

*VTrans:*  
Virginia's Statewide Multimodal Transportation Plan

Kick-off VTrans Update

Commonwealth Regional Council  
Transportation Committee

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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



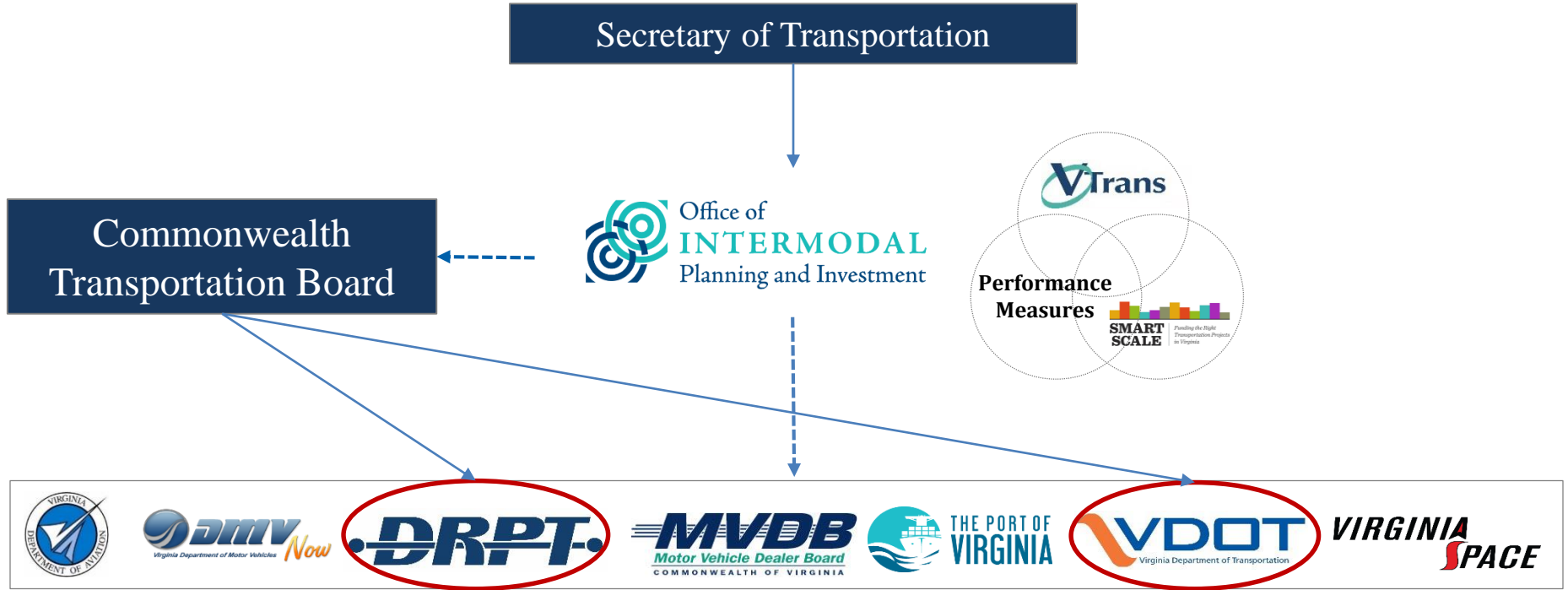


# WHAT IS VTRANS?

- *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 were approved by CTB in December 2015
  - Needs approved by CTB in December, 2015
  - Recommendations approved by CTB in January, 2018
- Implementation Plan went to CTB for review in November, 2018





# REVIEW OF VTRANS2040

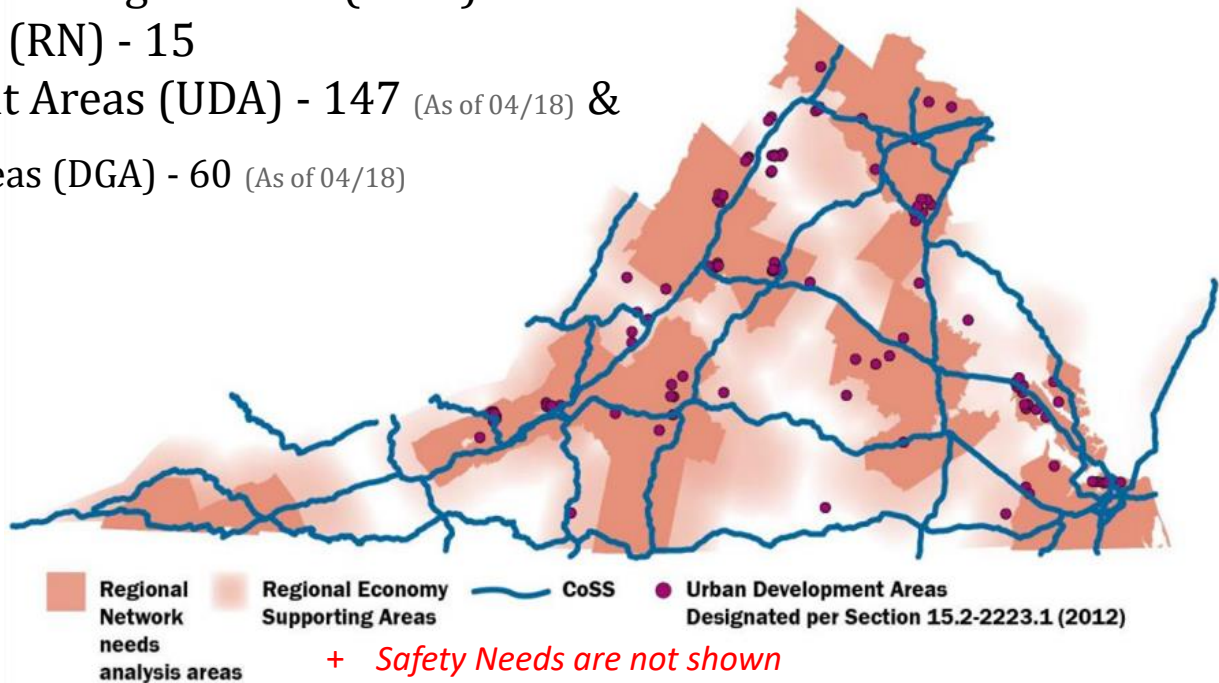
- Needs Assessment
  - Used a ten-year horizon
  - Identified needs by Travel Market:
    - Corridors of Statewide Significance
    - Regional Networks
    - Urban Development Areas (UDA's)
    - Safety (PSI's)
- Recommendations
  - Needs from the above categories were consolidated into one set of needs
  - 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 – Heartland Corridor

**E3 SEGMENT NEEDS**

## Summary of Needs

Identified locations are approximate. See "Summary of Needs" table on the following page for details.

**Redundancy**

**Safety**

**Bottlenecks**

**Mode Choice**

**Congestion**

**Reliability**

LOCAL | GLOBAL | MOBILE | CONNECTED  
COMMONWEALTH

VTrans 2040 | Heartland Corridor (E) | Page 46

**E3 SEGMENT NEEDS**

### Summary of Needs - E3 Segment

	Parking lot at Amtrak station is often over capacity
	Intercity bus service between Lynchburg and Farmville is infrequent and there is no bus shelter at the Farmville station
	Lynchburg Regional Airport: flights only available to a single destination (Charlotte, NC)
	No passenger rail connections to the Town of Bedford
	Safety concerns at US 460 near Farmville
	Freight trains stopped on the at-grade crossing over Concord Turnpike causes major traffic delays
	Safety concerns at intersection of US 460 and Prospect Rd

### Summary of Needs - E3 Segment

H.		Safety concerns at intersection of US 460 and VA 307
I.		Insufficient merge distance on ramp from US 460 to US 29 South
J.		No parallel highway facilities exist for US 460
K.		No passenger rail service from Lynchburg to other cities in the corridor
L.		US 460-Business between Tomahawk Dr and Roundelay Rd in Lynchburg: 87 severe crashes
M.		US 460 between Cherry St and Rocks Church Rd in Appomattox: 15 severe crashes
N.	 	Unreliable Amtrak service from Lynchburg station. Average departure delay is 23 minutes totaling over 16,200 person-hours of delay from this segment.





# REVIEW OF VTRANS2040

- UDA Needs – Amelia Courthouse

**UDA Needs Profile: Amelia Courthouse**

The Amelia Courthouse UDA is located at the junction of Business 360 and Route 28 in Amelia County.

**Location Characteristics**

- PDC - Richmond Regional PDC
- UDA Size - 1.4 square miles
- Year Designated - 2011

**Comprehensive Plan Detail** - The Amelia County Revised Comprehensive Plan (2005) designated the Amelia County Courthouse area as the county's primary Village Development Area. The County will make the Courthouse Area its top priority for utility and other major infrastructure improvements in order to concentrate growth of major residential and commercial developments. In the plan, Village Development Areas are defined as lands which are either within a designated utility service area (for public water or sewer) of the village, or which are very close and convenient to a village area. The Village Development Areas are generally appropriate for residential, business, and limited industrial development of medium and higher densities, in concert with available public utilities.

**Geographic Location**

**Socio-Economic Characteristics**

**UDA Characteristics:** (Source: LHD, 2010)

- Total Population - 789 persons
- Total Primary Jobs - 890 jobs

**Jobs by Industry**

Health Care and Social Assistance	31%
Public Administration	13%
Other Jobs	18%
Educational Service	38%

**Total Jobs by Earnings**

<= \$15,000 per year	23%
\$15,000 - \$39,999 per year	44%
> \$39,999 per year	23%

**Jobs Within a 45 Minute Drive**

- Working Age Population Within a 45 Minute Drive: 8,886
- Working Age Population Within a 45 Minute Drive: 17,778

Source: EPA Smart Location Database, U.S. Census tract data

**Jurisdiction Characteristics:** (Source: Western Center Center)

**Population Growth**

2010	12,690
2025	13,663

7.6% increase

**Urban Development Areas - Amelia County**

**Current Place Type - Rural or Village Center**

**Planned Place Type - Rural or Village Center**

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

**Internal UDA Needs**

- Roadway Operations
- Capacity/Access
- Amenities
- Infrastructure
- to Natural

**External UDA Needs**

**High**

- Complete Streets
- Safety Features
- On-Street Capacity
- Off-Street Parking
- Intersection Design
- Signage
- Roadway Capacity
- Roadway Operations
- Transit Frequency
- Transit Operations
- Transit Capacity/Access
- Transit Facilities/Amenities
- Complete Streets
- Intersection Design
- Signage
- Improvements to Natural Environment
- Street Grid
- Bicycle Infrastructure
- Pedestrian Infrastructure
- Complete Streets
- Safety Features
- On-Street Parking
- Off-Street Parking
- Safety

**Needs Gap (% shortfall)**

gap by need category (to promote UDA)

**Highest Rated Overall Needs within UDA**

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

- Circulation and access within the UDA
- Friendly pedestrian and bicycle environment



# 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))

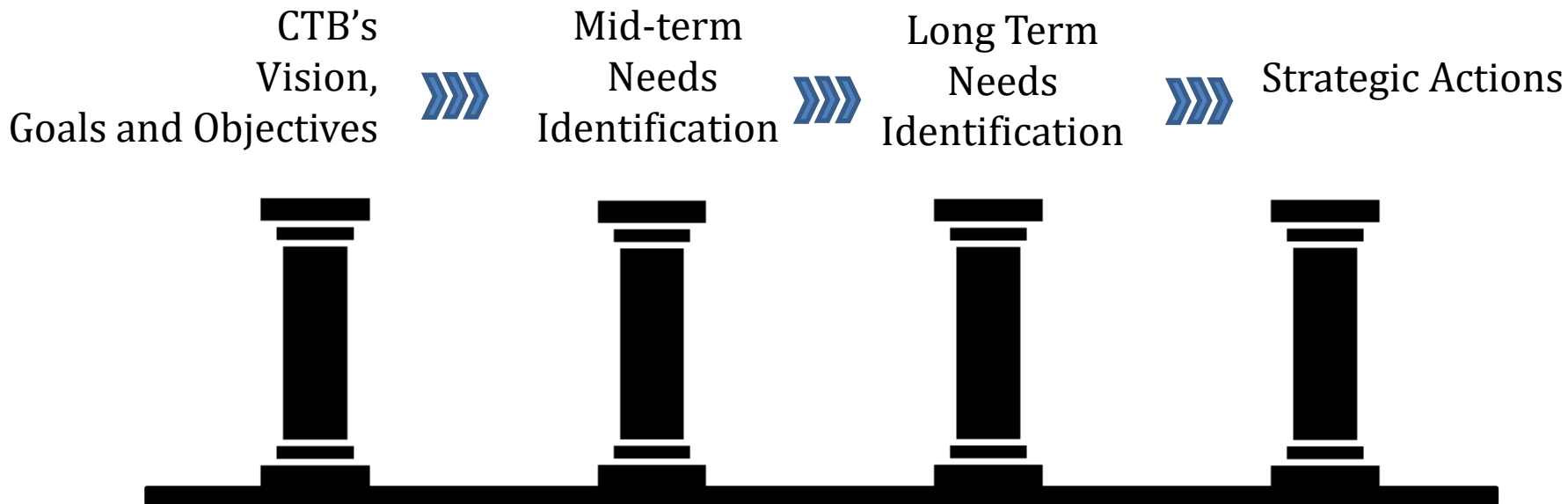


# VTRANS UPDATE KICK-OFF

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



# MAJOR COMPONENTS





# MAJOR COMPONENTS (Vision, Goals, and Objectives)

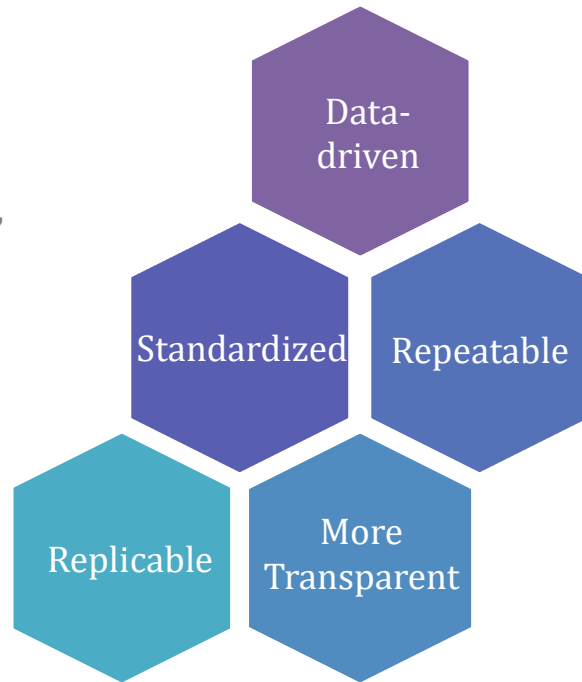
- CTB to review and reaffirm their overall direction for transportation planning & policy
- Vision to be informed by:
  - A public survey
  - Vulnerability assessment
  - Demographic and land use trends, opportunities, and challenges
  - Technology trends, opportunities, and challenges
  - Financial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



# MAJOR COMPONENTS (Mid-term Needs)

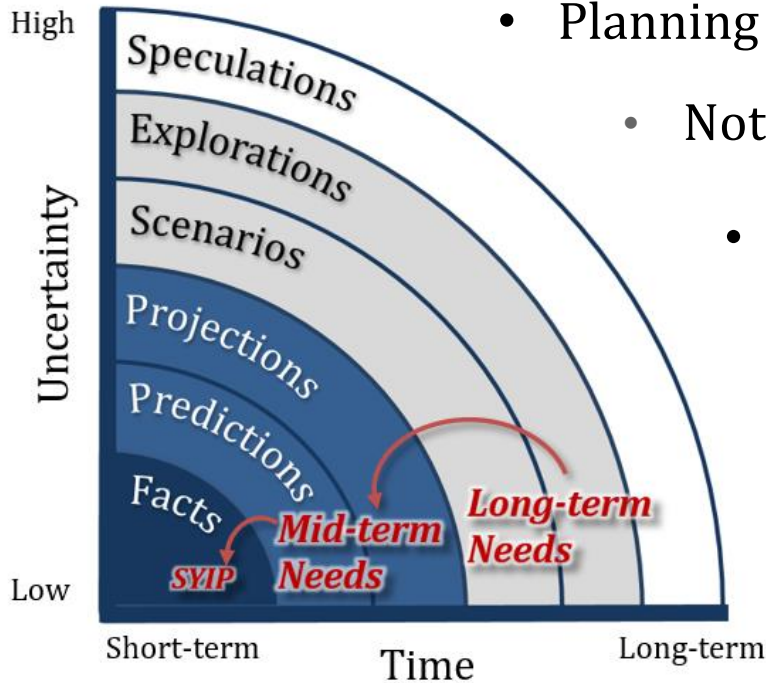
- Planning horizon: 0- 10 years
- **CTB to adopt a policy for needs identification**
  - Define “transportation need”
  - Review of VTrans need categories (e.g. CoSS, RN, UDA, Safety)
  - Utilize adopted Performance Targets, new measures or Key Performance Indicators (KPIs)
- **Adoption of the mid-term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

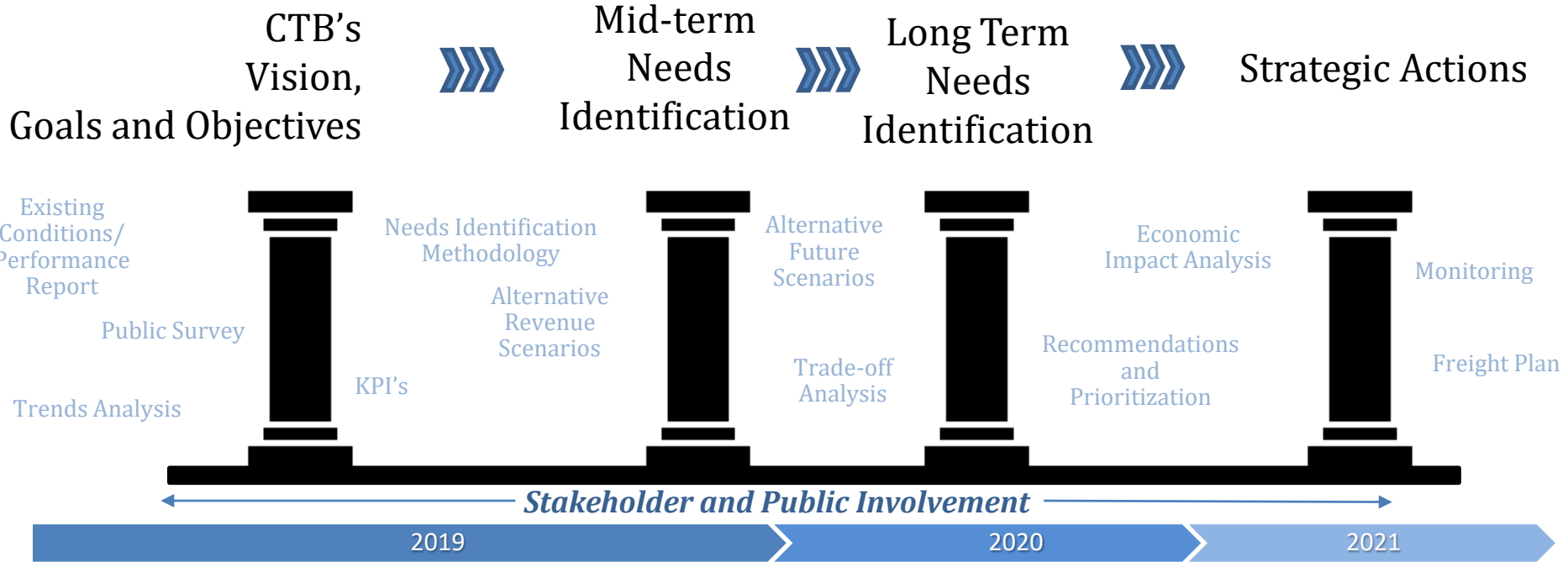


# EXPECTED OUTCOMES

- 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
    - Fall/Winter 2018:
      - Kick-off/Approach
    - Spring 2019:
      - Review Existing Conditions & Trends (to inform Vision)
      - Review Economic Profiles
      - Discuss Needs Identification Methodology
    - Fall 2019:
      - Review Draft Mid-Term Needs
  - Informal updates and notifications
  - MPO-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



# Thank you

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