

VTrans:
Virginia's Statewide Multimodal Transportation Plan
Kick-off VTrans Update

Southside Planning District Commission

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OUTLINE

- What is VTrans?
- Review of VTrans2040
- Kick-off of VTrans Update
 - Major components
 - Key modifications from VTrans2040
 - Expected outcomes
 - Tentative timeline
- Stakeholder Involvement



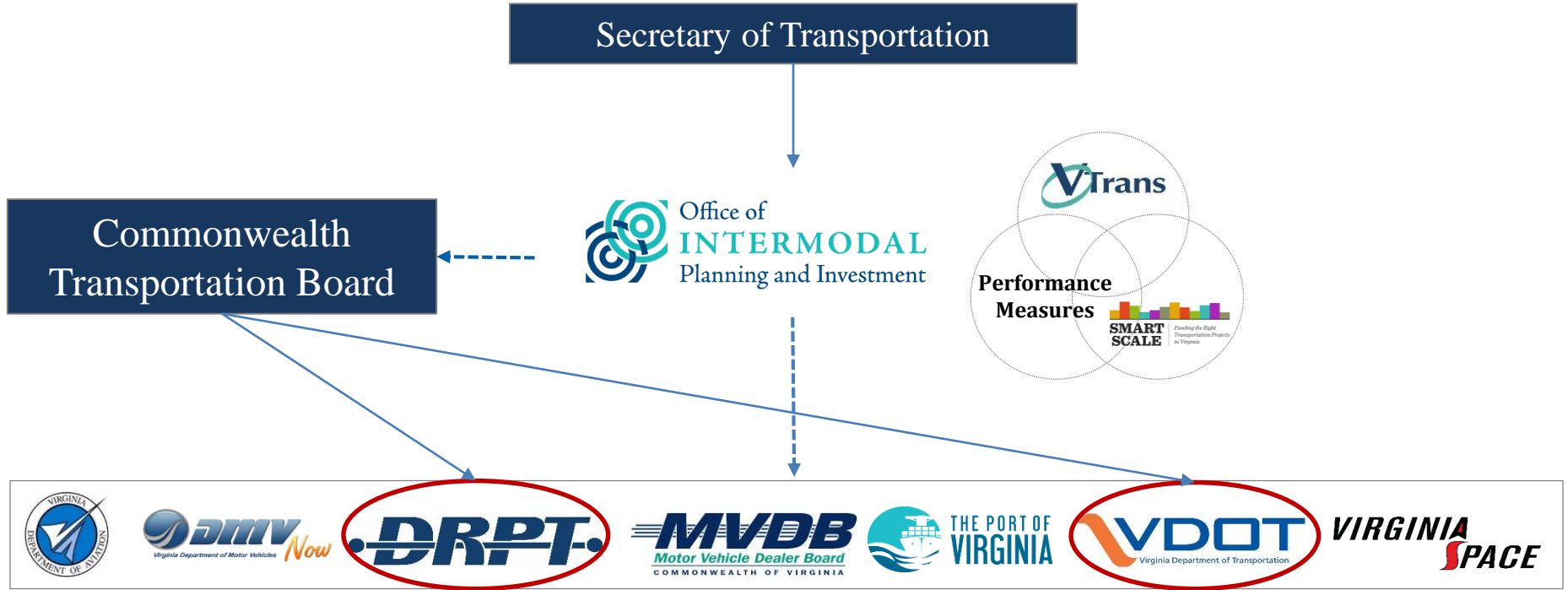


WHAT IS VTRANS?

- *VTrans* is Virginia's Multimodal Transportation Plan.
 - Provides a backdrop for consistent and coordinated performance-based transportation planning between federal, state, regional, and local agencies.
 - Performance-based, multimodal, long-range plan that is coordinated with MPO's and other stakeholders.
 - Includes a Needs Assessment
 - Updated at least every four years
 - *VTrans* has a statewide perspective and is not a compilation of local or regional plans



OIPI's ROLE in VTRANS



OIPI assists the Commonwealth Transportation Board in the Development of VTrans.



REVIEW OF VTRANS2040

- Vision, Goals, Objectives and Guiding Principles - approved by CTB in December 2015
- Needs - approved by CTB in December, 2015
- Recommendations - approved by CTB in January, 2018
- Implementation Plan - approved by CTB for review in December, 2018





REVIEW OF VTRANS2040

- Needs Assessment
 - Used a ten-year horizon
 - Identified needs by Travel Market:
 - Corridors of Statewide Significance
 - Regional Networks
 - Urban Development Areas (UDA's)
 - Safety (PSI's)
- Recommendations
 - Needs from the above categories were consolidated into one set of needs
 - Projects and studies were identified that could address those needs, and they were tiered (prioritized) based on analysis and local input

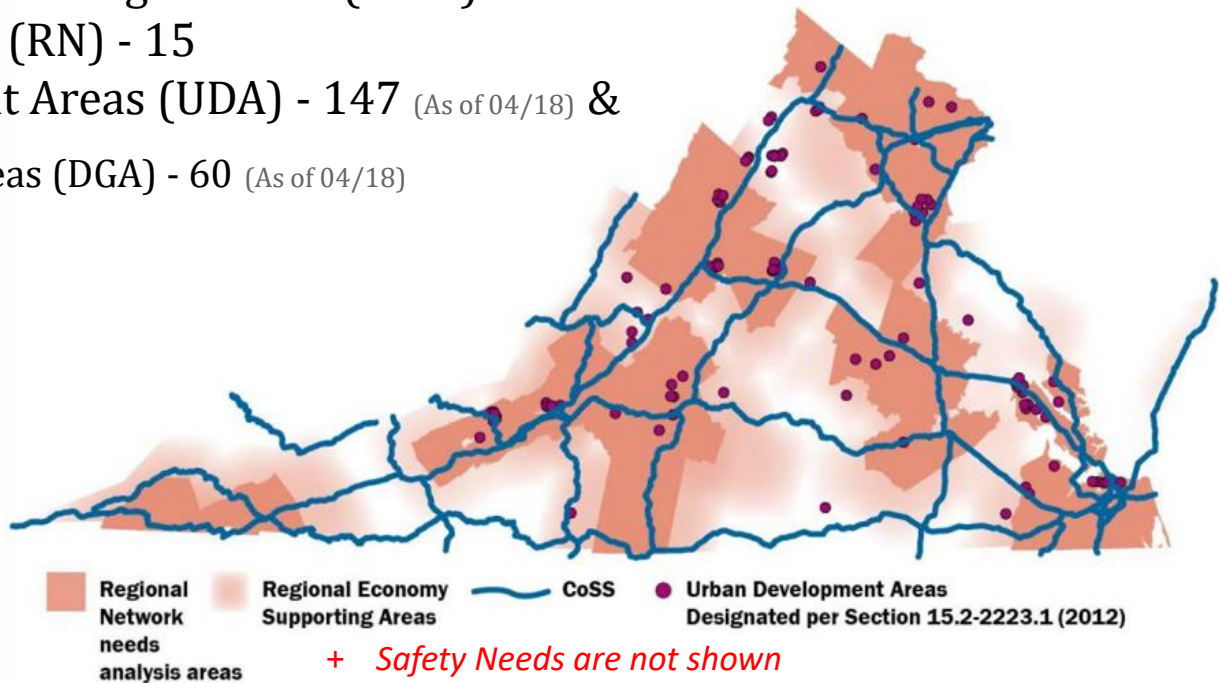




REVIEW OF VTRANS2040

- **Capacity and Safety needs only**

- Corridors of Statement Significance (CoSS) - 12 corridors
- Regional Networks (RN) - 15
- Urban Development Areas (UDA) - 147 (As of 04/18) &
Designated Growth Areas (DGA) - 60 (As of 04/18)
- Safety



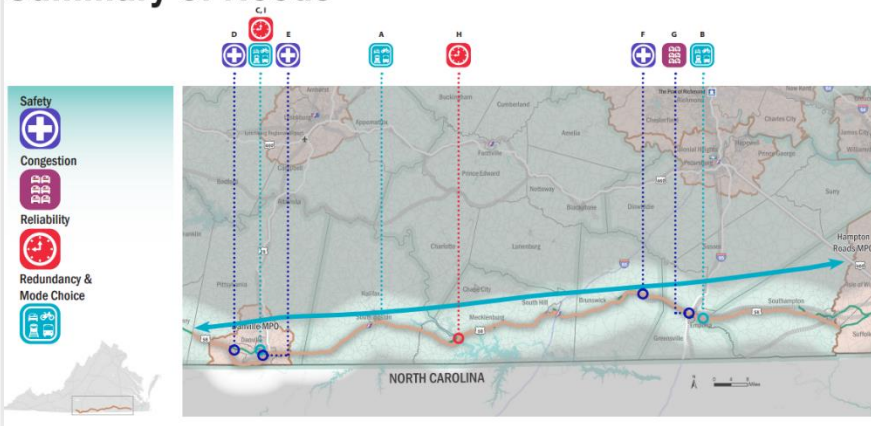


REVIEW OF VTRANS2040

- CoSS Needs – Southside Corridor

J2 SEGMENT NEEDS

Summary of Needs



SEGMENT NEEDS

Summary of Needs - J2 Segment

| | | |
|----|--|--|
| A. | | No parallel highway facilities to US 58 |
| B. | | No intercity bus or passenger rail service from Emporia to other cities or towns in the corridor |
| C. | | No direct intercity bus or passenger rail service from Danville to Hampton Roads |
| D. | | US 58-Business between Russ Wholesale Rd and Union St in Danville: 25 severe crashes |
| E. | | US 58 between US 29 and Vista Dr in/near Danville: 17 severe crashes |
| F. | | US 58 between Edgerton Ln and Vulcan Quarry Ln in Brunswick County: 8 severe crashes |
| G. | | US 58 at the I-95 interchange in Emporia: moderate freight ton-hours of delay |
| H. | | US 58 at US 15 intersection near Clarksville: Peak Period Reliability Index >0.8; Weekday Reliability Index >0.4 |
| I. | | Unreliable Amtrak service from Danville station. Average departure delay is 24 minutes (highest in the State) totaling over 2,200 person-hours of delay from this segment. |



REVIEW OF VTRANS2040

- UDA Needs – South Hill Town

UDA Needs Profile: South Hill

The South Hill Town UDA is close to downtown and major destinations, including the Community Memorial Health Center, and in close proximity to I-85 and Route 58

Location Characteristics

- PDC - Southside Planning District Commission
- UDA Size - 0.1 square miles
- Year Designated - 2012

Comprehensive Plan Detail - To accommodate Mecklenburg County's projected 20-year growth, the Town of South Hill has one UDA within the town. The UDA is close to downtown and major destinations, including the Community Memorial Health Center and Interstate 85. The character of development in the UDA will be consistent with the principles of Traditional Neighborhood Design.

Geographic Location

Socio-Economic Characteristics

UDA Characteristics (Source: LEVD, 2020)

- Total Population - 566 persons
- Total Primary Jobs - 287 jobs

Jobs by Industry

| Industry | Percentage |
|-----------------------------------|------------|
| Retail Trade | 38% |
| Public Administration | 18% |
| Health Care and Social Assistance | 30% |
| Other Jobs | 14% |

Total Jobs by Earnings

| Earnings Category | Percentage |
|----------------------------|------------|
| < \$15,000 per year | 39% |
| \$15,000-\$19,999 per year | 53% |
| > \$19,999 per year | 28% |

Jobs Within a 45 Minute Drive
5,451

Working Age Population Within a 45 Minute Drive
8,869

(Source: EPA Smart Location, Current U.S. Census tract data)

Jurisdiction Characteristics:

Population Growth (Source: Workson Center)

| Year | Population | Growth Rate |
|------|------------|-------------|
| 2010 | 32,727 | 0.3% |
| 2025 | 32,836 | |

Urban Development Areas - South Hill Town

Current Place Type - Undeveloped (Greenfield/Grayfield)

Planned Place Type - Small Town or Suburban Center

Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Internal UDA Needs

- Roadway Capacity/Infrastructure Improvements
- Grid, Bicycle Infrastructure
- Urban Infrastructure
- Streets
- Features
- Parking Capacity
- Parking Capacity
- Yielding
- to the Natural Environment

External UDA Needs

High

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ On-Street Parking Capacity
- ✓ Off-Street Parking Capacity
- ✓ Signage/Wayfinding
- ✓ Improvements to the Natural Environment

Needs Gap (% shortfall)

by need category (promote UDA)

Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)

- Access to transportation networks beyond the UDA
- Circulation and access within the UDA



REVIEW OF VTRANS2040

- Current Uses
 - Vision, Goals & Objectives, and Guiding Principles
 - Overall reference for transportation planning at the state, regional, and local level
 - Needs Assessment
 - SMART SCALE (Applications for SMART SCALE must show that they address one of more VTrans Needs in order to be screened in (move on to scoring))

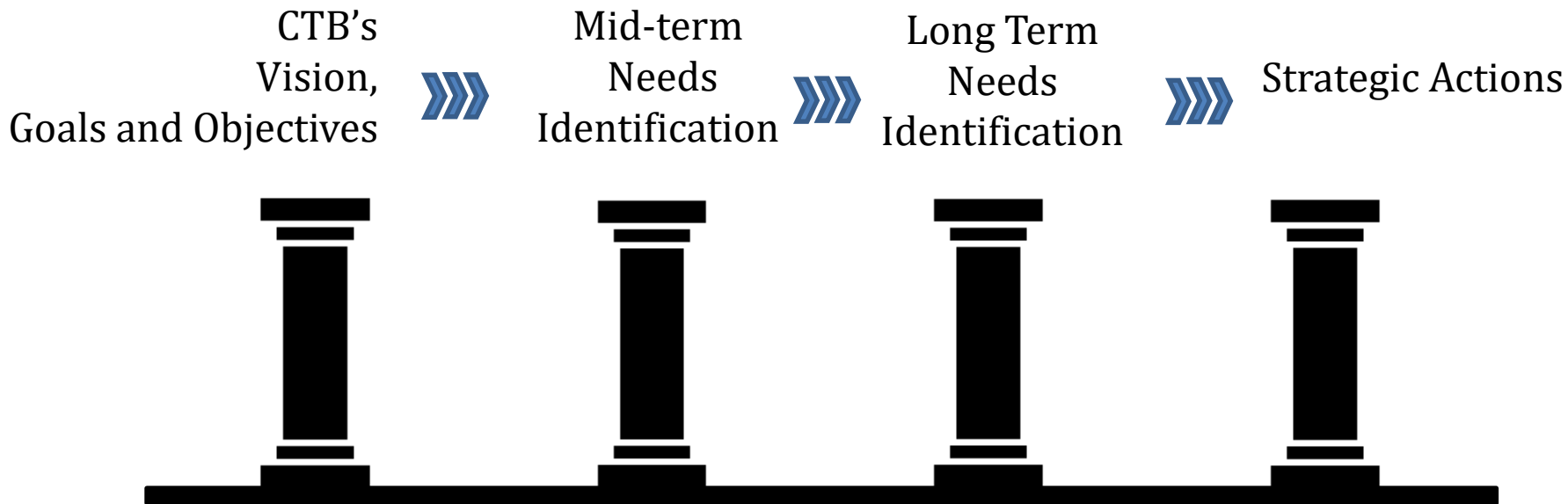


VTRANS UPDATE KICK-OFF

- Major components
- Key modifications from VTrans2040
- Expected outcomes
- Tentative timeline
- Stakeholder Involvement



MAJOR COMPONENTS





MAJOR COMPONENTS (Vision, Goals, and Objectives)

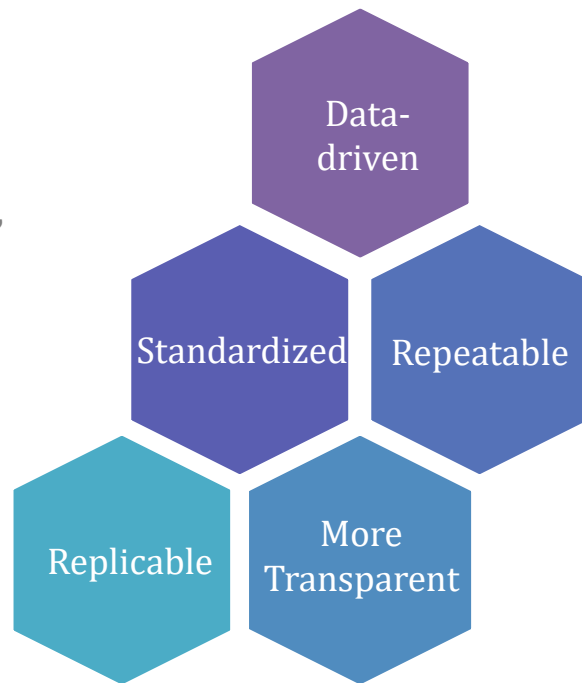
- CTB to review and reaffirm their overall direction for transportation planning & policy
- Vision to be informed by:
 - A public survey
 - Vulnerability assessment
 - Demographic and land use trends, opportunities, and challenges
 - Technology trends, opportunities, and challenges
 - Financial trends, opportunities, and challenges



MAJOR COMPONENTS (Mid-term Needs)

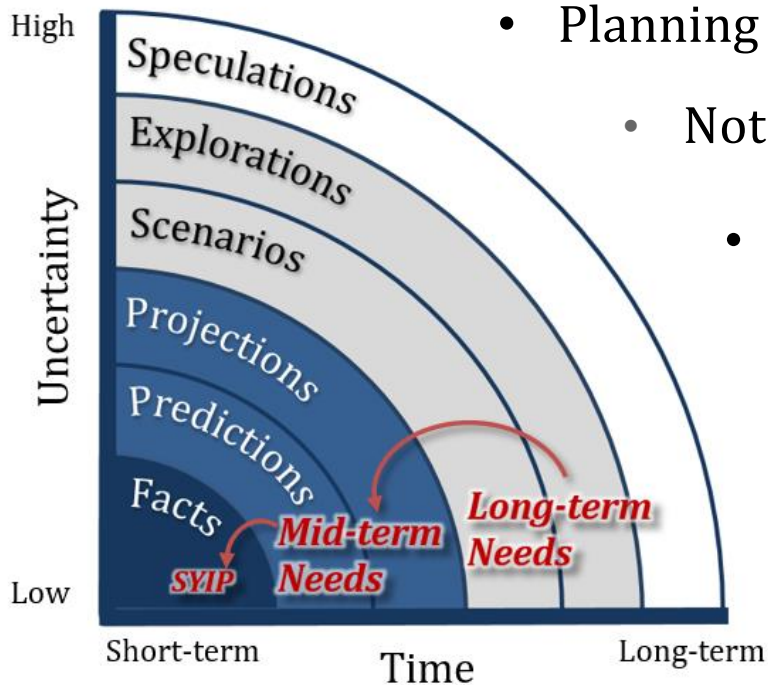
- Planning horizon: 0- 10 years
- **CTB to adopt a policy for needs identification**
 - Define “transportation need”
 - Review of VTrans need categories (e.g. CoSS, RN, UDA, Safety)
 - Utilize adopted Performance Targets, new measures or Key Performance Indicators (KPIs)
- **Adoption of the mid-term needs by December 2019**
 - Inform SMART SCALE Round 4

Ensure that methods are:





MAJOR COMPONENTS (Long-term Needs)



- Planning horizon: 10+ years
 - Not an attempt to predict, but to be prepared
 - Develop three scenarios, associated needs and revenue impacts
 - Establish connection between mid-term and long-term needs
- **Finalize by 2020**



MAJOR COMPONENTS (Strategic Actions)



- Develop strategic actions for Board's consideration:
 - Policy options and recommendations
 - Priorities for project planning activities



KEY MODIFICATIONS



- VTrans Update aims to:
 - Identify challenges and opportunities associated with trends
 - Provide a more complete picture for transportation investments
 - Convey trade-offs and opportunity cost associated with policy options
 - Relative return on investments



KEY MODIFICATIONS

- VTrans Update aims to provide compelling, easy-to-communicate snapshot of existing and envisioned transportation in Virginia.
 - Convey economic benefits associated with transportation investments
 - Identify changes in economic output and productivity
 - Identify regional connectivity needs





THEMES (Key Modifications)



Image Source: USDOT

- Resilient Transportation Infrastructure
- Smart Transportation Infrastructure
- Smarter Investments

- Increase awareness among public and local agencies

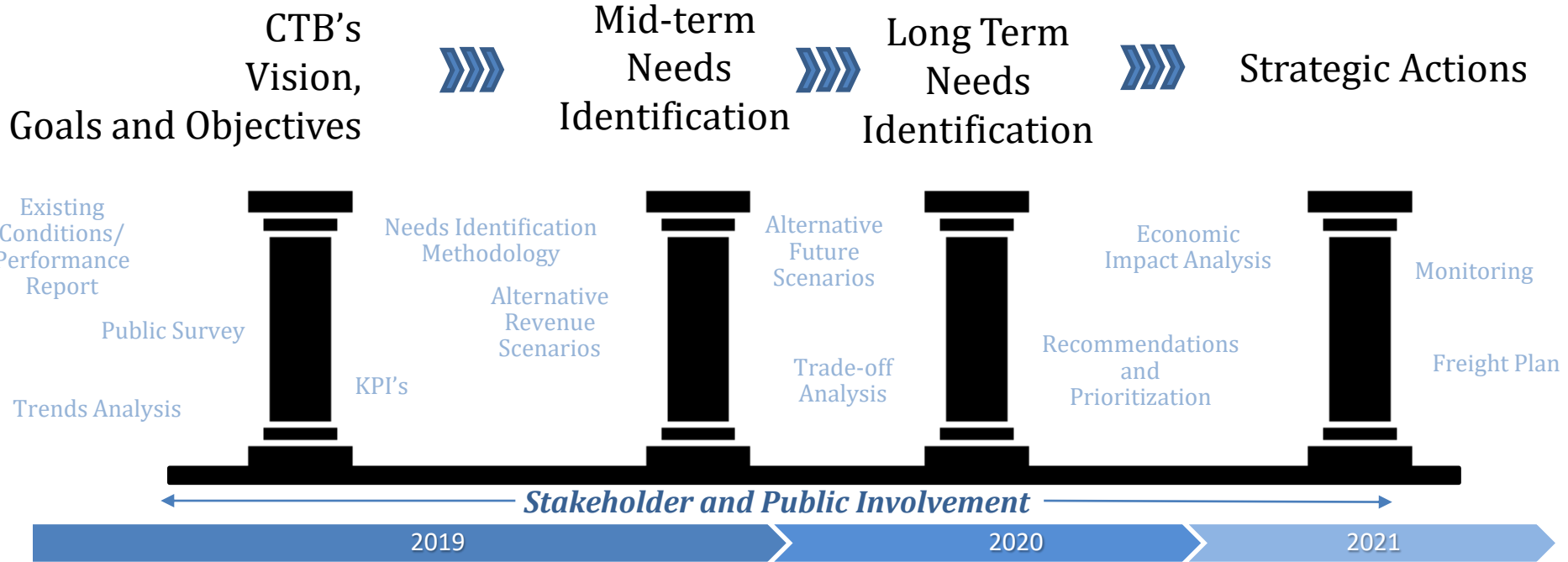


EXPECTED OUTCOMES

- Provide policy options for investment decisions to prepare for the future, such as:
 - Which transportation investments support desired growth and economic development
 - Opportunity costs associated with delaying or not pursuing certain investments
 - Possible technological changes and associated revenue impacts to prepare for
 - Planning considerations for making transportation infrastructure less vulnerable to extreme natural events



KEY MILESTONES





STAKEHOLDER INVOLVEMENT

- With MPOs and PDCs:
 - Presentations at MPOs and PDCs throughout the Commonwealth
 - Winter 2018/2019:
 - Kick-off/Approach
 - Spring 2019:
 - Review Existing Conditions & Trends (to inform Vision)
 - Review Regional Economic Connectivity Profiles
 - Discuss Needs Identification Methodology
 - Fall 2019:
 - Review Draft Mid-Term Needs
 - Informal updates and notifications
 - MPO and PDC-initiated discussions



STAKEHOLDER INVOLVEMENT

- With the Public
 - Spring 2019:
 - Statewide Survey to gauge opinions, attitude, and preferences towards transportation issues
 - Public meetings in all nine CTB districts
 - Continued involvement through Spring and Fall Transportation Meetings
 - Active online and social media presence
 - www.vtrans.org
 - Facebook - @vtransvirginia
 - Instagram - @vtransvirginia



Thank you

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