

VTrans:
Virginia's Statewide Multimodal Transportation Plan

Kick-off VTrans Update

SAW MPO Meeting

December 5, 2018

Katie Schwing, AICP

Senior Transportation Planner

Office of Intermodal Planning and Investment (OIPI)



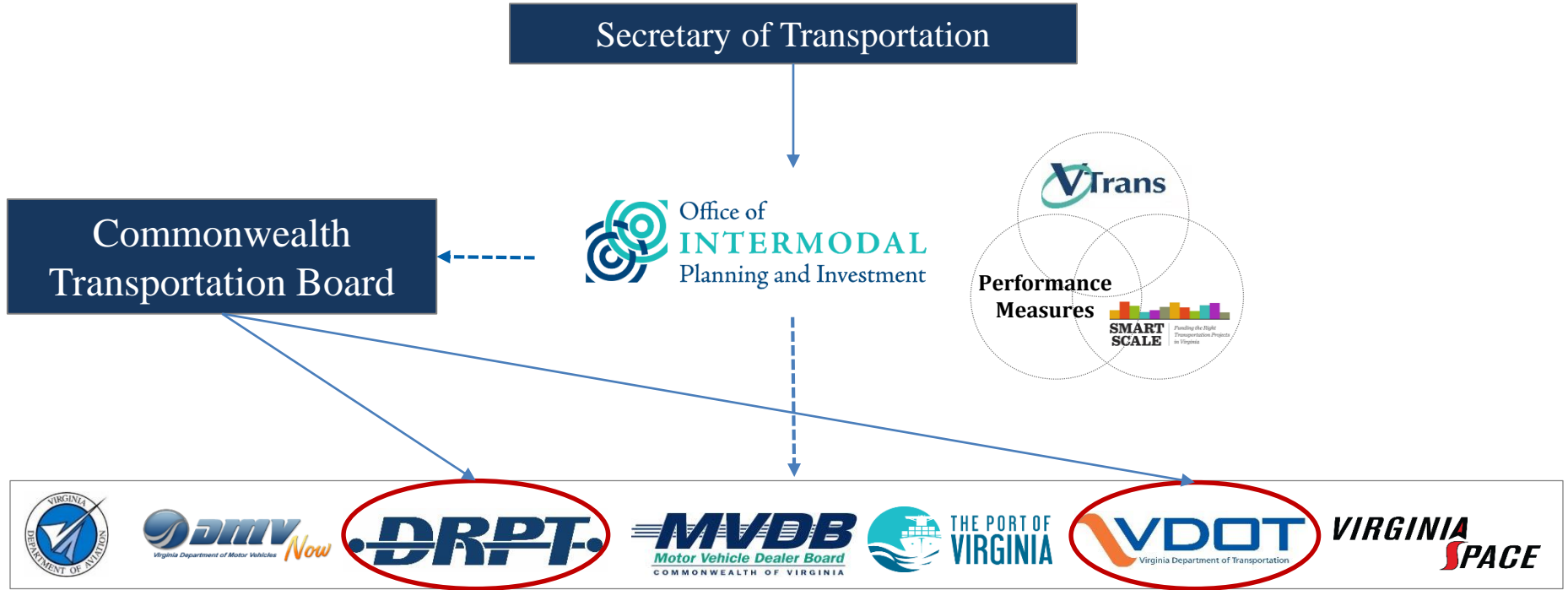


WHAT IS VTRANS?

- *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

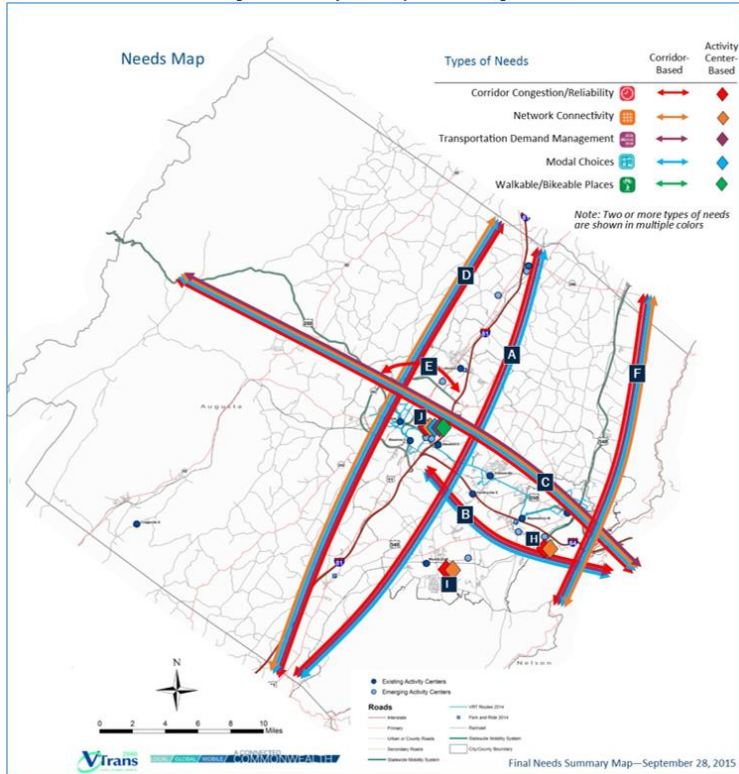
- Needs Assessment
 - Used a ten-year horizon
 - Identified needs by Travel Market:
 - Corridors of Statewide Significance
 - Regional Networks
 - Urban Development Areas (UDA's)
 - Safety (PSI's)
- Recommendations
 - Needs from the above categories were consolidated into one set of needs
 - Projects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



See VTrans.org for reports



REVIEW OF VTRANS2040 (Regional Network Needs)



A.	I-81 Corridor and Interchanges
B.	I-64 Corridor and Interchanges
C.	US 250 Corridor
D.	US 11 Corridor
E.	VA 262 Corridor
F.	US 340 Corridor
G.	Various Activity Centers
H.	Emerging Activity Centers at VA 340/Delphine
I.	Stuarts Draft Activity Centers
J.	Staunton Crossing Emerging Activity Center



REVIEW OF VTRANS2040 (COSS Needs)

B4 SEGMENT NEEDS

Summary of Needs - B4 Segment

A.		Redundancy issues along Corridor C-1 US 11 not able to handle overflow when incident occur on I-83 resulting in significant delay
B.		US 11 south of Rappahannock in Rockbridge County: 4 severe crashes
C.		No bus or rail service is available in this segment

VTrans2040 | District Corridor B4 | Page 10

B5 SEGMENT NEEDS

Summary of Needs - B5 Segment

A.		US 11 not able to handle overflow when incident occur on I-83 resulting in significant delay
B.		Lack of hourly transit service between Staunton, Waynesboro, Charlottesville, and Farmington
C.		Park and Ride facilities at capacity
D.		Safety concerns on I-83 Bridge at I-64 I-83 I-85 related to structural condition and ability to handle amount of heavy truck traffic
E.		Park and Ride facilities at capacity
F.		Safety concerns along I-83 between Exits 243-251
G.		US 11 in Staunton between West Village Dr and VA-802: 27 severe crashes
H.		US 11 in Harrisonburg between Prince Drive and West Market Street: 30 severe crashes
I.		US 11 between Annual Drive and West Board Street in Winchester: 17 crashes
J.		US 11 near northern interchange with I-81 north of Winchester: 28 severe crashes
K.		Unreliable Amtrak service from Staunton. Average departure delay is 73 minutes totaling over 4,100 person hours of delay from this segment.
L.		Park and Ride lots in Augusta County have a higher utilization rate than the statewide average
M.		No bus or rail service is available from Staunton to cities on the corridor
N.		No bus or rail service is available from Harrisonburg to cities on the corridor
O.		No bus or rail service is available from Winchester to cities on the corridor
P.		Reliability issue at US 11 and South Braddock Street in Winchester

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C2 SEGMENT NEEDS

Summary of Needs - C2 Segment

A.		Redundancy issues along Corridor C-1 US 11 not able to handle overflow when incident occur on I-83 resulting in significant delay
B.		US 11 south of Rappahannock in Rockbridge County: 4 severe crashes
C.		No bus service is available in the segment
D.		Unreliable Amtrak service from Staunton station. Average departure delay is 73 minutes totaling over 4,100 person hours of delay from this segment.

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C3 SEGMENT NEEDS

Summary of Needs - C3 Segment

A.		Travel demand between Claydon and Staunton region results in peak period congestion and delays on the Amtrak corridor
B.		Redundancy issues along Segment C-1 US 11 not able to handle overflow when incident occur on I-83 resulting in significant delay
C.		Similar transit options between Staunton, Waynesboro, and Charlottesville
D.		Single rail capacity bottleneck, necessary for double tracking
E.		US 110 between Exits 264 and 265 in Waynesboro: 30 severe crashes
F.		US 110 between Lee Smith Rd and Highway Park in Waynesboro: 28 severe crashes
G.		US 110 between Staunton and Exits 264 and 265 in Waynesboro: 30 severe crashes

Summary of Needs - C3 Segment

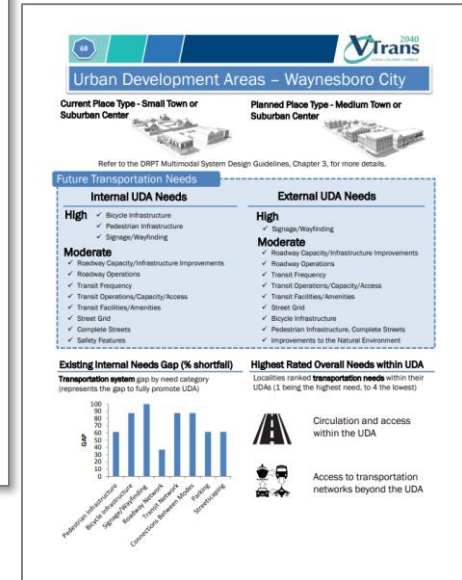
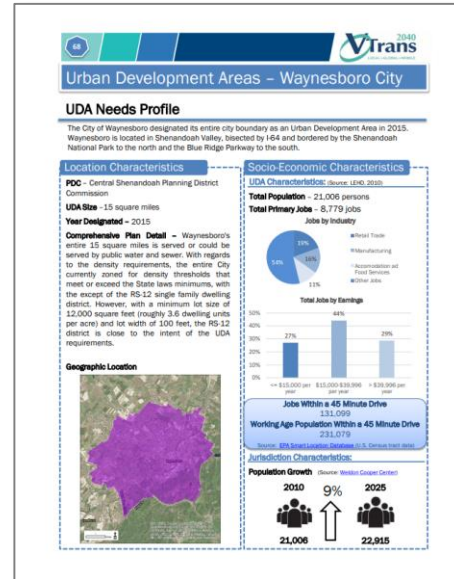
H.		US 110 gaps between Staunton Road and Main Highway in Waynesboro. Severe crashes, including that of the intersection with Main Highway
I.		Unreliable Amtrak service from Staunton to Exits 264/265 resulting in significant delay and inconvenience to all users except Amtrak and Amtrak's freight service
J.		Park and Ride lots in Augusta County have higher utilization rates than statewide average
K.		No bus service from Staunton to other cities on the corridor
L.		No passenger rail service from Waynesboro to other cities on the corridor
M.		Competition issue on US 110 between US 27 Business and I-81 in Charlottesville
N.		Redundancy issues along I-83 between I-81 Business (I-83 Business) and I-81 and Highway Park in Charlottesville
O.		Competition issue on US 110 at junction with US-101 near Staunton

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REVIEW OF VTRANS2040 (UDA Needs)

- Waynesboro (City Boundary)
- Staunton (City Boundary)
- Augusta County (five locations)
 - Fishersville
 - Stuarts Draft
 - Verona
 - Weyers Cave
 - Staunton South and West





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))

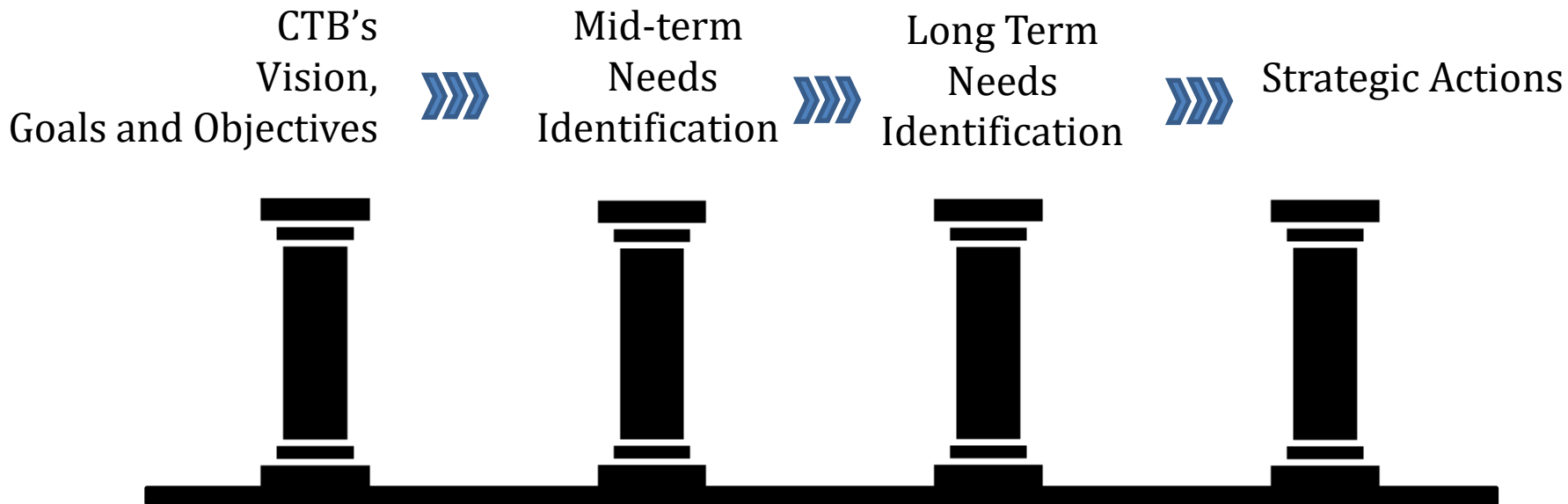


VTRANS UPDATE KICK-OFF

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



MAJOR COMPONENTS





MAJOR COMPONENTS (Vision, Goals, and Objectives)

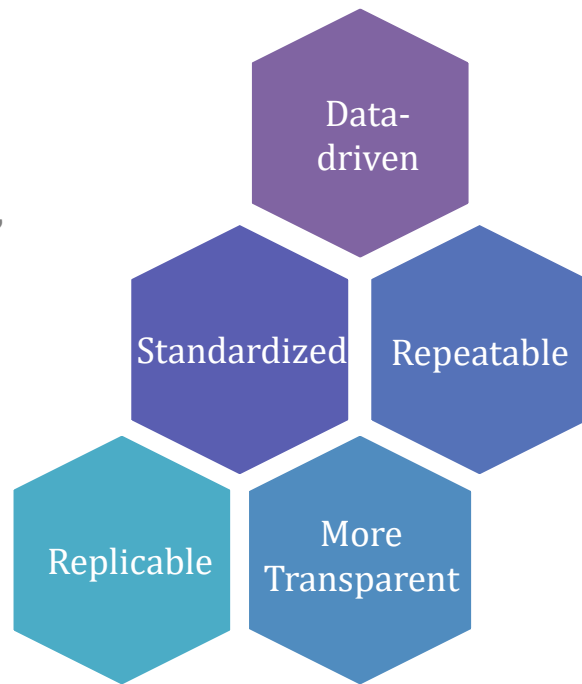
- CTB to review and reaffirm their overall direction for transportation planning & policy
- Vision to be informed by:
 - A public survey
 - Vulnerability assessment
 - Demographic and land use trends, opportunities, and challenges
 - Technology trends, opportunities, and challenges
 - Financial trends,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



MAJOR COMPONENTS (Mid-term Needs)

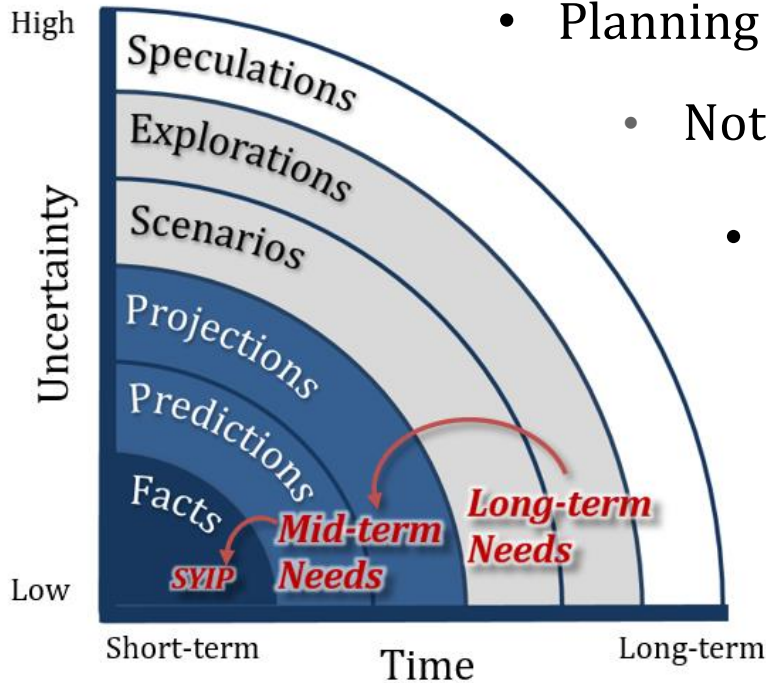
- Planning horizon: 0- 10 years
- **CTB to adopt a policy for needs identification**
 - Define “transportation need”
 - Review of VTrans need categories (e.g. CoSS, RN, UDA, Safety)
 - Utilize adopted Performance Targets, new measures or Key Performance Indicators (KPIs)
- **Adoption of the mid-term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



THEMES (Key Modifications)



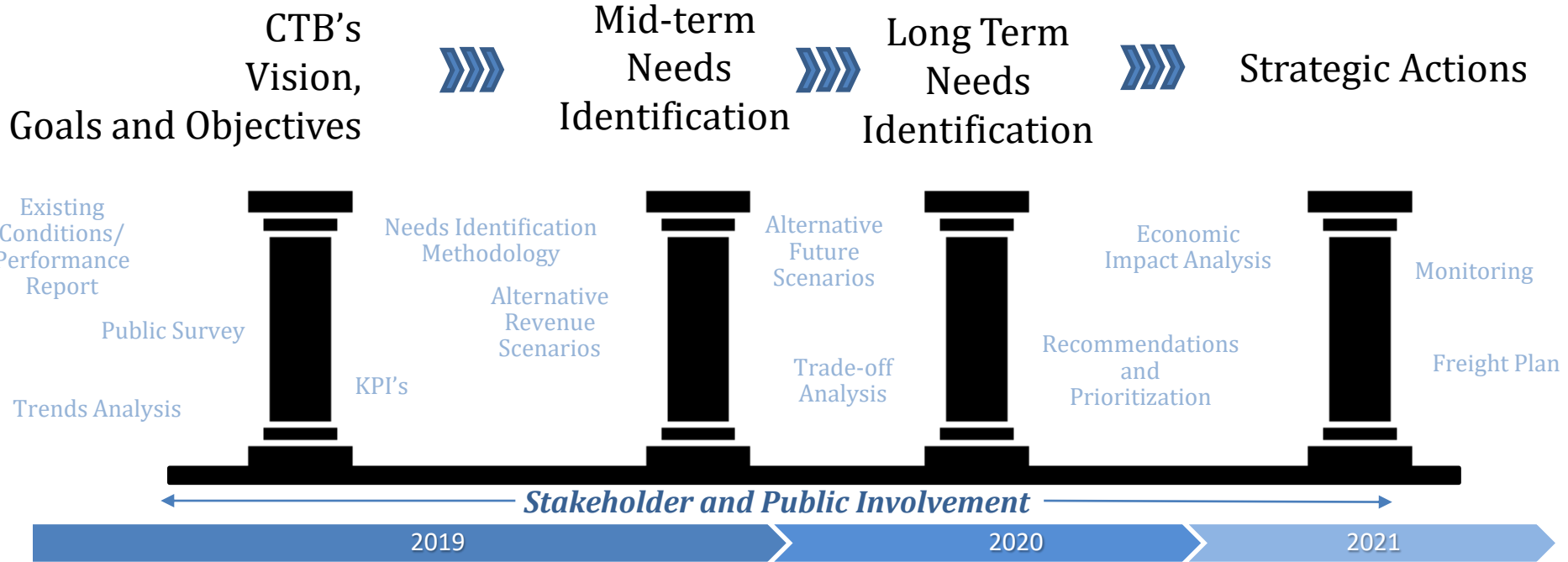
Image Source: USDOT

- Resilient Transportation Infrastructure
- Smart Transportation Infrastructure
- Smarter Investments

- Increase awareness among public and local agencies



KEY MILESTONES





STAKEHOLDER INVOLVEMENT

- With MPO's
 - 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