

AGENDA

10:00-10:40 am	Plenary Workshop Introduction: Overview of needs assessment process, explanations of methodology, performance measures, and thresholds.
10:40-12:00 pm	<p>Mid-Term Needs Discussion: Breakout groups meet with facilitators to identify mid-term needs and to provide feedback on performance measures and analysis thresholds appropriate for the region.</p> <p style="text-align: center;">Performance Measures</p> <p>1A. Congestion Measure for Interstates and Select Limited Access Facilities- 60% of the speed limit</p> <p>1B. Congestion Measure for Interstates and Select Limited Access Facilities- 75% of the speed limit</p> <p>1C. Congestion Measure for Interstates and Select Limited Access Facilities- 90% of the speed limit</p> <p>2. Congestion Measure for Non-Limited Access COSS and Regional Network</p> <p>3A. Unreliable Demand- Weekday</p> <p>3B. Unreliable Demand- Weekend</p> <p>4. Reliability Measure for Non-Limited Access COSS and Regional Network</p> <p>5A. Amtrak On Time Performance</p> <p>5B. VRE On Time Performance</p> <p>6. Accessibility to Activity Centers</p> <p>7A. Disadvantaged Population Beyond ¼ Mile Access to Fixed-Route Transit Service- 80% Threshold</p> <p>7B. Disadvantaged Population Beyond ¼ Mile Access to Fixed-Route Transit Service- 90% Threshold</p> <p>8. Safety: Vehicular Crashes</p>
12:00-1:00 pm	Lunch/ Opportunity to provide comments at UDA “open house” station
1:00-1:20 pm	Breakout groups review & validate main points, prepare for report-out
1:20-1:45 pm	Report Out: Each breakout group provides a brief summary of its key takeaways, 3-5 minutes per group
1:45-2:00 pm	Wrap Up And Next Steps: Plenary presenter invites remaining questions/ comments from full group, offers closing thoughts/ observations, reiterates the process for finalizing mid-term needs.

SUMMARY OF TRANSPORTATION RELATED PLANS/STUDIES

Name of Plan	Agency	Date Published	Vision	Goals	Objectives/Strategies	Performance Measures
Tri-Cities Area 2040 Transportation Plan	Tri-Cities Area MPO			Multimodal Integration	Develop seamless transfers between bicycling and public transportation. Foster collaboration between local jurisdictions and regional transit agencies to improve bicycle access to transit stations in the last mile.	
				Enhance local and regional transit connectivity	Shorten bus headways on routes with strong ridership. Install passenger information systems and other passenger support infrastructure.	
				Launch a bikeway system in the Tri-Cities Area	Improve and update Bikeway Plan for the Tri-Cities Urban Area. Develop bicycle lanes, routes, and paths/trails throughout the Tri-Cities. Develop direct, convenient, safe, and easy to use bikeways.	
Tri-Cities Area Bikeway Plan	Tri-Cities Area MPO		The purpose of this bikeway plan is to recognize that bicycling is a safe, convenient and viable transportation alternative and to integrate bicycles and walking in the transportation system of the Tri-Cities Urban Area. The Plan will study existing bicycling facility conditions and propose actions to improve the bicycling environments in the Tri-Cities Urban Area.	To establish a bikeway system in the Tri-cities area	To prepare a bikeway plan for the Tri-Cities Urban Area	
					Develop a system of bicycle routes, lanes, and paths/trails throughout the Tri-Cities Urban Area	
					Develop bikeways that are direct, convenient, safe and easy to use.	
				Encourage the use of the bicycle as an alternative means of everyday transportation	Provide bikeway access to and within the study areas' major Generators of bicycle and automotive traffic.	
					Plan for support facilities and services for bicyclists	
				To make bicycle and walking safer in the Tri-cities urban area	Develop a comprehensive public-awareness program involving bicyclists, motorists and pedestrians on the use and safety of bikeways.	
Increase enforcement of traffic laws for the protection and safety of bicyclists and pedestrians.						
Increase public awareness of the benefits of bicycling and walking and of available resources and facilities.						
Complete a network of sidewalks and trails that serve pedestrians needs, especially for short trips to employment centers, schools, commercial districts, bus stops, and institutions						

Name of Plan	Agency	Date Published	Vision	Goals	Objectives/Strategies	Performance Measures
Richmond and Petersburg Coordinated Human Services Mobility Plan	DRPT	6/1/2014		Build relationships between vendors to institute a regional transit network; Improved coordination between transportation providers	Continue to support and maintain capital needs of existing coordinated human service/public transportation providers	
				Expand services: Fixed route service to employment areas, especially growing suburban locations, weekend service throughout region. Greater midday service. Shorter and more frequent trips.	Increase the availability, affordability, reliability and inclusiveness of demand response and specialized transportation services to provide additional trips for seniors, people with disabilities, and people with lower incomes.	
				Increase accessibility at major destinations including hospitals and shopping centers, i.e. buses cannot go through the roundabout at Henrico Hospital, and the clearance is too low for accessible vehicles; fixed-route buses also stop at the parking lot at Stony Point Mall instead of driving to a major entrance.	Bring new funding partners to public transit/human service transportation	
Commonwealth Regional Council Long Range Transportation Plan 2035	CRC	2011		Provide a transportation system that facilitates the efficient movement of people and goods.	Correct geometric deficiencies such as substandard land widths, shoulder widths, or horizontal and vertical curvature.	
				Improve Virginia’s and the region’s economic vitality and provide access to economic opportunity for all Virginians and CRC’s citizens.	Provide targeted shuttle services to access employment opportunities. Expand availability of demand-response and specialized transportation services to provide additional trips for older adults, people with disabilities, and people with lower incomes.	
				Preserve the existing transportation system and promote efficient system management.	Structurally upgrade or replace deficient bridges. Continue to support and maintain capital needs of coordinated human service transportation providers.	
				Improve quality of life and minimize potential impacts to the environment.	Focus future development along existing towns and along major roadway corridors.	
				Provide a safe and secure transportation system.	Address deficiencies such as sight distance, visibility, access management, and inadequate signage.	
Southside Long Range Transportation Plan 2035	Southside PDC	2011		Provide a transportation system that facilitates the efficient movement of people and goods.	Priority was given to roadway projects with potential geometric concerns that also carried higher levels of traffic.	
				Improve Virginia’s and the region’s economic vitality and provide access to economic opportunities for all Virginians and citizens of Southside Planning District.	Improve road access to employment opportunities.	
				Preserve the existing transportation system and promote efficient system management.	Replace or repair bridges nearing end of useful life.	
				Improve quality of life and minimize potential impacts to the environment.	Prioritize projects that correct deficiencies such as sight distance and visibility, access management, and inadequate signage.	
				Plan a safe and secure transportation system.		

Name of Plan	Agency	Date Published	Vision	Goals	Objectives/Strategies	Performance Measures
Tri-Cities Area 2010 Transit Development Plan	Crater PDC	10/1/2010		Provide access to employment opportunities for area residents	Develop a vision for public transportation in the Tri-Cities.	
				Help ensure that the area’s senior citizens can continue to participate fully in the community without driving.	Develop a good understanding of the jurisdictional origins of the current riders by route.	
				Provide transportation options for city residents with disabilities	Develop agreements with local jurisdictions to help pay an equitable portion of the local funding required to operate the level of services desired for the region	
				Offer safe, dependable, and convenient access to medical facilities, employment areas, shopping centers, schools, and community agencies.	Continue to meet the needs of the existing PAT riders while expanding where feasible.	
				Strengthen coordination and explore partnerships between the City of Petersburg and the Cities of Hopewell and Colonial Heights, the Counties of Chesterfield, Dinwiddie, and Prince George, Fort Lee, major employers, educational facilities, and other private entities to ensure effective service delivery in the community.	Study existing routes to see if there are opportunities to make changes that would better serve the riders and increase ridership.	
					Develop a public transportation service between Petersburg and Hopewell along the Route 36 Corridor	
				Manage, maintain, and enhance the existing public transportation system.	Help Fort Lee devise an appropriate mobility solution for its students, soldiers, and other members of the Fort Lee community	
					Continue to partner with Virginia State University (VSU) to help meet student, faculty, and staff mobility needs while helping PAT’s revenue and ridership	
	Develop a good understanding of how the Greater Richmond Transit Company (GRTC) Richmond route and the Blackstone Area Bus System (BABS) Blackstone Bus route can be better integrated with the PAT network					

Urban Development Area Needs Assessment- 2019 Responses

Jurisdiction	UDAs or DGAs (#)	VDOT District	Area sq. mi.	Year Designated	Improvement Urgency	Highest Rated Overall Need	Internal UDA Specific Multimodal Transportation Needs (Highest Identified Need)	In Regional Network
Amelia County	Amelia Courthouse	Richmond	0.2	2011		Friendly pedestrian and bicycle environment	Sidewalks, pedestrian infrastructure, intersection design	No
Dinwiddie County	Dinwiddie County UGA	Richmond	0.3	2012		<i>Access to transportation networks beyond the UDA; Friendly pedestrian and bicycle environment</i>	<i>Roadway Capacity/Infrastructure Improvements; Roadway Operations; Complete Streets; Safety Features; Off-Street Parking Capacity; Improvements to the Natural Environment</i>	Yes
	Dinwiddie Courthouse	Richmond	1.2	2012		<i>Safety for all users; Circulation and access within the UDA</i>	<i>Roadway Capacity/Infrastructure Improvements; Roadway Operations; Street Grid; Bicycle Infrastructure; Pedestrian Infrastructure; Complete Streets; Safety Features; Intersection Design; Improvements to the Natural Environment</i>	Yes
South Boston	Town of South Boston	Lynchburg	0.3	2015		Safety for All Users, Circulation and access within the UDA	Roadway capacity and infrastructure, roadway operations, street grid, bicycle infrastructure, pedestrian infrastructure, complete streets improvements, safety features, intersection design, signage/wayfinding, traffic calming features, improvements to the natural environment, sidewalks,	No
Mecklenburg County	Town of South Hill	Richmond	0.1	2012	Beyond 5 years	Safety for All Users	Transit frequency, transit capacity and access, sidewalks,	No
Blackstone	Town of Blackstone (3)	Richmond	1.3	2016	Within 5 years	Safety for All Users	roadway capacity and infrastructure, pedestrian infrastructure, safety features, intersection design, sidewalks,	No
Halifax County	Town of Halifax	Lynchburg	3.830	2016	Within 5 years	Safety for All Users	street grid, bicycle infrastructure, pedestrian infrastructure, complete streets improvements, safety features, on-street parking, off-street parking, intersection design, signage/wayfinding, traffic calming features, improvements to the natural environment, sidewalks,	No

Previous responses Italicized

UDA VARIABLES- OUTSIDE THE NETWORK

UDA Name	Governing Bodies	Area	Year Designated	Centerline Miles	Population ¹	Employment ²	UDA Transit	Modal Information
Amelia Courthouse	PDC: Commonwealth Regional Commission MPO: N/A District: Richmond Jurisdiction: Amelia County	Sq. miles: 0.16 Acres: 104.25	2011	3.12	UDA Population: 8 UDA Population Density: 0.07	UDA employment: 223 Total UDA employment in freight related industries: 14 Total UDA employment in local serving industries: 158 Total UDA employment in knowledge-based industries: 51 UDA Employment density: 2.14	Percent of UDA population served by transit (within 1/4 mile of transit stop): 0% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 0%	Number of bus stops: 0 Miles of bus routes: 0 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0
South Hill	PDC: Southside MPO: N/A District: Richmond Jurisdiction: Mecklenburg County	Sq. miles: 0.09 Acres: 57.01	2012	4.20	UDA Population: 31 UDA Population Density: 0.55	UDA employment: 362 Total UDA employment in freight related industries: 7 Total UDA employment in local serving industries: 285 Total UDA employment in knowledge-based industries: 69 UDA Employment density: 6.35	Percent of UDA population served by transit (within 1/4 mile of transit stop): 0% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 0%	Number of bus stops: 0 Miles of bus routes: 0 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0
Town of Blackstone - UDA 1	PDC: Commonwealth Regional Commission MPO: N/A District: Richmond Jurisdiction: Nottoway County	Sq. miles: 0.77 Acres: 491.67	2016	0.63	UDA Population: 380 UDA Population Density: 0.77	UDA employment: 0 Total UDA employment in freight related industries: 0 Total UDA employment in local serving industries: 0 Total UDA employment in knowledge-based industries: 0 UDA Employment density: 0	Percent of UDA population served by transit (within 1/4 mile of transit stop): 1% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 0%	Number of bus stops: 3 Miles of bus routes: 0.35 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0
Town of Blackstone - UDA 2	PDC: Commonwealth Regional Commission MPO: N/A District: Richmond Jurisdiction: Nottoway County	Sq. miles: 0.09 Acres: 55.49	2016	1.95	UDA Population: 7 UDA Population Density: 0.13	UDA employment: 9 Total UDA employment in freight related industries: 0 Total UDA employment in local serving industries: 9 Total UDA employment in knowledge-based industries: 0 UDA Employment density: 0.16	Percent of UDA population served by transit (within 1/4 mile of transit stop): 100% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 100%	Number of bus stops: 16 Miles of bus routes: 0.99 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0
Town of Blackstone - UDA 3	PDC: Commonwealth Regional Commission MPO: N/A District: Richmond Jurisdiction: Nottoway County	Sq. miles: 0.46 Acres: 294.44	2016	4.16	UDA Population: 107 UDA Population Density: 0.36	UDA employment: 342 Total UDA employment in freight related industries: 0 Total UDA employment in local serving industries: 326 Total UDA employment in knowledge-based industries: 17 UDA Employment density: 1.16	Percent of UDA population served by transit (within 1/4 mile of transit stop): 74% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 74%	Number of bus stops: 12 Miles of bus routes: 2.34 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0

¹ Source: United States Census Bureau, American Community Survey 2013-2017

² Source: United States Census Bureau, Longitudinal Employer-Household Dynamics 2015

UDA VARIABLES-INSIDE THE NETWORK

UDA Name	Governing Bodies	Area	Year Designated	Centerline Miles	Population ¹	Employment ²	UDA Transit	Modal Information
Dinwiddie County - Dinwiddie Courthouse	PDC: Crater MPO: N/A District: Richmond Jurisdiction: Dinwiddie County	Sq. miles: 1.16 Acres: 742.76	2012	6.07	UDA Population: 73 UDA Population Density: 0.10	UDA employment: 497 Total UDA employment in freight related industries: 25 Total UDA employment in local serving industries: 465 Total UDA employment in knowledge-based industries: 7 UDA Employment density: 0.67	Percent of UDA population served by transit (within 1/4 mile of transit stop): 32% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 32%	Number of bus stops: 3 Miles of bus routes: 2.28 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0
Dinwiddie County -Urban Growth Area	PDC: Crater MPO: Tri-Cities District: Richmond Jurisdiction: Dinwiddie County	Sq. miles: 0.30 Acres: 193.48	2012	1.74	UDA Population: 63 UDA Population Density: 0.33	UDA employment: 27 Total UDA employment in freight related industries: 1 Total UDA employment in local serving industries: 26 Total UDA employment in knowledge-based industries: 0 UDA Employment density: 0.14	Percent of UDA population served by transit (within 1/4 mile of transit stop): 32% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 30%	Number of bus stops: 4 Miles of bus routes: 0.10 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0
Hopewell	PDC: Crater MPO: Tri-Cities District: Richmond Jurisdiction: Hopewell City	Sq. miles: 0.00 Acres: 2,527.45		45.81	UDA Population: 5,025 UDA Population Density: 1.99	UDA employment: 6,208 Total UDA employment in freight related industries: 2,624 Total UDA employment in local serving industries: 2,874 Total UDA employment in knowledge-based industries: 710 UDA Employment density: 2.46	Percent of UDA population served by transit (within 1/4 mile of transit stop): 30% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 30%	Number of bus stops: 18 Miles of bus routes: 4.64 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0

¹ Source: United States Census Bureau, American Community Survey 2013-2017

² Source: United States Census Bureau, Longitudinal Employer-Household Dynamics 2015