

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: Crashes by Severity</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 BY VTRANS GOAL AREA

Name of Plan	Agency	Date Published	Vision	Goals	Objectives/Strategies	Performance Measures
Staunton Augusta Waynesboro LRTP 2040	SAW MPO	12/2/2015		Current network lacks key connections for economic development activities such as site development and freight movement.	Prioritize projects that support future jobs in growth areas and projects that add capacity to a corridor with limited capacity in the future.	A select set of intersections and roadway corridors in the region have higher than average crash rates.
				The regional roadway network needs a set of new roads, and strategic reconstruction of existing facilities to connect people and goods to their end destinations.	Prioritize projects that extend the lives of existing facilities and projects that address geometric deficiencies or bring facilities up to current design standards.	In keeping with VDOT’s “Toward Zero Deaths” statewide safety goal, the region needs to improve travel safety for all users, and at identified high-frequency crash sites in particular.
				Residents need increased-frequency transit, a complete network of facilities for cyclists and pedestrians, and maintenance of existing roadways operations to limit congestion and get people where they need to go.	Complete share use paths, replacement of bridges and intersection realignments.	
				The region needs more travel options and needs to maintain its current travel time reliability. Increased frequency transit service, construction of new bicycle and pedestrian facilities, and access management along major and minor arterials will improve access for all residents.	Prioritize projects that add pedestrian, cyclist, or shared-use facilities and projects that add projects that would create new sidewalks, trails, bike lanes, sharrows, or transit facilities.	
I-64 Corridor Plan	SAW MPO/CA-MPO	9/22/2017		Minimize the impact that new projects have on natural resources and the environment.	Reduce impacts to sensitive habitats and natural resources. Limit road profile in areas of concern such as Afton mountain. Improve habitat connectivity by utilizing existing stream corridors to reduce the conflict between vehicles and wildlife.	
				Enhance communication among MPOs, Local Governments, VDOT and DRPT on planning issues in the corridor.	Host an annual Joint MPO meeting that includes a report on the state of the corridor and key projects. Work collaboratively to identify corridor-specific project improvements for inclusion in long range plans and future studies.	
				Improve the overall function of the corridor by increasing the efficiency and safety for people and goods moving through the corridor.	Improve corridor access by focusing on projects that reduce congestion at intersections and access points. Enhance user experience through improved communications about weather conditions, detours, accidents and congestion.	
Richmond Road (US 250) Corridor Study	SAW MPO	4/1/2009		Improve traffic flow in corridor.	Retrofit eastbound bridge over railroad. Intersection and driveway improvements	
				Improve travel for pedestrians, cyclists, and public transit users.	Consider pedestrian and bicycle accommodations along Richmond Road with connectivity and access between and within Staunton Crossing and Frontier Center. Improve	

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					reliability of 250 Connector; more direct transit service between activity centers.	
				Improve safety	Evaluate safety improvements along the corridor with a focus on the Richmond Road and Frontier Drive intersection	
HRMPO 2040 Long Range Transportation Plan	HRMPO	3/16/2017		Make strategic investments to provide connectivity and accessibility throughout the HRMPO area	Emphasize connectivity and accessibility in new construction projects, in the reconstruction of existing facilities, and in on-going maintenance activities.	
				Improve the safety and security of the transportation system for all users	Focus on high accident areas for transportation improvements. Reduce transportation related accidents, injuries, and deaths.	
				Optimize existing infrastructure for the safe and efficient movement of people and goods	Develop a cooperative program to maintain existing transportation facilities. Encourage all transportation engineering studies and designs to consider the life cycle costs of capital investments. Mitigate existing and future roadway deficiencies, based on level of service standards through a continuous roadway or transportation system improvement program.	
				Increase mobility options through expansion of transit service and bicycle and pedestrian facilities	Develop and annually review the Transit Development Plan to provide for improvements to public transit and paratransit. Ensure funding is established for bicycle and pedestrian improvements.	
HRMPO Bicycle and Pedestrian Plan	HRMPO	11/7/2016		Foster a walking and bicycling culture through programs and events that encourage business, schools, families, and individuals to increase the number of trips they make on foot or by bike, and to continue promoting the region as a prime destination for pedestrian and bicycle tourism.	Encourage local employers to incentivize walking and biking for commuting purposes with programs that reward their employees. Work with regional schools to provide incentives for students to walk and bike to school, such as mile counters, reflective bracelets, and keychains while supporting events such as bike to school day.	
				Implement and maintain a non-motorized transportation network for users of all comfort levels through collaboration with VDOT, member jurisdictions, and the private sector.	Work with VDOT and the member jurisdictions to build bicycle and pedestrian facilities recommended in this plan, or others that may be appropriate for inclusion in planned transportation projects and assist in planning for those facilities.	
				Improve traffic safety for all modes through collaboration with the public, VDOT, law enforcement agencies, public safety providers, local government, and appropriate non-governmental organizations.	Monitor safety and use trends and provide detailed evaluations of any locations where there is an identified safety issue such as increased numbers of bicycle-related, buggy-related, or pedestrian related crashes over time	

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					while also monitoring trends in bicycling and pedestrian activity.	
Central Shenandoah 2035 Rural Long Range Transportation Plan	CSPDC	2011		Align transportation projects with economic development goals and opportunities	Provide targeted shuttle services to access employment opportunities.	
				Improve coordination of transportation planning between VDOT, cities, counties, and towns.	Continue to support and maintain capital needs of coordinated human service and public transportation providers. Expand outreach and information on available transportation options in the region, including establishment of a centralized point of access.	
				Increase the safety of the transportation system	Fix deficiencies such as sight distance and visibility, access management, and inadequate signage.	
Central Shenandoah Transit Development Plan	CSPDC	8/1/2015		Provide coordinated, cost- efficient and effective public transportation services that support the mobility and economic development goals of the communities served.	Consider changing or eliminating service that does not meet established performance standards. Consider the establishment of new services to meet regional mobility and economic development goals.	
				Maintain the current ridership base while seeking opportunities to increase ridership and serve new markets	Sustain and improve current public transit services to serve both transit-dependent and discretionary riders. Identify opportunities to serve new markets by fully exploring the demand for service to Harrisonburg and Charlottesville.	
				Provide a safe and secure transit system.	Ensure that safety sensitive staff members are adequately trained and monitored. Provide refresher training for drivers. Monitor the incident and accident data on a monthly basis.	
Central Shenandoah Valley Bicycle Plan	CSPDC	6/1/2005		Increase the region’s draw of bicycle tourism while maintaining the rural nature and quality of life of the Central Shenandoah Valley	Provide bicycle parking at key destinations throughout the region. Coordinate with the region’s major employers to distribute <i>Share the Road</i> and bicycling safety educational materials and develop encouragement programs to increase bicycle commuting.	
				Provide a comprehensive, interconnected network of on-road and off-road bicycle facilities for transportation and recreation. This network should link cities, towns, and key destinations throughout the Central Shenandoah Valley.	Establish a regional network of on-road bicycle facilities between key destinations in the region. Actively pursue the development of off-road facilities for bicyclists.	
				Conduct outreach to public officials, the general public and business and community leaders to promote the benefits of bicycling, the safety needs of bicyclists, and rules for sharing the road.	Establish a permanent bicycle advisory committee responsible for ongoing coordination and the implementation of the bicycle plan. Dedicate 20% of a CSPDC staff member’s time to improving the region’s bicycle accommodations.	

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				Increase the safety and security of bicyclists traveling through the Central Shenandoah Valley region through education, enforcement and improved facilities.	Develop a route signage system that is easily and quickly understood by bicyclists and provides wayfinding.	
Central Shenandoah Long Range Transportation Demand Management Plan	CSPDC	6/1/2017		Promote social, economic, and environmental sustainability through TDM programs and initiatives.	Encourage programs that reduce single-occupancy vehicle (SOV) travel and improve air quality	Monitor progress through performance measures and enhance public outreach through technology and collaboration
				Continue existing TDM outreach efforts (in-person and web-based) and explore new educational opportunities and relationships	Continue employer outreach, grassroots marketing efforts tailored to meet the needs of existing and potential partners. Develop new relationships with like-minded organizations and a unique, recognizable brand.	
				Proactively manage congestion through alternative transportation options	Improve mobility and accessibility for the region's most vulnerable citizens. Evaluate potential for inter-regional transit. Provide alternative transportation options in rural areas.	

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
Augusta County	Stuarts Draft	Staunton	56.7	2015	Within 5 years	Safety for all users	Roadway capacity and infrastructure improvements, roadway operations, transit frequency, transit capacity and access, transit facilities and amenities, street grid, bicycle infrastructure, pedestrian infrastructure, complete streets improvements beyond bike/pedestrian facilities, safety features, intersection design, traffic calming, improvements to the natural environment, sidewalks, signage/wayfinding	Yes
	Fishersville	Staunton		2015	Within 5 years	Safety for all users	Roadway capacity and infrastructure improvements, roadway operations, transit frequency, transit capacity and access, transit facilities and amenities, street grid, bicycle infrastructure, pedestrian infrastructure, complete streets improvements beyond bike/pedestrian facilities, safety features, intersection design, traffic calming, improvements to the natural environment, sidewalks, signage/wayfinding	Yes
	Verona	Staunton		2015	Within 5 years	Safety for all users	Roadway capacity and infrastructure improvements, roadway operations, transit frequency, transit capacity and access, transit facilities and amenities, street grid, bicycle infrastructure, pedestrian infrastructure, complete streets improvements beyond bike/pedestrian facilities, safety features, intersection design, traffic calming, improvements to the natural environment, sidewalks, signage/wayfinding	Yes
	Weyers Cave	Staunton		2015	Within 5 years	Safety for all users	Roadway capacity and infrastructure improvements, roadway operations, transit frequency, transit capacity and access, transit facilities and amenities, street grid, bicycle infrastructure, pedestrian infrastructure, complete streets improvements beyond bike/pedestrian facilities, safety features, intersection design, traffic calming, improvements to the natural environment, sidewalks, signage/wayfinding	Yes
	Staunton South and West	Staunton		2015	Within 5 years	Safety for all users	Roadway capacity and infrastructure improvements, roadway operations, transit frequency, transit capacity and access, transit facilities and amenities, street grid, bicycle infrastructure, pedestrian infrastructure, complete streets improvements beyond bike/pedestrian facilities, safety features, intersection design, traffic calming, improvements to the natural environment, sidewalks, signage/wayfinding	Yes
Harrisonburg	All UDAs in Jurisdiction	Staunton	17.4	2011	Within 5 years	Safety for all users	Roadway operations, transit frequency, street grid, pedestrian infrastructure, complete streets, safety features, intersection design, traffic calming features, sidewalks, maintenance and operation of all transportation infrastructure	Yes
Rockingham County	Port Republic Road/Stone Spring	Staunton	6.6	2010	Within 5 years	Friendly pedestrian and bicycle environment	Street grid, pedestrian infrastructure, on-street parking capacity, traffic calming features, improvements to the natural environment, storm water management, site design, or landscaping	Yes
Staunton	City of Staunton	Staunton	20.0	2015	Within 5 years	Safety for all, friendly pedestrian and bicycle environment	Bicycle infrastructure, pedestrian infrastructure, complete streets improvements beyond bike/pedestrian facilities, safety features, intersection design, improvements to the natural environment, sidewalks,	Yes
Town of Broadway	Town of Broadway	Staunton	3.1	2011	Beyond 5 years	Safety for all users	Pedestrian infrastructure, safety features	Yes
Waynesboro	Waynesboro City	Staunton	15.1	2015	Within 5 years	Friendly pedestrian and bicycle environment	Transit facilities and amenities, bicycle infrastructure, pedestrian infrastructure, complete streets improvements beyond bike/pedestrian facilities, intersection design, improvements to the natural environment, sidewalks	Yes
Rockbridge County	Buena Vista	Staunton	2.4	2003		Friendly pedestrian and bicycle environment	Transit enhancements, signage/wayfinding	No

	Fairfield	Staunton	4.0	2003		Friendly pedestrian and bicycle environment	Transit enhancements, signage/wayfinding	No
	Glasgow	Staunton	2.7	2003		Friendly pedestrian and bicycle environment	Transit enhancements, signage/wayfinding	No
	Goshen	Staunton	1.8	2003		Friendly pedestrian and bicycle environment	Transit enhancements, signage/wayfinding	No
	Lexington Area	Staunton	11.5	2003		Friendly pedestrian and bicycle environment	Transit enhancements, signage/wayfinding	No
	Raphine Area	Staunton	0.7	2003		Friendly pedestrian and bicycle environment	Transit enhancements, signage/wayfinding	No
Bath County	Bath County	Staunton	32.5	2015		<i>Safety for all users; Circulation and access within the UDA</i>	<i>None listed</i>	No
Covington	City of Covington	Staunton	5.7	N/A	Within 5 years	Safety for all, friendly pedestrian and bicycle environment	Roadway capacity and infrastructure improvements, roadway operations, bicycle infrastructure, pedestrian infrastructure, complete streets beyond bike/pedestrian improvements, safety features, on-street parking capacity, off-street parking capacity, signage/wayfinding, traffic calming features, improvements to natural environment, sidewalks, multi-modal connectivity of sports complex to commerce center	No
Lexington	City of Lexington	Staunton	2.5	2016	Within 5 years	Friendly pedestrian and bicycle environment	Bicycle infrastructure, pedestrian infrastructure, signage/wayfinding	No
Buena Vista	Town of Buena Vista	Staunton	6.6	N/A	Within 5 years	Friendly pedestrian and bicycle environment	Pedestrian infrastructure, complete streets improvements beyond bike/pedestrian facilities, signage/wayfinding, sidewalks,	No

UDA VARIABLES

UDA Name	Governing Bodies	Area	Year Designated	Centerline Miles	Population ¹	Employment ²	UDA Transit	Modal Information
Augusta County DGAs	PDC: Central Shenandoah MPO: Staunton-Augusta-Waynesboro District: Staunton Jurisdiction: Augusta County	Sq. miles: 56.7 Acres: 36,302.5	2015	375.48	UDA Population: 19,307 UDA Population Density: 0.53	UDA employment: 18,209 Total UDA employment in freight related industries: 8,079 Total UDA employment in local serving industries: 9,094 Total UDA employment in knowledge-based industries: 1,035 UDA Employment density: 0.50	Percent of UDA population served by transit (within 1/4 mile of transit stop): 7% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 7%	Number of bus stops: 51 Miles of bus routes: 59.98 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0
Staunton City	PDC: Central Shenandoah MPO: Staunton-Augusta-Waynesboro District: Staunton Jurisdiction: Staunton City	Sq. miles: 20 Acres: 12,786.6	2015	177.89	UDA Population: 24,273 UDA Population Density: 1.90	UDA employment: 12,123 Total UDA employment in freight related industries: 1,618 Total UDA employment in local serving industries: 9,602 Total UDA employment in knowledge-based industries: 1,443 UDA Employment density: 0.95	Percent of UDA population served by transit (within 1/4 mile of transit stop): 26% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 26%	Number of bus stops: 95 Miles of bus routes: 52.85 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0
Waynesboro City-Entire City	PDC: Central Shenandoah MPO: Staunton-Augusta-Waynesboro District: Staunton Jurisdiction: Waynesboro City	Sq. miles: 15.1 Acres: 9675.9	2015	159.55	UDA Population: 21,599 UDA Population Density: 2.23	UDA employment: 10,333 Total UDA employment in freight related industries: 2,462 Total UDA employment in local serving industries: 5,905 Total UDA employment in knowledge-based industries: 1,965 UDA Employment density: 1.07	Percent of UDA population served by transit (within 1/4 mile of transit stop): 19% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 19%	Number of bus stops: 20 Miles of bus routes: 29.25 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0
Harrisonburg	PDC: Central Shenandoah MPO: Harrisonburg-Rockingham District: Staunton Jurisdiction: Harrisonburg City	Sq. miles: 17.38 Acres: 11,132.19	2011	214.41	UDA Population: 53,049 UDA Population Density: 4.77	UDA employment: 34,214 Total UDA employment in freight related industries: 6,335 Total UDA employment in local serving industries: 24,610 Total UDA employment in knowledge-based industries: 3,270 UDA Employment density: 3.07	Percent of UDA population served by transit (within 1/4 mile of transit stop): 68% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 68%	Number of bus stops: 279 Miles of bus routes: 284.87 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0
Rockingham County	PDC: Central Shenandoah MPO: Harrisonburg-Rockingham District: Staunton Jurisdiction: Rockingham County	Sq. miles: 6.58 Acres: 4,209.27	2010	66.56	UDA Population: 4,160 UDA Population Density: 0.99	UDA employment: 3,660 Total UDA employment in freight related industries: 140 Total UDA employment in local serving industries: 3,421 Total UDA employment in knowledge-based industries: 98 UDA Employment density: 0.87	Percent of UDA population served by transit (within 1/4 mile of transit stop): 13% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 13%	Number of bus stops: 38 Miles of bus routes: 11.85 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0
Town of Broadway	PDC: Central Shenandoah MPO: N/A District: Staunton Jurisdiction: Rockingham County	Sq. miles: 3.09 Acres: 1,974.63	2011	31.49	UDA Population: 903 UDA Population Density: 0.46	UDA employment: 1,156 Total UDA employment in freight related industries: 702 Total UDA employment in local serving industries: 411 Total UDA employment in knowledge-based industries: 43 UDA Employment density: 0.59	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

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Bath County DGA	PDC: Central Shenandoah MPO: N/A District: Staunton Jurisdiction: Bath County	Sq. miles: 32.49 Acres: 20796.36	2015	120.46	UDA Population: 643 UDA Population Density: 0.03	UDA employment: 1543 Total UDA employment in freight related industries: 79 Total UDA employment in local serving industries: 1334 Total UDA employment in knowledge-based industries: 130 UDA Employment density: 0.07	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
City of Covington	PDC: Central Shenandoah MPO: N/A District: Staunton Jurisdiction: Covington City	Sq. miles: 5.67 Acres: 3628.61	N/A	62.80	UDA Population: 5658 UDA Population Density: 1.56	UDA employment: 3483 Total UDA employment in freight related industries: 1784 Total UDA employment in local serving industries: 1494 Total UDA employment in knowledge-based industries: 205 UDA Employment density: 0.96	Percent of UDA population served by transit (within 1/4 mile of transit stop): 27% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 27%	Number of bus stops: 16 Miles of bus routes: 12.56 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0
City of Lexington - City of Lexington	PDC: Central Shenandoah MPO: N/A District: Staunton Jurisdiction: Lexington City	Sq. miles: 2.52 Acres: 1614.83	2016	40.46	UDA Population: 7028 UDA Population Density: 4.35	UDA employment: 4583 Total UDA employment in freight related industries: 258 Total UDA employment in local serving industries: 4063 Total UDA employment in knowledge-based industries: 262 UDA Employment density: 2.84	Percent of UDA population served by transit (within 1/4 mile of transit stop): 44% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 44%	Number of bus stops: 16 Miles of bus routes: 4.97 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0
Rockbridge County-Buena Vista area	PDC: Central Shenandoah MPO: N/A District: Staunton Jurisdiction: Rockbridge County	Sq. miles: 2.39 Acres: 1530.85	2003	18.40	UDA Population: 132 UDA Population Density: 0.09	UDA employment: 58 Total UDA employment in freight related industries: 11 Total UDA employment in local serving industries: 8 Total UDA employment in knowledge-based industries: 39 UDA Employment density: 0.04	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): 5%	Number of bus stops: 5 Miles of bus routes: 1.31 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0
Rockbridge County-Fairfield Area	PDC: Central Shenandoah MPO: N/A District: Staunton Jurisdiction: Rockbridge County	Sq. miles: 3.96 Acres: 2533.66	2003	27.92	UDA Population: 211 UDA Population Density: 0.08	UDA employment: 90 Total UDA employment in freight related industries: 4 Total UDA employment in local serving industries: 81 Total UDA employment in knowledge-based industries: 5 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: 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
Rockbridge County-Glasgow	PDC: Central Shenandoah MPO: N/A District: Staunton Jurisdiction: Rockbridge County	Sq. miles: 2.67 Acres: 1711.90	2003	27.00	UDA Population: 813 UDA Population Density: 0.48	UDA employment: 904 Total UDA employment in freight related industries: 793 Total UDA employment in local serving industries: 109 Total UDA employment in knowledge-based industries: 2 UDA Employment density: 0.53	Percent of UDA population 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

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							Percent of UDA employment served by transit (within 1/4 mile of transit stop): 0%	Miles of rail: 0
Rockbridge County-Goshen	PDC: Central Shenandoah MPO: N/A District: Staunton Jurisdiction: Rockbridge County	Sq. miles: 1.77 Acres: 1131.52	2003	13.06	UDA Population: 27 UDA Population Density: 0.02	UDA employment: 16 Total UDA employment in freight related industries: 0 Total UDA employment in local serving industries: 16 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): 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
Rockbridge County-Lexington Area	PDC: Central Shenandoah MPO: N/A District: Staunton Jurisdiction: Rockbridge County	Sq. miles: 11.54 Acres: 7386.77	2003	88.29	UDA Population: 1569 UDA Population Density: 0.21	UDA employment: 1980 Total UDA employment in freight related industries: 391 Total UDA employment in local serving industries: 1409 Total UDA employment in knowledge-based industries: 180 UDA Employment density: 0.27	Percent of UDA population served by transit (within 1/4 mile of transit stop): 12% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 12%	Number of bus stops: 20 Miles of bus routes: 8.07 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0
Rockbridge County-Raphine Area	PDC: Central Shenandoah MPO: N/A District: Staunton Jurisdiction: Rockbridge County	Sq. miles: 0.67 Acres: 430.86	2003	14.03	UDA Population: 74 UDA Population Density: 0.17	UDA employment: 101 Total UDA employment in freight related industries: 1 Total UDA employment in local serving industries: 100 Total UDA employment in knowledge-based industries: 0 UDA Employment density: 0.24	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 Buena Vista	PDC: Central Shenandoah MPO: N/A District: Staunton Jurisdiction: Buena Vista City	Sq. miles: 0.29 Acres: 185.18	N/A	57.32	UDA Population: 6470 UDA Population Density: 1.54	UDA employment: 2715 Total UDA employment in freight related industries: 835 Total UDA employment in local serving industries: 1406 Total UDA employment in knowledge-based industries: 474 UDA Employment density: 0.65	Percent of UDA population served by transit (within 1/4 mile of transit stop): 22% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 22%	Number of bus stops: 14 Miles of bus routes: 6.83 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