional Network
- [ ] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 5 / ST. 6

Project Status: New Project Idea

Recommendation Features

Type (Place X in all applicable boxes)

- [X] Highway
- [ ] Bike/Pedestrian
- [ ] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [X] Travel Demand Management

Detailed Description of Improvements

Enhanced ITS/ATMS on I-81 and US 11 throughout the Staunton District, particularly from US 60 (Exit 188) in Lexington to Exit 264 (New Market) and Exit 296 (Strasburg) to West Virginia State line. The ATMS should be designed to provide travel time information and route highlights when I-81 is congested or during incidents. Explore the potential for expanding the use of Integrated Corridor Management techniques in the I-81 corridor. In addition, the ITS should be linked to truck parking utilization information to provide real-time information to trucks operating on I-81.

Potential Funding Sources

(Place X in all applicable boxes)

- [X] SMART SCALE
- [ ] TAP
- [ ] CMAQ
- [X] HSIP
- [X] Prescoping
- [X] Other: Interstate maintenance

Estimated Project Cost (in $M): TBD

Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Minimal impact to safety, but will reduce delays associated with incidents.
Congestion Mitigation	Improved utilization of existing capacity and incident management
Accessibility	Unlikely to impact regional accessibility to jobs.
Land Use	Not applicable within this region.
Environment	Minor environmental footprint and can help reduce emissions.
Economic Development	The project will impact high-truck volumes and address reliability issues.

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauA3

Short Description

I-81 corridor freight incident management for detection, response, and clearance

District: Staunton

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [X] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 5

Project Status: New Project Idea

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [X] Travel Demand Management

Detailed Description of Improvements

I-81 corridor freight incident management for detection, response, and clearance: Provide event mitigation for non-recurring congestion along the entire corridor, including on-site incident management to reduce duration and safety impacts, and ITS strategies to reroute traffic to reduce overall delay.

Potential Funding Sources

(Place X in all applicable boxes)

[ ] SMART SCALE [ ] TAP [ ] CMAQ [X] HSIP [X] Prescoping [X] Other: FASTLANE, other Federal

Estimated Project Cost (in $M): TBD

Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	
Congestion Mitigation	
Accessibility	
Land Use	
Environment	
Economic Development	

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauA4

Short Description

Implement park and ride expansions, improvements, and new lots as presented in VDOT's Park and Ride Investment Strategy (2014).

District: Staunton

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

- [X] Corridor of Statewide Significance
- [X] Regional Network
- [ ] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 5 / ST. 7 / ST. 8 / ST. 11

Project Status: Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

- [ ] Highway
- [ ] Bike/Pedestrian
- [X] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [X] Travel Demand Management

Detailed Description of Improvements

Implement park and ride expansions, improvements, and new lots as presented in VDOT's Park and Ride Investment Strategy (2014). Includes Warren County (US 340/Route 522 near I-66), Shenandoah County (Route 55 near I-81), Rockingham County (Route 33 near Route 634), City of Waynesboro (Route 340 near I-64), Frederick County (Route 704 near US 50 and US 522 at Route 701), and Augusta County (Route 256 near I-81).

Potential Funding Sources

(Place X in all applicable boxes)

- [X] SMART SCALE
- [ ] TAP
- [ ] CMAQ
- [ ] HSIP
- [ ] Prescoping
- [X] Other: FTA/DRPT discretionary

Estimated Project Cost (in $M): $ 1.70

Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in congestion reduces crashes and increases safety
Congestion Mitigation	Taking personal vehicles off the road will help congestion issues.
Accessibility	Projects will increase multi-modal accessibility (depending on locations).
Land Use	Not applicable within this region.
Environment	Moderate surface environment impact with emission benefits anticipated.
Economic Development	Program should increase attractiveness of the areas for development.

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauC1

Short Description

Implement recommendations in Harrisonburg's updated Bike/Ped Plan.

District: Staunton

Local Jurisdiction: Harrisonburg City

VMTP Need Type (Place X in all applicable boxes)

- [ ] Corridor of Statewide Significance
- [X] Regional Network
- [X] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 2 / ST. 7

Project Status: Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

- [ ] Highway
- [X] Bike/Pedestrian
- [ ] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [ ] Travel Demand Management

Detailed Description of Improvements

Implement the recommendations contained in the Harrisonburg Bicycle and Pedestrian plan to increase access within and into downtown Harrisonburg and the James Madison University Campus, including intersections, sidewalk, shared use paths, and bike lanes.

Potential Funding Sources

(Place X in all applicable boxes)

- [X] SMART SCALE
- [X] TAP
- [ ] CMAQ
- [X] HSIP
- [X] Prescoping
- [X] Other: Revenue sharing, hwy. maint.

Estimated Project Cost (in $M): TBD by study

Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Will address bicycle and pedestrian safety and reduce conflicts.
Congestion Mitigation	Taking personal vehicles off the road will help congestion issues.
Accessibility	Will increase multi-modal accessibility (depending on locations).
Land Use	Not applicable within this region.
Environment	Negligible surface environment impact; emission benefits anticipated.
Economic Development	Should increase attractiveness of the Harrisonburg area

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauC2

Short Description

Develop bike lanes and shared use paths on primary corridors at JMU

District: Staunton

Local Jurisdiction: Harrisonburg City

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 2

Project Status: Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

[ ] Highway [X] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Develop bicycle lanes and shared use paths on primary corridors connecting on and off campus destinations, as detailed in the James Madison University Campus Bicycle and Pedestrian Plan (2014) and the Harrisonburg Downtown Streetscape Plan (including the Federal Street path).

Potential Funding Sources

(Place X in all applicable boxes)

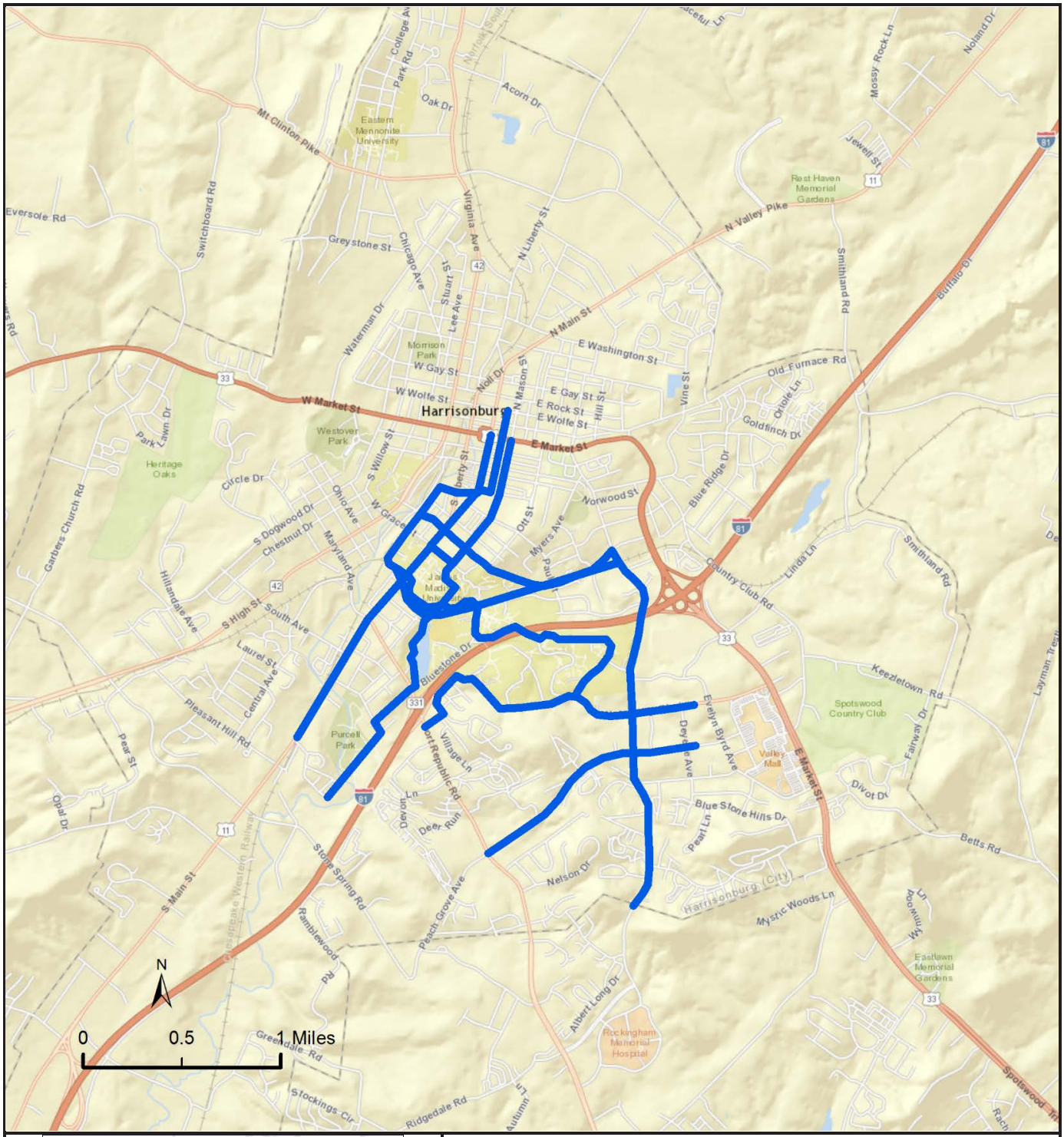
[X] SMART SCALE [X] TAP [ ] CMAQ [ ] HSIP [X] Prescoping [ ] Other:

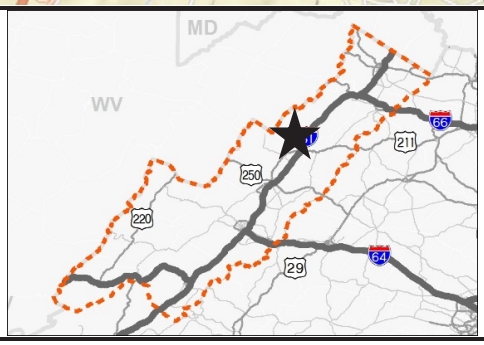
Estimated Project Cost (in $M) $ 4.45 Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Will address bicycle and pedestrian safety and reduce conflicts.
Congestion Mitigation	Taking personal vehicles off the road will help congestion issues.
Accessibility	Increase multi-modal accessibility
Land Use	Not applicable within this region.
Environment	Negligible surface environment impact; emission benefits
Economic Development	Should increase attractiveness of the Harrisonburg area





Project Reference Number: StauC2

Short Project Description: Develop bicycle lanes and shared use paths on primary corridors connecting on and off campus destinations, as detailed in the James Madison University Campus Bicycle and Pedestrian Plan (2014) and the Harrisonburg Downtown Streetscape Plan (including the Federal Street path).

VDOT District: Staunton

Local Jurisdiction: Harrisonburg City

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauC3

Short Description

Additional service on Blue Ridge Community College-North Brite Bus route

District: Staunton

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

- [ ] Corridor of Statewide Significance
- [X] Regional Network
- [X] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 2

Project Status: Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

- [ ] Highway
- [ ] Bike/Pedestrian
- [X] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [ ] Travel Demand Management

Detailed Description of Improvements

Add an additional Friday trip to Blue Ridge Community College-North Brite Bus route: JMU, Dayton, Bridgewater College, and Mt. Crawford, as detailed in Harrisonburg TDP Vision List (2015). Recommendation presumes current fleet and planned expansion bus purchases can accommodate service expansion (e.g., no expansion vehicle purchase required). If an expansion vehicle is required, this may be funded through SMART Scale or other DRPT administered programs (depending on total cost).

Potential Funding Sources

(Place X in all applicable boxes)

- [ ] SMART SCALE
- [ ] TAP
- [ ] CMAQ
- [ ] HSIP
- [ ] Prescoping
- [X] Other: DRPT/FTA discretionary

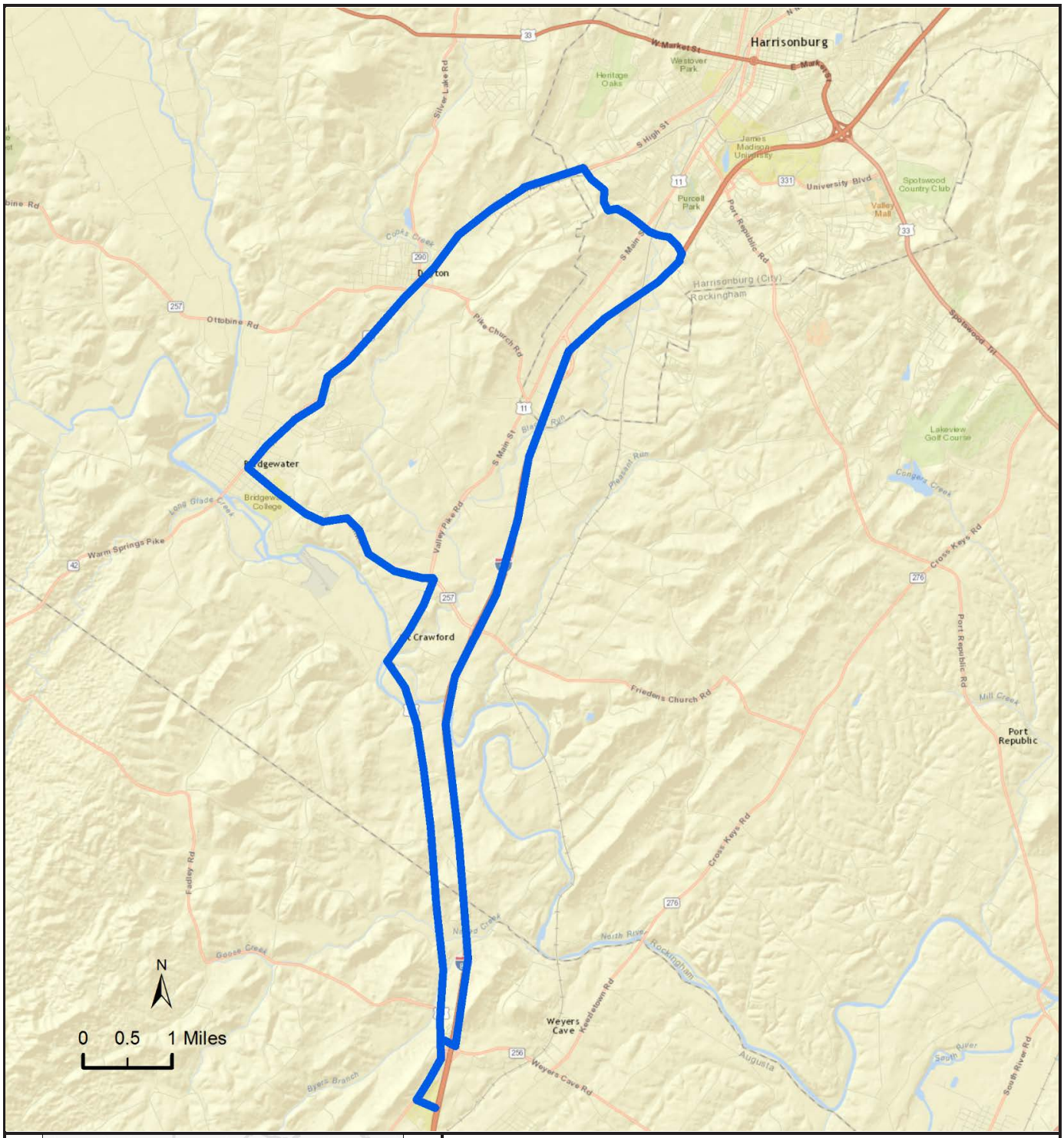
Estimated Project Cost (in $M): Ops. cost only

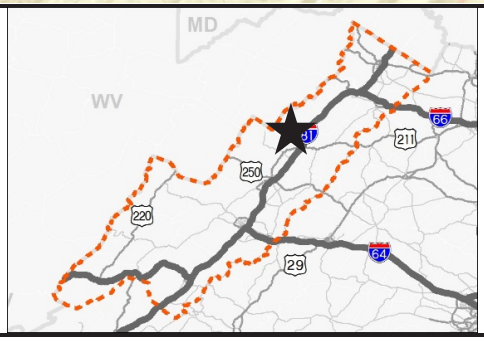
Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	
Congestion Mitigation	
Accessibility	
Land Use	
Environment	
Economic Development	





Project Reference Number: StauC3

Short Project Description: Add an additional Friday trip to Blue Ridge Community College-North Brite Bus route: JMU, Dayton, Bridgewater College, and Mt. Crawford, as detailed in Harrisonburg TDP Vision List (2015).

VDOT District: Staunton

Local Jurisdiction: Multiple

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauC4

Short Description

Develop concepts and implementation plan for railroad crossing improvements in Harrisonburg

District: Staunton

Local Jurisdiction: Harrisonburg City

VMTP Need Type (Place X in all applicable boxes)

- [ ] Corridor of Statewide Significance
- [X] Regional Network
- [X] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 2

Project Status: New Project Idea

Recommendation Features

Type (Place X in all applicable boxes)

- [X] Highway
- [X] Bike/Pedestrian
- [ ] Bus Transit
- [ ] Rail Transit
- [X] Freight Rail
- [ ] Travel Demand Management

Detailed Description of Improvements

Develop alternative concepts and implementation plan for a program of railroad crossing improvements within Harrisonburg (US 11 - S. Main Street, Reservoir Street, and within JMU Campus). Railroad crossing improvements would consider improvements to both vehicle and bicycle and pedestrian crossings, and where appropriate consider potential grade separations. Ultimate improvements could be funded through SMART Scale, transportation alternatives, or HSIP - depending on project scope and cost.

Potential Funding Sources

(Place X in all applicable boxes)

- [X] SMART SCALE
- [X] TAP
- [ ] CMAQ
- [X] HSIP
- [X] Prescoping
- [ ] Other:

Estimated Project Cost (in $M): TBD by study

Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Will address vehicle and non-motorized safety and reduce conflicts.
Congestion Mitigation	Minimal impact on recurring congestion within Harrisonburg.
Accessibility	Projects will have a limited benefit to multi-modal accessibility.
Land Use	Not applicable within this region.
Environment	Negligible surface environment impact; emission benefits
Economic Development	Program will improve travel time reliability within Harrisonburg.

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauC5

Short Description

Expand and add new park-and-ride lots in Mt. Crawford and Harrisonburg

District: Staunton

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

- [ ] Corridor of Statewide Significance
- [X] Regional Network
- [X] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 2

Project Status: New Project Idea

Recommendation Features

Type (Place X in all applicable boxes)

- [ ] Highway
- [ ] Bike/Pedestrian
- [X] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [X] Travel Demand Management

Detailed Description of Improvements

Develop formal Mt. Crawford Park and Ride to meet current and anticipated demand and locate a new park and ride lot within Harrisonburg with access to existing HDPT service and the I-81/I-64 corridor. SMART Scale funding or other discretionary DRPT/FTA funding could be used for the Mt. Crawford park-and-ride lot expansion and the construction of a new park-and-ride lot in Harrisonburg. The estimated project cost presumes ROW acquisition and construction for two park-and-ride lots, both with over 100 paved parking spaces, lighting, and other access requirements.

Potential Funding Sources

(Place X in all applicable boxes)

- [X] SMART SCALE
- [ ] TAP
- [ ] CMAQ
- [ ] HSIP
- [ ] Prescoping
- [X] Other: DRPT/FTA discretionary

Estimated Project Cost (in $M): $ 10.00

Right of Way Required for Project: Y

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in congestion reduces crashes and increases safety
Congestion Mitigation	Taking personal vehicles off the road will help congestion issues.
Accessibility	Better accessibility through mode choice and reduction in VMT
Land Use	Not applicable within this region.
Environment	Negligible surface environment impact; emission benefits
Economic Development	Reduction in VMT increases reliability

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauC6

Short Description

Implement the Port Republic Road (Rt. 253) Recommendations in multiple bike/ped plans covering the area

District: Staunton

Local Jurisdiction: Harrisonburg City

VMTP Need Type (Place X in all applicable boxes)

- [ ] Corridor of Statewide Significance
- [X] Regional Network
- [X] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 3

Project Status: Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

- [ ] Highway
- [X] Bike/Pedestrian
- [ ] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [ ] Travel Demand Management

Detailed Description of Improvements

Implement the Port Republic Road (VA 253) recommendations from multiple bike/ped plans, including JMU, the City of Harrisonburg, and Rockingham County Bike/Ped Plans. Includes bike lanes between US 11 and I-81 (JMU), shared use path crossing over I-81 (HRMPO), and an extension of the shared use path to Shen Lake Dr (Rockingham County)

Potential Funding Sources

(Place X in all applicable boxes)

- [X] SMART SCALE
- [X] TAP
- [ ] CMAQ
- [X] HSIP
- [ ] Prescoping
- [ ] Other:

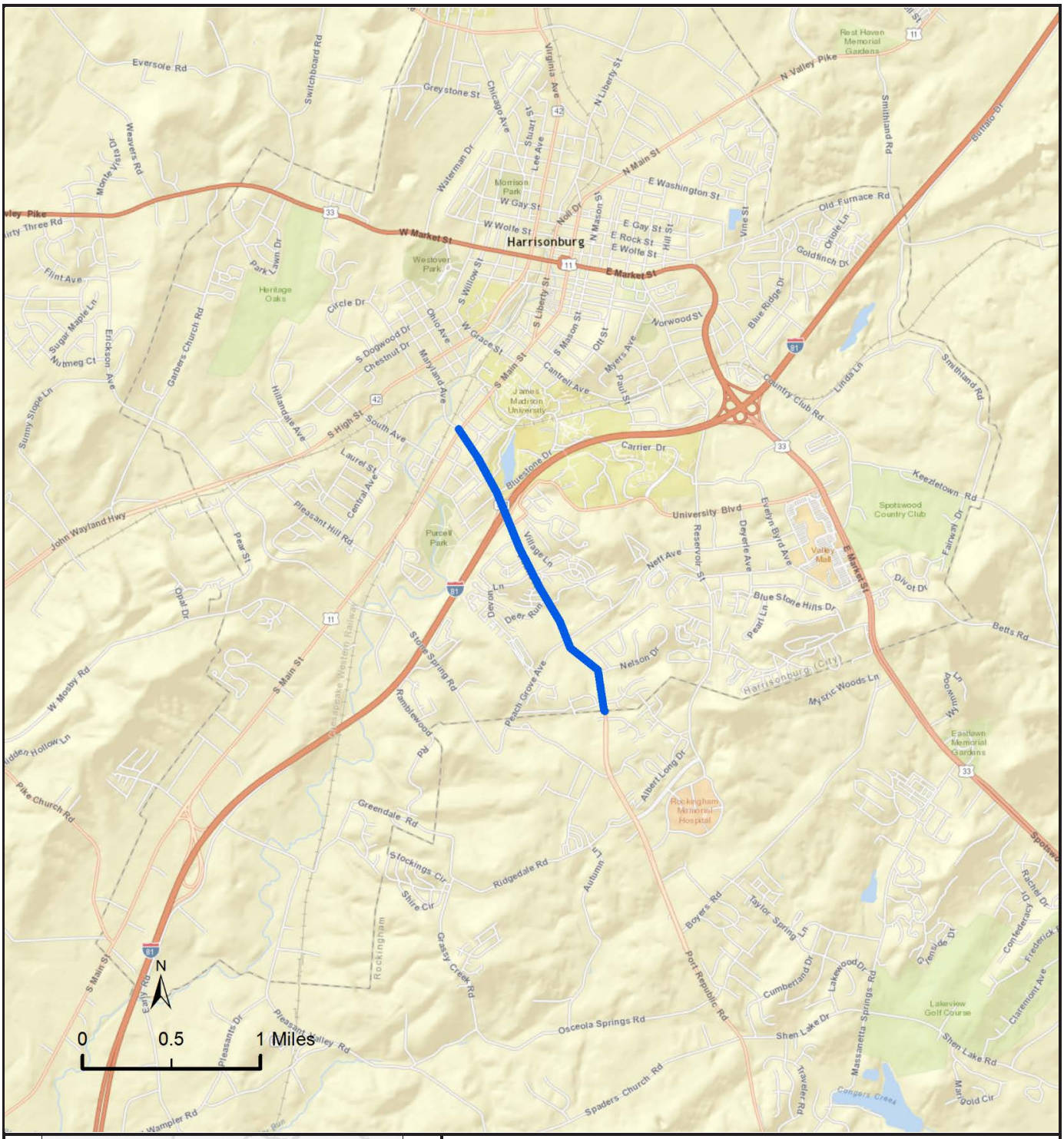
Estimated Project Cost (in $M): $ 0.83

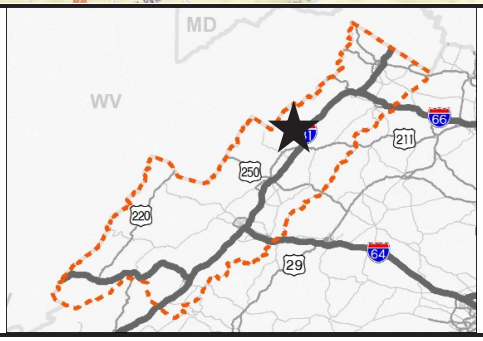
Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Projects will benefit bicycle and pedestrian safety.
Congestion Mitigation	Taking personal vehicles off the road will help congestion issues.
Accessibility	Projects will increase multi-modal accessibility within the corridor.
Land Use	Not applicable within this region.
Environment	Minimal surface environmental impact with potential emission benefits.
Economic Development	Possible impact for new businesses in Port Republic Road corridor.





Project Reference Number: StauC6

Short Project Description: Implement the Port Republic Road (VA 253) recommendations from multiple bike/ped plans, including JMU, the City of Harrisonburg, and Rockingham County Bike/Ped Plans.

VDOT District: Staunton

Local Jurisdiction: Harrisonburg City

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauC7

Short Description

Study trip generation and transit use by JMU students and options to increase service/speed and promote increased service

District: Staunton

Local Jurisdiction: Harrisonburg City

VMTP Need Type (Place X in all applicable boxes)

- [ ] Corridor of Statewide Significance
- [X] Regional Network
- [X] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 3 / ST. 7

Project Status: New Project Idea

Recommendation Features

Type (Place X in all applicable boxes)

- [ ] Highway
- [ ] Bike/Pedestrian
- [X] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [X] Travel Demand Management

Detailed Description of Improvements

Study use of transit by James Madison University students and evaluate options to increase bus service and speed along Port Republic Road (VA 253). Recommendations may include bus-priority treatments or a dedicated transit bus-way on Port Republic Road (VA 253) as described in the City of Harrisonburg's comprehensive plan (2011). Study trip generation and transit/TDM needs associated with the James Madison University campus buildings and activities, which are situated on both sides of I-81/US 11 corridor. Following study completion, recommendations could be funded through a combination of SMART Scale, TAP, and other discretionary DRPT/FTA transit funding.

Potential Funding Sources

(Place X in all applicable boxes)

- [X] SMART SCALE
- [X] TAP
- [ ] CMAQ
- [ ] HSIP
- [X] Prescoping
- [X] Other: DRPT/FTA discretionary

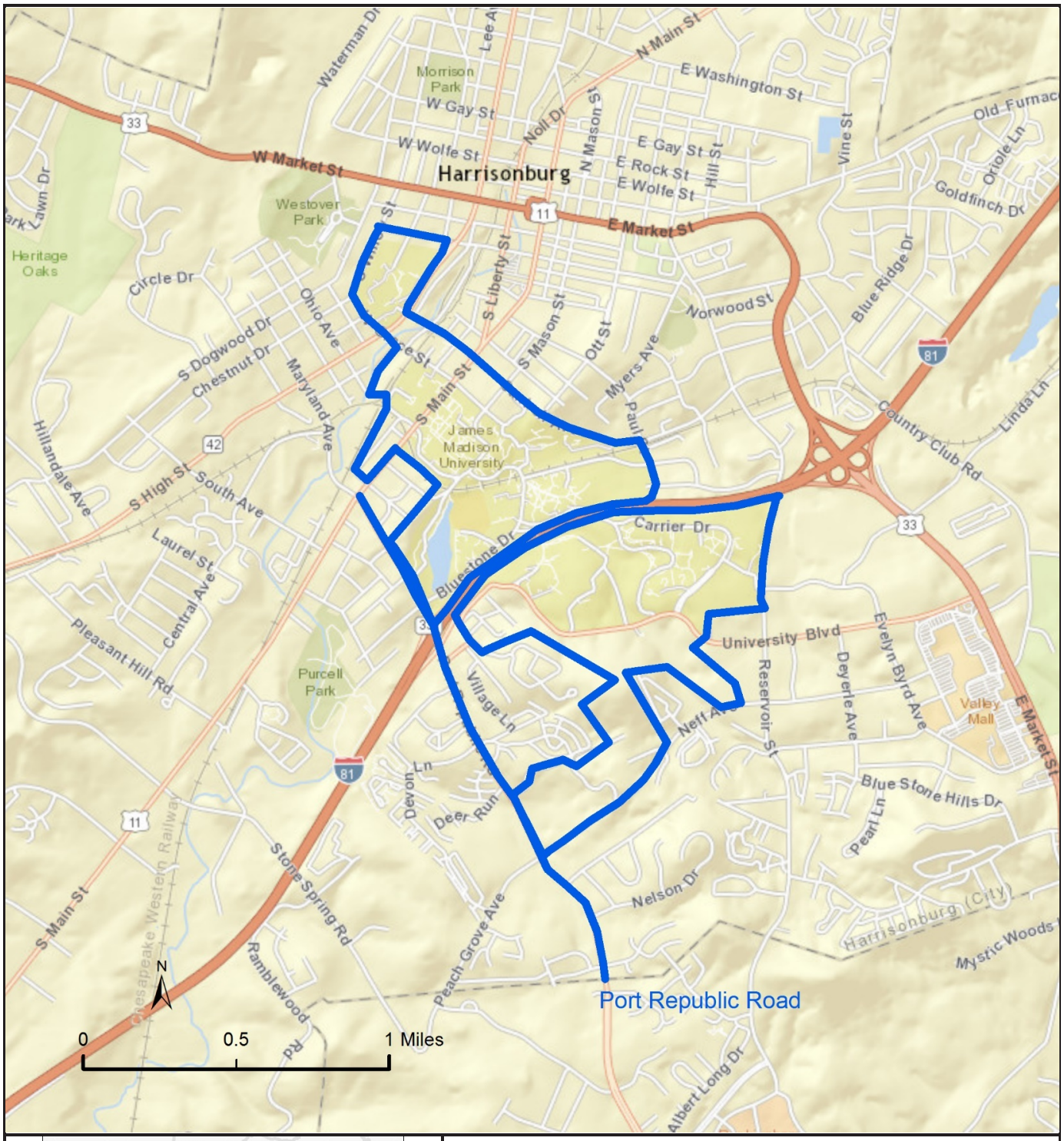
Estimated Project Cost (in $M): $ 0.10

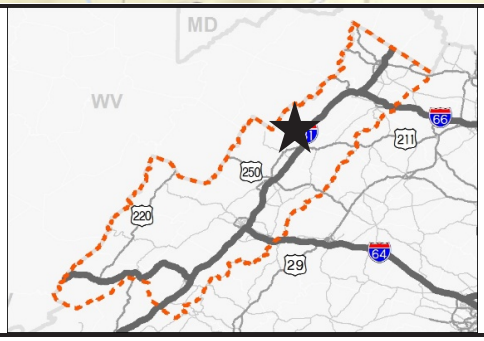
Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in congestion reduces crashes and increases safety
Congestion Mitigation	Taking personal vehicles off the road will help congestion issues.
Accessibility	Projects will increase multi-modal accessibility
Land Use	Not applicable within this region.
Environment	No surface environment impact and potential emissions benefits.
Economic Development	May spur development and increase travel time reliability





Project Reference Number: StauC7

Short Project Description: Study trip generation and use of transit by James Madison University students and evaluate options to increase bus service and speed along Port Republic Road (VA 253).

VDOT District: Staunton

Local Jurisdiction: Harrisonburg City

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauC8

Short Description

Widen South Main Street (US 11) from Harrisonburg City Limit to Pleasant Valley Road

District: Staunton

Local Jurisdiction: Harrisonburg City

VMTP Need Type (Place X in all applicable boxes)

- [ ] Corridor of Statewide Significance
- [X] Regional Network
- [ ] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 6

Project Status: Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

- [X] Highway
- [X] Bike/Pedestrian
- [ ] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [ ] Travel Demand Management

Detailed Description of Improvements

Widen South Main Street (US 11) from Harrisonburg City Limit to Pleasant Valley Road. This project fills in the gap between Harrisonburg and Mt. Crawford (RT 257) for a consistent 4-lane section with bicycle lanes. (HRMPO Updated 2040 Vision List)

Potential Funding Sources

(Place X in all applicable boxes)

- [X] SMART SCALE
- [X] TAP
- [ ] CMAQ
- [ ] HSIP
- [ ] Prescoping
- [ ] Other:

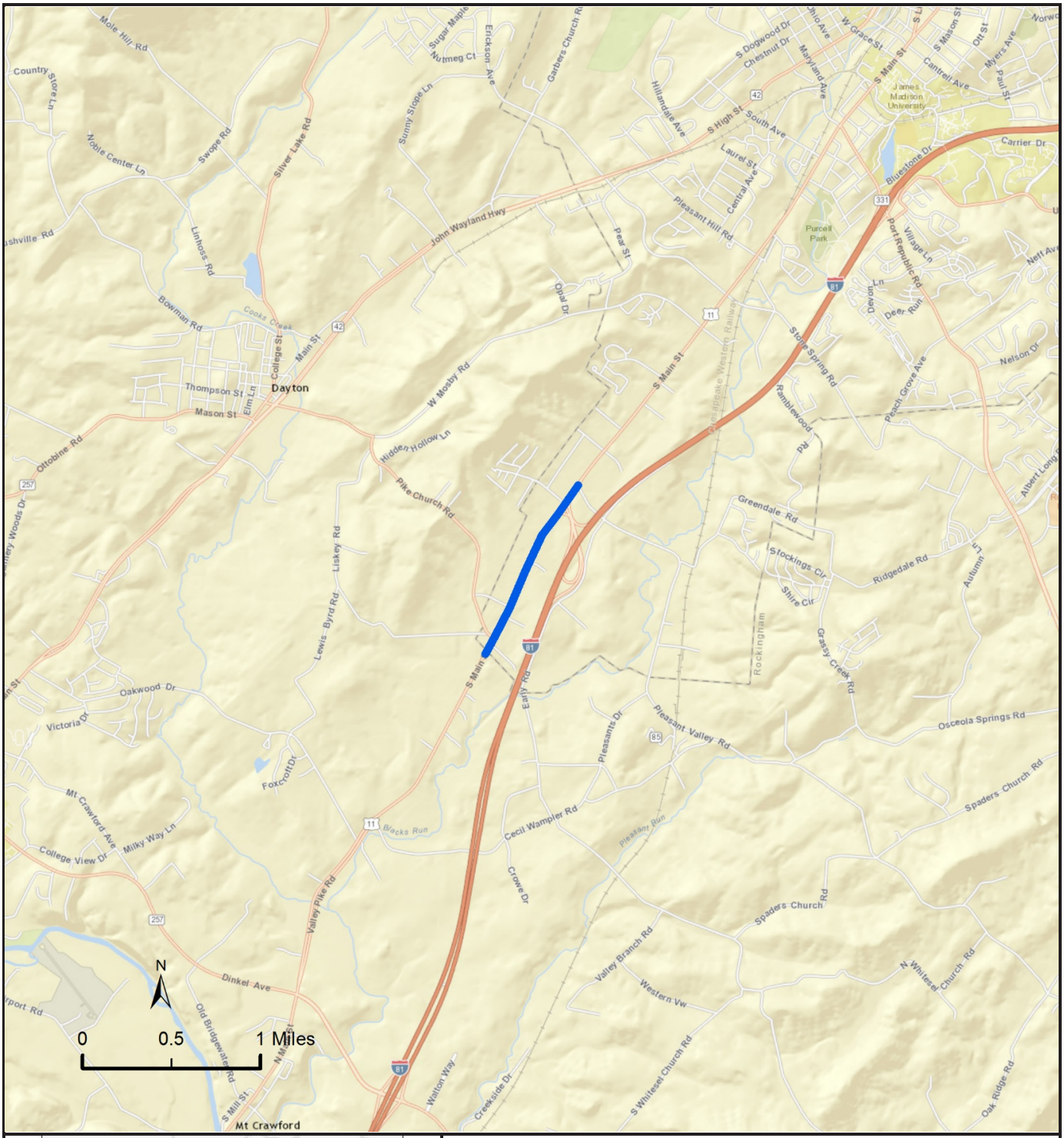
Estimated Project Cost (in $M): $ 24.49

Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Possible reduction in congestion reduces crashes and increases safety
Congestion Mitigation	Project could reduce intersection related delay.
Accessibility	Project will have a minimal impact on regional accessibility.
Land Use	Not applicable within this region.
Environment	Minor surface environment impact with minimal emission benefits.
Economic Development	Program should improve reliability within the US 11 corridor.



Project Reference Number: StauC8

Short Project Description: Widen South Main Street (US 11) from Harrisonburg City Limit to Pleasant Valley Road

VDOT District: Staunton

Local Jurisdiction: Harrisonburg City

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauC9

Short Description

Extend bike lanes on South Main Street

District: Staunton

Local Jurisdiction: Harrisonburg City

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 6

Project Status: New Project Idea

Recommendation Features

Type (Place X in all applicable boxes)

[ ] Highway [X] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Extend bike lanes on South Main Street to development adjacent Exit 243/Pleasant Valley Road corridor. In combination with recommendation StauC8, this will create a consistent bike lane system on US 11/South Main Street from Harrisonburg to RT 704. Cost estimate assumes 4' bike lanes on shoulder, both sides of South Main Street for the 1.3 mile segment.

Potential Funding Sources

(Place X in all applicable boxes)

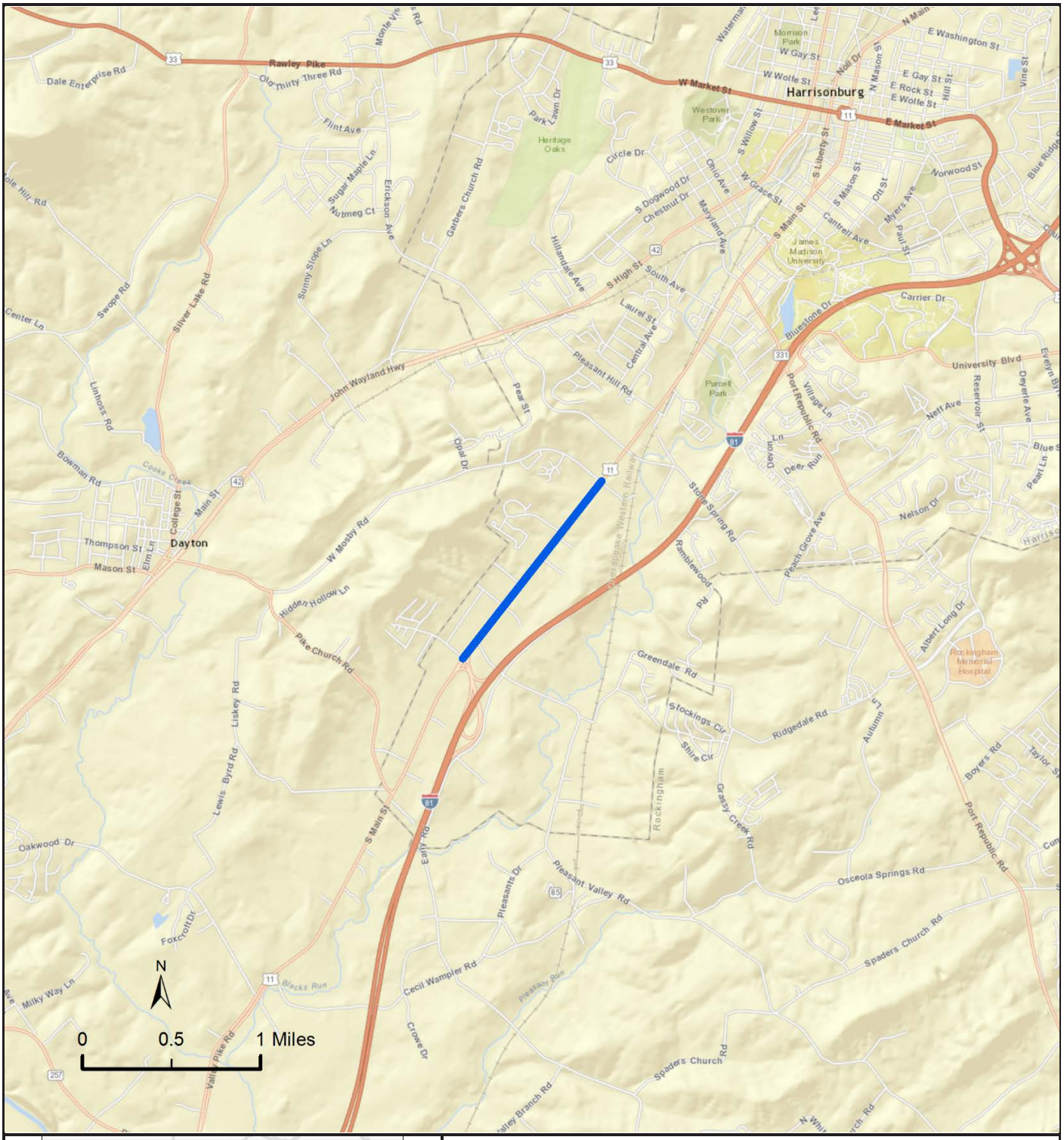
[X] SMART SCALE [X] TAP [ ] CMAQ [X] HSIP [ ] Prescoping [ ] Other:

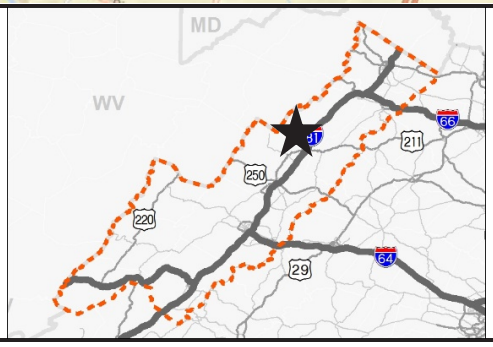
Estimated Project Cost (in $M) $ 1.04 Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Project will increase safety for bicycles on this section of US 11.
Congestion Mitigation	Taking personal vehicles off the road will help congestion issues.
Accessibility	Increase in multi-modal accessibility
Land Use	Not applicable within this region.
Environment	No surface environmental impact with potential emission benefits.
Economic Development	Minor potential benefit for existing and new corridor businesses.





Project Reference Number: StauC9

Short Project Description: Extend bike lanes on South Main Street to development adjacent Exit 243/Pleasant Valley Road corridor

VDOT District: Staunton

Local Jurisdiction: Harrisonburg City

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauC10

Short Description

Spot improvements on US 11 from Mt. Clinton Pike to Exit 251

District: Staunton

Local Jurisdiction: Rockingham County

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [X] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 6

Project Status: New Project Idea

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Implement access management, turn-lane extension or addition, increased turning radii for trucks, and other spot improvements to address safety issues and intersection operations on US 11 from Mt. Clinton Pike to Exit 251. Prescoping funds may be necessary to identify final scope of improvements. Estimated project cost assumes consistent paved shoulder in both directions and select right turn lane extensions/additions.

Potential Funding Sources

(Place X in all applicable boxes)

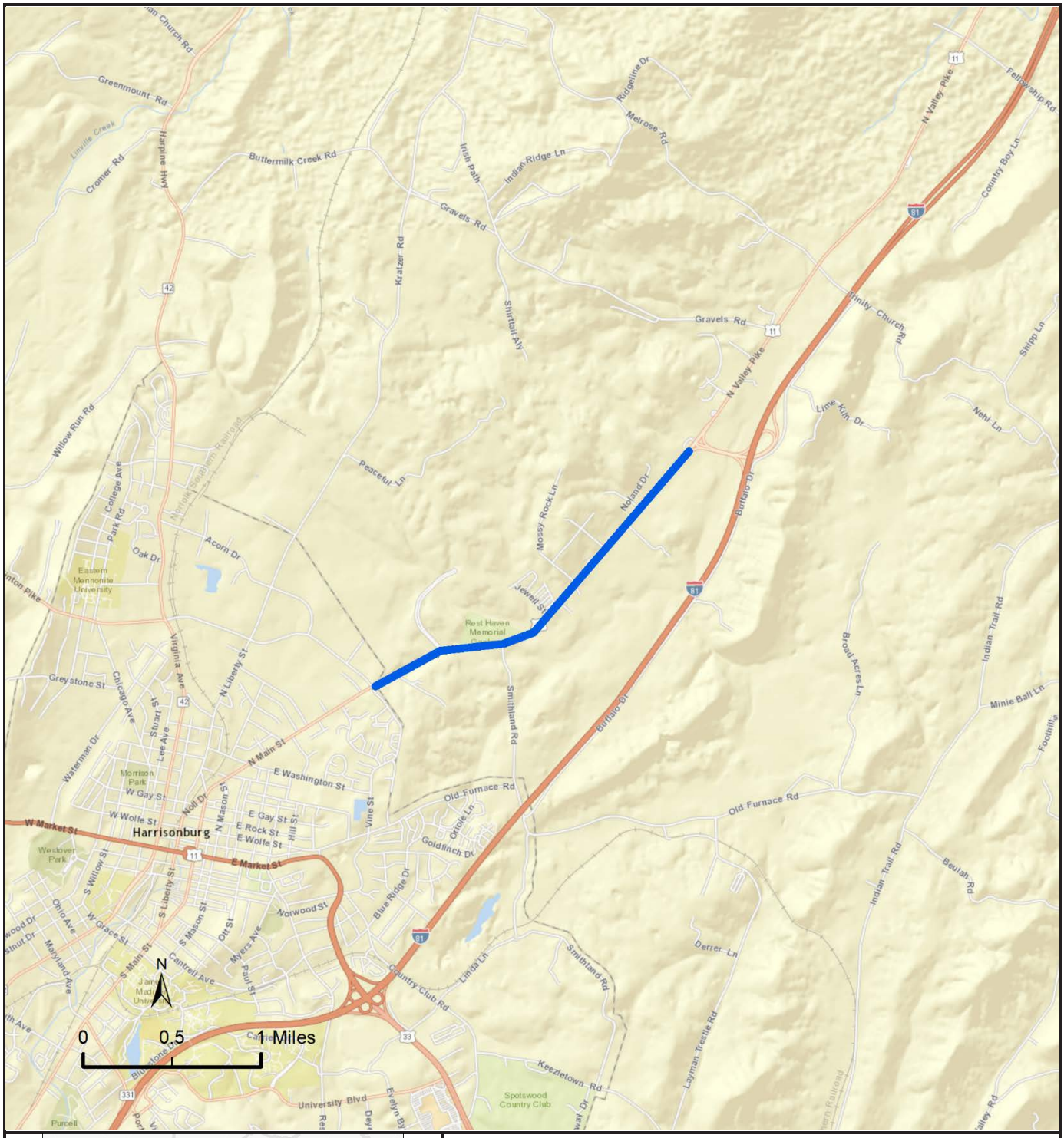
[X] SMART SCALE [ ] TAP [ ] CMAQ [X] HSIP [X] Prescoping [ ] Other:

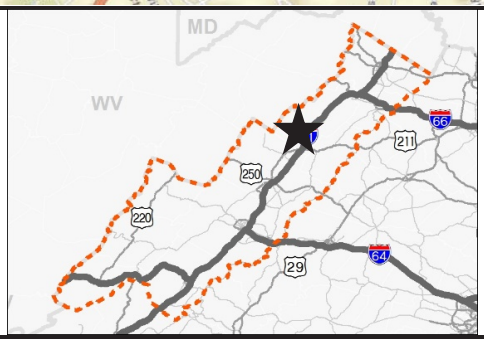
Estimated Project Cost (in $M) $ 2.50 Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Access management and turn lanes address safety issues
Congestion Mitigation	Access management and turn lanes may address corridor congestion.
Accessibility	Minimal impact on regional accessibility.
Land Use	Not applicable within this region.
Environment	No surface environmental impact with potential emission benefits.
Economic Development	Minor potential benefit for existing and new corridor businesses.





Project Reference Number: StauC10

Short Project Description: Implement access management, turn-lane, and other spot improvements on US 11 from Mt. Clinton Pike to Exit 251.

VDOT District: Staunton

Local Jurisdiction: Rockingham County

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauC11

Short Description

Corridor Study for VA 257 - US 11 intersection in Mt. Crawford

District: Staunton

Local Jurisdiction: Rockingham County

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [X] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 6

Project Status: New Project Idea

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Conduct a corridor study for the Route 257 and US-11 intersection at Mt. Crawford.

Potential Funding Sources

(Place X in all applicable boxes)

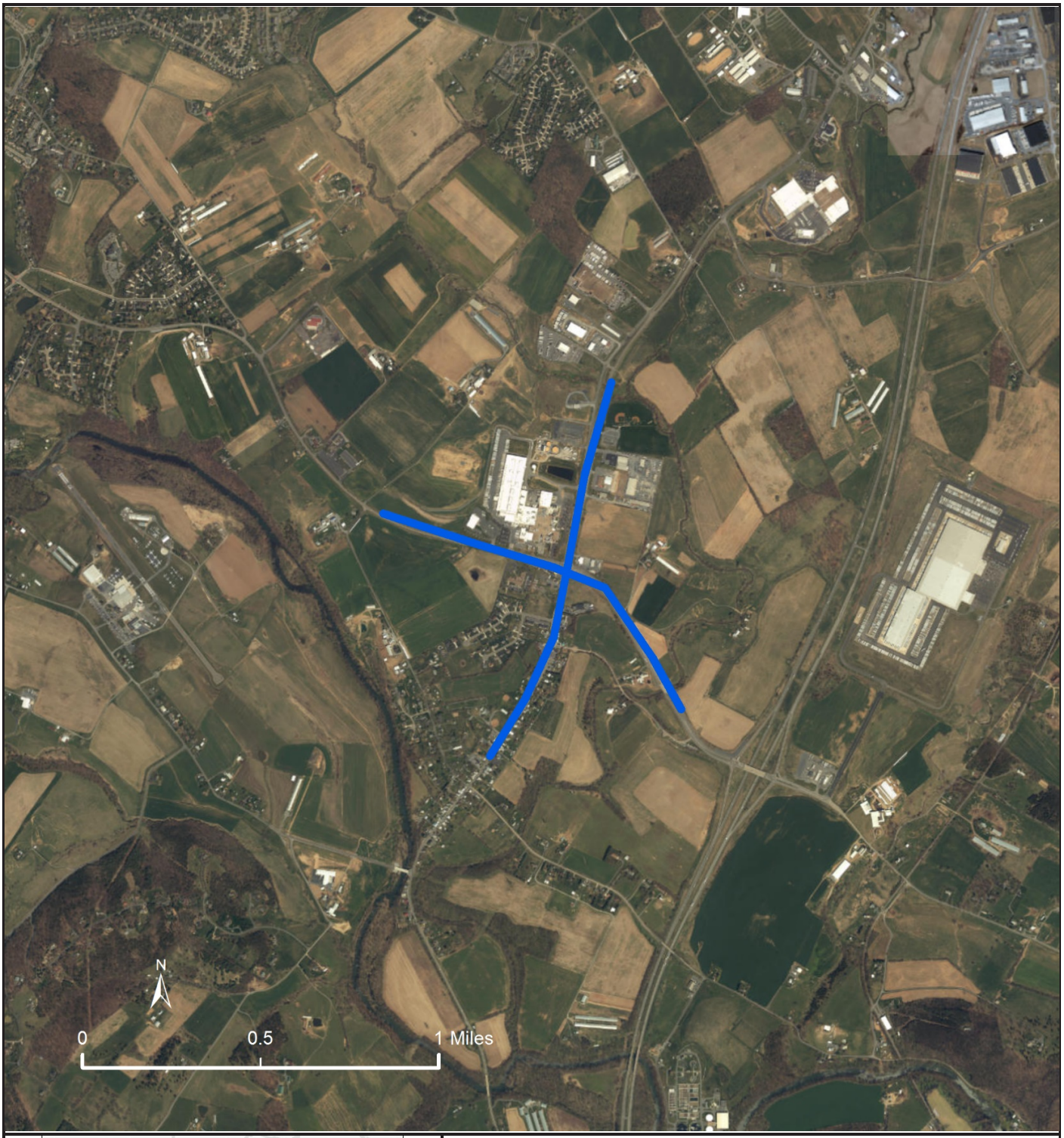
[ ] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [X] Other: DRPT/FTA discretionary

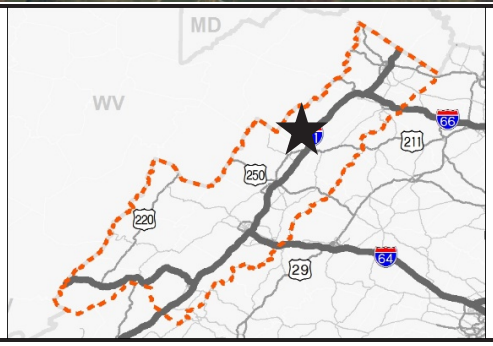
Estimated Project Cost (in $M) $0.10 (study) Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	
Congestion Mitigation	
Accessibility	
Land Use	
Environment	
Economic Development	





Project Reference Number: StauC11

Short Project Description: Conduct a corridor study for the Route 257 and US-11 intersection at Mt. Crawford.

VDOT District: Staunton

Local Jurisdiction: Rockingham County

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauC12

Short Description

Study possible connector roads near Mt. Crawford

District: Staunton

Local Jurisdiction: Rockingham County

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 6

Project Status: New Project Idea

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Study the feasibility and potential impact of a connector road from Cecil Wampler Rd (Rt. 704) at Early Rd (Rt. 988) or Crowe Drive to Friedens Church Road (Rt. 682)

Potential Funding Sources

(Place X in all applicable boxes)

[ ] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [X] Other: DRPT/FTA discretionary

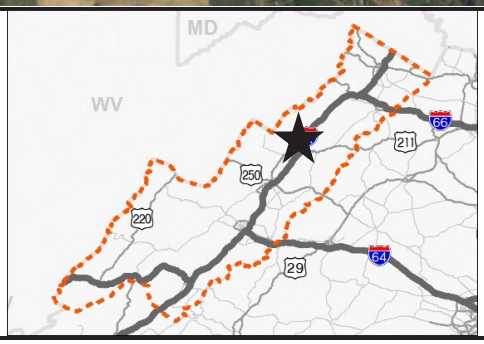
Estimated Project Cost (in $M): $0.10 (study)

Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	
Congestion Mitigation	
Accessibility	
Land Use	
Environment	
Economic Development	



Project Reference Number: StauC12

Short Project Description: Study the feasibility and potential impact of a connector road from Cecil Wampler Rd (Rt. 704) at Early Rd (Rt. 988) or Crowe Drive to Friedens Church Road (Rt. 682)

VDOT District: Staunton

Local Jurisdiction: Rockingham County

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauC13

Short Description

Corridor Management Plan for US 33 from Country Club Road to Route 620

District: Staunton

Local Jurisdiction: Rockingham County

VMTP Need Type (Place X in all applicable boxes)

- [ ] Corridor of Statewide Significance
- [X] Regional Network
- [ ] UDAs
- [X] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 7

Project Status: New Project Idea

Recommendation Features

Type (Place X in all applicable boxes)

- [X] Highway
- [X] Bike/Pedestrian
- [ ] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [ ] Travel Demand Management

Detailed Description of Improvements

Corridor Management Plan and implementation strategy/spot improvements for US 33 from Country Club Road to Route 620 (access management, intersection operations, and bicycle and pedestrian improvements). Would connect to/support ultimate design of the Exit 247 interchange improvement. Study could be conducted through VDOT STARS program. Ultimate recommendations may be funded through a combination of SMART Scale and HSIP.

Potential Funding Sources

(Place X in all applicable boxes)

- [X] SMART SCALE
- [ ] TAP
- [ ] CMAQ
- [X] HSIP
- [X] Prescoping
- [ ] Other:

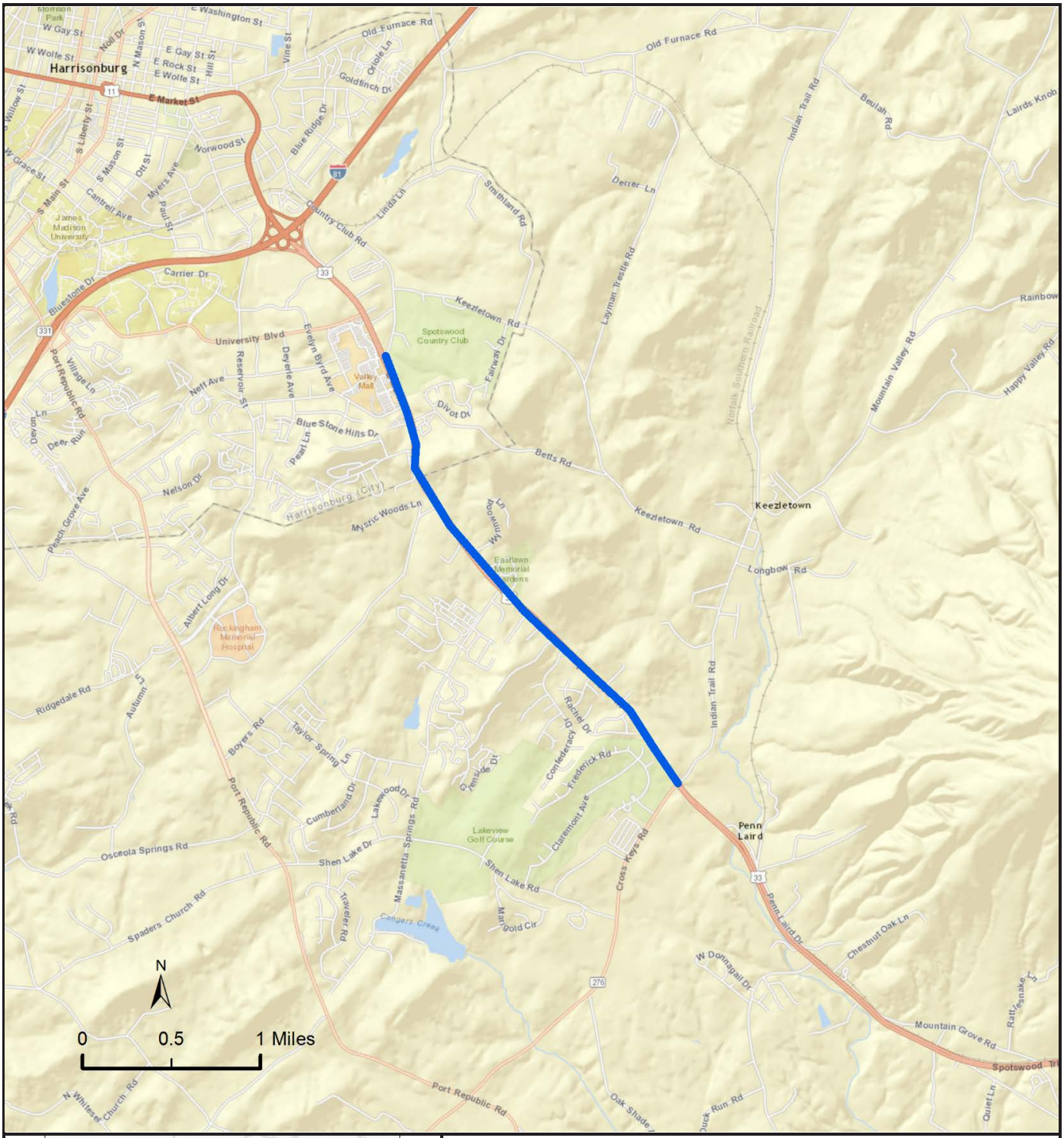
Estimated Project Cost (in $M): TBD by study

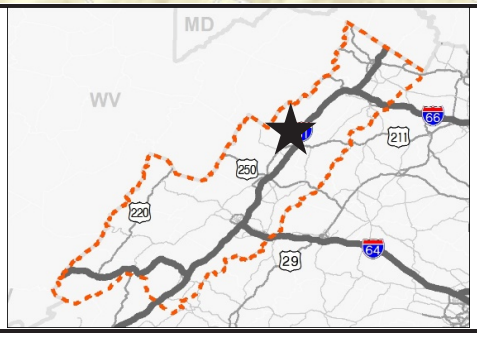
Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Will address and resolve safety issues.
Congestion Mitigation	Access management and turn lanes may address corridor congestion.
Accessibility	Increase in multi-modal accessibility
Land Use	Not applicable within this region.
Environment	No surface environmental impact with potential emission benefits.
Economic Development	Minor potential benefit for existing and new corridor businesses.





Project Reference Number: StauC13

Short Project Description: Corridor Management Plan for US 33 from Country Club Road to Route 620

VDOT District: Staunton

Local Jurisdiction: Rockingham County

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauC14

Short Description

Implement bike/ped recommendations for Route 33

District: Staunton

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 7

Project Status: Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

[ ] Highway [X] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Implement relevant recommendations which address Route 33 corridor bike/ped needs in the Rockingham County MPO Bicycle and Pedestrian Plan (2016) and the Harrisonburg & Rockingham Metropolitan Planning Organization Bicycle and Pedestrian Plan (2016).

Potential Funding Sources

(Place X in all applicable boxes)

[X] SMART SCALE [X] TAP [ ] CMAQ [X] HSIP [X] Prescoping [ ] Other:

Estimated Project Cost (in $M): TBD by study

Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Will address bicycle and pedestrian safety and reduce conflicts.
Congestion Mitigation	Taking personal vehicles off the road will help congestion issues.
Accessibility	Increase multi-modal accessibility
Land Use	Not applicable within this region.
Environment	No surface environmental impact with potential emission benefits.
Economic Development	Increase attractiveness of Harrisonburg area

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauN1

Short Description
US 11 access management plan spot improvements

District: Staunton
Local Jurisdiction: Frederick County

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [ ] Regional Network [ ] UDAs [X] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)
ST. 4

Project Status: Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [X] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Develop an access management plan on Route 11 from the southern city limits of Winchester to south of Kernstown (an unincorporated community in Winchester south of Route 37). Once the access management plan is complete (through prescoping funding sources, fund and implement strategies consistent with the access management plan recommendations (many of which may be consistent with WinFred MPO LRTP Vision list projects highlighted within this corridor). These implementation strategies could be funded through SMART Scale or transportation alternatives.

Potential Funding Sources
(Place X in all applicable boxes)

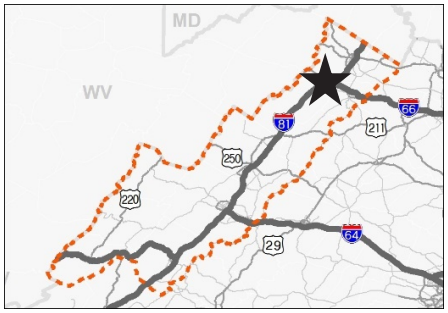
[X] SMART SCALE [X] TAP [ ] CMAQ [ ] HSIP [X] Prescoping [ ] Other:

Estimated Project Cost (in $M): TBD by study

Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility
Based on Qualitative Review of Project

	Comments
Safety	Access management plan includes safety aspects
Congestion Mitigation	Access management plan strategies would support congestion relief.
Accessibility	Minimal impact on regional accessibility to jobs.
Land Use	Not applicable within this region.
Environment	No surface environmental impact; minor emissions reduction
Economic Development	Could support/enhance corridor attractiveness for development.



Project Reference Number: StauN1

Short Project Description: Develop an access management plan on Route 11 from the southern city limits of Winchester to south of Kernstown (an unincorporated community in Winchester south of Route 37).

VDOT District: Staunton

Local Jurisdiction: Frederick County

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauN2

Short Description

Provide funding/technical assistance for new and expanding WinTran service in US 11 and US 50 corridors

District: Staunton

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 4 / ST. 8

Project Status: Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

[ ] Highway [ ] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Provide funding and technical assistance for projects that address limited transit service from Winchester to multiple areas within Frederick County, including route expansions and changes from 2011 TDP that have not yet been implemented. These include new service between Stephens City and Lord Fairfax Community College, extension of the Amherst route west on US 50, realignment of downtown trolley route, and extending hours Monday-Saturday/starting service on Sundays. Depending on extent of new service recommendations, expansion vehicles could be funded through SMART Scale or other discretionary FTA transit funds managed by DRPT.

Potential Funding Sources

(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [X] Other: FTA discretionary

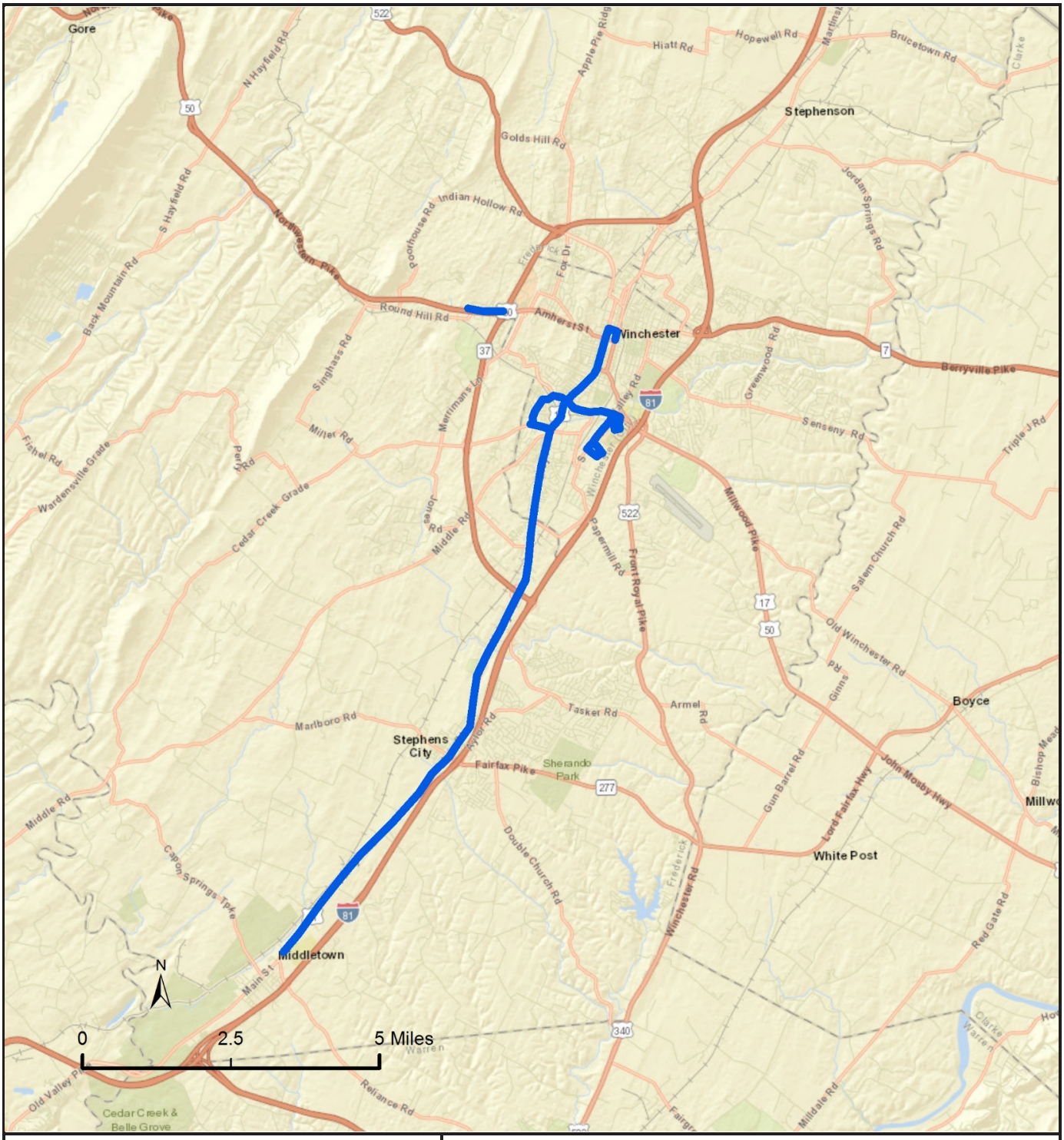
Estimated Project Cost (in $M): TBD by study

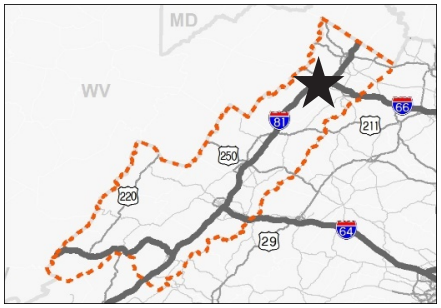
Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in congestion reduces crashes and increases safety
Congestion Mitigation	Taking personal vehicles off the road will help congestion issues.
Accessibility	May increase transit access to jobs.
Land Use	Not applicable within this region.
Environment	No surface environmental impact and will reduce emissions.
Economic Development	May support enhanced access to existing/future businesses.





Project Reference Number: StauN2

Short Project Description: Provide funding and technical assistance for projects that address limited transit service from Winchester to multiple areas within Frederick County, including route expansions and changes from 2011 TDP that have not yet been implemented. E Stephens City and Lord Fairfax Community College, extension of the Amherst route west on US 50, realignment of downtown trolley route, and extending hours Monday-Saturday/starting service on Sundays.

VDOT District: Staunton

Local Jurisdiction: Multiple

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauN3

Short Description

I-81 (Exits 313 and 317) Interchange Enhancements

District: Staunton

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [ ] Regional Network [ ] UDAs [X] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 4 / ST. 8

Project Status: Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

I-81/VA 277 (Exit 313) Interchange Enhancement (preferred alternative from SYIP study).
I-81/US 11/Redbud Road (Exit 317) Interchange/Intersection Improvement (Smart Scale, Round 2 application)

Potential Funding Sources

(Place X in all applicable boxes)

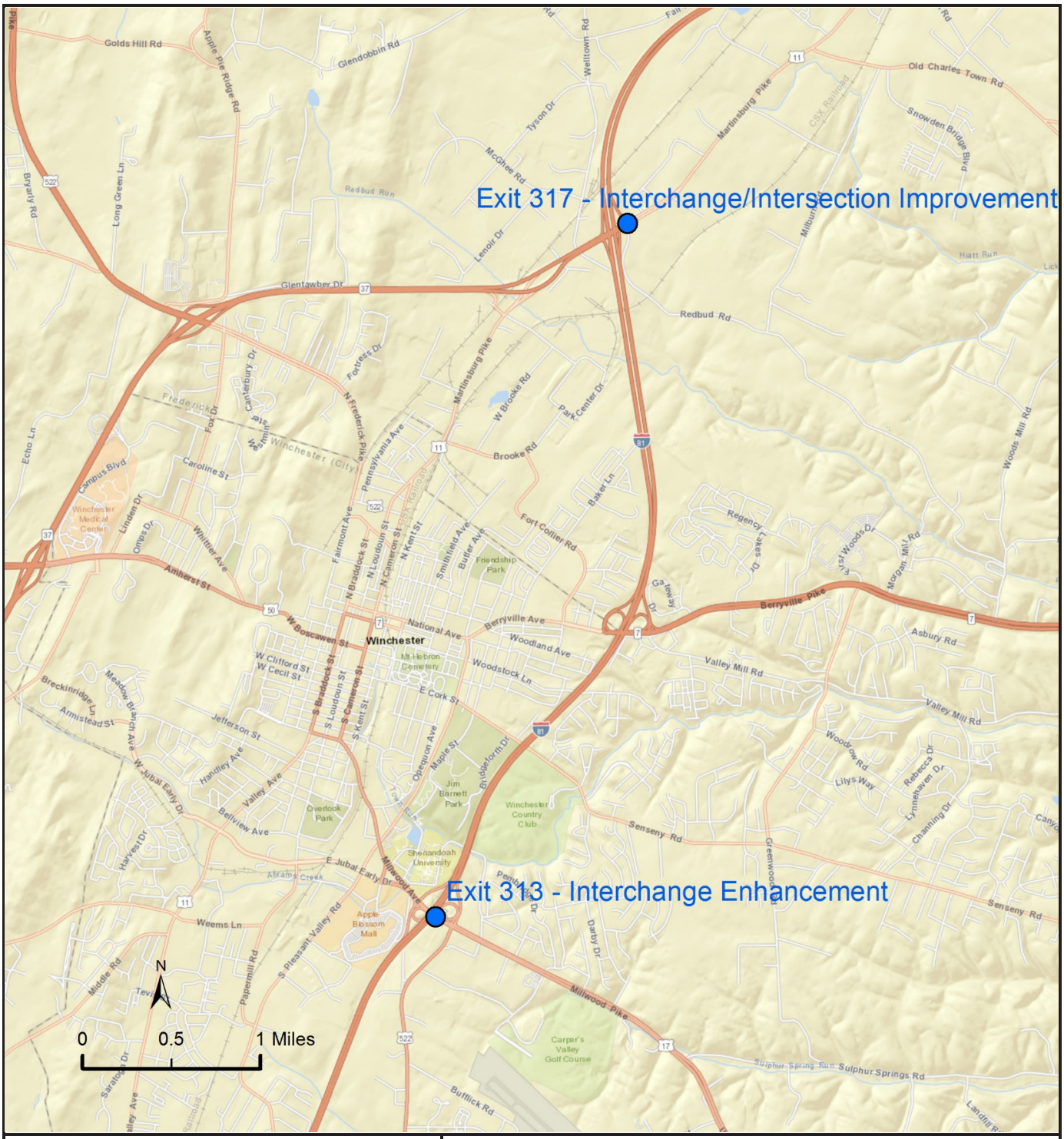
[X] SMART SCALE [ ] TAP [ ] CMAQ [X] HSIP [ ] Prescoping [ ] Other:

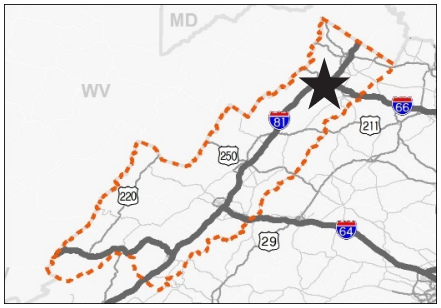
Estimated Project Cost (in $M) $ 51.25 Right of Way Required for Project [X]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Projects could alleviate safety issues on I-81 at each interchange.
Congestion Mitigation	Projects may mitigate congestion at each interchange.
Accessibility	Minor impact on regional accessibility to jobs.
Land Use	Not applicable within this region.
Environment	Minor surface environmental impact with minor emission reductions.
Economic Development	May increase reliability.





Project Reference Number: StauN3

Short Project Description: I-81 (Exits 313 and 317) Interchange Enhancements

VDOT District: Staunton

Local Jurisdiction: Multiple

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauN4

Short Description

US 11 North widening from Exit 317 to Old Charles Town Rd.

District: Staunton

Local Jurisdiction: Frederick County

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [ ] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 4

Project Status: Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [X] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

US 11 North widening from Exit 317 to Old Charles Town Road (Smart Scale, Round 2 application). Route 11 North of Snowden Bridge Blvd. is currently a two-lane roadway. This project would widen that facility to a 6 lane divided roadway with turn lanes where appropriate and a multiuse path and sidewalks with bicycle/pedestrian crossing improvements at intersections.

Potential Funding Sources

(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [X] Prescoping [ ] Other:

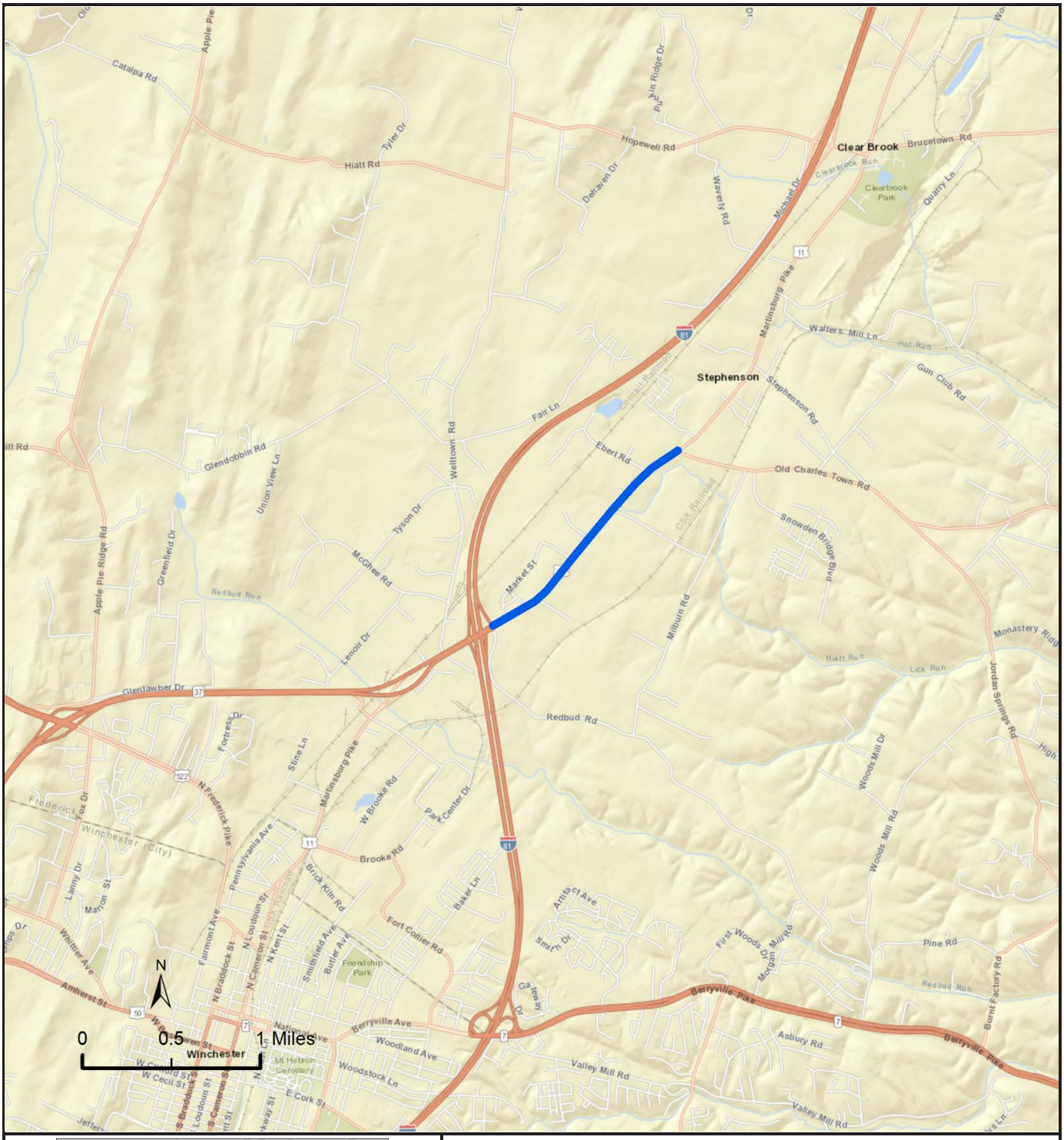
Estimated Project Cost (in $M) $ 28.35

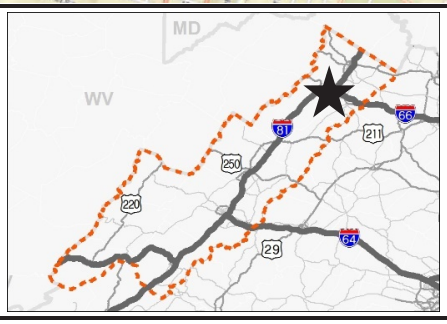
Right of Way Required for Project [X]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Will address safety issues within cross-section and at intersections.
Congestion Mitigation	Projects may mitigate congestion, particularly at intersections.
Accessibility	Minor impact on regional accessibility to jobs.
Land Use	Not applicable within this region.
Environment	Moderate surface environmental impact with minor emission reductions.
Economic Development	May support enhanced access to existing/future businesses





Project Reference Number: StauN4

Short Project Description: US 11 North widening from Exit 317 to Old Charles Town Rd

VDOT District: Staunton

Local Jurisdiction: Frederick County

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauN5

Short Description

RideSmart TDM public marketing and outreach campaign

District: Staunton

Local Jurisdiction: Frederick County

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [ ] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 4 / ST. 8 / ST. 10

Project Status: New Project Idea

Recommendation Features

Type (Place X in all applicable boxes)

[ ] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Provide funding for RideSmart (the regional TDM provider) to conduct targeted marketing and outreach to large employers on the I-81 and US 11 corridors to support expansion of regional TDM programs, including ridesharing, vanpools, and guaranteed ride home. Provide funding for RideSmart (the regional TDM provider) to conduct targeted marketing and outreach to large employers on the US 50/US 17/VA 7 corridors. Consider developing a public marketing campaign aimed at encouraging ridesharing, telework, and travel at off-peak times to address congestion issues on VA-37.

Potential Funding Sources

(Place X in all applicable boxes)

[ ] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [X] Other: FTA discretionary

Estimated Project Cost (in $M) $ 0.16 Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	
Congestion Mitigation	
Accessibility	
Land Use	
Environment	
Economic Development	

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauN6

Short Description

Evaluation/study of I-81 mainline capacity and operational needs

District: Staunton

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [ ] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 4

Project Status: New Project Idea

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Perform an evaluation/study of I-81 mainline capacity and operational needs from Exit 310 to Exit 317 (within the MPO) identifying priority segments. This study would evaluate short-term options including the potential for hard-shoulder running during peak periods, and longer-term needs (10 or more years) and associated long-term capacity projects within the corridor building from the short-term improvements recommended in StauN3. Following study completion, recommendations ultimately would be eligible for competition within SMART Scale.

Potential Funding Sources

(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [X] Prescoping [ ] Other:

Estimated Project Cost (in $M): $0.25 (study)

Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Projects could alleviate safety issues on I-81 at each interchange.
Congestion Mitigation	Projects may mitigate congestion at each interchange.
Accessibility	Minor impact on regional accessibility to jobs.
Land Use	Not applicable within this region.
Environment	Moderate surface environmental impact with minor emission reductions.
Economic Development	May increase reliability.

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauN7

Short Description

US 11 North corridor improvement program

District: Staunton

Local Jurisdiction: Frederick County

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [ ] Regional Network [ ] UDAs [X] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 4

Project Status: New Project Idea

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [X] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

US 11 corridor improvement program from Old Charles Town Road (RT 761) to Exit 323, including intersection improvements in Clear Brook. This recommendation would conduct a study to consider the optimal approach to expand capacity and operational conditions within this corridor, particularly related to the recommendation StauN4 which widens US 11 to a 6 lane divided section from Exit 317 to Old Charles Town Road. Implementation of study recommendations could include capacity improvements, intersection improvements, safety enhancements, bicycle/pedestrian network, and access management, and could compete for SMART Scale funding or HSIP funds.

Potential Funding Sources

(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [ ] CMAQ [X] HSIP [X] Prescoping [ ] Other:

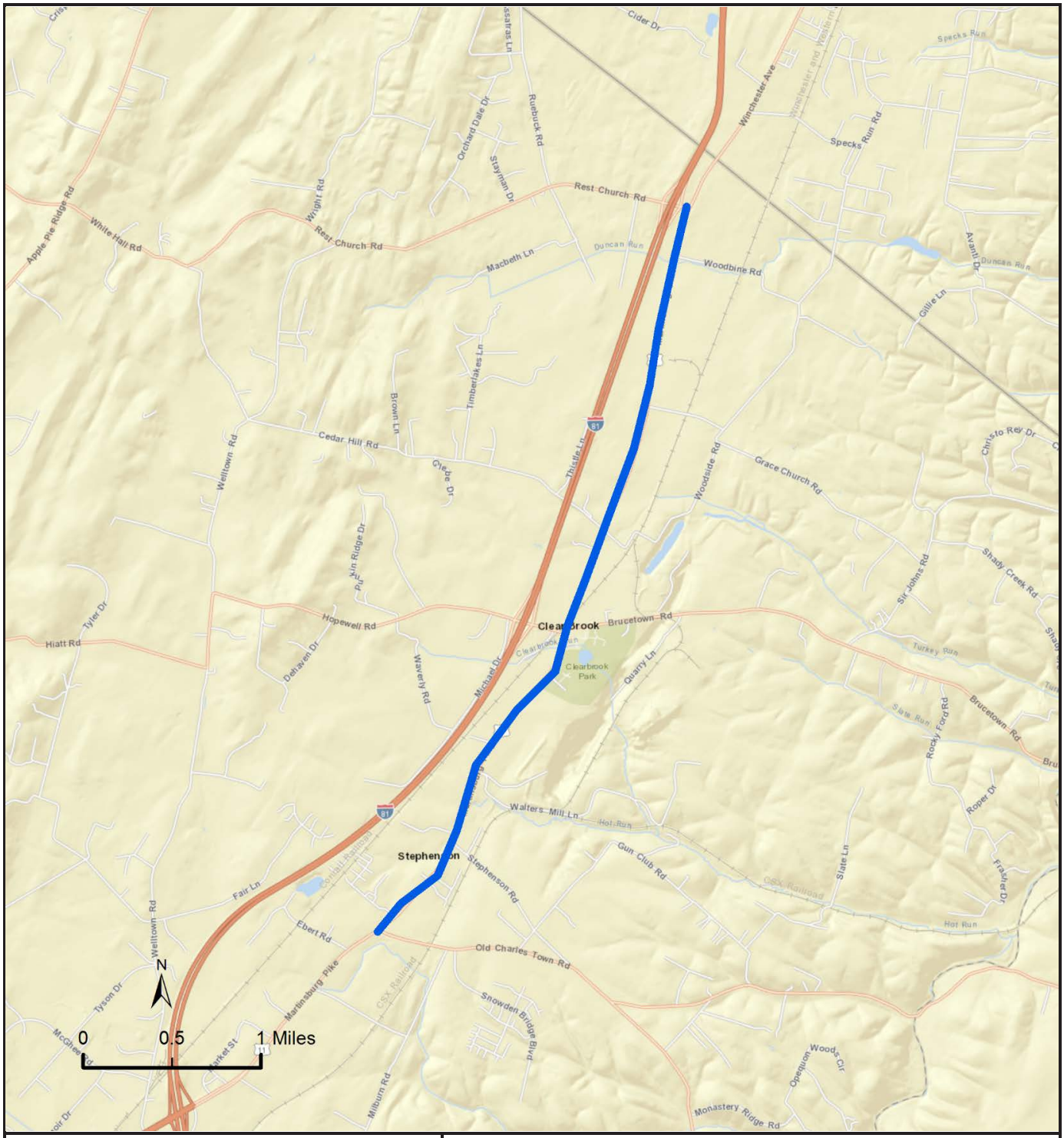
Estimated Project Cost (in $M): TBD by study

Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Will address safety issues within cross-section and at intersections.
Congestion Mitigation	Projects may mitigate congestion, particularly at intersections.
Accessibility	Minor impact on regional accessibility to jobs.
Land Use	Not applicable within this region.
Environment	Surface environmental impact with small potential to reduce emissions.
Economic Development	May support enhanced access to existing/future businesses



Project Reference Number: StauN7

Short Project Description: US 11 corridor improvement program from Old Charles Town Road (RT 761) to Exit 323, including intersection improvements in Clear Brook.

VDOT District: Staunton

Local Jurisdiction: Frederick County

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauN8

Short Description

Implement program of spot improvement projects on US 17/US 50 and Rt. 7

District: Staunton

Local Jurisdiction: Frederick County

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [X] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 8

Project Status: New Project Idea

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Conduct analysis of operations, capacity, and safety constraints in the US 17/US 50 and Rt. 7 corridors within the WinFred MPO. Following study completion, implement comprehensive program of spot improvement projects on US 17/US 50 and RT 7 that address access management, intersection capacity and operations, and signal coordination (including the section of US 50/Jubal Early Drive from US 11 to Prince Frederick Drive). Improvements ultimately could be funded through a combination of SMART Scale and HSIP funds.

Potential Funding Sources

(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [ ] CMAQ [X] HSIP [X] Prescoping [ ] Other:

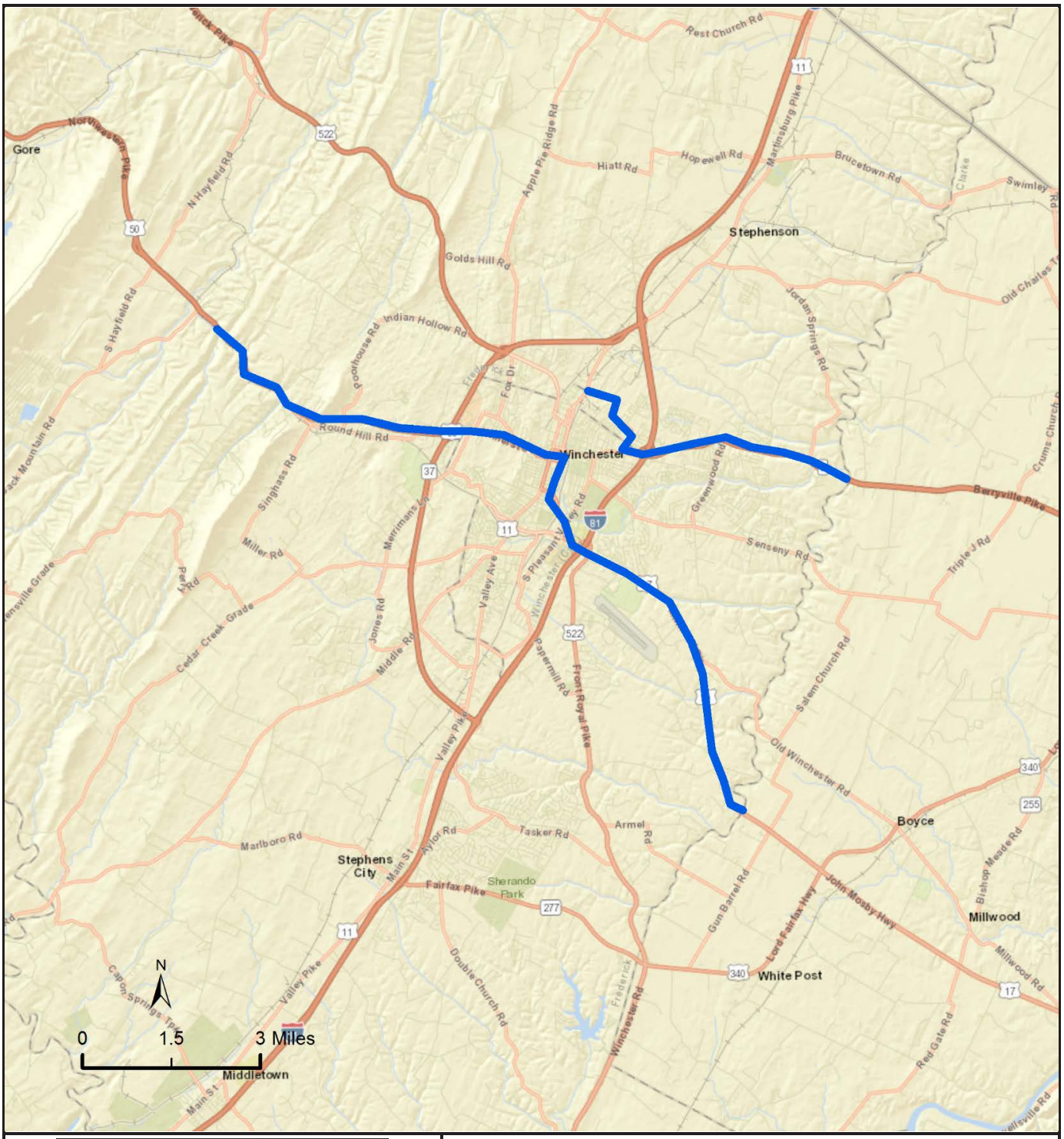
Estimated Project Cost (in $M): TBD by study

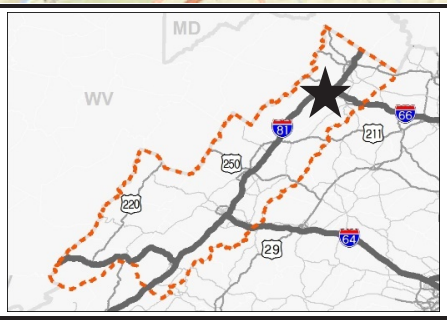
Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Access mgmt and safety improvements will alleviate safety issues.
Congestion Mitigation	Access mgmtand intersection improvements may address congestion.
Accessibility	Minor impact on regional accessibility to jobs.
Land Use	Not applicable within this region.
Environment	Minimal surface environmental impact; emission benefits
Economic Development	Will improve reliability for commercial vehicles on US 50 and RT. 7.





Project Reference Number: StauN8

Short Project Description: Implement program of spot improvement projects on US 17/US 50 and RT 7 that address access management, adding intersection operations and signal coordination to the scope (particularly on US 50/Jubal Early Drive from US 11 to Prince Frederick Drive).

VDOT District: Staunton

Local Jurisdiction: Frederick County

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauN9

Short Description

Implement intercity bus service from DC to Winchester

District: Staunton

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 8

Project Status: Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

[ ] Highway [ ] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Implement planned intercity bus service connecting Winchester to Washington DC via Route 7 or service connecting DC to Winchester via 7, continuing to Blacksburg via I-81, per the recommended routes from the Virginia Intercity Bus Study (2013).

Potential Funding Sources

(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [X] Prescoping [ ] Other:

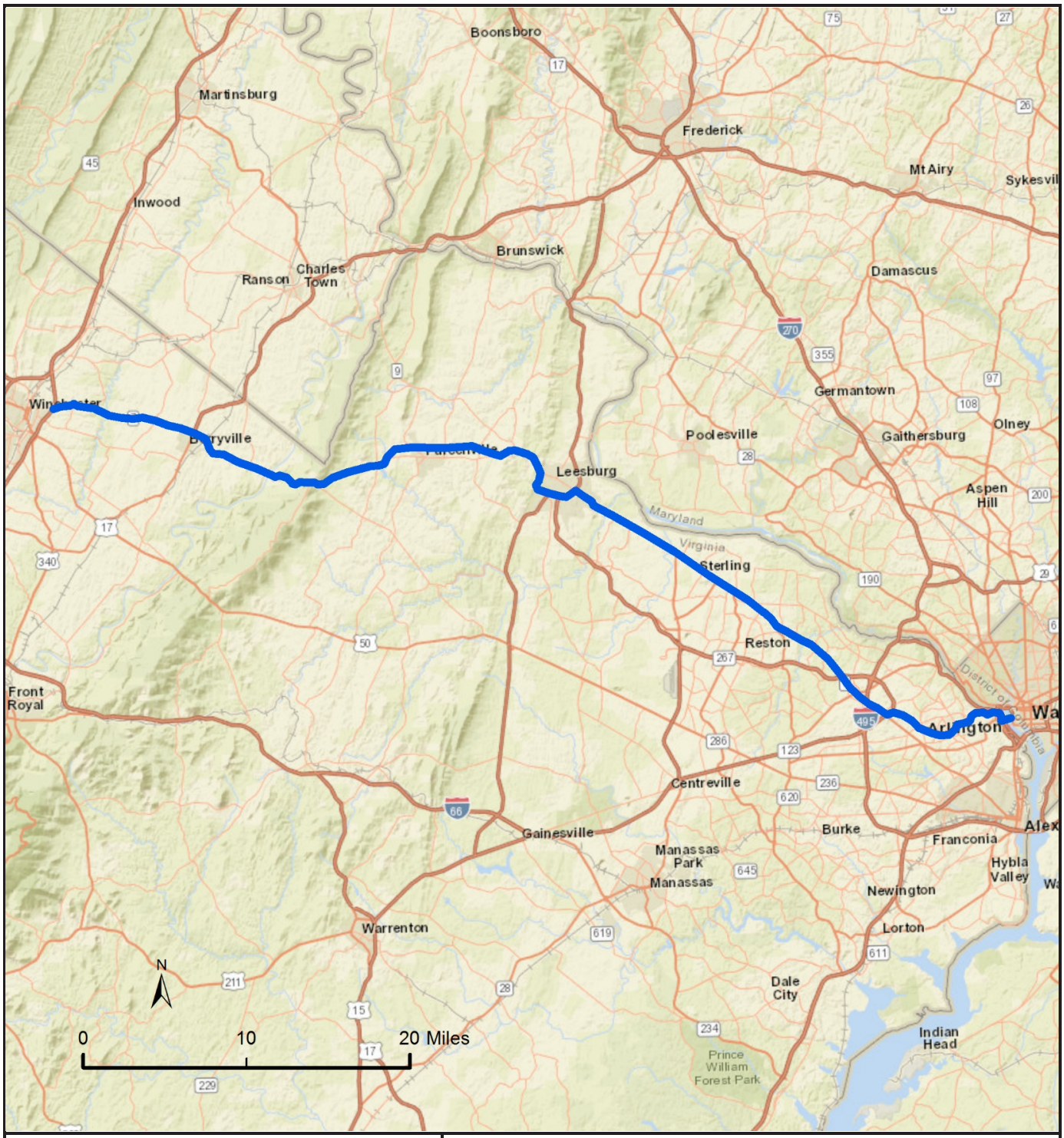
Estimated Project Cost (in $M): TBD by study

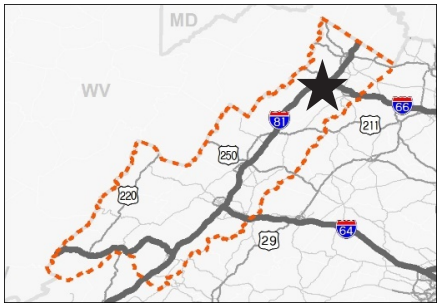
Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in congestion reduces crashes and increases safety
Congestion Mitigation	New service could remove personal car trips, improving congestion.
Accessibility	New intercity service will increase regional transit accessibility
Land Use	Not applicable within this region.
Environment	Minimal surface environmental impact; emission benefits
Economic Development	Will increase attractiveness of Winchester area for new businesses.





Project Reference Number: StauN9

Short Project Description: Further study recommended for intercity bus service between DC and Winchester. Recommended routes are DC - Winchester via Route 7 or DC - Winchester - Blacksburg via Route 7. Recommendations from Virginia Intercity Bus Study (2013).

VDOT District: Staunton

Local Jurisdiction: Warren County

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauN10

Short Description

Commuter shuttle bus in Warren County

District: Staunton

Local Jurisdiction: Warren County

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 9

Project Status: Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

[ ] Highway [ ] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Implement a new commuter shuttle bus to key destinations in Warren County, including the Virginia Inland Port and associated industry/logistics firms. The shuttle will also provides service to RSW Regional Jail, Riverton Commons (anchored by Wal-Mart), and Crooked Run Center (anchored by Target) (VRT, West Central TDP, 2015). SMART Scale could be used to support expansion vehicle purchases, operations would be covered through FTA formula funds administered by DRPT.

Potential Funding Sources

(Place X in all applicable boxes)

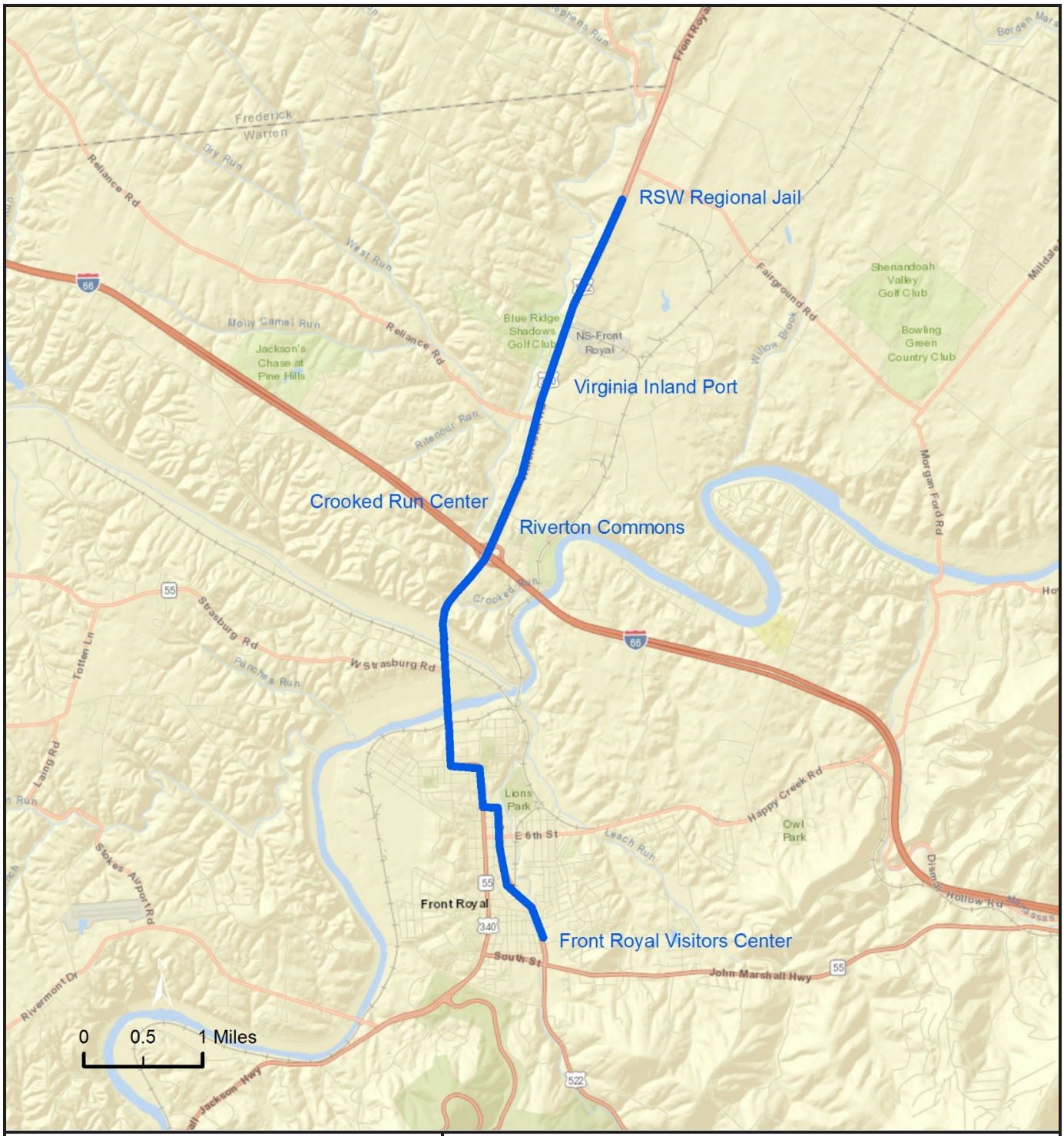
[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [X] Other: FTA discretionary

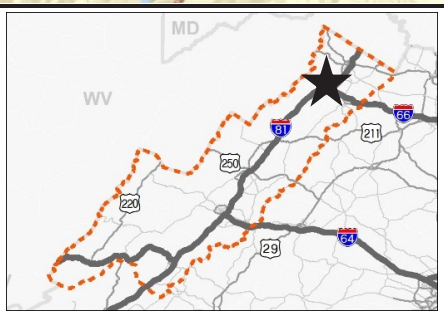
Estimated Project Cost (in $M) $ 0.20 Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in congestion reduces crashes and increases safety
Congestion Mitigation	Taking personal vehicles off the road will help congestion issues.
Accessibility	Notable impact on regional transit accessibility to jobs.
Land Use	Not applicable within this region.
Environment	Minimal surface environmental impact; emission benefits
Economic Development	Will increase attractiveness of Warren County for new business.





Project Reference Number: StauN10

Short Project Description: Implement a new commuter shuttle bus to key destinations in Warren County, including the Virginia Inland Port.

VDOT District: Staunton

Local Jurisdiction: Warren County

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauN11

Short Description

Separated grade crossing at Rt. 658/Rockland Rd. NS Railway Bridge

District: Staunton

Local Jurisdiction: Frederick County

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 9

Project Status: Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [X] Freight Rail [X] Travel Demand Management

Detailed Description of Improvements

Rte. 658/Rockland Rd. NS Railway Bridge: Rail traffic is currently restricting access to a neighborhood of 450 homes, isolating the neighborhood and preventing emergency vehicle access. This project would create a grade separated crossing (Smart Scale, Round 2 application; this project was also mentioned in the Master Rail Plan for the Port of Virginia).

Potential Funding Sources

(Place X in all applicable boxes)

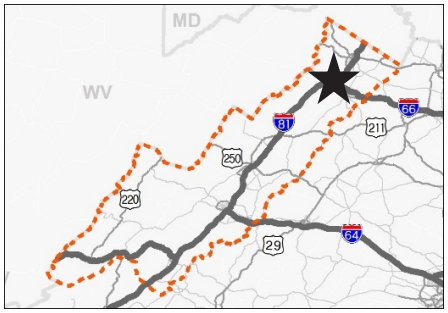
[X] SMART SCALE [ ] TAP [ ] CMAQ [X] HSIP [X] Prescoping [ ] Other:

Estimated Project Cost (in $M) $ 12.98 Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Increases safety by eliminating vehicle-train conflicts
Congestion Mitigation	Reduces congestion due to train crossing
Accessibility	No net increase in access to jobs.
Land Use	Not applicable within this region.
Environment	Minimal surface environmental impact and minor emissions benefit.
Economic Development	Increase in reliability



Project Reference Number: StauN11

Short Project Description: Separated grade crossing at Rte. 658/Rockland Rd. NS Railway Bridge

VDOT District: Staunton

Local Jurisdiction: Frederick County

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauN12

Short Description

Support the development of off terminal rail infrastructure improvements

District: Staunton

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

- [ ] Corridor of Statewide Significance
- [X] Regional Network
- [ ] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 9

Project Status: Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

- [ ] Highway
- [ ] Bike/Pedestrian
- [ ] Bus Transit
- [ ] Rail Transit
- [X] Freight Rail
- [X] Travel Demand Management

Detailed Description of Improvements

Support the development of off terminal rail infrastructure improvements to aid in deconflicting train arrival or departure operations at Inland Port with Norfolk Southern's mainline traffic and additional working tracks at the Port of Virginia, per growth projections at Port and the Master Rail Plan for the Port of Virginia (2015).

Potential Funding Sources

(Place X in all applicable boxes)

- [ ] SMART SCALE
- [ ] TAP
- [ ] CMAQ
- [ ] HSIP
- [X] Prescoping
- [X] Other:

Estimated Project Cost (in $M): TBD by study

Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	
Congestion Mitigation	
Accessibility	
Land Use	
Environment	
Economic Development	

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauN13

Short Description

Planning, engineering and ROW for the Rt. 37 Extension from I-81 to US 522

District: Staunton

Local Jurisdiction: Frederick County

VMTP Need Type (Place X in all applicable boxes)

- [ ] Corridor of Statewide Significance
- [X] Regional Network
- [ ] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 10

Project Status: New Project Idea

Recommendation Features

Type (Place X in all applicable boxes)

- [X] Highway
- [ ] Bike/Pedestrian
- [ ] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [ ] Travel Demand Management

Detailed Description of Improvements

Advance preliminary engineering, ROW acquisition, and construct the RT 37 Extension from I-81 to US 522 with an interchange at US 522 (WinFred MPO LRTP). This connection, located equidistant between Exits 307 and 313 offers a new network connection that will divert traffic from Exits 310 and 307 while also providing additional and more efficient access to the Virginia Inland Port.

Potential Funding Sources

(Place X in all applicable boxes)

- [X] SMART SCALE
- [ ] TAP
- [ ] CMAQ
- [ ] HSIP
- [X] Prescoping
- [X] Other: Potential developer proffers

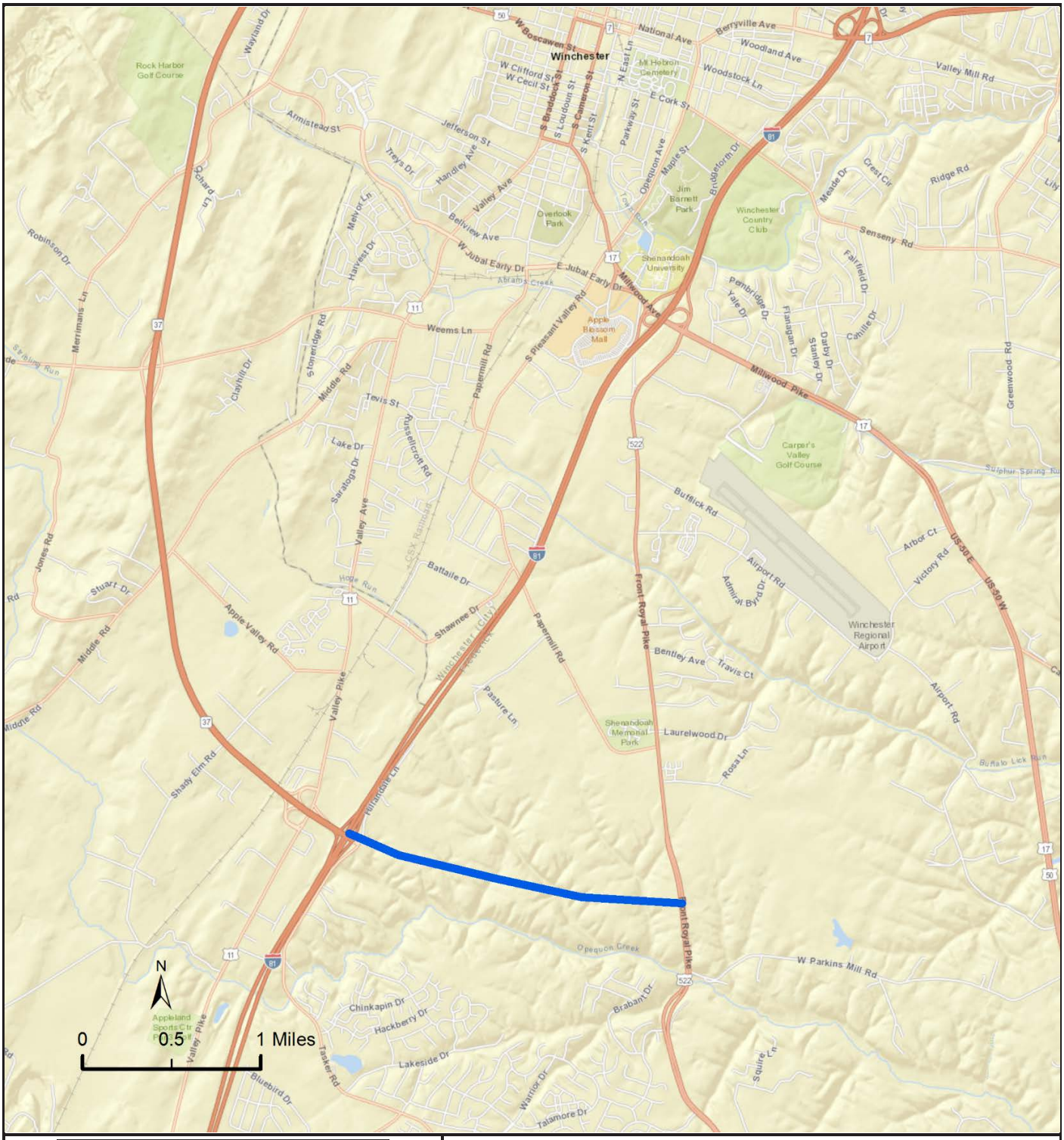
Estimated Project Cost (in $M): $ 90.92

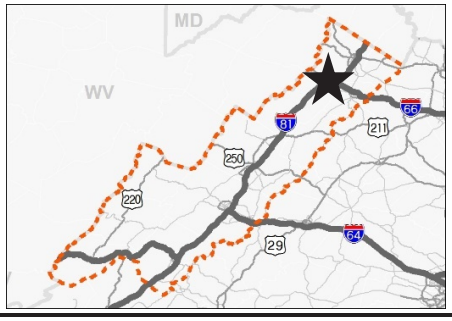
Right of Way Required for Project: Y

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in congestion reduces crashes and increases safety
Congestion Mitigation	Congestion benefits on adjacent interchanges.
Accessibility	Minor net increase in regional access to jobs.
Land Use	Not applicable within this region.
Environment	Significant surface environmental impact and minor emissions benefit.
Economic Development	Supports enhanced access near the Virginia Inland Port.





Project Reference Number: StauN13

Short Project Description: Preliminary engineering and ROW acquisition for the RT 37 Extension from I-81 to US 522 with interchange at US 522

VDOT District: Staunton

Local Jurisdiction: Frederick County

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauN14

Short Description

Study travel demand, congestion, and mode choice issues in northeast Frederick County

District: Staunton

Local Jurisdiction: Frederick County

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [ ] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 10

Project Status: New Project Idea

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [X] Bike/Pedestrian [X] Bus Transit [X] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Study and evaluate travel demand, congestion, connectivity, and mode choice issues within Frederick County within the general area connecting the Route 37 Extension (recommendation StauN13) to Route 7. Given the conceptual, needs based approach within this study, potential capital funding sources have not been identified.

Potential Funding Sources

(Place X in all applicable boxes)

[ ] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [X] Prescoping [ ] Other:

Estimated Project Cost (in $M): $0.25 (study)

Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	
Congestion Mitigation	
Accessibility	
Land Use	
Environment	
Economic Development	

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauN15

Short Description

Park-and-ride, mode choice, and TDM strategies on Rt. 55 in Warren County

District: Staunton

Local Jurisdiction: Warren County

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [ ] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 11

Project Status: Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

[ ] Highway [ ] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Implement relevant recommendations from STARS Route 55 (John Marshall Highway) Corridor Improvement Study that address park-and-ride, mode choice, and TDM needs on VA Route 55 in Warren County

Potential Funding Sources

(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [X] Prescoping [ ] Other:

Estimated Project Cost (in $M): TBD by study

Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in congestion reduces crashes and increases safety
Congestion Mitigation	TDM enhancements improve congestion
Accessibility	Increase multi-modal accessibility
Land Use	Not applicable within this region.
Environment	Air Quality/Environmental Impact
Economic Development	Increase in reliability

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauN16

Short Description

Lord Fairfax Community College (Middletown)-Front Royal Shuttle bus service

District: Staunton

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [ ] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 11

Project Status: Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

[ ] Highway [ ] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Implement Lord Fairfax Community College (Middletown)-Front Royal Shuttle bus service, as detailed in the Lord Fairfax Community College Public Transit Feasibility Study (2016), and implement future expansions of the service (three trips per day) per TDP recommendations. SMART Scale could be used to support expansion vehicle purchases, operations would be covered through FTA formula funds administered through DRPT.

Potential Funding Sources

(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [X] Other: FTA discretionary

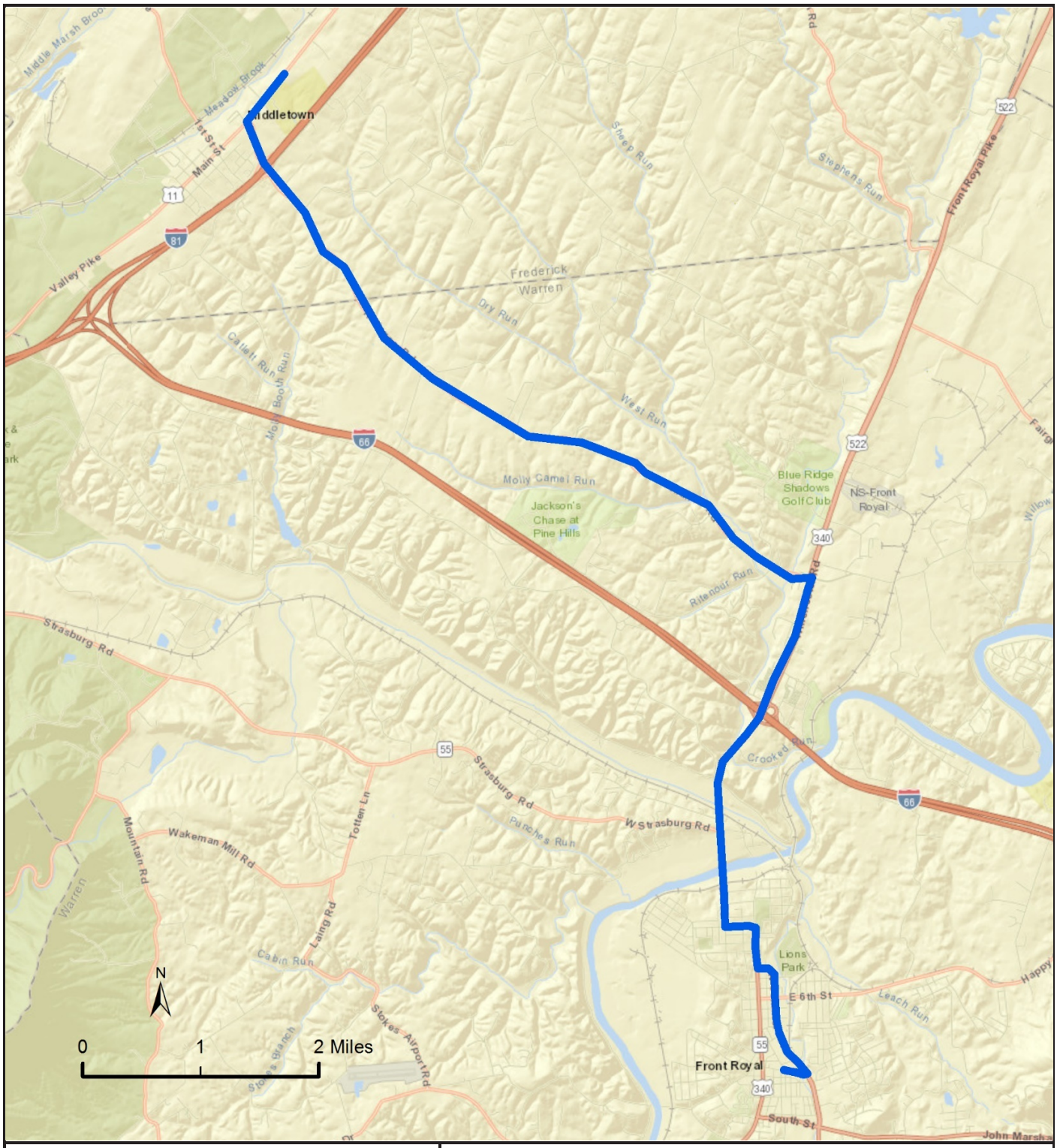
Estimated Project Cost (in $M): $ 0.15

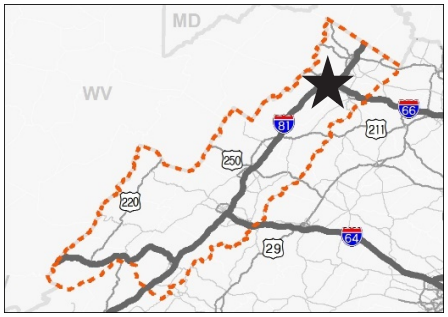
Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in congestion reduces crashes and increases safety
Congestion Mitigation	Taking personal vehicles off the road will help congestion issues.
Accessibility	Notable impact on regional transit accessibility to jobs.
Land Use	Not applicable within this region.
Environment	Minimal surface environmental impact; emission benefits
Economic Development	Will increase attractiveness of Warren County for new business.





Project Reference Number: StauN16

Short Project Description: Lord Fairfax Community College (Middletown)-Front Royal Shuttle bus service

VDOT District: Staunton

Local Jurisdiction: Frederick County

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauN17

Short Description

Regional park-and-ride and vanpooling study and new initiatives

District: Staunton

Local Jurisdiction: Warren County

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [ ] Regional Network [ ] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 11

Project Status: New Project Idea

Recommendation Features

Type (Place X in all applicable boxes)

[ ] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Provide funding and technical assistance for NSVRC TDM provider to study demand for increased park-and-ride capacity along the Rt. 55 and I-66 corridors (including at existing lots on I-66 at Exit 6 and Exit 13). Implement study solutions. Consider joining the Northern Virginia Vanpool Alliance and/or introducing incentives aimed at attracting new vanpoolers, focused on those individuals who do not have access in the workplace to employer-funded transit benefits. Encourage the developing of slugging through providing a designated space for slugs and signage at Park and Rides. Study the potential demand for higher-capacity transit, likely in the form of Commuter Bus, to serve commuters traveling to large employment sites in NoVA and DC

Potential Funding Sources

(Place X in all applicable boxes)

[ ] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [X] Other: FTA discretionary

Estimated Project Cost (in $M): $0.10 (study)

Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	
Congestion Mitigation	
Accessibility	
Land Use	
Environment	
Economic Development	

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauN18

Short Description

Complete a new study to evaluate the feasibility of weekday commuter bus service from Winchester to Northern Virginia and DC.

District: Staunton

Local Jurisdiction: Frederick County

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 8

Project Status: New Project Idea

Recommendation Features

Type (Place X in all applicable boxes)

[ ] Highway [ ] Bike/Pedestrian [X] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Complete a new study to evaluate the feasibility of weekday commuter bus service from Winchester to Northern Virginia and DC.

Potential Funding Sources

(Place X in all applicable boxes)

[ ] SMART SCALE [ ] TAP [ ] CMAQ [ ] HSIP [ ] Prescoping [X] Other: DRPT/FTA discretionary

Estimated Project Cost (in $M): $0.10 (study)

Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	
Congestion Mitigation	
Accessibility	
Land Use	
Environment	
Economic Development	

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauN19

Short Description

Conduct a study to examine freight movement and needs on VA 37 and VA 277

District: Staunton

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

- [X] Corridor of Statewide Significance
- [X] Regional Network
- [ ] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 10

Project Status: New Project Idea

Recommendation Features

Type (Place X in all applicable boxes)

- [X] Highway
- [ ] Bike/Pedestrian
- [ ] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [ ] Travel Demand Management

Detailed Description of Improvements

Conduct a study to examine freight movement and needs on VA 37 and VA 277.

Potential Funding Sources

(Place X in all applicable boxes)

- [ ] SMART SCALE
- [ ] TAP
- [ ] CMAQ
- [ ] HSIP
- [ ] Prescoping
- [X] Other: DRPT/FTA discretionary

Estimated Project Cost (in $M): $0.10 (study)

Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	
Congestion Mitigation	
Accessibility	
Land Use	
Environment	
Economic Development	

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauS1

Short Description

Implement recommendations from Staunton and SAWMPO Bike/Pedestrian Plans

District: Staunton

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [X] UDAs [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 1 / ST. 12

Project Status: Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

[ ] Highway [X] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

Implement short-term recommendations from the Staunton Bicycle and Pedestrian Plan and regional SAWMPO Bike and Pedestrian Plan (as recommended by the SAWMPO Bicycle & Pedestrian Program and Staunton Bicycle Pedestrian Advisory Committee, Annual Work Plan 2016). Study funding would be through MPO and local funds, ultimate implementation of recommendations may come through SMART Scale, transportation alternatives, or HSIP.

Potential Funding Sources

(Place X in all applicable boxes)

[X] SMART SCALE [X] TAP [ ] CMAQ [X] HSIP [X] Prescoping [X] Other: MPO/local funding for study

Estimated Project Cost (in $M): TBD by study

Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Will address bicycle and pedestrian safety and reduce conflicts.
Congestion Mitigation	Taking personal vehicles off the road will help congestion issues.
Accessibility	Increase multi-modal accessibility
Land Use	Not applicable within this region.
Environment	Negligible surface environment impact; emission benefits
Economic Development	Should increase the development potential of Staunton/Waynesboro area

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauS2

Short Description

Increase new hourly fixed-route Brite Bus service on US 250

District: Staunton

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

- [ ] Corridor of Statewide Significance
- [X] Regional Network
- [X] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 1

Project Status: Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

- [ ] Highway
- [ ] Bike/Pedestrian
- [X] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [X] Travel Demand Management

Detailed Description of Improvements

Increase hourly fixed-route Brite Bus service on Route 250, providing access to Blue Ridge Community College and employment centers. Estimated project cost is to be determined at this time, pending assessment if current and planned vehicle fleet would accommodate this service expansion.

Potential Funding Sources

(Place X in all applicable boxes)

- [ ] SMART SCALE
- [ ] TAP
- [ ] CMAQ
- [ ] HSIP
- [ ] Prescoping
- [X] Other: DRPT/FTA discretionary

Estimated Project Cost (in $M): No capital

Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	
Congestion Mitigation	
Accessibility	
Land Use	
Environment	
Economic Development	

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauS3

Short Description

Access Management and Traffic Management Program on US 250

District: Staunton

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

- [ ] Corridor of Statewide Significance
- [x] Regional Network
- [ ] UDAs
- [x] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 1

Project Status: New Project Idea

Recommendation Features

Type (Place X in all applicable boxes)

- [x] Highway
- [ ] Bike/Pedestrian
- [ ] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [ ] Travel Demand Management

Detailed Description of Improvements

Access Management and Traffic Management Program on US 250 west of Waynesboro: Develop and implement an access management/traffic management program from Route 636 to Waynesboro city limits. Recommendation indicates that prescoping funds through potentially the VDOT STARS program could support establishing the access management plan and other traffic management strategies in the corridor. Ultimately, improvements within the corridor, depending on the scope could be funded through SMART Scale (if they are capacity or operational focused), HSIP, or revenue sharing.

Potential Funding Sources

(Place X in all applicable boxes)

- [X] SMART SCALE
- [ ] TAP
- [ ] CMAQ
- [ ] HSIP
- [X] Prescoping
- [X] Other: Revenue sharing

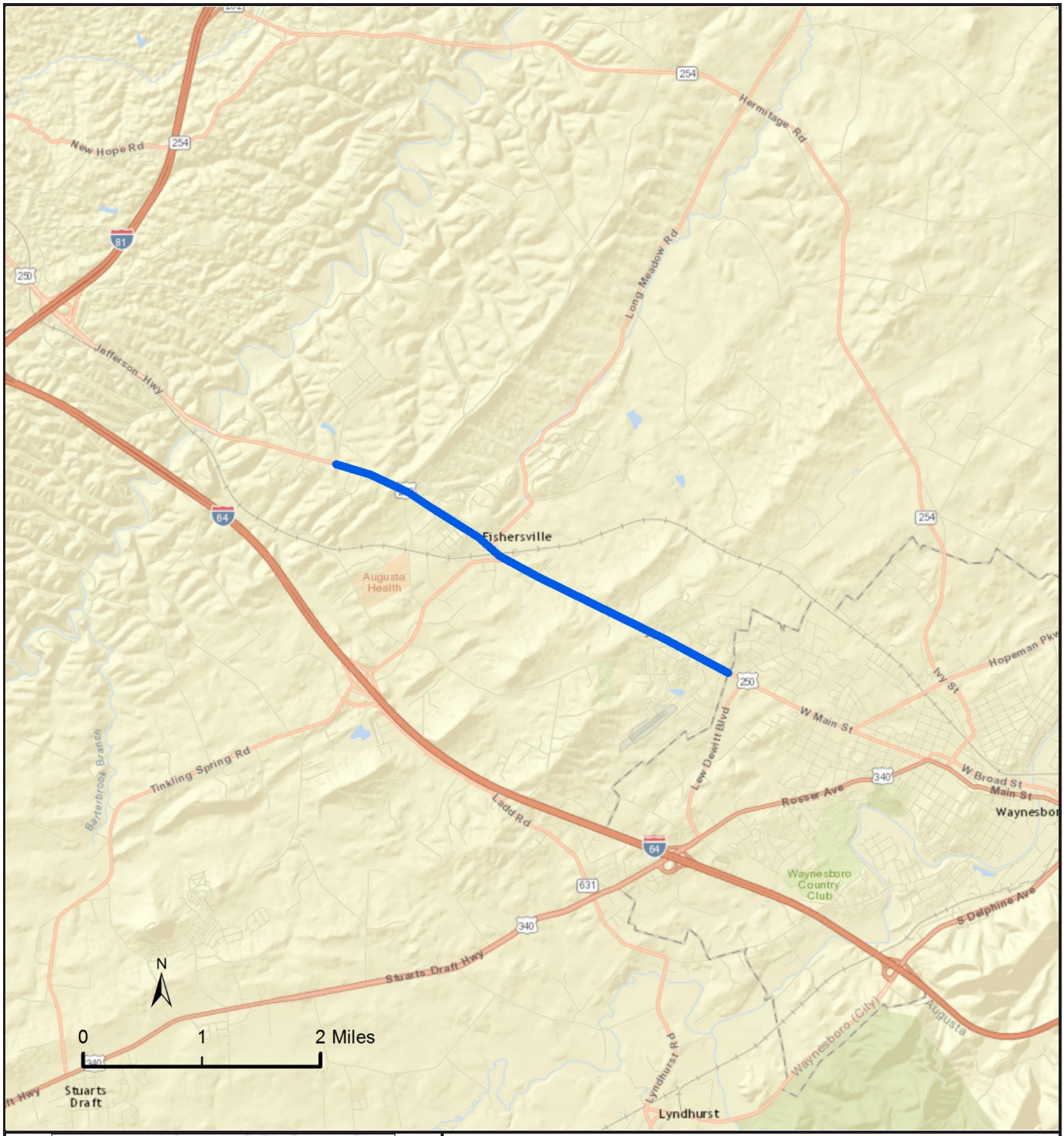
Estimated Project Cost (in $M): TBD by study

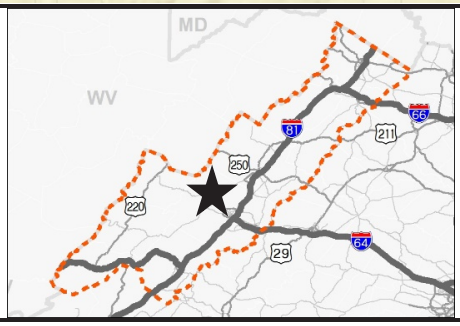
Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Projects may address safety issues within the corridor.
Congestion Mitigation	Projects may address intersection related delay.
Accessibility	Projects will minimally increase regional accessibility.
Land Use	Not applicable within this region.
Environment	Negligible surface environment impact; emission benefits
Economic Development	Program should increase the development potential of the corridor.





Project Reference Number: StauS3

Short Project Description: Access Management and Traffic Management Program on US 250 west of Waynesboro from Route 636 to Waynesboro city limits.

VDOT District: Staunton

Local Jurisdiction: Multiple

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauS4

Short Description

Implement I-81/I-64 corridor intercity bus study recommendations

District: Staunton

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

- [ ] Corridor of Statewide Significance
- [X] Regional Network
- [ ] UDAs
- [X] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 1 / ST. 2 / ST. 6 / ST. 12

Project Status: Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

- [ ] Highway
- [ ] Bike/Pedestrian
- [X] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [X] Travel Demand Management

Detailed Description of Improvements

Implement new I-81/I-64 intercity bus service between JMU (Harrisonburg) and Martha Jefferson Hospital (Charlottesville) as recommended in I-81/I-64 Inter-Regional Public Transportation Feasibility Study from HRMPO, anticipated completion in spring 2017. While the study is being finalized, the proposed transit service would connect Harrisonburg, Staunton, Waynesboro, and Charlottesville in an express manner. It would operate Monday through Friday to connect to employment centers and medical facilities in Charlottesville, plus connect to Amtrak and Greyhound to time with their departures. Funding for expansion bus purchases could come from multiple sources included DRPT/FTA discretionary/formula funding and SMART Scale. Further investigation is required to develop operations plan and estimate of capital requirements.

Potential Funding Sources

(Place X in all applicable boxes)

- [X] SMART SCALE
- [ ] TAP
- [ ] CMAQ
- [ ] HSIP
- [ ] Prescoping
- [X] Other: DRPT/FTA discretionary

Estimated Project Cost (in $M): TBD by study

Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Reduction in congestion reduces crashes and increases safety
Congestion Mitigation	New service could remove personal car trips, improving congestion.
Accessibility	New intercity service will increase regional transit accessibility
Land Use	Not applicable within this region.
Environment	No surface environmental impac; significant emission benefits
Economic Development	Increase attractiveness of Harrisonburg area

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauS5

Short Description

I-64 Congestion and Safety Study

District: Staunton

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[ ] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [X] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 1

Project Status: Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

I-64 Congestion and Safety Study (SHRP2 Grant): Implement near term recommendations to alleviate congestion and crash issues on I-64 from I-81 to Charlottesville, pending the results of this study (target completion Fall 2017). Depending on final recommendations, projects could be funded through SMART Scale or HSIP.

Potential Funding Sources

(Place X in all applicable boxes)

[X] SMART SCALE [ ] TAP [ ] CMAQ [X] HSIP [ ] Prescoping [ ] Other:

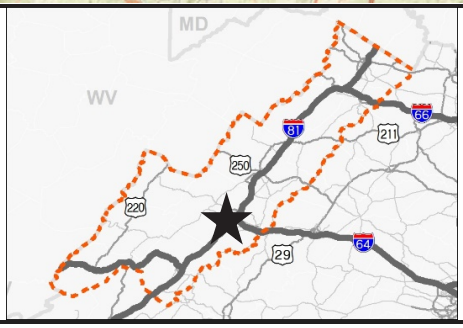
Estimated Project Cost (in $M): TBD by study

Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Recommendations will address safety issues.
Congestion Mitigation	Recommendations will address corridor congestion issues.
Accessibility	Recommendations will support enhancing regional accessibility.
Land Use	Not applicable within this region.
Environment	Potential surface environmental impact and minor emission benefits,
Economic Development	May support regional economic development and I-64 reliability.



Project Reference Number: StauS5

Short Project Description: I-64 Congestion and Safety Study (SHRP2 Grant): Implement near term recommendations to alleviate congestion and crash issues on I-64 from I-81 to Charlottesville, pending the results of this study (target completion Fall 2017).

VDOT District: Staunton

Local Jurisdiction: Multiple

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauS6

Short Description

Truck climbing lanes on I-81 near Weyers Cave and I-81 ITS improvements in Lexington area

District: Staunton

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

[X] Corridor of Statewide Significance [X] Regional Network [ ] UDAs [X] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 5

Project Status: Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

[X] Highway [ ] Bike/Pedestrian [ ] Bus Transit [ ] Rail Transit [ ] Freight Rail [ ] Travel Demand Management

Detailed Description of Improvements

This recommendation includes multiple I-81 projects within rural areas of the Staunton District including near Weyers Cave and Lexington. The projects include: truck climbing lanes near Weyers Cave, from MP 236 to 237 NB and 236 to 234 SB, and continuation of truck climbing lanes and ITS (Exit 189 to Exit 195) in the Lexington Area.

Potential Funding Sources

(Place X in all applicable boxes)

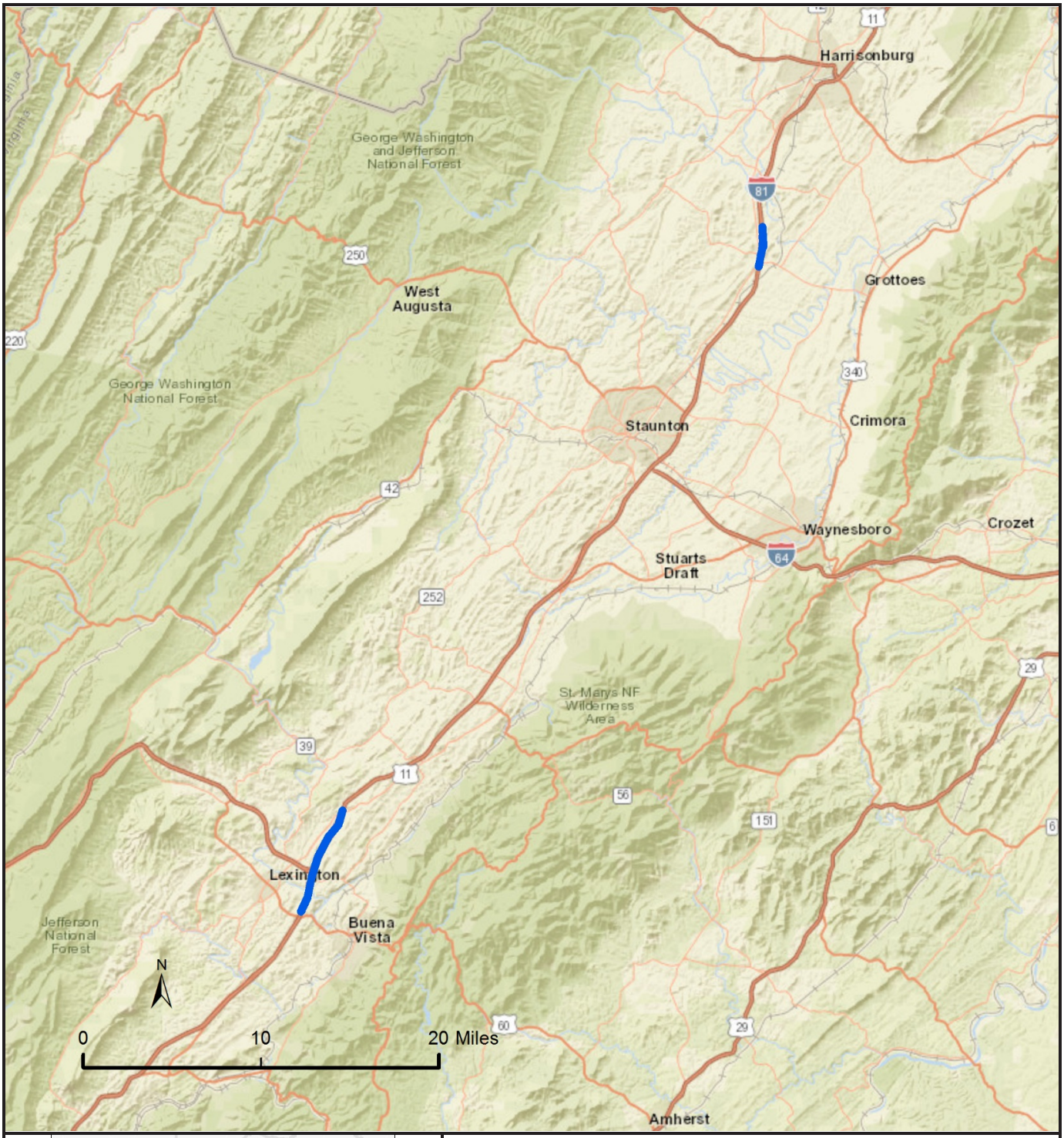
[X] SMART SCALE [ ] TAP [ ] CMAQ [X] HSIP [X] Prescoping [ ] Other:

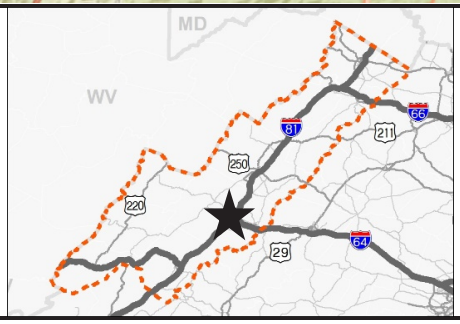
Estimated Project Cost (in $M) $ 54.19 Right of Way Required for Project [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	Truck climbing lanes will help mitigate safety issues
Congestion Mitigation	Truck climbing lanes may minimally reduce congestion.
Accessibility	Minimal impact on regional accessibility.
Land Use	Not applicable within this region.
Environment	Minor surface environmental impact, no emissions benefit.
Economic Development	Projects will support improved travel time reliability on I-81.





Project Reference Number: StauS6

Short Project Description: Truck climbing lanes near Weyers Cave, from MP 236 to 237 NB and 236 to 234 SB, and continuation of truck climbing lanes and ITS (Exit 189 to Exit 195) in the Lexington Area

VDOT District: Staunton

Local Jurisdiction: Multiple

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauS7

Short Description

Implement the recommendations of the Central Shenandoah Planning Commission TDM plan

District: Staunton

Local Jurisdiction: Multiple

VMTP Need Type (Place X in all applicable boxes)

- [ ] Corridor of Statewide Significance
- [X] Regional Network
- [X] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 2 / ST. 5 / ST. 12

Project Status: Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

- [ ] Highway
- [ ] Bike/Pedestrian
- [ ] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [X] Travel Demand Management

Detailed Description of Improvements

Implement the recommendations of the Central Shenandoah Planning Commission TDM plan, to be updated in 2017. Draft recommendations include improving the RideShare program, creating a pilot vanpool program for rural industrial workers, transit travel training for seniors, and new signage in park-and-rides, and new employer services.

Potential Funding Sources

(Place X in all applicable boxes)

- [ ] SMART SCALE
- [ ] TAP
- [ ] CMAQ
- [ ] HSIP
- [ ] Prescoping
- [X] Other: DRPT/FTA discretionary

Estimated Project Cost (in $M): TBD by study

Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	
Congestion Mitigation	
Accessibility	
Land Use	
Environment	
Economic Development	

Note: No map provided with this recommendation profile.

VTrans2040 Multimodal Transportation Plan (VMTP)
2025 Tier 1 Recommendation Profile
Based on Analysis of VMTP Needs Assessments

Recommendation Details **Project Reference Number** StauS8

Short Description

Waynesboro bicycle network and transportation demand management

District: Staunton

Local Jurisdiction: Waynesboro City

VMTP Need Type (Place X in all applicable boxes)

- [ ] Corridor of Statewide Significance
- [X] Regional Network
- [X] UDAs
- [ ] Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

ST. 12

Project Status: Unfunded Pipeline Project

Recommendation Features

Type (Place X in all applicable boxes)

- [ ] Highway
- [X] Bike/Pedestrian
- [ ] Bus Transit
- [ ] Rail Transit
- [ ] Freight Rail
- [X] Travel Demand Management

Detailed Description of Improvements

Implement TDM policies and projects within the City of Waynesboro Bicycle Plan and build the Bicycle Network as identified in the plan. Given the scope and cost of these projects, preferred funding sources include VDOT urban maintenance funds (for repaving/striping projects), or transportation alternatives and HSIP funding for larger projects.

Potential Funding Sources

(Place X in all applicable boxes)

- [ ] SMART SCALE
- [X] TAP
- [ ] CMAQ
- [X] HSIP
- [X] Prescoping
- [X] Other: VDOT urban maintenance

Estimated Project Cost (in $M): $ 3.45

Right of Way Required for Project: [ ]

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

	Comments
Safety	
Congestion Mitigation	
Accessibility	
Land Use	
Environment	
Economic Development	

Note: No map provided with this recommendation profile.