

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 1B. Congestion Measure for Interstates and Select Limited Access Facilities- 75% of the speed limit 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 3A. Unreliable Demand- Weekday 3B. Unreliable Demand- Weekend 4. Reliability Measure for Non-Limited Access COSS and Regional Network 5A. Amtrak On Time Performance 5B. VRE On Time Performance 6. Accessibility to Activity Centers 7A. Disadvantaged Population Beyond ¼ Mile Access to Fixed-Route Transit Service- 80% Threshold 7B. Disadvantaged Population Beyond ¼ Mile Access to Fixed-Route Transit Service- 90% Threshold 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
FAMPO 2045 Long Range Transportation Plan	GWRC/ FAMPO	4/16/2018		Encourage and promote the efficient development, management, operation, and preservation of the surface transportation network.	Work toward an optimum level of service on all transportation facilities. Maximize use of highway funding. Minimize long-term maintenance costs. Assure major activity centers are designed to accommodate a range of transportation modes.	
				Support economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency.	Strengthen multimodal and trans-shipping facilities which expedite the transportation of material, goods, and people. Design improvements and retrofit the existing system appropriately to ensure access to tourist destinations. Plan and develop facilities designed to ease the flow of goods by rail and truck.	
				Improve accessibility and mobility for all people and freight, while integrating all modes of transportation.	Improve transportation services for the elderly, people with disabilities, and others lacking access to personal private transportation. Ensure that appropriate types, connections, and levels of freight transportation service are provided to the entire region. Continue supporting regional ridesharing/Transportation Demand Management programs.	
				Improve the physical characteristics and geometric design of transportation facilities to optimize safety for motorists, bus and rail users, park and ride users, pedestrians, and bicyclists.	Evaluate site plans for transportation safety during review process. Improve the physical characteristics and geometric design of transportation facilities to optimize safety for motorist, pedestrians, and bicyclists.	
George Washington Region 2045 Bicycle and Pedestrian Plan	GWRC/ FAMPO	6/1/2016	The Vision of the George Washington Region Bicycle and Pedestrian Plan is to develop a comprehensive, destination-oriented network of safe, interconnected bicycle and pedestrian amenities that enhance quality of life and promote economic development.	Develop a complete network of walking and bicycling facilities throughout the George Washington Region with connections to facilities outside of it.	Ensure regional connectivity to surrounding regions: the East Coast Greenway, the Potomac Heritage National Scenic Trail and U.S. Bicycle Route 1 is addressed accordingly; and Encourage developers to include appropriate facilities in the designs of their developments.	
				Ensure the network of bicycle and pedestrian facilities is widely accessible and safe for all users.	Maintain and improve existing bicycle and pedestrian facilities to ensure safety; Provide a system that accommodates the skill level of all users.	

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				Develop strategies to increase public awareness of bicycling and walking as viable, safe transportation alternatives, as well as the rights and responsibilities of bicyclists, pedestrians and motorists	Involve the public in the bicycle and pedestrian facility planning process through visioning sessions, public surveys, outreach, etc.; Increase public awareness of cyclists and pedestrians through educational outreach, informational brochures, regional transportation and tourism maps, etc.	
				Integrate the implementation, design, finance and construction of recommended facilities into the FAMPO planning process, as appropriate.	Identify federal, state and local legislation, programs and policies affecting bicycle and pedestrian traffic; Develop a prioritized list of short-, medium-and long-term bicycle and pedestrian projects based on regional consensus	
FAMPO Congestion Management Plan	FAMPO	3/16/2015		Identify congestion problem locations in the network of major corridors	Intelligent Transportation Systems	Travel Time Index
				Determine the cause(s) of these congested locations	Transportation Demand Management Strategies	Volume-to-Capacity(V/C) ratio
				Develop and evaluate alternative multimodal strategies to mitigate congestion	Access Management Strategies	Crash Rate
				Measure the progress of implemented strategies in reducing congestion	Expand transit and commuter options	Transit Ridership and Vanpool/Carpool Usage
George Washington Region Scenario Planning Study	GWRC	7/1/2016	Provide value to the regional local governments by providing them with transportation and land use analysis tools and data they do not currently have, in addition to updating them on CommunityViz;	Provide a meaningful and up to date examination of the implications of potential future scenarios in terms of their effects on transportation infrastructure costs, local land use planning and operations of key arterial corridors in the region		
Northern Neck PDC 2035 Regional Long Range Transportation Plan	Northern Neck PDC	2012		Enhance the connectivity of the existing transportation network within and between regions across all modes for both people and freight.	Implementation of pedestrian sidewalks, bike trails plans, and greenways to support bicyclists and other modes in Northumberland and Westmoreland counties.	
				Support and improve the economic vitality of the individual regions by providing access to economic opportunities, such as industrial access or recreational travel and tourism, as well as enhancing intermodal connectivity.	Provide targeted shuttle services to access employment opportunities;	
				Ensure continued quality of life during project development and implementation by considering natural, historic, and community environments, including special populations.	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. Preserve the existing transportation network and promote efficient		

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				system management in order to promote access and mobility for both people and freight.		
				Encourage land use and transportation coordination, including but not limited to, development of procedures or mechanisms to incorporate all modes, while engaging the private sector.		
				Provide a safe and secure transportation system.		
Middle Peninsula PDC 2035 Regional Long Range Transportation Plan	Middle Peninsula PDC	2012		Support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency.	Provide targeted shuttle services to access employment opportunities	
				Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.	Address congested major roads. Add fixed-route transit services.	
				Promote efficient system management and operation. Emphasize the preservation of the existing transportation system, where appropriate.	Correct geometric deficiencies such as substandard lane width, shoulder width, or the horizontal and vertical curvature.	
				Increase the accessibility and mobility of people and freight.	Continue to support and maintain capital needs of human service transportation providers.	
				Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.		
				Increase the safety of the transportation system for motorized and non-motorized users.	Identify and correct deficiencies such as sight distance and visibility, access management, and inadequate signage.	
Route 3 Arterial Management Plan	VDOT	4/11/2016				
US 301/Route 207 Arterial Preservation Plan	VDOT	6/15/2018				
Route 3 (Plank Road/William Street/Blue and Gray Parkway)	VDOT	Ongoing				
US 17 (Warrenton Road)	VDOT	Ongoing				
I-95 Exit 126 Interchange Modification Report	VDOT	Ongoing				

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
City of Fredericksburg	City of Fredericksburg	Fredericksburg	10.5	2015	Within 5 years	Friendly pedestrian and bicycle environment	Transit operations, bicycle infrastructure	Yes
Caroline County	Carmel Church Station	Fredericksburg	3.6	2010	Within 5 years	Circulation and access within the UDA	Roadway capacity and infrastructure, roadway operations, transit capacity and access,	No
Gloucester County	Court House Village	Fredericksburg	7.6	2013	Within 5 years	Friendly pedestrian and bicycle environment, Access to transportation networks beyond the UDA	Bicycle infrastructure, pedestrian infrastructure, off-street parking, intersection design, signage/wayfinding, traffic calming, sidewalks	No
	Hayes Village	Fredericksburg	6.0	2011	Within 5 years	Safety for all users	Roadway capacity and infrastructure, roadway operations, pedestrian infrastructure, complete streets, safety features, off-street parking, intersection design, signage/wayfinding, sidewalks	No
King William County	Central Garage	Fredericksburg	0.4	2012	Within 5 years	Circulation and access within the UDA	roadway operations, transit operations, bicycle infrastructure, pedestrian infrastructure, complete streets improvements, safety features, intersection design, sidewalks	No
Stafford County	Brooke Station	Fredericksburg	0.3	2010		<i>Circulation and access within the UDA; Friendly pedestrian and bicycle environment; Transit enhancements</i>	<i>Transit Frequency; Transit Capacity/Access; Street Grid; Bicycle Infrastructure; Pedestrian Infrastructure; Intersection Design</i>	Yes
	Centreport	Fredericksburg	1.8	2010		<i>Circulation and access within the UDA; Friendly pedestrian and bicycle environment; Transit enhancements</i>	<i>Transit Frequency; Transit Capacity/Access; Street Grid; Bicycle Infrastructure; Pedestrian Infrastructure; Intersection Design</i>	Yes
	Courthouse	Fredericksburg	0.9	2010		<i>Circulation and access within the UDA; Friendly pedestrian and bicycle environment; Transit enhancements</i>	<i>Transit Frequency; Transit Capacity/Access; Street Grid; Bicycle Infrastructure; Pedestrian Infrastructure; Intersection Design</i>	Yes
	Eskimo Hill	Fredericksburg	0.3	2010		<i>Circulation and access within the UDA; Friendly pedestrian and bicycle environment; Transit enhancements</i>	<i>Transit Frequency; Transit Capacity/Access; Street Grid; Bicycle Infrastructure; Pedestrian Infrastructure; Intersection Design</i>	Yes
	George Washington Village	Fredericksburg	2.9	2010		<i>Circulation and access within the UDA; Friendly pedestrian and bicycle environment; Transit enhancements</i>	<i>Transit Frequency; Transit Capacity/Access; Street Grid; Bicycle Infrastructure; Pedestrian Infrastructure; Intersection Design</i>	Yes
	Leeland Town Station	Fredericksburg	0.5	2010		<i>Circulation and access within the UDA; Friendly pedestrian and bicycle environment; Transit enhancements</i>	<i>Transit Frequency; Transit Capacity/Access; Street Grid; Bicycle Infrastructure; Pedestrian Infrastructure; Intersection Design</i>	Yes
	Southern Gateway	Fredericksburg	0.3	2010		<i>Circulation and access within the UDA; Friendly pedestrian and bicycle environment; Transit enhancements</i>	<i>Transit Frequency; Transit Capacity/Access; Street Grid; Bicycle Infrastructure; Pedestrian Infrastructure; Intersection Design</i>	Yes

Previous responses italicized

UDA VARIABLES

UDA Name	Governing Bodies	Area	Year Designated	Centerline Miles	Population and Density (Persons per Acre) ¹	Employment and Density (Persons per Acre) ²	UDA Transit	Modal Information
Fredericksburg City	PDC: George Washington Regional Commission MPO: Fredericksburg Area District: Fredericksburg Jurisdiction: Fredericksburg City	Sq. miles: 10.49 Acres: 6,712.81	2015	145.99	UDA Population: 18,859 UDA Population Density: 4.12	UDA employment: 22,316 Total UDA employment in freight related industries: 1,198 Total UDA employment in local serving industries: 18,161 Total UDA employment in knowledge-based industries: 2,956 UDA Employment density: 3.32	Percent of UDA population served by transit (within 1/4 mile of transit stop): 67% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 67%	Number of bus stops: 143 Miles of bus routes: 94.57 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 2.12
Stafford County -Brooke Station	PDC: George Washington Regional Commission MPO: Fredericksburg Area District: Fredericksburg Jurisdiction: Stafford County	Sq. miles: 0.29 Acres: 184.61	2010	2.19	UDA Population: 37 UDA Population Density: 0.20	UDA employment: 2 Total UDA employment in freight related industries: 1 Total UDA employment in local serving industries: 1 Total UDA employment in knowledge-based industries: 0 UDA Employment density: 0.01	Percent of UDA population served by transit (within 1/4 mile of transit stop): 57% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 50%	Number of bus stops: 1 Miles of bus routes: 0 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0.55
Stafford County -Centreport	PDC: George Washington Regional Commission MPO: Fredericksburg Area District: Fredericksburg Jurisdiction: Stafford County	Sq. miles: 1.75 Acres: 1,120.27	2010	9.51	UDA Population: 821 UDA Population Density: 0.73	UDA employment: 47 Total UDA employment in freight related industries: 26 Total UDA employment in local serving industries: 13 Total UDA employment in knowledge-based industries: 9 UDA Employment density: 0.04	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: 3 Miles of bus routes: 0 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0
Stafford County -Courthouse	PDC: George Washington Regional Commission MPO: Fredericksburg Area District: Fredericksburg Jurisdiction: Stafford County	Sq. miles: 0.86 Acres: 552.59	2010	11.57	UDA Population: 312 UDA Population Density: 0.57	UDA employment: 5,937 Total UDA employment in freight related industries: 47 Total UDA employment in local serving industries: 5,719 Total UDA employment in knowledge-based industries: 171 UDA Employment density: 10.74	Percent of UDA population served by transit (within 1/4 mile of transit stop): 38% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 37%	Number of bus stops: 3 Miles of bus routes: 2.31 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0
Stafford County -Eskimo Hill	PDC: George Washington Regional Commission MPO: Fredericksburg Area District: Fredericksburg Jurisdiction: Stafford County	Sq. miles: 0.30 Acres: 189.55	2010	2.32	UDA Population: 53 UDA Population Density: 0.28	UDA employment: 13 Total UDA employment in freight related industries: 0 Total UDA employment in local serving industries: 13 Total UDA employment in knowledge-based industries: 0 UDA Employment density: 0.07	Percent of UDA population served by transit (within 1/4 mile of transit stop): 2% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 0%	Number of bus stops: 2 Miles of bus routes: 0 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0
Stafford County -George Washington Village	PDC: George Washington Regional Commission MPO: Fredericksburg Area District: Fredericksburg Jurisdiction: Stafford County	Sq. miles: 2.94 Acres: 1,883.21	2010	10.24	UDA Population: 1,423 UDA Population Density: 0.76	UDA employment: 322 Total UDA employment in freight related industries: 35 Total UDA employment in local serving industries: 246 Total UDA employment in knowledge-based industries: 40 UDA Employment density: 0.17	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

UDA Name	Governing Bodies	Area	Year Designated	Centerline Miles	Population and Density (Persons per Acre) ¹	Employment and Density (Persons per Acre) ²	UDA Transit	Modal Information
Stafford County -Leeland Town Station	PDC: George Washington Regional Commission MPO: Fredericksburg Area District: Fredericksburg Jurisdiction: Stafford County	Sq. miles: 0.50 Acres: 317.12	2010	7.13	UDA Population: 644 UDA Population Density: 2.03	UDA employment: 4 Total UDA employment in freight related industries: 1 Total UDA employment in local serving industries: 2 Total UDA employment in knowledge-based industries: 1 UDA Employment density: 0.01	Percent of UDA population served by transit (within 1/4 mile of transit stop): 38% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 25%	Number of bus stops: 1 Miles of bus routes: 0 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0.79
Stafford County -Southern Gateway	PDC: George Washington Regional Commission MPO: Fredericksburg Area District: Fredericksburg Jurisdiction: Stafford County	Sq. miles: 1.35 Acres: 865.37	2010	19.02	UDA Population: 2,087 UDA Population Density: 2.41	UDA employment: 2,412 Total UDA employment in freight related industries: 1,578 Total UDA employment in local serving industries: 743 Total UDA employment in knowledge-based industries: 91 UDA Employment density: 2.79	Percent of UDA population served by transit (within 1/4 mile of transit stop): 37% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 37%	Number of bus stops: 15 Miles of bus routes: 3.27 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

UDA Name	Governing Bodies	Area	Year Designated	Centerline Miles	Population and Density (Persons per Acre) ¹	Employment and Density (Persons per Acre) ²	UDA Transit	Modal Information
Caroline County	PDC: George Washington Regional Commission MPO: N/A District: Fredericksburg Jurisdiction: Caroline County	Sq. miles: 3.64 Acres: 2,327.26	2010	23.98	UDA Population: 182 UDA Population Density: 0.08	UDA employment: 112 Total UDA employment in freight related industries: 9 Total UDA employment in local serving industries: 99 Total UDA employment in knowledge-based industries: 5 UDA Employment density: 0.05	Percent of UDA population served by transit (within 1/4 mile of transit stop): 6% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 6%	Number of bus stops: 8 Miles of bus routes: 5.54 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0
King George County - Dahlgren Primary Settlement	PDC: George Washington Regional Commission MPO: N/A District: Fredericksburg Jurisdiction: King George County	Sq. miles: 3.06 Acres: 1,961.26	2013	34.13	UDA Population: 478 UDA Population Density: 0.24	UDA employment: 2,374 Total UDA employment in freight related industries: 11 Total UDA employment in local serving industries: 652 Total UDA employment in knowledge-based industries: 1,712 UDA Employment density: 1.21	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
King William County -Central Garage	PDC: Middle Peninsula MPO: N/A District: Fredericksburg Jurisdiction: King William County	Sq. miles: 0.45 Acres: 286.82	2012	0	UDA Population: 85 UDA Population Density: 0.30	UDA employment: 5 Total UDA employment in freight related industries: 1 Total UDA employment in local serving industries: 3 Total UDA employment in knowledge-based industries: 1 UDA Employment density: 0.02	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

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

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