

GoDanville ***2050***

Danville MPO Long-Range Transportation Plan

July 17, 2026 Draft

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Contents

1. Introduction and Plan Purpose.....	4
What Has Changed Since the 2045 LRTP	4
2. Public and Stakeholder Engagement.....	5
Public Involvement Plan.....	5
Engagement Activities Completed to Date	5
Key Engagement Themes	6
Online Survey	7
How Input Shaped the Plan	9
3. Existing Conditions and Planning Context.....	10
Planning Area and Regional Context	10
Demographics and Vulnerable Populations	10
Roadway Network and Functional Classification.....	10
Travel Demand, Congestion, and System Performance	12
TAZ Growth Forecast Analysis	14
Safety.....	19
Bicycle and Pedestrian Network.....	19
Transit, Rail, Air, and Freight.....	19
Bridges, Culverts, Resiliency, and Flooding.....	22
Growth, Land Use, and Economic Development Context	22
Key Findings From Existing Conditions, Engagement, and Model Analysis.....	22
4. Goals, Planning Factors, and Performance Measures	24
Performance-based Planning.....	24
Federal Planning Factors and Local Priorities.....	24
Project Evaluation and Scoring.....	25
Performance Measures and Targets	26
System Performance Summary	27
Coordination with State, Transit, Freight, Safety, and Human Services Plans	28
5. Transportation Needs and Priority Areas	29
Environmental Mitigation and Resiliency.....	31
6. Project Development and Project Lists.....	33
Recommended CLRP Categories	33
2050 Funded / Committed Project List.....	34

2045 Constrained List Reconciliation	35
2050 Illustrative/Vision Project Concepts	36
7. Financial Plan and Fiscal Constraint	38
Funding Assumption Sources and Methodology.....	38
FY 2026–2055 Funding Assumptions Summary	38
Operations and Maintenance	39
Project-Level Fiscal Constraint.....	40
Illustrative Projects and Additional Financing Strategies.....	41

1. Introduction and Plan Purpose

The Danville Metropolitan Planning Organization (Danville MPO) prepares and maintains a Long Range Transportation Plan (LRTP) to guide regional transportation planning and investment over a 20-year or longer planning horizon. The LRTP identifies transportation needs, documents the planning process, and establishes a framework for priority investments that support the safe and efficient movement of people, goods, and services throughout the area. The plan is developed through a continuing, cooperative, and comprehensive process among the MPO, VDOT, DRPT, Danville Transit, local governments, regional partners, and the public.

The *GoDanville2050* LRTP updates the adopted 2045 LRTP for the horizon year 2050 and reflects new information on public priorities, existing conditions, travel demand, safety, system performance, project status, and funding assumptions. The plan area includes the City of Danville and surrounding portions of Pittsylvania County, including regional connections to North Carolina and surrounding employment, freight, housing, and activity centers.

The plan includes the project and project-status reconciliation, fiscal-constraint framework, public-involvement record, current available performance targets, implementation strategies, environmental-mitigation framework, and adoption process.

What Has Changed Since the 2045 LRTP

The adopted 2045 LRTP established the current regional project framework, including the Constrained Long Range Plan (CLRP), Vision List, further evaluation projects, future studies, bicycle and pedestrian projects, and transit projects.

Several changes since the 2045 plan are important to the 2050 update. These include public engagement results from the current planning effort; new existing conditions and travel demand materials; active City and VDOT projects; updated safety and multimodal needs; current programming and financial assumptions; and growth or redevelopment activity in areas such as the River District, the new casino, Riverfront Park, Berry Hill, the airport area, Franklin Turnpike, Tightsqueeze, Axton, and regional connections with North Carolina.

The 2050 LRTP carries forward relevant 2045 LRTP content where it remains valid, including the project framework, design-scope descriptions, environmental-mitigation approach, and performance-based planning framework. It updates current programming, fiscal constraints, public involvement, performance targets, and regionally significant changes. As an attainment-area MPO plan, it extends the planning horizon by at least 20 years and will be reviewed and updated on the applicable five-year cycle unless amended sooner through adopted MPO procedures.

2. Public and Stakeholder Engagement

Public and stakeholder involvement was a central part of the LRTP update. The 2050 process used a combination of in-person outreach, stakeholder meetings, a project website, survey tools, and public information materials to identify transportation needs and understand how residents, agencies, service providers, and regional partners use and experience the transportation system.

The public involvement process included engagement completed during plan development, and the MPO is providing public notice and an opportunity to comment during the July 17–August 19, 2026 public-review period. Comments received will be maintained in a comment log, and the disposition of significant comments will be documented before Policy Board action.

Public Involvement Plan

The GoDanville2050 Public Involvement Plan was prepared on October 13, 2025, as the project-specific engagement plan for the LRTP. It supplements the adopted Danville MPO Public Participation Plan and describes an inclusive process consistent with federal participation requirements and Title VI nondiscrimination commitments. The process used in-person events, online tools, stakeholder interviews, public notice, accessible meeting formats, language assistance on request, ADA accommodations, and documentation of how public feedback influences the plan.

Engagement Activities Completed to Date

Table 1. Engagement Activities Completed to Date

Activity	Date/Status	Purpose and Output
Public intercept outreach at Danville Farmers Market	September 20, 2025 - completed	Informal pop-up outreach using project information, map activity, and money-game materials to gather early feedback from residents.
Public Involvement Plan	October 13, 2025 – completed	Documented outreach strategy, regulatory basis, Title VI/EJ/ADA commitments, engagement methods, and planned comment documentation.
Stakeholder meetings	December 3, 2025 - two sessions	Agency and community stakeholders discussed transportation needs, transit, pedestrian safety, growth, development, freight/economic development, and multimodal priorities.
Public open house	December 3, 2025, 5:00-7:00 PM	Public drop-in event presented existing conditions boards and project information. Public attendance was limited, but materials and early input were documented.
Project website	Active	Central online location (GoDanville2050.com) for project information, survey access, meeting materials, and public-review materials.
Online survey and interactive map input	Launched January 22, 2026; final comment received May 19, 2026.	Collected input on transportation priorities, transit, growth, safety, bicycle/pedestrian needs, demographics, and mapped locations. The interactive map received three Traffic Congestion comments.

Activity	Date/Status	Purpose and Output
Website comments	Ongoing	Provided an additional channel for public comments outside meetings and surveys.
Formal public review	July 17 to August 19, 2026	Required public comment period before consideration for adoption.

Key Engagement Themes

The December 2025 stakeholder meetings and public open house raised several themes that connect directly to the LRTP's needs, project priorities, and future refinements. Public attendance at the evening open house was limited, but the stakeholder meetings, online survey, intercept outreach, website comments, and related safety-planning engagement provide a useful record of early input. The outreach process also included accessible online materials, public-facing meeting opportunities, and accommodation commitments intended to support participation by traditionally underserved communities, low-income and minority households, persons with disabilities, limited English proficiency populations, transit users, and people without reliable access to a vehicle.

Table 2. Stakeholder and Open House Themes

Theme	Input Received	Plan Relevance
Transit workforce, funding, and service coverage	Stakeholders noted Danville Transit's operator turnover of roughly 25-30%, difficulty expanding service, upcoming capital-match changes, the need for more frequent service, and a desire to expand service into developing areas of Pittsylvania County.	Supports transit needs, funding context, and access-to-jobs discussion.
Sidewalk gaps and pedestrian safety	Participants identified a lack of sidewalks, ADA mobility barriers, unsafe crossings, and missing sidewalk connections near schools, bus stops, neighborhoods, Riverside Drive, Piney Forest Road/VA 41, Memorial Drive, West Main Street/Ballou Park, and other locations.	Supports multimodal needs, Title VI considerations, safety, and project evaluation.
Speeding and roadway safety	Mount Hermon, West Main/US 58 from North Carolina, Memorial Drive, and high-speed transitions were identified as areas of concern.	Supports safety, access management, and cross-border coordination.
Riverfront Park and River District access	Stakeholders noted the need for safe connections across Memorial Drive and better multimodal access to the new Riverfront Park and downtown/River District destinations.	Supports downtown/River District access, pedestrian safety, and multimodal connectivity.
Growth areas and economic development	Axton mixed-use development, Franklin Turnpike, Tightsqueeze, Berry Hill Mega Park, airport opportunities, casino/River District activity, and North Carolina connections were raised as growth considerations.	Supports project prioritization.

Theme	Input Received	Plan Relevance
Bicycle, trail, and shared-use path expansion	Stakeholders supported more bike lanes, safer bikeways, shared-use paths, Riverwalk/trail extensions, and river access.	Supports bike/pedestrian project narrative and multimodal goals.
Regional and intercity connectivity	Participants discussed Amtrak, potential intercity transit/shuttle connections to regional airports, and coordination with North Carolina/NCDOT.	Supports discussions on freight, tourism, economic development, and regional access.

Online Survey

The GoDanville2050 online survey was launched on January 22, 2026, through the MPO website, project website, partner-agency outreach, and public information materials. The final survey comment was received on May 19, 2026, and the June 2 results summary includes 51 responses. The survey remained available until it closed on July 13, 2026; no additional comments were received after May 19. Although the survey is not a statistically representative sample, it provides useful input on recurring concerns and priorities. Most respondents reported driving alone as their primary mode while also emphasizing maintenance, sidewalks and crossings, options for non-drivers, economic growth, transit, and safety. The interactive map received three comments, all categorized as Traffic Congestion, and those mapped comments are treated as limited supplemental input rather than a broad geographic sample.

Table 3. Online Survey Results

Survey Item	Result Summary	Implication
Respondents	51 responses; final comment received May 19, 2026; survey closed July 13, 2026.	Used as early public input, not statistically representative data.
Interactive map comments	3 mapped comments were received; all three were categorized as Traffic Congestion.	Used as limited supplemental input rather than a broad geographic sample.
Where respondents live	28 City of Danville; 15 Pittsylvania County; 5 other; remaining responses did not answer.	Input covers both City and County perspectives.
Primary transportation mode	45 drive alone; 3 use public transit; 1 carpools; 1 uses rideshare; 1 other.	Even among respondents who mostly drive, use transit, and walk on sidewalks, safety was a prominent concern.
Top transportation issues selected	Maintaining/repairing existing infrastructure (26); adding/improving sidewalks, crosswalks, and bike facilities (23); better transportation options for non-drivers (19); supporting economic growth (19); expanding public transit (17); improving road safety (13); reducing congestion (8); reducing heavy truck traffic (5).	Priorities align with multimodal access, safety, and economic development.

Survey Item	Result Summary	Implication
Reasons respondents mostly drive	Destinations too far apart (19); prefer driving (9); no safe/convenient infrastructure (9); personal safety/security concerns (4); bus service does not extend to needed destinations (4); bus service not frequent enough (2).	Supports land-use/transportation coordination, bike/pedestrian investment, and discussion of transit coverage/frequency.
Transit improvement priorities	Expand routes (18); run buses more often (10); longer hours (9); improve bus stop amenities (8); other (5).	Supports transit service and bus stop amenities.
Maintenance before new roads	38 agreed or strongly agreed with maintaining and improving existing roads, bridges, and public transit before building new roads.	Supports maintenance-first narrative and fiscal constraint.
Pedestrian/bicycle safety tradeoff	35 agreed or strongly agreed with accepting slower traffic speeds in some areas if it improves safety for pedestrians and cyclists.	Supports targeted safety and complete-streets strategies.
Safety and equity investments	27 agreed or strongly agreed with investing more in safety and equity improvements, even if it means fewer new highway expansion projects.	Supports Title VI/EJ, safety, and multimodal scoring.
Transit/walk/bike investment	25 agreed or strongly agreed with investing more in transit, walking, and biking options, even if it means less funding for road expansion; 15 were neutral.	Supports multimodal and transit discussion, while showing mixed/neutral opinions among some respondents.

How Input Shaped the Plan

Public and stakeholder input reinforces the need for safer pedestrian crossings, expanded sidewalk and bicycle connections, better access to transit, coordination with growth and redevelopment areas, and continued attention to regional freight and economic-development corridors. Because only three mapped comments were received, the map results supplement the broader survey, stakeholder, intercept, and meeting input. These themes inform the project list, goals, bicycle and pedestrian content, strategies, and implementation priorities.

Table 4. Engagement Themes

Engagement Theme	Impact on LRTP
Maintenance and repair of existing infrastructure	Emphasized in the operations, maintenance, bridge/culvert, financial plan, and state-of-good-repair discussions.
Sidewalks, crossings, and bike/pedestrian facilities	Reflected in the safety, bicycle/pedestrian, equity, public health, and project-evaluation narratives.
Better transportation options for non-drivers	Reflected in the transit, ADA, human-services transportation, access-to-jobs, and equity discussions.
Economic growth and regional access	Reflected in the growth area, freight, tourism, River District, Berry Hill, airport, and North Carolina connection discussions.
Traffic congestion map comments	Noted as limited supplemental input because only three mapped comments were received, all categorized as Traffic Congestion.

3. Existing Conditions and Planning Context

The existing conditions analysis documents the MPO's regional context, demographic and vulnerable-population considerations, roadway network, travel demand, congestion, safety, bicycle and pedestrian facilities, transit, rail, air, freight, bridges, culverts, resiliency, flooding, and growth considerations. These findings provide the technical basis for the plan's needs, strategies, project review, and financial framework.

Planning Area and Regional Context

The Danville MPO planning area includes the City of Danville and surrounding portions of Pittsylvania County. The transportation system functions as a regional network for daily travel, access to jobs and services, freight movement, tourism, recreation, and cross-border connections with North Carolina. Key corridors include the Danville Expressway/US 29, US 58, US 29 Business, Piney Forest Road, Riverside Drive, Mount Cross Road, South Boston Road, Franklin Turnpike, and regional routes serving areas such as Mount Hermon, Dry Fork, Ringgold, Lakewood, Brosville, and Berry Hill.

Demographics and Vulnerable Populations

Existing-conditions materials include 2020 Census information, available American Community Survey five-year estimates assembled for the update, and indicators for disadvantaged census tracts, transportation vulnerability, health vulnerability, and environmental justice. These materials support the plan's equity, Title VI, public-involvement, transit, pedestrian-access, and safety discussions.

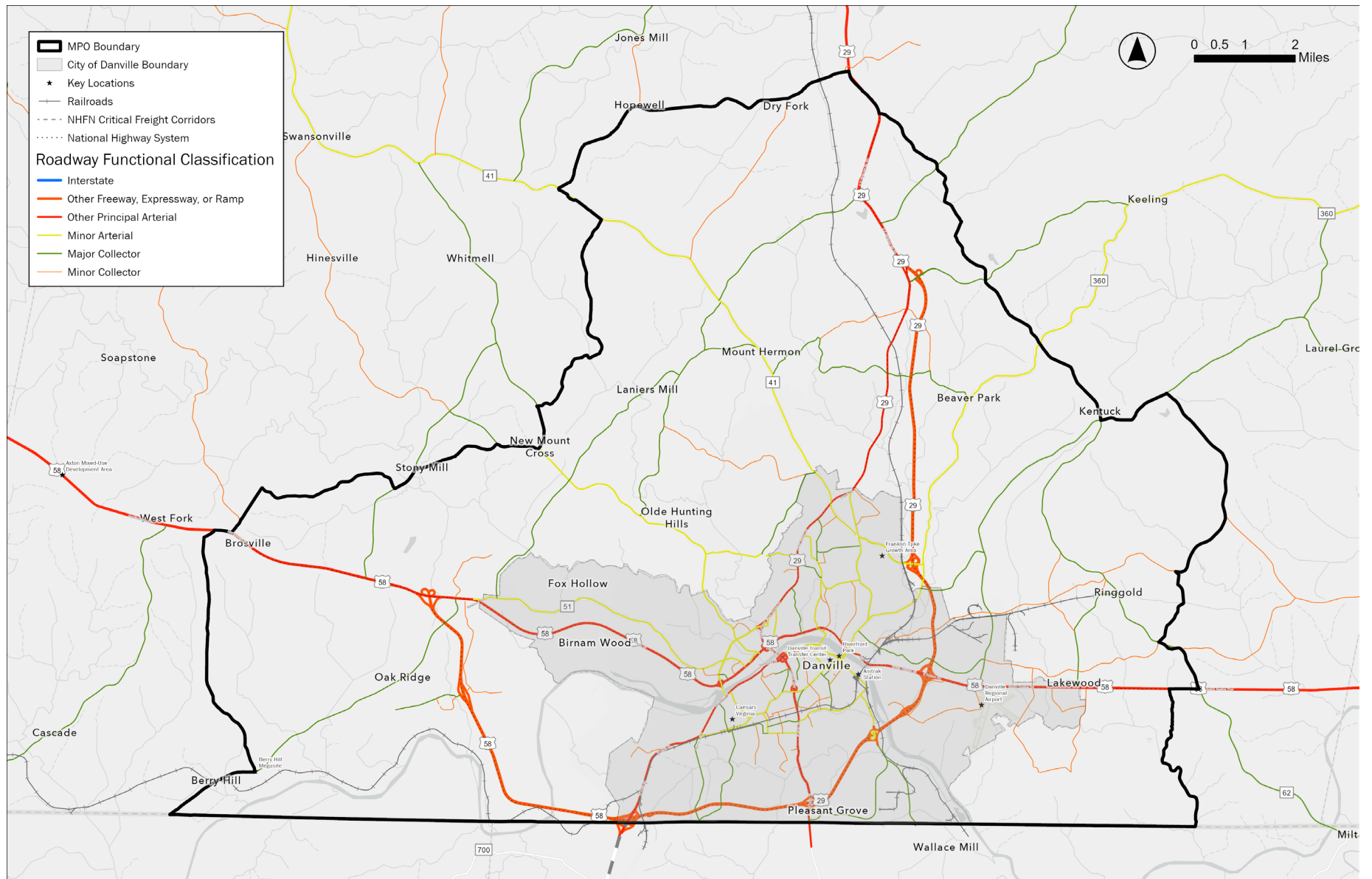
Table 5. Demographic Context

Indicator	Finding	Implication
2020 Census population	64,528 persons in the Danville MPO area.	Establishes baseline population context.
Housing and households	32,404 housing units and 28,175 households; average household size of 2.23.	Supports travel demand, household access, and equity context.
Population trend	The 2020 Census summary shows a slightly negative annual growth rate; ACS/community summaries also indicate a generally stable to declining recent population trend.	Supports the need to focus on system maintenance, targeted safety, access, and growth-area planning rather than widespread capacity expansion.
Age and income	ACS community summary materials show a median age of approximately 44.5 and a median household income of approximately \$49,998.	Supports accessibility, aging population, transit, and equity discussions.
Age 65 and older	ACS community summary materials identify approximately 19.4% of residents age 65 or older.	Supports an emphasis on safe access to transit, sidewalks, ADA mobility, and human services transportation.
Equity screening	Existing materials map disadvantaged census tracts, transportation-vulnerable tracts, health-vulnerable tracts, and CEJST categories.	Used in Title VI/EJ review and public involvement documentation.

Roadway Network and Functional Classification

Map 1 shows the region's roadway hierarchy, including local roads, collectors, arterials, principal arterials, and highway facilities. The Danville Expressway/US 29, US 58, US 29 Business, Riverside Drive, Piney Forest Road, and other arterial corridors provide regional mobility and freight access. In contrast, collectors and local streets provide access to neighborhoods, schools, shopping, health care, parks, and services.

Map 1: Functional Classification, NHS, and Freight Network



Travel Demand, Congestion, and System Performance

Travel-demand materials include a 2022 base-year loaded network, a 2050 Existing + Committed network, volume-to-capacity information, and TAZ-based socioeconomic forecasts. The results do not indicate widespread congestion, but specific corridors and intersections warrant attention because of safety, access, growth, multimodal connectivity, or localized operations considerations (see Map 2).

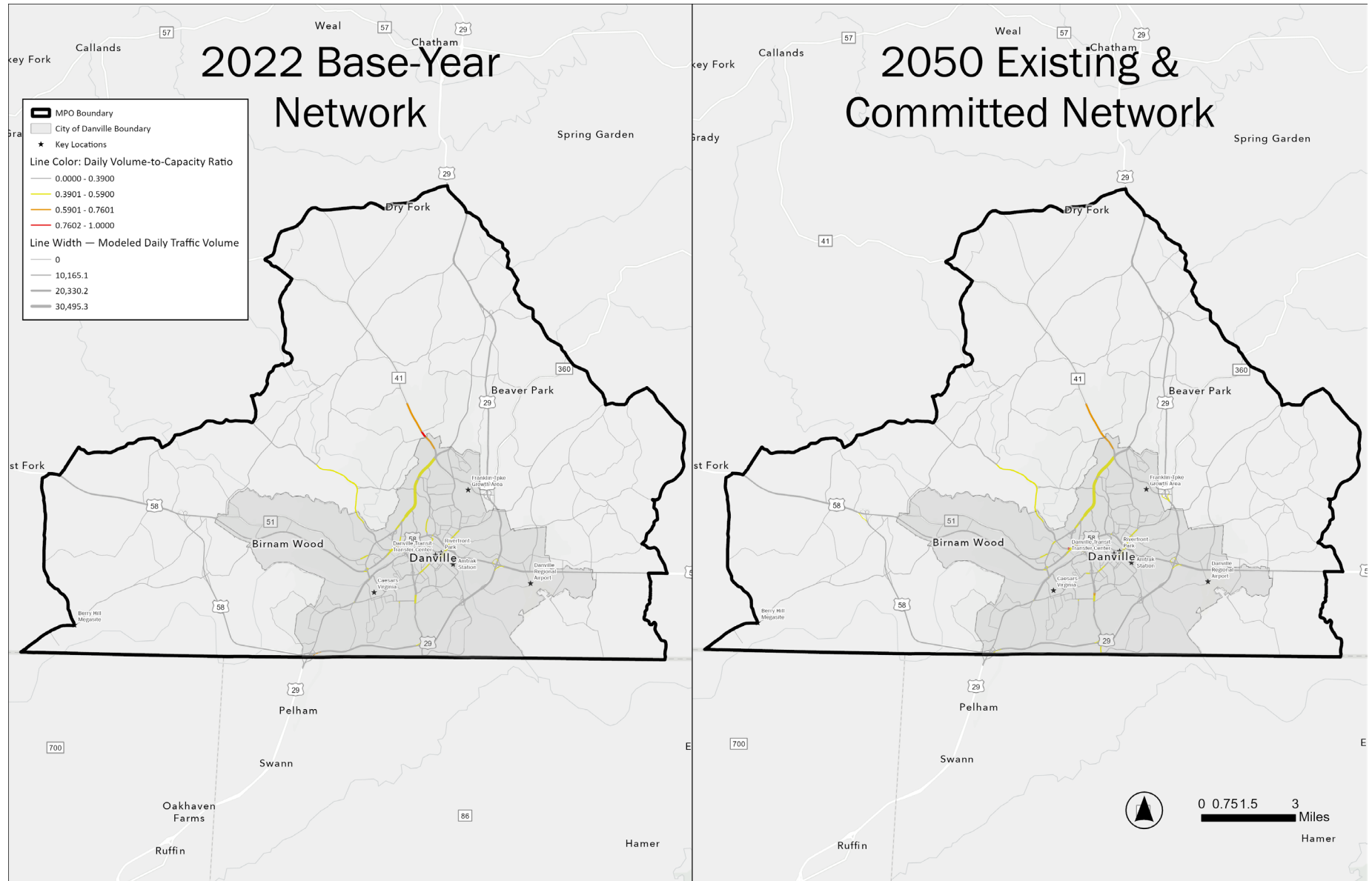
Together, the loaded network and TAZ analyses help identify where travel activity, employment, and development-related demand may change over time, and whether the roadway network shows corresponding capacity or reliability concerns.

Table 6. Travel Demand Model Summary

Measure	2022 loaded network	2050 Existing + Committed loaded network	Implication
Modeled network mileage reviewed	Approximately 602.5 network miles.	Approximately 602.5 network miles.	-
Daily VMT	Approximately 1,911,254 daily VMT.	Approximately 1,943,415 daily VMT (+32,161 / +1.7%).	The model indicates modest total growth in daily vehicle-miles traveled.
Daily VHT	Approximately 49,738 daily VHT.	Approximately 50,936 daily VHT (+1,197 / +2.4%).	VHT increases slightly more than VMT.
Segments at daily V/C $\geq$ 0.80	0 segments / 0.00 miles.	1 segment / approximately 0.06 miles.	The model does not indicate widespread severe congestion under the 2050 Existing + Committed scenario.
Segments at daily V/C $\geq$ 0.60	16 segments / approximately 2.16 miles.	15 segments / approximately 1.93 miles.	Higher V/C conditions remain localized rather than systemwide.
Named corridors with the largest modeled daily VMT increases	Not applicable as a change metric.	US 29 Business, Kentuck Road, VA 86, Old Richmond Road, Mount Cross Road, South Boston Road, West Main Street, Riverside Drive, Piedmont Drive, and US 58.	These corridors inform project review where growth overlaps with safety, access, development, or multimodal needs.

The link-level model results are interpreted together with the TAZ forecast analysis on the following pages.

Map 2: Travel Demand and System Performance



TAZ Growth Forecast Analysis

At the MPO-wide level, the TAZ socioeconomic forecast used for the LRTP shows a modeled population change from 64,584 persons in 2016 to 53,417 persons in 2050, a decrease of 11,167 persons, or about 17.3 percent. Household estimates show a similar modeled decline, from 27,957 households to 22,973 households. Employment is forecast to move in the opposite direction, increasing from 29,364 jobs in 2016 to 34,647 jobs in 2050, a gain of 5,283 jobs, or about 18.0 percent.

Although Weldon Cooper Center and TAZ-based population projections indicate modest long-term population declines for portions of the Danville MPO region, recent local development trends suggest that local growth conditions may be improving and that the long-range demographic forecasts may be conservative. This context is important because the TAZ forecast results appear somewhat at odds with the region's recent narrative of growth, including Caesars Virginia, riverfront and downtown reinvestment, new and expanding industrial development, Berry Hill Megasite activity, and increased residential construction. Population projections are based primarily on historical demographic trends and assumptions regarding fertility, mortality, and migration, and may not fully capture the effects of recent economic investments, changing migration patterns, and new development activity.

Supplemental housing market information from Long & Foster Market Reports for Danville and Pittsylvania County was also reviewed as a near-term market indicator. Those reports provide monthly information on sales activity, inventory, housing demand, new listings, and price trends. The housing market indicators are not interpreted as a formal population forecast, but they provide useful context for understanding current residential demand in the City and County portions of the MPO. Together with annual population estimates and local development activity, the housing data support a planning approach that considers both official long-range demographic projections and recent economic and residential market signals when evaluating future transportation needs and infrastructure investments.

The geography of change is important. Forecasted population loss is concentrated in many City of Danville TAZs, while the Pittsylvania County portion of the MPO is generally stable to slightly positive for population. Job growth is more concentrated in Pittsylvania County, especially in a small number of TAZs with large employment gains. This pattern supports the plan's emphasis on system maintenance, targeted safety and access-management investments, transit and multimodal access, and connections to growth and employment areas rather than widespread capacity expansion.

Table 7. TAZ Growth Forecast Summary, 2016-2050

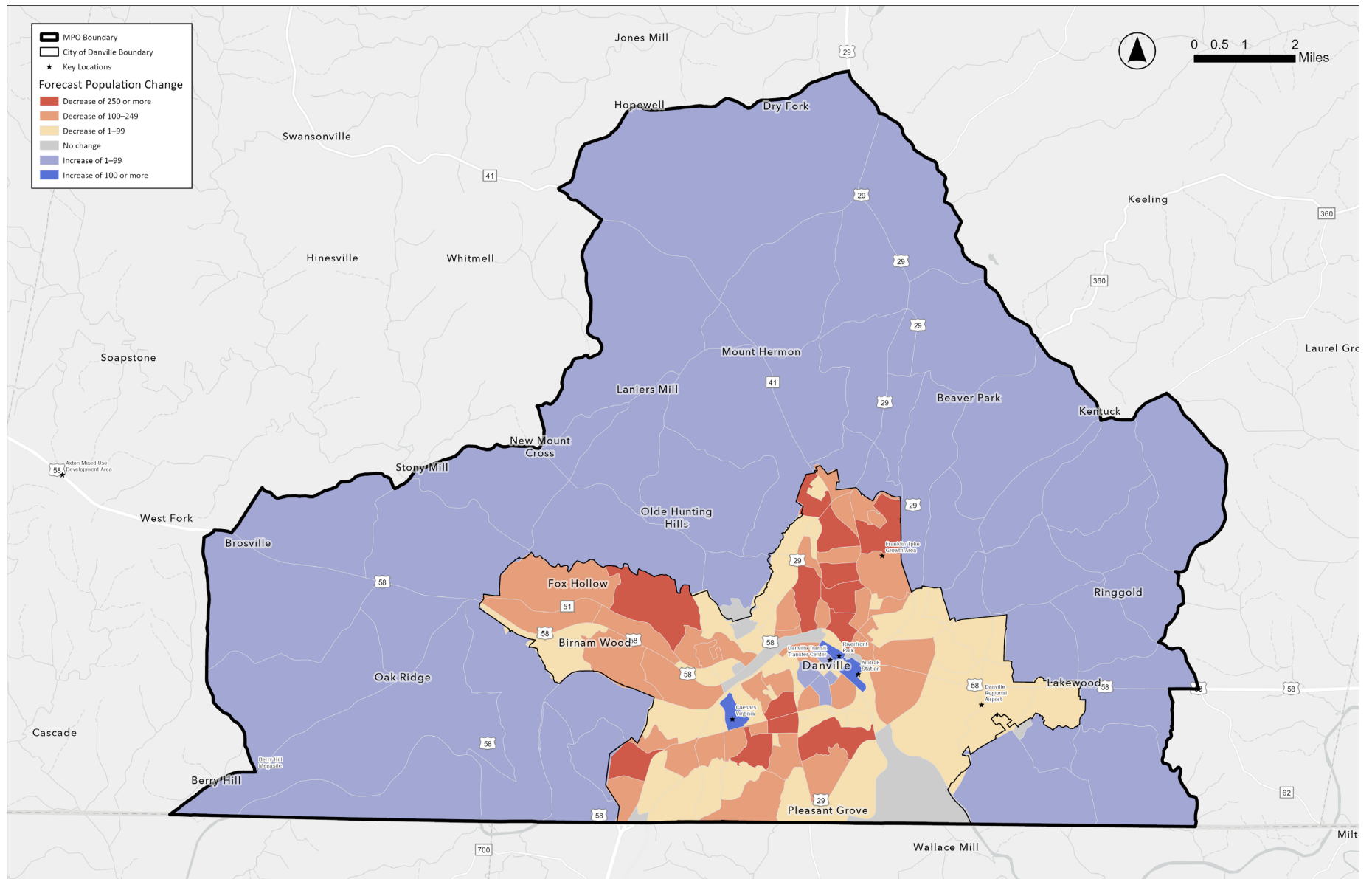
Area	TAZs	Population change	Job change
City of Danville	116	-11,383 (-26.9%)	+481 (+1.9%)
Pittsylvania County portion	50	+216 (+1.0%)	+4,802 (+111.8%)
MPO total	166	-11,167 (-17.3%)	+5,283 (+18.0%)

The largest population gains are forecast in TAZs 41, 10, 9, 51, and 5. The largest population losses are forecast in TAZs 88, 92, 76, 81, and 37. The largest employment gains are forecast in TAZs 123, 122, 41, 10, and 9.

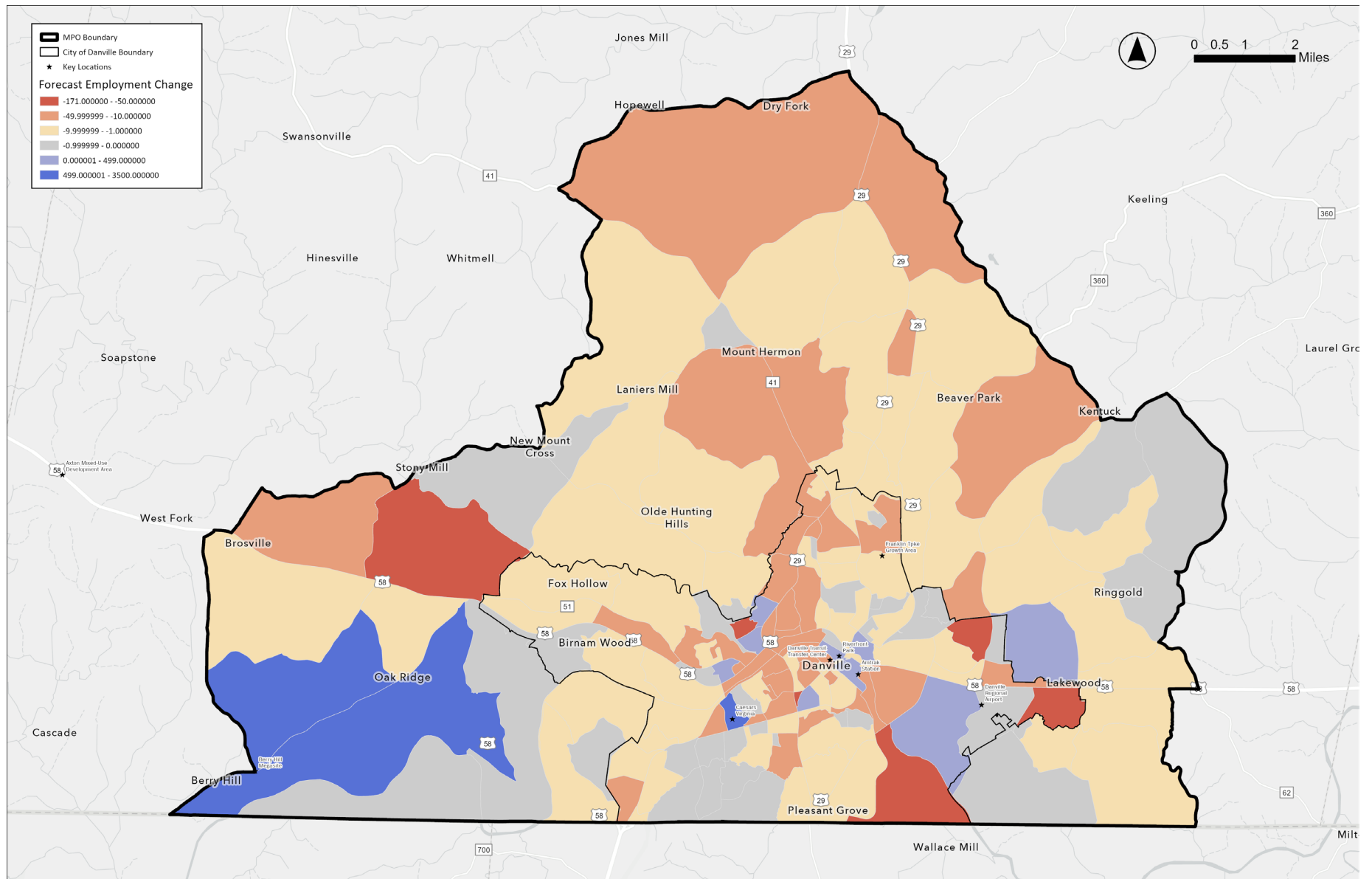
Table 8. Map and Figure Inventory for Plan Record

Map/figure	Purpose in LRTP	Primary code/planning factor link
Map 1: Functional Classification, NHS, and Freight Network	Functional classification, NHS and National Freight Network routes, rail, airport, and major regional connections.	Roadway hierarchy, freight, economic vitality, and intermodal connectivity.
Map 2: Travel Demand and System Performance	2022 and 2050 Existing + Committed model conditions, including clearly defined roadway line weights and performance measures.	Forecast demand, reliability, and localized congestion screening.
Map 3: TAZ Population Change, 2016-2050	Population change by TAZ with major roads and jurisdictional boundaries.	Forecast population pattern and land-use context.
Map 4: TAZ Employment Change, 2016-2050	Employment change by TAZ with major roads and jurisdictional boundaries.	Employment growth and access to jobs.
Map 5: TAZ Total Activity Change, 2016-2050	Combined population and employment change by TAZ.	Overall activity pattern and growth-area context.
Map 6: Existing and Proposed Multimodal Transportation Facilities	Funded/committed projects, major bicycle/pedestrian facilities, transit routes, Amtrak, and intermodal facilities. Illustrative/Vision concepts are identified separately in Chapter 6.	Existing integrated multimodal transportation system, current programmed projects, and related long-range project concepts.
Map 7: Environmental and Community Resource Screening	Transportation corridors and projects compared with readily available floodplain, conservation, historic, park/public-land, and community-resource information.	Planning-level environmental mitigation and resource consultation.

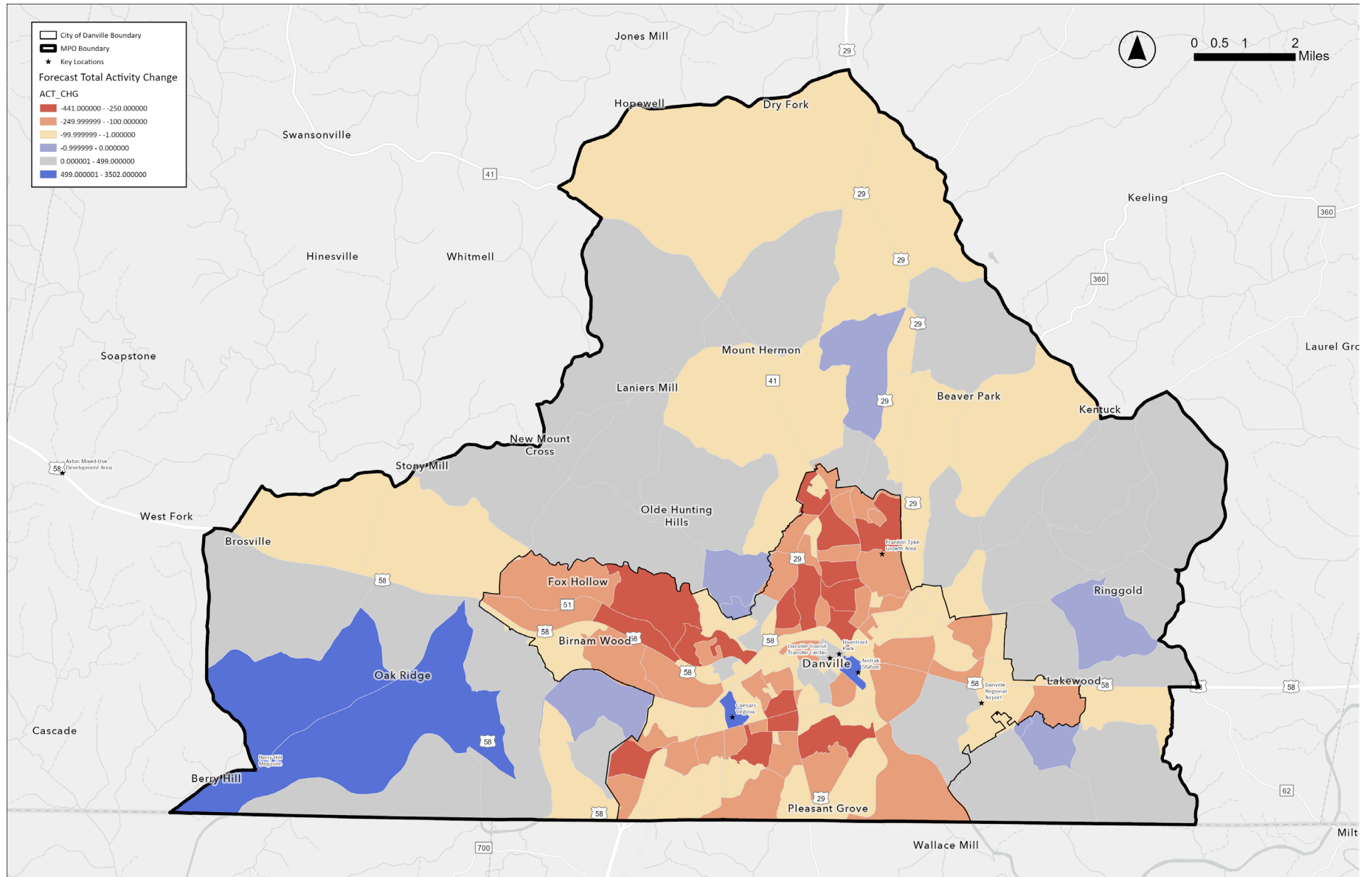
Map 3: TAZ Population Change, 2016-2050



Map 4: TAZ Employment Change, 2016-2050



Map 5: TAZ Total Activity Change, 2016-2050



Safety

Safety materials reviewed for the LRTP include high-injury network mapping, fatal and severe injury crash mapping, high-crash intersections, potential safety improvement locations, bicycle and pedestrian crash mapping, and crash severity trends. The safety discussion also builds from the Danville MPO Safe Streets and Roads for All (SS4A) Safety Action Plan, adopted in February 2025, which identified safety deficiencies in the MPO area, incorporated public and stakeholder engagement, and advanced recommendations to improve safety for people driving, walking, bicycling, and using transit. Public and stakeholder input from both the LRTP and SS4A processes reinforces several recurring needs, including speeding, difficult crossings, sidewalk gaps, access management concerns, and high-speed corridor transitions.

The SS4A Safety Action Plan serves as both a technical safety source and a supplemental public/stakeholder engagement source. Its crash analysis, high-injury network, priority locations, countermeasure recommendations, and engagement findings inform the LRTP's safety narrative, project review, federal safety planning-factor discussion, and performance-based planning framework. SS4A findings also support programming, design, and grant applications.

Table 9. Safety Issues and Plan Implications

Safety issue/location type	Evidence in materials	Implication
High-injury network and severe crashes	Safety maps and the Danville MPO SS4A Safety Action Plan identify high-injury network segments, fatal and severe-injury crashes, and candidate safety improvement locations for recent crash periods.	Used as support for safety-oriented project scoring, PM1 safety target discussion, SS4A implementation priorities, and project-list review.
Pedestrian and bicycle safety	LRTP and SS4A engagement identified pedestrian and bicyclist safety as a planning priority, including locations with difficult crossings, sidewalk gaps, and high-speed traffic conditions.	Connects SS4A recommendations with LRTP safety, ADA access, public health, transit access, and multimodal investment needs.
Crossing issues	Stakeholders identified Riverside Drive, Piney Forest Road at VA 41/Franklin Turnpike, Memorial Drive near Riverfront Park, West Main Street/Ballou Park, and other locations as difficult or unsafe crossings.	Used to support corridor/access-management, sidewalk, and crossing improvements.
Speed transitions and speeding	Stakeholders noted Mount Hermon, West Main/US 58 from North Carolina, and high-speed approach conditions as safety concerns.	Supports coordination with VDOT/NCDOT and targeted corridor safety review.

Bicycle and Pedestrian Network

Bicycle and pedestrian analysis in this plan identifies existing trails, sidewalks, on-street bicycle facilities, shared-lane markings, and key activity areas such as schools, parks, downtown, the River District, and the riverfront. Stakeholder and survey input repeatedly identified sidewalk gaps, safer crossings, more bicycle facilities, trail extensions, shared-use paths, and improved access to the Riverwalk and River District as important needs.

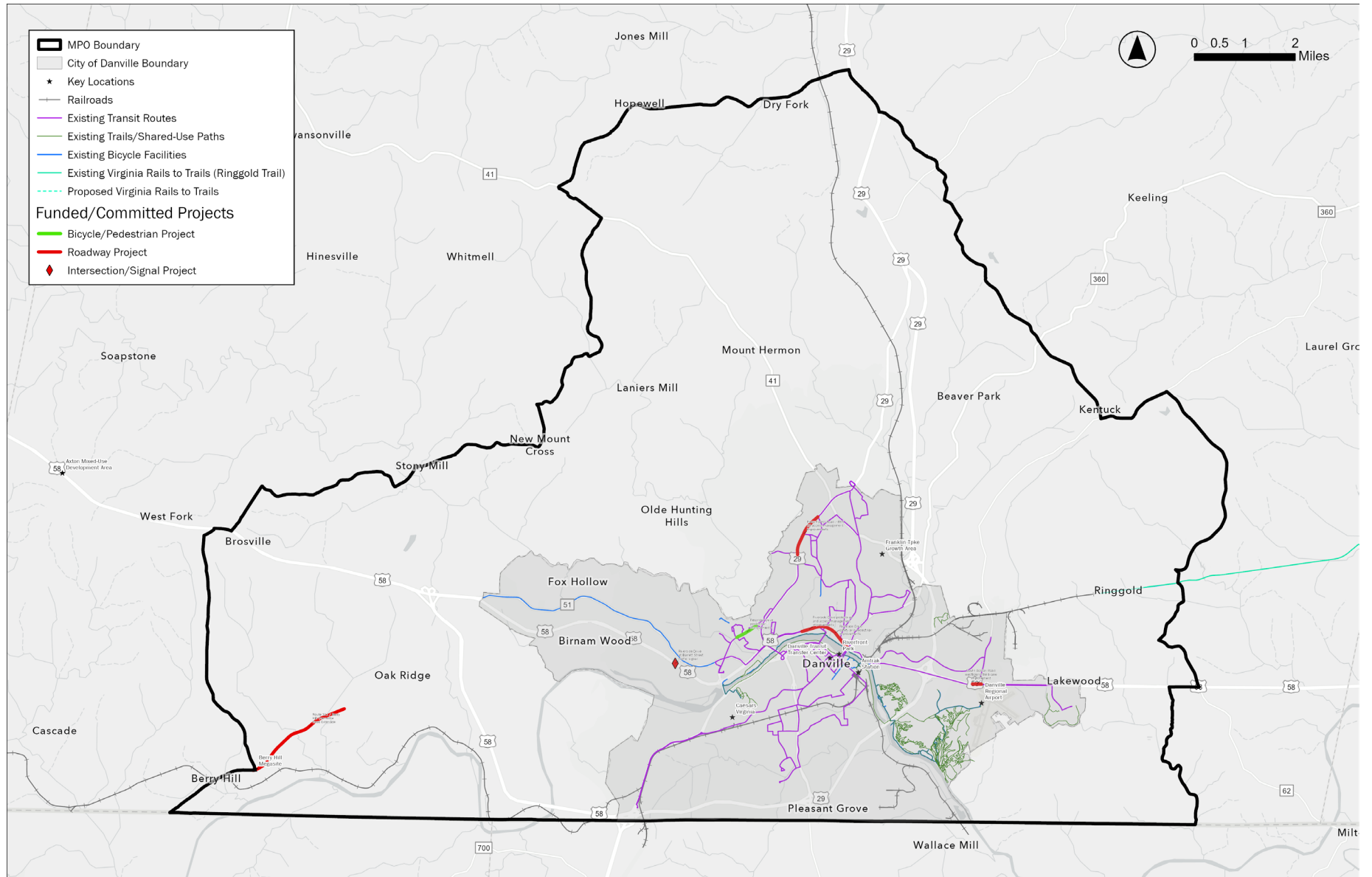
Transit, Rail, Air, and Freight

Danville Transit provides fixed-route bus service and complementary demand-response service. These services support access to jobs, schools, shopping, health care, and daily needs, particularly for residents

who do not drive, older adults, people with disabilities, and households with limited access to a vehicle. The LRTP is coordinated with Danville Transit's transportation-development, asset-management, safety, ADA/paratransit, and human-services transportation planning. Transit goals include maintaining reliable service, improving access to bus stops, coordinating service with sidewalk and crossing projects, supporting state-of-good-repair and safety targets, and monitoring service needs as employment and growth areas develop.

Rail, air, and freight also shape the regional transportation system. Danville is served by Amtrak's Crescent line and Norfolk Southern freight rail. Danville Regional Airport serves general aviation and connects the region to larger aviation markets. Freight movement is supported by US 29, US 58, US 29 Business, VA 86, and routes serving Berry Hill, the airport area, industrial sites, and North Carolina. National Freight Network and Virginia Freight Plan information inform the evaluation of reliability, goods movement, employment access, and regional economic-development needs.

Map 6: Existing and Proposed Multimodal Transportation Facilities



Bridges, Culverts, Resiliency, and Flooding

Bridge and culvert materials in this plan identify VDOT condition ratings of Good, Fair, or Poor. A Poor rating does not necessarily mean a bridge is unsafe, but it indicates that more significant maintenance, rehabilitation, or replacement may be needed sooner. Stakeholders also identified flooding and drainage concerns, including Riverside Drive and culvert locations. These issues connect maintenance, resiliency, stormwater, and capital-investment decisions.

Growth, Land Use, and Economic Development Context

Growth and economic development considerations include the River District and Riverfront Park, casino-related tourism and hospitality activity, the Southern Virginia Mega Site at Berry Hill, planned development in Axton, Franklin Turnpike and Tightsqueeze, the airport area, industrial and workforce connections, and regional links with North Carolina. These areas are considered alongside TAZ forecasts, travel-demand results, freight routes, transit access, and public input when evaluating transportation needs and projects.

Table 10. Growth and Economic Development Focus Areas

Focus area	Transportation relevance
Southern Virginia Mega Site at Berry Hill	Freight, workforce access, Route 311/Berry Hill Connector, US 58/US 29 regional access, and employment growth.
River District / Riverfront Park/casino activity	Tourism, pedestrian safety, transit access, downtown circulation, crossings, parking access, and multimodal connections.
Axton mixed-use development	Future land-use/travel demand monitoring, access management, multimodal access, and coordination with Pittsylvania County.
Franklin Turnpike / Tightsqueeze	Growth pressure, corridor access, safety, and multimodal connectivity.
Airport area	Business access, freight/logistics, regional connectivity, and emergency/general aviation access.
North Carolina connections	Cross-border commuting, tourism, freight, and regional/intercity coordination.

Key Findings From Existing Conditions, Engagement, and Model Analysis

The existing conditions, engagement, TAZ forecast, and travel demand model materials point to a focused set of planning conclusions for the 2050 LRTP. These findings help explain why the plan emphasizes maintenance, safety, access, multimodal connectivity, and targeted improvements.

Table 11. Key Findings

Finding	Supporting information	Plan implication
Growth indicators are mixed and require careful interpretation.	TAZ forecasts show population declines in many areas and employment growth concentrated in selected zones, while recent development and housing activity, as well as major economic investments, suggest that official forecasts may lag current market conditions.	The project list considers both adopted demographic forecasts and current development activity, especially employment centers, redevelopment areas, Berry Hill, River District/Riverfront Park, airport opportunities, and growth corridors.
Systemwide congestion is limited, but localized needs remain.	The 2050 Existing + Committed loaded network shows very few segments with a daily V/C at or above 0.80, while engagement still identifies problem corridors and crossings.	The plan emphasizes targeted corridor and intersection improvements, access management, and safety rather than regionwide capacity expansion.
Maintenance is a core public priority.	Survey respondents placed high importance on maintaining and repairing existing infrastructure.	The financial plan and project narrative address operations, maintenance, state of good repair, and new projects.
Safety and multimodal access are recurring themes.	Safety boards, stakeholder input, and survey results identify pedestrian crossings, sidewalk gaps, bike/ped safety, transit access, and speed transitions.	The goals, project evaluation, and project categories give clear attention to pedestrian, bicycle, transit, ADA, and safety needs.
Transit and non-driver access matter even in an auto-oriented region.	Most survey respondents drive alone, but many still identify transit expansion, non-driver options, and bus-stop access as important needs.	The LRTP includes transit and human-services transportation needs even though most capital project dollars remain roadway-focused.

4. Goals, Planning Factors, and Performance Measures

Goals and performance measures connect public input, existing conditions, federal planning requirements, state programming processes, and local priorities. The 2050 LRTP carries forward the adopted 2045 goals and uses them to organize project evaluation, performance-based planning, and implementation strategies. The project evaluation matrix links project categories to plan goals, federal planning factors, and performance inputs.

Table 12. 2045 LRTP Goals Carried Forward

2045 LRTP Goal	2050 LRTP Use
Economy	Retain and expand business and employment opportunities; support access to employment centers, freight movement, redevelopment, tourism, and economic development sites.
Safety	Provide a safe and secure transportation system; emphasize crash reduction, safer crossings, multimodal safety, and high-injury network locations.
Mobility and Accessibility	Facilitate the efficient movement of people and goods; improve access for drivers, transit riders, pedestrians, bicyclists, freight users, and people without reliable access to a vehicle.
Community and Nature	Improve quality of life and protect environmental, cultural, and community resources.
Operational Efficiency	Preserve the existing transportation system and promote efficient system management; support maintenance, operations, and cost-effective improvements.

Performance-based Planning

The 2050 LRTP documents the MPO's performance-driven, outcome-based planning process and explains how the plan supports state and federal transportation performance goals. It uses public and stakeholder input, SS4A findings, crash and high-injury network information, TAZ employment and population forecasts, travel-demand outputs, bridge and culvert information, transit needs, freight and economic-development context, and fiscal constraints to identify needs and review projects. The plan carries forward the 2045 project-evaluation framework and incorporates the available statewide and transit-asset targets summarized in Table 15.

Federal Planning Factors and Local Priorities

The metropolitan planning process considers economic vitality, safety, security, accessibility and mobility, environmental protection, multimodal connectivity, system management and operations, preservation, resiliency, reliability, stormwater impacts, and travel and tourism. The 2050 LRTP addresses these factors through its existing-conditions analysis, engagement findings, project disposition, financial plan, performance discussion, environmental review, and public-review process.

Table 13. Federal Planning Factors Crosswalk

Federal planning factor	Where addressed in the 2050 LRTP
Economic vitality	Economic development/growth context; project categories; freight/regional access discussion
Safety	SS4A Safety Action Plan, safety mapping, PM1 targets, high-injury network, project scoring
Security	Coordination with state/local safety and security planning; emergency/resiliency considerations
Accessibility and mobility of people and freight	Transit, bicycle/pedestrian, freight, regional corridors, non-driver access, project list
Environment, energy, quality of life, and growth patterns	Environmental mitigation, Title VI/EJ, CEJST, land use/growth context, resiliency
Integration and connectivity across modes	Roadway, transit, bike/pedestrian, rail, air, freight, intercity and regional connections
Efficient system management and operations	Operations and management strategies, maintenance, congestion, access management, ITS, signal and intersection improvements, and safety countermeasures
Preservation of existing system	Maintenance-first public input, bridge/culvert condition, State of Good Repair, O&M funding
Resiliency, reliability, and stormwater impacts	Flooding/drainage, Riverside Drive, bridge/culvert, resiliency/mitigation discussion
Travel and tourism	Caesars Virginia, River District, Riverfront Park, regional access, Amtrak, airport, visitor destinations

Project Evaluation and Scoring

The 2045 project scoring sheets remain a useful starting point for the 2050 project review, but project scores are one input rather than the sole basis for programming decisions. The LRTP also considers current funding status, project readiness, public and stakeholder input, SS4A findings, travel-demand results, access to employment and growth areas, freight and regional connectivity, transit and bicycle/pedestrian needs, preservation needs, resiliency, and consistency with state and local plans. MPO programming decisions reflect the full planning record, available funding, implementation readiness, and policy direction.

Table 14. Project Evaluation Matrix

Project/project type	Current phase or treatment	Goals, factors, and performance inputs
Riverside Drive / BUS 58 access management, pedestrian, and safety improvements (UPCs 123196 and 123197)	Fully funded; current VDOT programming review identifies active SMART SCALE projects with current costs and limits.	Safety, accessibility, multimodal connectivity, operations, economic vitality, and PM1. Ties to SS4A/corridor safety, access management, pedestrian crossings, and public input on Riverside Drive.
South Boston Road / Route 58 westbound third lane (UPC 115495)	Fully funded; programmed project from Airport Drive to Kentuck Road.	Localized congestion/reliability, freight, economic vitality, and access to regional corridors. Ties to model/corridor review and regional movement rather than systemwide congestion.
Piney Forest Road / BUS 29 access management (UPC 123202)	Fully funded; current VDOT programming review identifies active SMART SCALE project.	Safety, operations, accessibility, economic vitality, and multimodal corridor management in a major commercial corridor.
Route 311 / Berry Hill Connector Road Extension (UPC 119164)	Fully funded/construction currently underway; current VDOT programming review identifies active project and cost.	Economic vitality, freight, regional connectivity, job access, and growth-area support for the Southern Virginia Mega Site at Berry Hill and surrounding employment areas.

Piedmont Drive sidewalk/pedestrian improvements (UPC 123195)	Fully funded bicycle/pedestrian project.	Safety, accessibility, Title VI/EJ, transit access, public health, and multimodal connectivity. Ties to public input on sidewalks/crossings and SS4A pedestrian safety priorities.
Riverside Drive at Barrett Street signal	Locally funded signal project with estimated completion in 2026; the earlier RCUT concept remains outside fiscal constraint unless separately defined and funded.	Safety, operations, access management, and localized reliability.
Arnett Boulevard sidewalks, bike lanes, and crosswalks (UPC 110764; UPC 121047 local follow-up)	UPC 110764 completed/closeout; UPC 121047 canceled with VDOT due to right-of-way issues and may be addressed locally.	Safety, bicycle/pedestrian access, complete-streets outcomes, transit access, and community connectivity. Completed work rolls off future fiscal constraint.
2050 illustrative/Vision project concepts (Table 23)	Five forward-looking concepts are retained for planning purposes. They are not funded or committed and are outside the fiscally constrained CLRP.	Supports longer-range safety, access management, pedestrian connectivity, intersection operations, and corridor improvement needs. Concepts remain subject to further scope, cost, funding, and project-development review.

Performance Measures and Targets

The 2050 LRTP carries forward the MPO's performance-based planning framework and incorporates the latest available target information for highway safety (PM1), pavement and bridge condition on the National Highway System (PM2), system performance and freight reliability (PM3), and transit asset management (TAM). These targets guide project selection and programming; they do not, by themselves, indicate that each target has been achieved within the Danville MPO area.

Table 15 presents the currently available target values and source status. The PM1 values are Virginia's 2026 statewide safety targets. The PM2 and PM3 values are the published four-year targets for the 2022-2025 performance period. DRPT's current dashboard values are included for TAM. Danville Transit's agency-specific Public Transportation Agency Safety Plan targets are incorporated by reference through the transit-provider coordination process.

For project selection, these target areas connect to specific LRTP inputs: SS4A and crash data support safety-related projects; model VMT/VHT and volume-to-capacity results support reliability and congestion review; pavement, bridge and culvert condition, and operations and maintenance funding support preservation; freight and employment-growth context support economic vitality and goods movement; and transit, bicycle, and pedestrian data support accessibility and multimodal mobility.

Table 15. Current Performance Targets and LRTP Application

Performance area	Current target values and source	How the LRTP uses the target area
PM1 Highway Safety	Virginia 2026 statewide targets: Fatalities: 882 Fatality rate: 1.000 per 100 million VMT Serious injuries: 6,424 Serious injury rate: 7.286 per 100 million VMT Non-motorized fatalities and serious injuries: 604 Source: CTB/VDOT 2026 Safety Performance Targets, July 2025.	Connects SS4A, crash data, high-injury network, pedestrian/bicycle safety, intersection improvements, access management, and safety-oriented project scoring.
PM2 Pavement and Bridge Condition	2025 four-year targets for the 2022-2025 period: Interstate NHS pavement good: 45%	Supports preservation, maintenance-first policy, bridge/culvert monitoring,

	Interstate NHS pavement poor: 3% Non-Interstate NHS pavement good: 25% Non-Interstate NHS pavement poor: 5% NHS bridge deck area good: 25.1% NHS bridge deck area poor: 3.6% Source: OIPI Baseline Performance Period Summary Report.	State of Good Repair funding, and project readiness review.
PM3 System Performance and Freight Reliability	2025 four-year targets for the 2022-2025 period: Interstate NHS person-miles reliable: 85% Non-Interstate NHS person-miles reliable: 88% Truck Travel Time Reliability Index: 1.64 Source: OIPI Baseline Performance Period Summary Report.	Supports localized reliability review, freight/economic development corridors, US 29/US 58/Berry Hill/North Carolina connections, and model-based congestion screening.
Transit Asset Management (TAM)	DRPT Transit Asset Management targets: Revenue vehicles at or beyond useful-life benchmark: articulated bus 5%; over-the-road bus 10%; bus 15%; cutaway 10%; van 20%; minivan 5%. Equipment/support vehicles: automobiles 35%; trucks/other 35%. Facilities below TERM 3.0: passenger/parking 5%; administrative/maintenance 5%.	Supports transit state of good repair, fleet/facility planning, bus stop access, and investment decisions that preserve service reliability.
Public Transportation Agency Safety Plan (PTASP)	Danville Transit's applicable agency safety targets for fatalities, injuries, safety events, and system reliability are maintained through its Public Transportation Agency Safety Plan and annual transit-safety coordination.	Supports transit safety, passenger access, ADA/paratransit coordination, sidewalk and crossing improvements near transit, and human-services transportation coordination.
MPO target-support action	The MPO uses Policy Board actions and the TIP/LRTP process to support applicable state and transit-provider targets and to plan and program projects that contribute toward those targets.	Documents the target framework used in the LRTP, TIP, project selection, and future performance reporting.

System Performance Summary

Existing conditions and model materials indicate that the Danville MPO does not face widespread daily roadway capacity deficiencies under the 2050 Existing + Committed network. The system-performance summary therefore emphasizes targeted safety, reliability, access management, preservation, bridge and culvert, transit, bicycle/pedestrian, and freight/economic-development needs rather than broad systemwide capacity expansion. Statewide and transit-provider targets guide planning and programming, while local model, SS4A, condition, transit, freight, and public-engagement information identifies the regional actions most relevant to those target areas.

Table 16. System Performance Summary

Performance topic	Danville MPO finding	Planning implication
Congestion and reliability	2050 Existing + Committed model results show limited systemwide V/C concerns, with only localized segments requiring monitoring.	Prioritize targeted operations, access management, safety, and growth-area review rather than broad capacity expansion.
Safety	SS4A and crash materials identify high-injury, severe crash, pedestrian/bicycle, and corridor safety needs.	Use PM1/SS4A findings to prioritize safety countermeasures and projects that address severe crash risk.
Pavement/bridge/culvert preservation	CLRP funding assumptions include substantial maintenance and State of Good Repair funding; bridge/culvert materials identify Good/Fair/Poor condition context.	Maintain preservation emphasis and use condition information as projects advance.
Freight and economic vitality	Major freight and regional corridors support Berry Hill, industrial areas, airport access, River District/casino activity, and North Carolina connections.	Use freight/economic context to evaluate targeted investments and coordinate with the Virginia Freight Plan.
Transit and multimodal access	Public input and stakeholder comments identify transit frequency, route coverage, stop access, sidewalk gaps, unsafe crossings, and bike/ped needs.	Coordinate transit goals with sidewalk, crossing, ADA, human-services, and bike/ped improvements.
Resiliency and stormwater	Flooding/drainage, bridge/culvert condition, and riverfront/Riverside Drive context require continued monitoring.	Carry resiliency and stormwater considerations into studies, funding applications, and project design.

Coordination with State, Transit, Freight, Safety, and Human Services Plans

The LRTP is coordinated with VTrans, the SYIP/STIP/TIP, SMART SCALE and other state programming processes, VDOT performance targets, the VDOT Transportation Asset Management Plan for the National Highway System, the Virginia Strategic Highway Safety Plan and Highway Safety Improvement Program, the Virginia Freight Plan, the regional ITS architecture to the maximum extent practicable, Danville Transit and DRPT transit planning, transit asset-management and safety planning, coordinated public transit-human-services transportation planning, and applicable local comprehensive-planning and economic-development materials.

5. Transportation Needs and Priority Areas

The 2050 LRTP connects the existing-conditions analysis and engagement findings to a focused set of regional transportation needs and implementation strategies. The strategy framework translates those needs into short- and long-range actions that guide studies, grant applications, programming decisions, project development, and ongoing implementation.

Short-range actions focus on advancing funded and committed projects, using SS4A findings to support safety implementation, maintaining current project and funding information, documenting public comments, and preparing projects for funding opportunities. Long-range actions focus on preserving the existing system, improving safety and multimodal access, supporting economic development and freight movement, coordinating transportation and land use in growth areas, and monitoring travel demand and performance trends.

Operations and management strategies include targeted signal and intersection improvements, access management, corridor safety countermeasures, sidewalk and crossing improvements, transit-stop access improvements, ITS-consistent strategies where applicable, bridge and culvert monitoring, pavement and asset preservation, and continued coordination with VDOT, DRPT, Danville Transit, local governments, and regional partners.

Intercity and regional transportation strategies include maintaining Amtrak access, monitoring opportunities for regional or intercity bus/shuttle coordination, preserving access to Danville Regional Airport, coordinating freight and economic-development routes with state freight planning, and coordinating with North Carolina partners where cross-border travel, freight, tourism, and workforce connections are relevant.

Table 17. Short- and Long-Range Strategies

Strategy area	Short-range actions	Long-range actions
Safety / SS4A implementation	Reference SS4A findings in project review; identify projects on or near high-injury and severe crash locations; use quick-build or low-cost countermeasures where appropriate.	Advance corridor safety improvements, safer crossings, access management, and systemic safety strategies through SMART SCALE, HSIP, SS4A, local, or other funding.
Operations and localized reliability	Monitor model/V/C findings, local bottlenecks, signal needs, and access issues; advance funded signal, turn-lane, and access-management projects.	Use targeted operational improvements and corridor management rather than broad systemwide capacity expansion where model results do not show major congestion.
Preservation/state of good repair	Coordinate maintenance priorities with VDOT/local programs; track bridge, culvert, pavement, and transit asset needs.	Preserve the existing transportation system and align projects with PM2, TAM, and State of Good Repair goals.
Bicycle and pedestrian access	Prioritize sidewalk gaps, crossings, bus-stop access, ADA barriers, schools, parks, Riverwalk/River District connections, and SS4A pedestrian/bicycle priorities.	Build a connected active transportation network linking neighborhoods, transit, activity centers, trails, parks, and growth areas.
Transit and human-services transportation	Reference Danville Transit goals, TAM/PTASP, ADA/paratransit, and Section 5310/coordinated human-services transportation needs.	Monitor service coverage, frequency, bus stop amenities, access to jobs/services, and emerging growth-area transit needs.
Freight and economic development	Use freight corridors, National Freight Network information, Virginia Freight	Support reliable access to Berry Hill, industrial areas, US 29/US 58, the

	Plan context, and growth-area information in project review.	airport area, and North Carolina connections.
Resiliency, stormwater, and environmental mitigation	Screen projects for floodplain, stormwater, environmental justice, historic, parks, conservation, and natural-resource considerations.	Incorporate resiliency, stormwater management, avoidance/minimization, and resource-agency coordination during project development.
Regional/intercity transportation	Maintain Amtrak, airport, regional freight, and cross-border coordination references in the plan.	Coordinate with state and regional partners on intercity connections, tourism, workforce access, freight, and North Carolina travel markets.

Table 18. Transportation Needs and Priority Areas

Need / Priority Area	Basis in 2050 L RTP	Implication
Maintenance	Survey respondents strongly supported maintaining roads, bridges, and transit before building new roads; bridge/culvert condition materials also support maintenance needs.	Maintain a maintenance-first narrative and coordinate with VDOT and locality maintenance programs.
Safety	The high-injury network, crash mapping, stakeholder comments, and survey priorities all identify safety as a recurring need.	Emphasize crash reduction, safer crossings, corridor safety, access management, and speed-transition issues.
Bicycle and pedestrian access	Engagement repeatedly identified sidewalk gaps, missing crossings, trail connections, bike lanes, and access to Riverwalk/River District destinations.	Carry forward bike/pedestrian needs and refine project lists and maps during post-adoption work.
Transit access and service	Stakeholders identified operator turnover, funding concerns, service coverage, bus frequency, bus stop amenities, and access to developing areas.	Document transit needs and coordinate future service, capital, and funding discussions with Danville Transit and DRPT.
Economic development and growth areas	River District, casino/tourism, Riverfront Park, Berry Hill, Axton, Franklin Turnpike, Tightsqueeze, airport opportunities, and North Carolina connections were raised as important context.	Use growth areas to guide future project refinement and implementation priorities.
Freight and regional connectivity	US 29, US 58, rail, airport, freight movement, and cross-border connections support regional economic activity.	Maintain regional corridor and freight access needs in the plan.
Resiliency and flooding	Stakeholders and existing conditions materials identify flooding and drainage concerns, including Riverside Drive and culvert issues.	Include resiliency and maintenance language; refine project-level screening as needed.

Environmental Mitigation and Resiliency

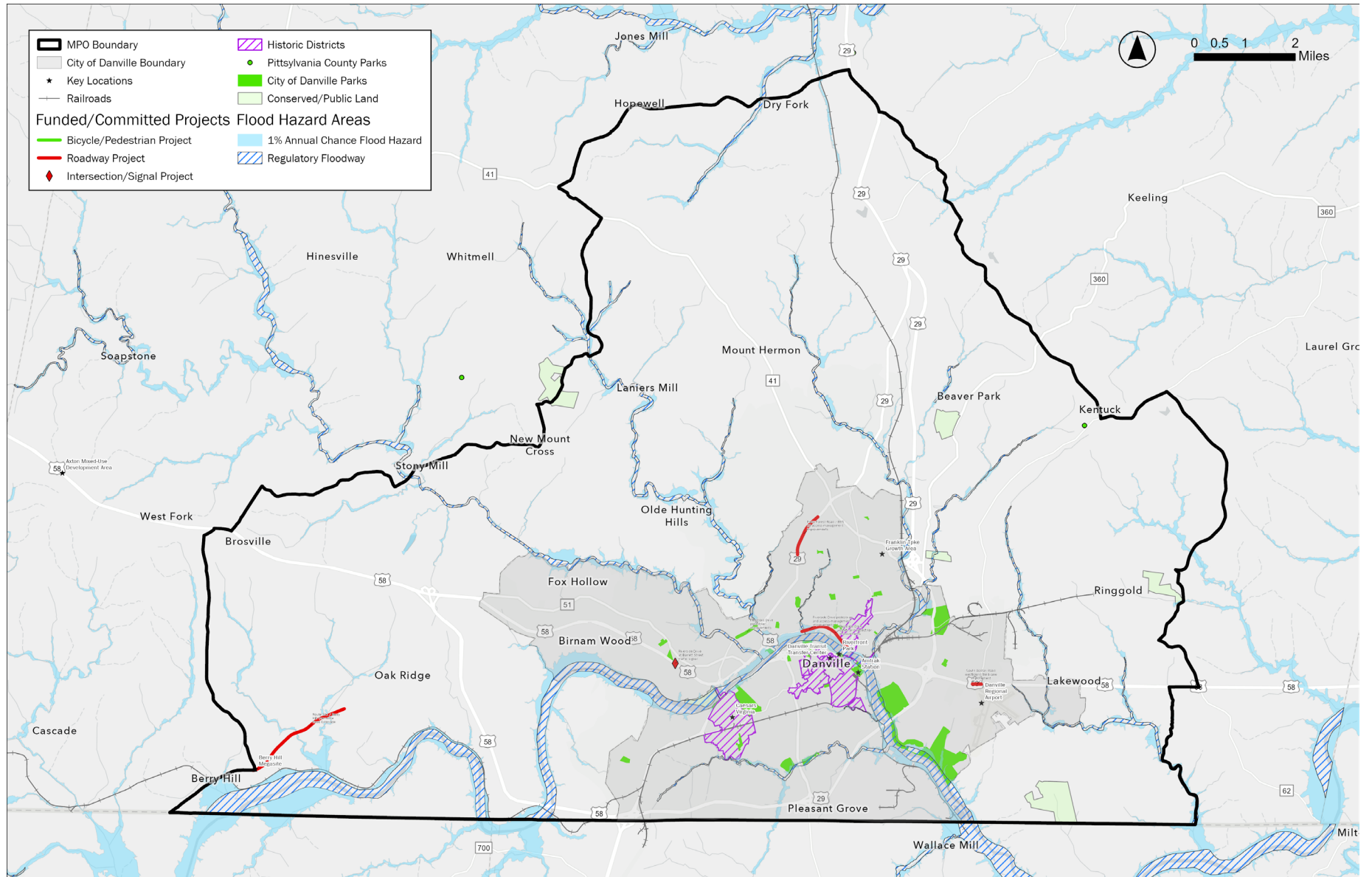
The LRTP identifies environmental, cultural, community, and resiliency considerations at a planning level. Potential mitigation strategies include avoiding and minimizing impacts to streams, wetlands, floodplains, historic and cultural resources, parks and recreational resources, conservation lands, environmental-justice communities, and neighborhoods with limited transportation options; incorporating stormwater-management and resiliency practices; coordinating with appropriate resource agencies during project development; and using context-sensitive design, access management, and multimodal improvements to reduce or mitigate impacts where practicable.

Resiliency and maintenance are especially relevant to bridge and culvert condition, flooding and drainage concerns, Riverside Drive, multimodal access, and the relationship between growth areas and transportation investment. The environmental and community-resource screening map compares the regional transportation system with readily available floodplain, conservation, historic, park, public-land, and community-resource information. Project-level engineering, consultation, permitting, and mitigation occur as individual projects advance.

Table 19. Environmental Mitigation and Resource Review Topics

Resource/mitigation topic	Plan-level treatment
Streams, wetlands, floodplains, and stormwater	Avoid/minimize impacts where practicable; consider stormwater, drainage, flood resilience, bridge/culvert condition, and water-resource permitting during project development.
Historic and cultural resources	Consider historic districts, archaeological resources, and Section 4(f)/106 context as projects advance.
Parks, recreation, trails, and conservation lands	Coordinate transportation improvements with parks, trails, Riverwalk/River District access, and conservation/open-space resources.
Environmental justice / Title VI communities	Use demographic, vulnerability, transit access, and public involvement information to avoid disproportionate burdens and improve access to opportunity.
Air, energy, and quality of life	Support targeted operations, multimodal access, preservation, and safety strategies that reduce unnecessary delay and support livable communities.
Agency/resource coordination	Document resource information reviewed and coordinate with appropriate federal, state, Tribal, local, conservation, wildlife, and historic-preservation agencies as needed during project development.

Map 7: Environmental and Community Resource Screening



6. Project Development and Project Lists

The project list is a central part of the 2050 LRTP. The 2045 LRTP remains the starting point, and the 2050 plan organizes projects by current status, funding, fiscal constraint, completion, and disposition. The plan identifies current funded and committed projects and also retains selected forward-looking concepts as illustrative/Vision projects outside fiscal constraint. Each project carried in the fiscally constrained CLRP includes a status/category, planning-level cost, phase or implementation status, funding basis, and logical connection to plan goals, federal planning factors, performance measures, and public/stakeholder needs.

Recommended CLRP Categories

Projects are grouped into categories that distinguish funded or committed projects, future fiscally constrained projects, illustrative or Vision projects, completed or roll-off projects, and removed, superseded, or unresolved concepts.

Table 20. Recommended CLRP Categories

Category	Purpose in the 2050 LRTP	Plan treatment
Funded/committed	Projects already funded, programmed, under design or PE, under construction, locally funded, or otherwise committed through TIP/SYIP/local sources.	Document the current UPC, TIP/SYIP or local commitment, current cost, phase, limits, and funding status.
Fiscally constrained CLRP	Future projects that can be shown within reasonably expected revenues over the plan horizon.	Identify a reasonably expected revenue source, planning-level cost, year-of-expenditure treatment, and funding period.
Vision / illustrative	Projects that remain regionally important but cannot currently be demonstrated as fiscally constrained.	Retain if still relevant; update name, limits, scope, and cost where needed.
Completed / roll-off	Projects from the prior constrained list that are complete, fully funded, or no longer need to be carried as future needs.	Document completion or closeout and exclude completed or fully funded work from future constrained needs.
Removed/superseded / unresolved	Projects that conflict across sources, appear to be superseded, or cannot be clearly matched.	Document the disposition and keep unresolved concepts outside fiscal constraint.

2050 Funded / Committed Project List

The following table identifies projects treated as funded or committed based on July 2026 VDOT programming information and available local project information. Completed, canceled, superseded, illustrative, and unresolved projects are not counted as future constrained needs. A project added to a future fiscally constrained category must include a defined scope, planning-level cost, reasonably expected funding source, and implementation period.

The project table is read together with the project evaluation matrix. Project scores and goal/performance connections are planning inputs; MPO action also considers current programming, readiness, safety and performance needs, public input, funding eligibility, and agency or local commitments. The active FY 2027-2030 TIP projects identified for this review (UPCs 123195, 123202, 123196, and 123197) are included in Table 21.

Table 21. 2050 Funded/Committed Project List

Category	Project	Status	Plan treatment
Funded/committed	Riverside Drive / BUS 58 pedestrian and access-management improvements Audubon Drive to Arnett Boulevard 2045 ID 44 / Rank 4 UPC 123197	VDOT programming review identifies UPC 123197 (#SMART24 BUS 58-PED/ACCESS MGMT-AUDUBON DR TO ARNETT BLVD). Limits: approximately 0.014 mile west of Audubon Drive to 0.026 mile east of Arnett Boulevard. Estimated cost: \$22.064M. Fully funded.	Carry forward as funded/committed using the current UPC, limits, and cost; associated with 2045 ID 44 based on corridor and scope.
Funded/committed	Riverside Drive / BUS 58 safety improvements Arnett Boulevard to Route 293 / North Main Street area 2045 ID 45 / Rank 21 UPC 123196	VDOT programming review identifies UPC 123196 (#SMART24 BUS 58-SAFETY IMPROVEMENTS-ARNETT BLVD TO RTE 293). Limits: approximately 0.153 mile west of Locust Lane to 0.033 mile east of North Main Street. Estimated cost: \$23.006M. Fully funded.	Carry forward as funded/committed using the current UPC, limits, and cost; associated with 2045 ID 45 based on corridor and scope.
Funded/committed	South Boston Road / Route 58 westbound lane improvement 2045 constrained list / UPC 115495 / related 2045 ID 28	VDOT programming review identifies UPC 115495 (#SMART20 RTE 58 WBL - CONSTRUCT THIRD LANE). Limits: Airport Drive to Kentucky Road. Estimated cost: \$5.030M. Fully funded.	Carry forward as the funded westbound-lane component associated with 2045 ID 28. Any broader widening concept remains separate from fiscal constraint.
Funded/committed	Piney Forest Road / BUS 29 access-management improvements 2045 ID 17 / Rank 26 UPC 123202	VDOT programming review identifies UPC 123202 (#SMART24 BUS 29-ACCESS MGMT-BEAVERS MILL RD TO NOR DAN DR). Limits: Beavers Mill Road to Nor Dan Drive. Estimated cost: \$18.589M. Fully funded.	Carry forward as funded/committed using current UPC, limits, and cost.
Funded/committed	Route 311 / Berry Hill Connector Road Extension 2045 ID 49 / Rank 53 UPC 119164	VDOT programming review identifies UPC 119164 (#SMART22 RTE 311 - BERRY HILL CONNECTOR RD EXTENSION). Limits: approximately 0.123 mile south of Route 862 (Oak Hill Road) to 2.424 miles north of Route 862. Estimated cost: \$35.894M. Fully funded; construction underway.	Carry forward as funded/committed using current project name, UPC, limits, and cost.

Category	Project	Status	Plan treatment
Funded/committed - bicycle/pedestrian	Piedmont Drive pedestrian improvements Bike/Ped 54 / UPC 123195	VDOT programming review identifies UPC 123195 (#SMART24 PIEDMONT DRIVE-CONSTRUCT SIDEWALK). Limits: approximately 0.019 mile west of the Mount Cross Road/Piedmont Drive intersection to 0.19 mile east of the Old Mount Cross Road/Piedmont Drive intersection. Estimated cost: \$6.675M. Fully funded.	Carry forward as a funded/committed bicycle and pedestrian project or in a separate funded bike/pedestrian table.
Funded/committed local; related concept outside fiscal constraint	Riverside Drive at Barrett Street traffic signal 2045 I-24 / Rank 37	Signal project awarded; estimated completion December 1, 2026; estimated cost \$770k; local/CIP funding. No VDOT programming response was provided in the July 2026 spreadsheet.	Count the locally funded signal project in the active list. The earlier RCUT concept remains outside fiscal constraint unless separately defined and funded.
Completed/funded - roll-off / local follow-up	Arnett Boulevard improvements 2045 constrained list / UPC 110764; related UPC 121047	VDOT programming review identifies UPC 110764 (#SMART18 ARNETT BLVD - SIDEWALKS, BIKE LANES, CROSSWALKS), limits Eden Place to Guilford Street, estimated cost \$718k. Construction is completed, and district project closeout is underway. Related UPC 121047 (TAP23 Arnett Boulevard pedestrian improvements) has been canceled with VDOT due to right-of-way issues; the City is expected to address it with local funding.	Roll UPC 110764 off the future CLRP after closeout. Treat UPC 121047 as local follow-up outside the VDOT-funded constrained program.

2045 Constrained List Reconciliation

The adopted 2045 constrained list included five projects, each with a remaining balance of \$0 in the prior source table. Table 22 documents how those projects are treated in the 2050 LRTP, including completed or roll-off projects, current funded projects, and any concepts retained outside fiscal constraint.

Table 22. 2045 Constrained List Reconciliation

2045 constrained project	Current interpretation	2050 treatment	Plan record
South Boston Road / Route 58 westbound lane improvement UPC 115495 / related 2045 ID 28	VDOT programming review confirms UPC 115495 (#SMART20 RTE 58 WBL - CONSTRUCT THIRD LANE), Airport Drive to Kentuck Road, estimated cost \$5.030M.	Include as funded/committed using the current UPC and cost. Treat it as the funded westbound-lane component associated with 2045 ID 28.	Any broader South Boston Road widening concept remains illustrative unless separately funded.
Arnett Boulevard improvements UPC 110764; related UPC 121047	UPC 110764 is completed, and district closeout is underway. UPC 121047 has been canceled with VDOT due to right-of-way issues; City to address with local funding.	Show UPC 110764 as completed/closeout and roll it off the future CLRP. Treat UPC 121047 as local follow-up outside the VDOT-funded constrained program.	Document a separate local project only when a defined scope and commitment exist.

2045 constrained project	Current interpretation	2050 treatment	Plan record
Route 58 / Route 311 intersection improvement UPC 109829 / possible 2045 I-18	VDOT programming review identifies UPC 109829 (#HB2.FY17 RTE 58 - LEFT & RIGHT TURN LANES AT RTE 311), estimated cost \$2.311M. Construction was completed 12/18/2020, and district project closeout is complete.	Treat as completed/rolled off. Do not count as a new 2050 constrained project.	No additional CLRP action unless MPO/VDOT identifies a new need at this location.
Mt. Cross Road / Whitmell School Road intersection improvements	Prior constrained cost was \$1.084M with remaining balance \$0. No VDOT programming response or active current match was provided in the July 2026 spreadsheet.	Treat as completed/rolled off based on the prior \$0 balance and absence of an active current match. Do not include as a future constrained need.	Any active successor project is incorporated through the normal TIP/LRTP amendment process.
Mount Cross Road Widening Phase 1 UPC 100822	VDOT programming review identifies UPC 100822 (#HB2.FY17 PHASE I - MOUNT CROSS ROAD WIDENING), estimated cost \$5.213M. Construction was completed 06/10/2020, and district project closeout is complete.	Treat as completed/rolled off. Keep any Mount Cross Phase II or other future projects separate.	No additional CLRP action unless MPO/VDOT identifies an outstanding future need.

2050 Illustrative/Vision Project Concepts

The following projects are identified as illustrative long-range concepts based on the recent Strategic Investment Planning Team (SIPT) update and SMART SCALE application records. They respond to forward-looking safety, access-management, pedestrian, circulation, and intersection needs, but they are not funded or committed through this plan and are not included in the fiscally constrained CLRP. Planning-level scopes and costs may be refined through subsequent planning, project development, public involvement, and MPO action.

Table 23. 2050 Illustrative/Vision Project Concepts

ID	Illustrative project concept	Source / planning-level cost	Plan treatment
V1	Boston Road from the Danville Expressway to the eastern City limit - safety and access-management improvements	Recent SIPT update, Project 19. Planning-level cost not established in the available plan record.	Illustrative/Vision concept; not funded or committed and excluded from fiscal constraint.
V2	Riverside Drive from Mount Cross Road to Piney Forest Road - construct sidewalks, realign ramp, and add pedestrian-safety features	Recent SIPT update, Project 42. Planning-level cost not established in the available plan record.	Illustrative/Vision concept; not funded or committed and excluded from fiscal constraint.
V3	Piney Forest Road from Audubon Drive to Beavers Mill Road - intersection and circulation improvements	Recent SIPT update, Project 17. Planning-level cost not established in the available plan record.	Illustrative/Vision concept; not funded or committed and excluded from fiscal constraint.

ID	Illustrative project concept	Source / planning-level cost	Plan treatment
V4	US 29 at Malmaison Road - roundabout	SMART SCALE Round 5 application/CTB record. Approximate planning-level cost: \$19.0 million.	Illustrative/Vision concept; not funded or committed and excluded from fiscal constraint.
V5	US 29 at Lawless Creek Road - reconfigure as a single-lane roundabout	SMART SCALE Round 5 application/CTB record. Approximate planning-level cost: \$24.8 million.	Illustrative/Vision concept; not funded or committed and excluded from fiscal constraint.

The illustrative project costs are not included in the active-project total or the fiscal-constraint calculation. The three SIPT corridor concepts remain at a concept level until a planning-level cost is established. The two SMART SCALE costs are retained as application-level estimates and do not represent funding commitments.

7. Financial Plan and Fiscal Constraint

The financial plan demonstrates how the LRTP can be implemented using committed, available, or reasonably expected revenues. The framework uses VDOT Financial Planning Division's 2055 Constrained Long-Range Plan assumptions based on the FY 2026-2031 Six-Year Financial Plan and Six-Year Improvement Program, the Danville MPO FY 2026 long-range estimates for FY 2026-2055, the current TIP, and local programming information for individual projects. Amounts are nominal, or year-of-expenditure, planning estimates unless a newer control source is adopted.

The full long-range estimate, working constrained program budget, and known-cost active project list serve different purposes. The full estimate includes administration, maintenance, preservation, and capital-program categories. The working constrained program budget includes the five program categories most directly relevant to capital, preservation, and safety improvements, but each category remains subject to eligibility, allocation, selection, timing, and programming constraints. Fiscal constraint is demonstrated by matching project status, cost, phase, implementation period, and eligible funding source.

Funding Assumption Sources and Methodology

The FY 2026–2055 CLRP is based on the FY 2026–2031 Six-Year Financial Plan and the Six-Year Improvement Program adopted by the Commonwealth Transportation Board in June 2025. Estimates are nominal, or year-of-expenditure, values. Out-year estimates are based on current-plan trends and program-specific allocation methods.

Table 24. Funding Assumption Sources

Source	Description	Notes
FY 2026 CLRP Assumptions	Documents the statewide revenue assumptions, allocation methodology, and program assumptions behind the FY 2026–2055 CLRP.	Provides the long-range financial source and methodology for the plan.
Danville MPO Funding Estimates	Provides Danville MPO funding estimates by fiscal year and funding category for FY 2026–2055.	Use these values as the working Danville MPO funding-control totals.
FY 2026–2031 SYFP/SYIP	Controls the first six years of project programming and near-term funding assumptions.	Controls near-term project programming, current costs, phases, and funding commitments.
Out-year estimates after FY 2031	Provide planning-level revenue assumptions for the remainder of the LRTP horizon.	Use cautiously due to fiscal constraints; not all categories are interchangeable or available for new capital projects.

FY 2026–2055 Funding Assumptions Summary

FY 2026 Danville MPO funding assumptions provide planning-level estimates by funding category for FY 2026 through FY 2055. The full source estimate is approximately \$1.849 billion in nominal or year-of-expenditure dollars. The working constrained program budget is approximately \$653.8 million and is based on District Grant Program, High Priority Projects, Other Federal Funding, State of Good Repair, and Virginia Safety Funds. Approximately \$1.195 billion in maintenance, administration, and right-of-way-fee categories is retained for system-level financial context but excluded from the working capital-program envelope.

Table 25. FY 2026–2055 Funding Assumptions Summary

Funding category	FY 2026–2055 total	Treatment in working constrained budget
District Grant Program	\$225.5 million	Included as a potential project-delivery source; individual projects must be eligible, selected, and programmed.
High Priority Projects	\$154.9 million	Included - construction/programming source; project selection by CTB.

Funding category	FY 2026-2055 total	Treatment in working constrained budget
Other Federal Funding	\$25.1 million	Included at a planning level; project-specific federal eligibility, authorization, match, and availability apply.
State of Good Repair	\$189.5 million	Included - preservation/capital source; distribution based on needs and VDOT methodology.
Virginia Safety Funds	\$58.8 million	Included for eligible safety improvements; project-specific eligibility, selection, and programming apply.
Working constrained program budget	\$653.8 million	Aggregate planning envelope across the five included categories; not an unrestricted or interchangeable cash balance.
Excluded categories	\$1.195 billion	Maintenance - Localities, Maintenance - VDOT, Administrative, and Right-of-Way Fees are not counted in the working-constrained program budget.
Full FY 2026-2055 CLRP source estimate	\$1.849 billion	Total planning-level estimate, including administration, maintenance, preservation, and program categories.

Table 26. CLRP Funding Horizon Summary

Funding period/subtotal	Total estimate	Plan interpretation
FY 2026–2031	\$320.0 million	Near-term funding period tied most closely to the FY 2026–2031 SYFP/SYIP and current programming decisions.
FY 2026–2035	\$508.7 million	First ten fiscal years; useful for near-term fiscal-constraint checks and project timing discussions.
FY 2032–2055	\$1.529 billion	Out-year planning-level revenue framework based on program assumptions and trends.
FY 2026–2055 total	\$1.849 billion	Full CLRP funding-assumption total, including administration, maintenance, preservation, and program categories.

Operations and Maintenance

CLRP funding assumptions include substantial funding for system-level operations, maintenance, and preservation. The assumptions include approximately \$250.6 million for Maintenance - Localities, \$855.0 million for Maintenance - VDOT, and \$189.5 million for State of Good Repair over FY 2026-2055. These categories support the LRTP’s maintenance-first narrative and help document that the plan considers the cost of operating and maintaining the transportation system.

Table 27. Operations and Maintenance

O&M Item	Plan treatment	Source/coordination
VDOT-maintained roadway system	Reference Maintenance – VDOT and State of Good Repair estimates, and note that maintenance remains a priority.	VDOT long-range maintenance assumptions.
Locality-maintained facilities	Reference Maintenance – Localities estimates and note the role of local maintenance responsibilities.	Local maintenance responsibilities and budgeting context.
Bridge and culvert preservation	Connect bridge/culvert condition materials to preservation, resiliency, and State of Good Repair funding.	VDOT condition information and State of Good Repair framework.
Public transportation operations	Reference Danville Transit operations and the need to maintain existing service while considering service improvements.	Danville Transit and DRPT operating and revenue programs.
Transit state of good repair	Reference fleet, facility, bus stop, and asset-management needs at a system level.	Applicable TAM framework and transit capital programs.

Project-Level Fiscal Constraint

Project-level fiscal constraint separates funded and committed projects from future fiscally constrained projects and from illustrative/Vision concepts. The known-cost active list contains six fully funded VDOT projects and the locally funded Riverside Drive/Barrett Street signal project, with a combined planning-level cost of approximately \$112.0 million. Completed, rolled-off, canceled, and illustrative projects are excluded. The five program categories included in the working constrained program budget total approximately \$653.8 million. The difference of approximately \$541.8 million is not an available, unencumbered, or allocable project balance; it indicates only that the current active-project list does not exhaust the aggregate long-range estimates in those program categories. Each category remains subject to eligibility, allocation, competitive selection, project readiness, implementation timing, and year-of-expenditure treatment.

Table 28. Fiscal Constraints

Fiscal-constraint item	Planning-level amount	Plan interpretation
Working constrained program budget	\$653.8 million	FY 2026-2055 District Grant Program, High Priority Projects, Other Federal Funding, State of Good Repair, and Virginia Safety Funds.
Known-cost active project list	\$112.0 million	Planning-level cost for active funded/committed projects, excluding completed, rolled-off, canceled, and illustrative projects.
Planning-level difference	\$541.8 million	Not an available, unencumbered, or allocable balance. It is an arithmetic difference across program-specific estimates that remain subject to eligibility, allocation, competitive selection, project readiness, timing, and year-of-expenditure treatment.
Future constrained projects	None assigned beyond the active funded/committed list	Any additional constrained project requires a defined scope, planning-level year-of-expenditure cost, eligible funding source, and implementation period.

Fiscal-constraint item	Planning-level amount	Plan interpretation
Illustrative/Vision project concepts	Five concepts; costs excluded from the constrained total	The concepts in Table 23 are retained for long-range planning purposes but are not funded or committed and do not represent an allocation of the planning-level difference.

Illustrative Projects and Additional Financing Strategies

Table 23 identifies five illustrative/Vision project concepts that respond to forward-looking corridor, pedestrian, safety, and intersection needs. These projects are not part of the fiscally constrained CLRP, are not funded or committed through this plan, and do not represent an allocation of the planning-level difference shown in Table 28. A concept may move into the fiscally constrained CLRP only when a defined scope, reasonable funding source, planning-level year-of-expenditure cost, implementation period, and MPO action are documented through an amendment or subsequent LRTP update. Potential implementation and financing sources include SMART SCALE, Highway Safety Improvement Program and Virginia Safety Funds, State of Good Repair, Transportation Alternatives, Revenue Sharing, Safe Streets and Roads for All, FTA and DRPT programs, local capital funds, and developer or private participation where directly related to project impacts or access needs.