



Regional Accessibility

To:

VTrans2035 Forum

October 16, 2009

By:

Hannah Twaddell

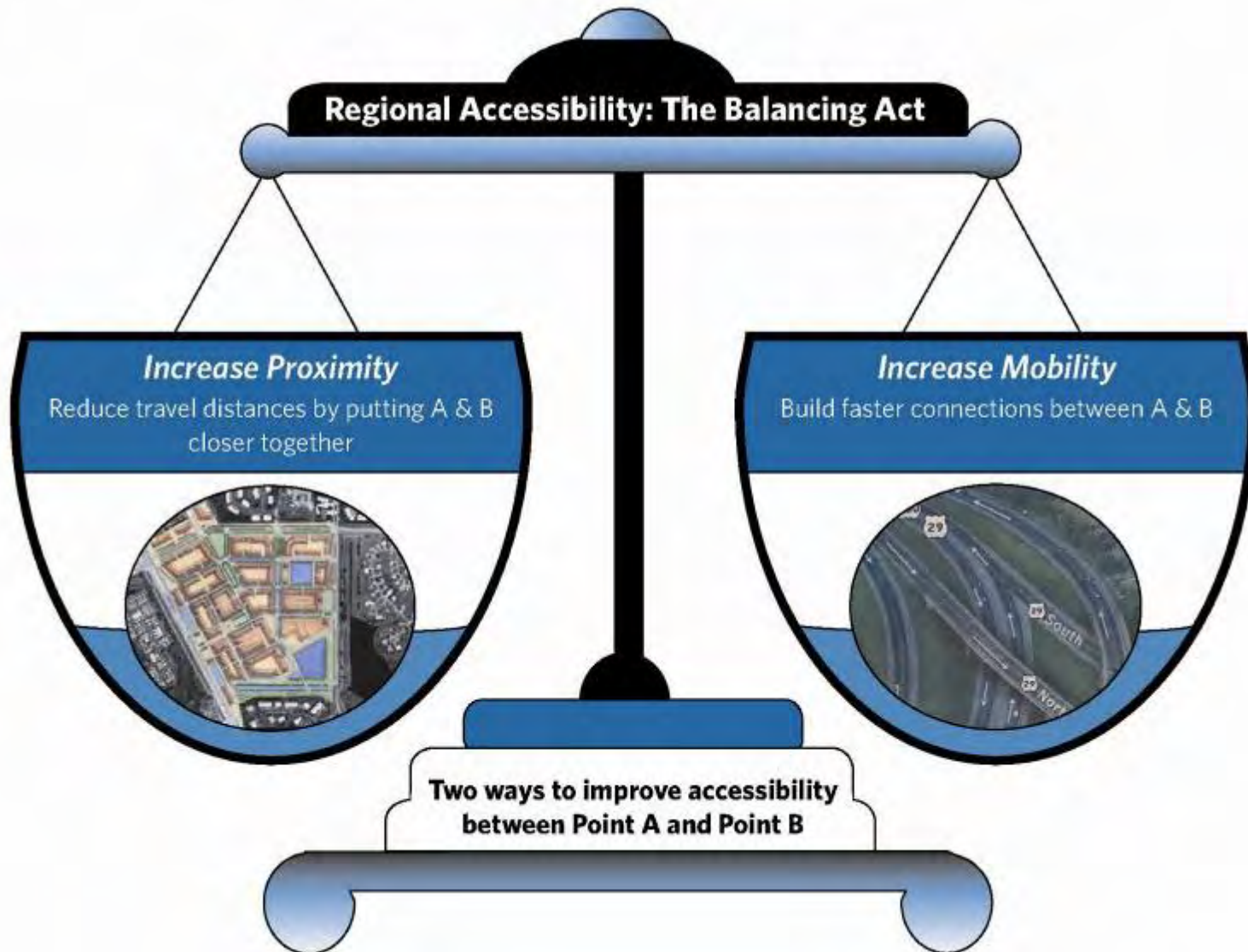
Renaissance Planning Group

- **What is regional accessibility?**
- **How can improving regional accessibility help Virginia thrive and prosper?**
- **What can we do to improve regional accessibility?**
- **How can we optimize existing and future transportation investments and community development?**

The ability to move from A to B within a defined region

- **From one community or activity center to another**
 - Commuting to work
 - Doing the weekly grocery shopping
 - Going out to dinner or to see a show
- **Within a community or activity center**
 - Taking children to school or the park
 - Picking up a quart of milk or a loaf of bread
 - Going out for ice cream
 - Visiting nearby friends

Balancing Proximity and Mobility



- **Proximity of Activities**

- Origins and destinations located close to one another
- Safe, convenient access from one front door to the next for all travelers

- **Connectivity and Mobility**

- Local streets connected to regional roadways
- Bicycle routes and sidewalks connected to local origins and destinations
- Local buses accessible to pedestrians and to regional mass transit

- **Transportation Choices**

- Multiple routes
- Variety of modes

Highly accessible communities can ..

- Accommodate the travel demands generated by new growth
- Promote and sustain higher levels of economic activity
- Offer more choices of places to live
- Provide more ways to get around

Regional accessibility affects the amount of time and money we all spend on transportation.

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Strong regional accessibility can help us to...

- **Strengthen Economic Competitiveness**
- **Sustain the Natural Environment**
- **Improve Community Quality of Life**
- **Optimize Investments**

Poor regional accessibility can lead to ...

- **Lost Jobs and Economic Opportunities**
- **Exacerbated Environmental Issues**
- **Quality of Life Concerns**
- **Unsustainable Investment Costs**

95 4th Lane Widening Project



Conceptual rendering of the proposed widening project. The new lane is highlighted in green. The existing lane is highlighted in blue. The proposed widening project is highlighted in red.

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VDOT estimates the I-95 corridor will need 24 additional lanes to accommodate future traffic. Alternative solutions must be found.

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Focus on “The Five D’s” for proximity, connectivity, and travel choices –

- ***Density***
- ***Diversity***
- ***Design***
- ***Destination***
- ***Distance to Transit***

***1) Foster Efficient Density, Diversity and Design:
Encourage development of higher-density
communities that offer a mix of activities within
close proximity of each other and safe, convenient
connections for all transportation modes.***

- Participate in comprehensive plans, urban development area designations, and traffic impact analyses for major developments
- Advance subdivision street acceptance requirements (SSAR)
- Support local strategies (zoning, form-based code, parking ordinances)

2) Optimize Existing & New Destinations and Distance to Transit: Promote strategic location of residential and commercial land uses within and among regions to make efficient use of regional and local transportation networks

- Prioritize transit investments in areas with affordable, higher-density housing and employment centers
- Promote access management regulations and support growth management plans
- Advance planning tools and decision-making processes to coordinate transportation investments with economic & community development

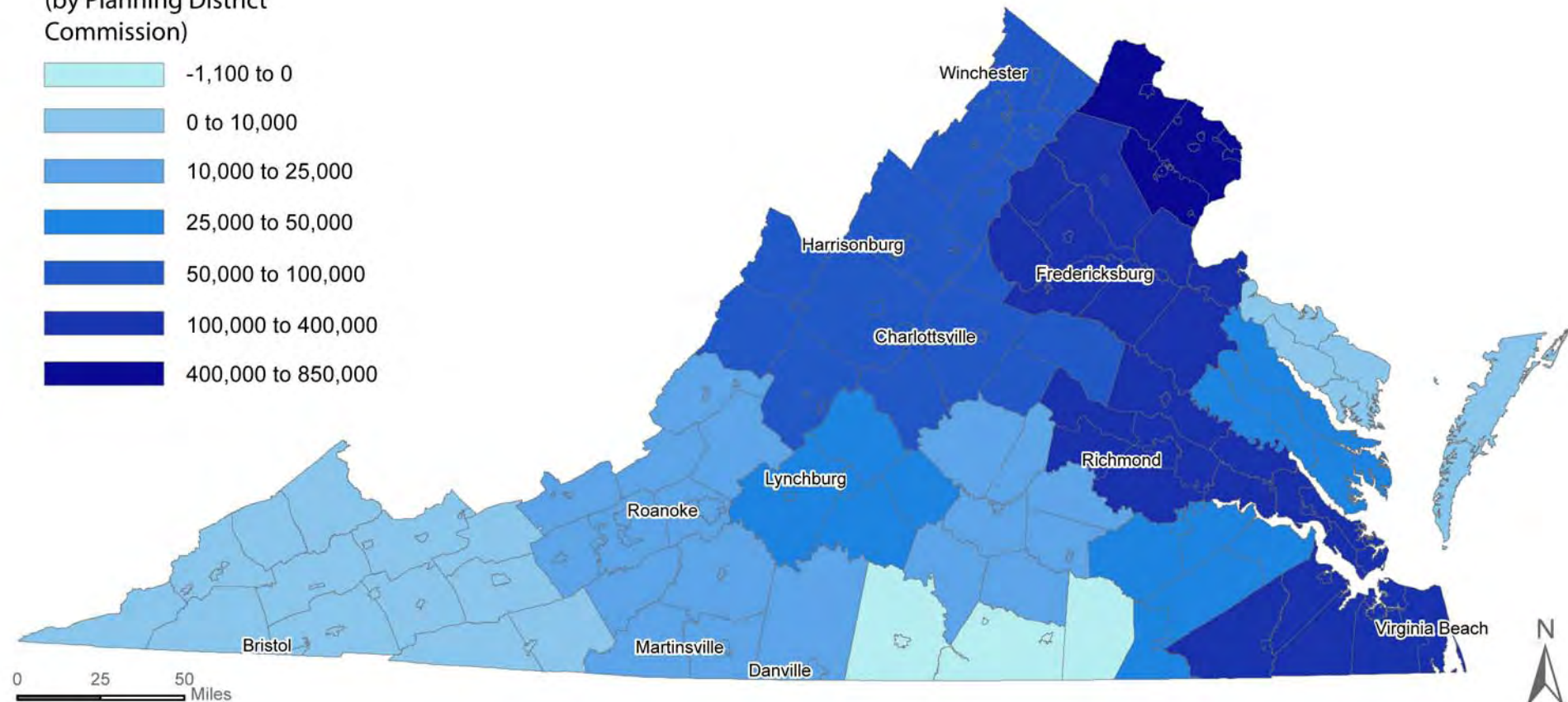
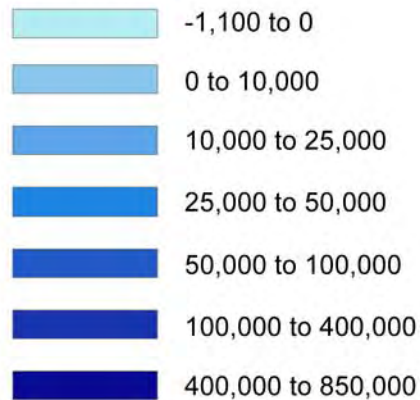
3) Expand Transportation Choices: Improve regional accessibility for all modes

- Make more efficient use_of existing regional roadway and transit systems
 - Operational improvements
 - Travel Demand Management (TDM) strategies
 - Managed lanes, value pricing, etc.
 - Multi-modal connectivity
- Develop new resources_& incentives for state, regional and local multi-modal accessibility
 - Transit systems
 - Connected street networks
 - Bicycle & pedestrian networks

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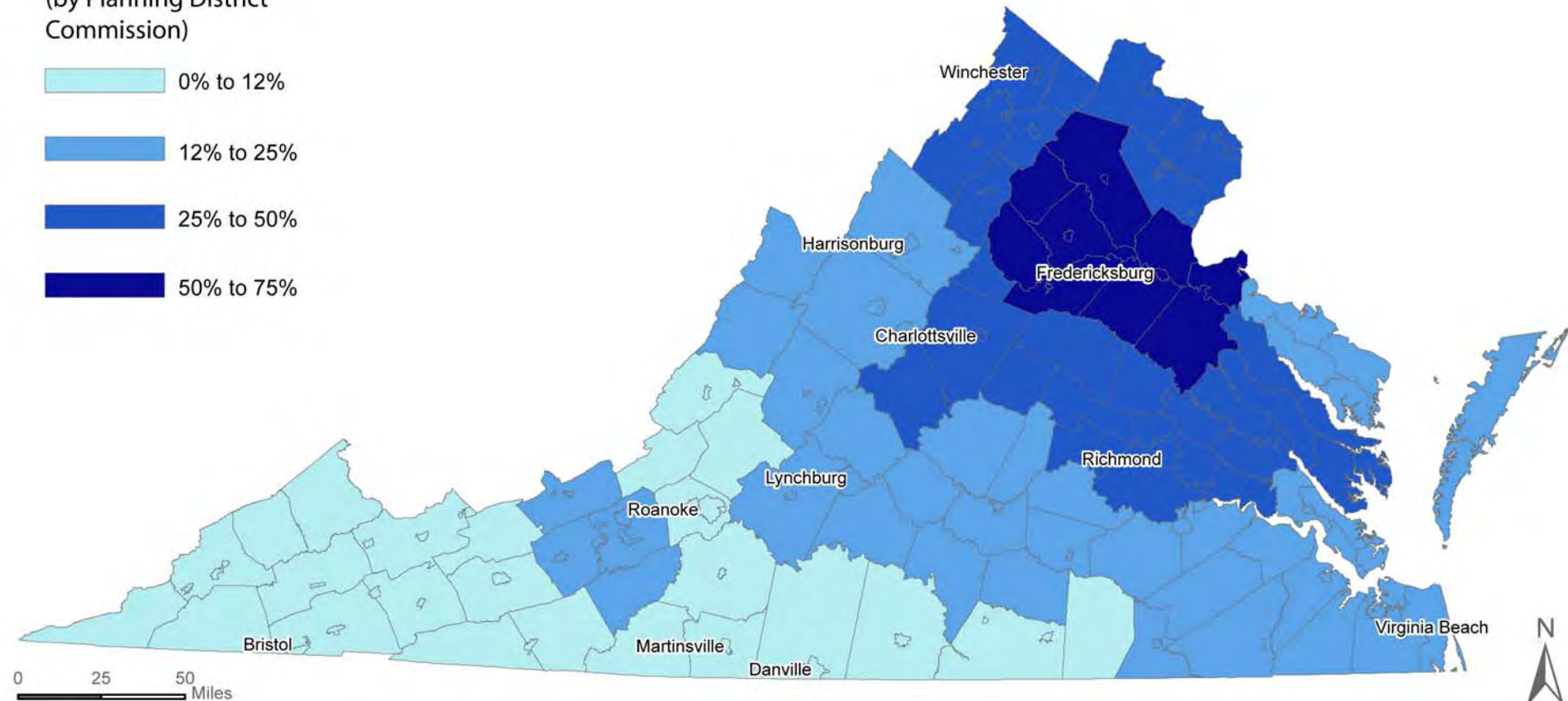
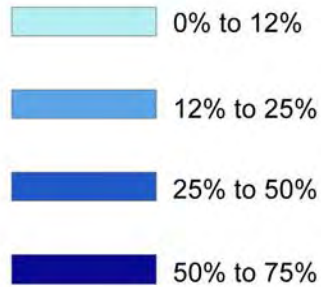
Population Growth (by PDC)

Projected Additional Population
2010 - 2035
(by Planning District
Commission)



Rate of Population Growth (PDC)

Projected Rate of Population Growth
2010 - 2035
(by Planning District
Commission)



Projected Rate of Population Growth

2010 - 2035

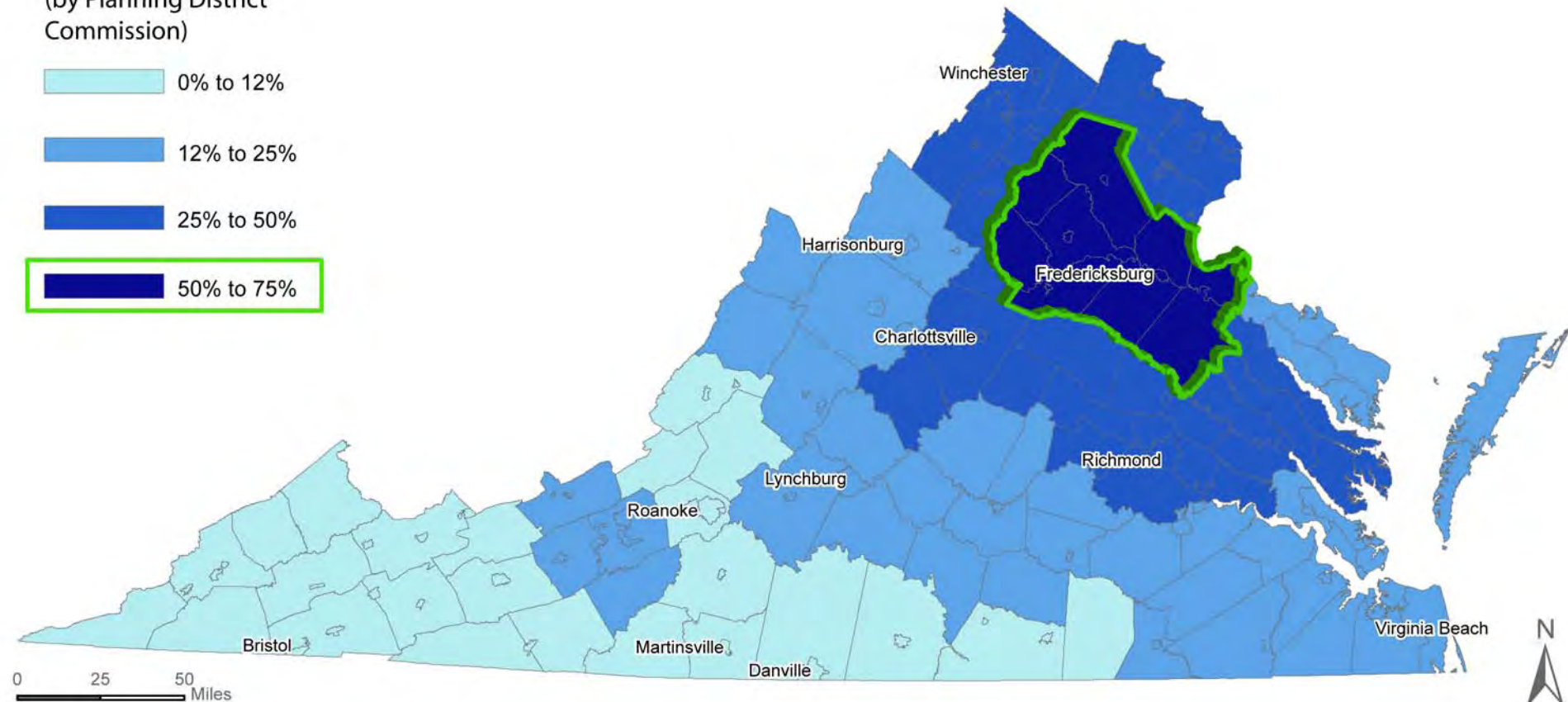
(by Planning District Commission)

0% to 12%

12% to 25%

25% to 50%

50% to 75%



Projected Rate of Population Growth

2010 - 2035

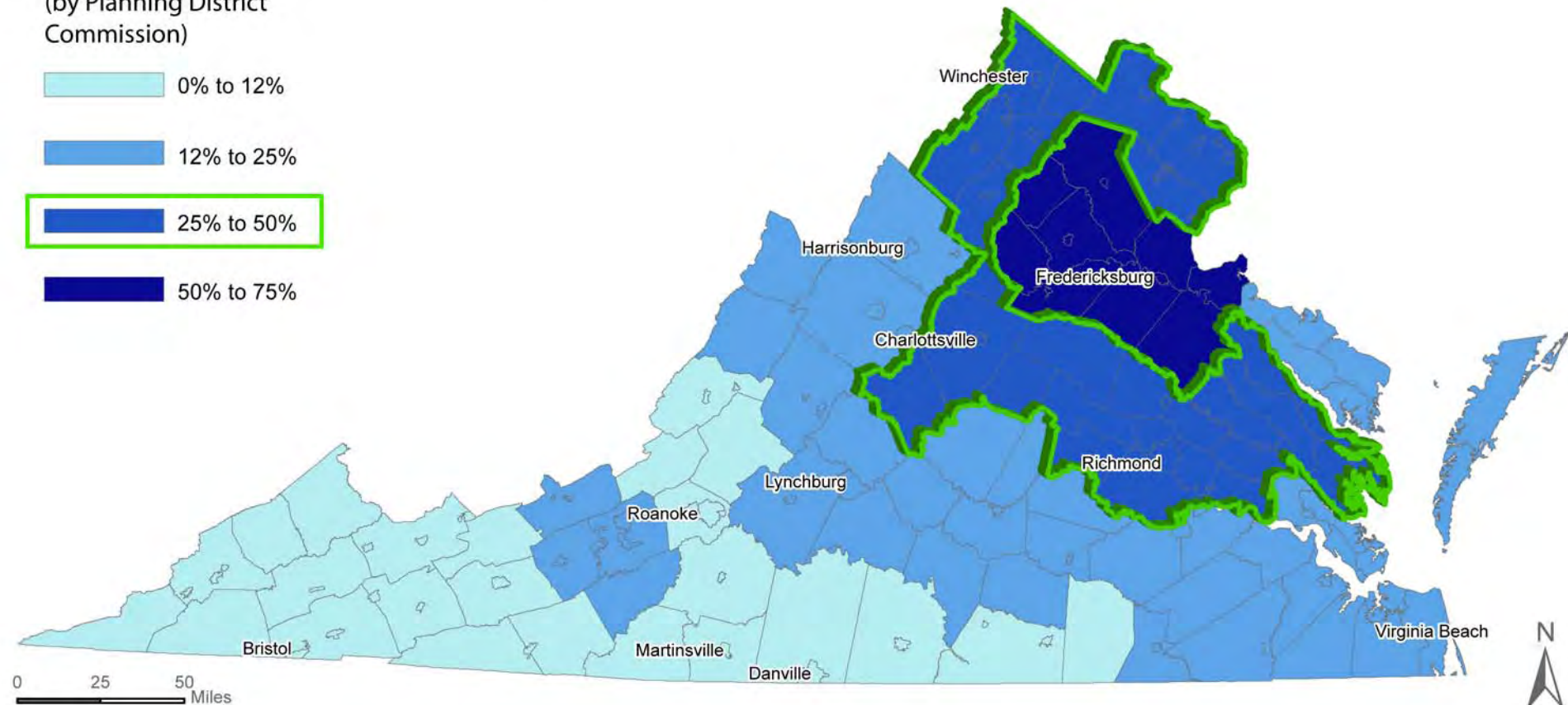
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Projected Rate of Population Growth

2010 - 2035

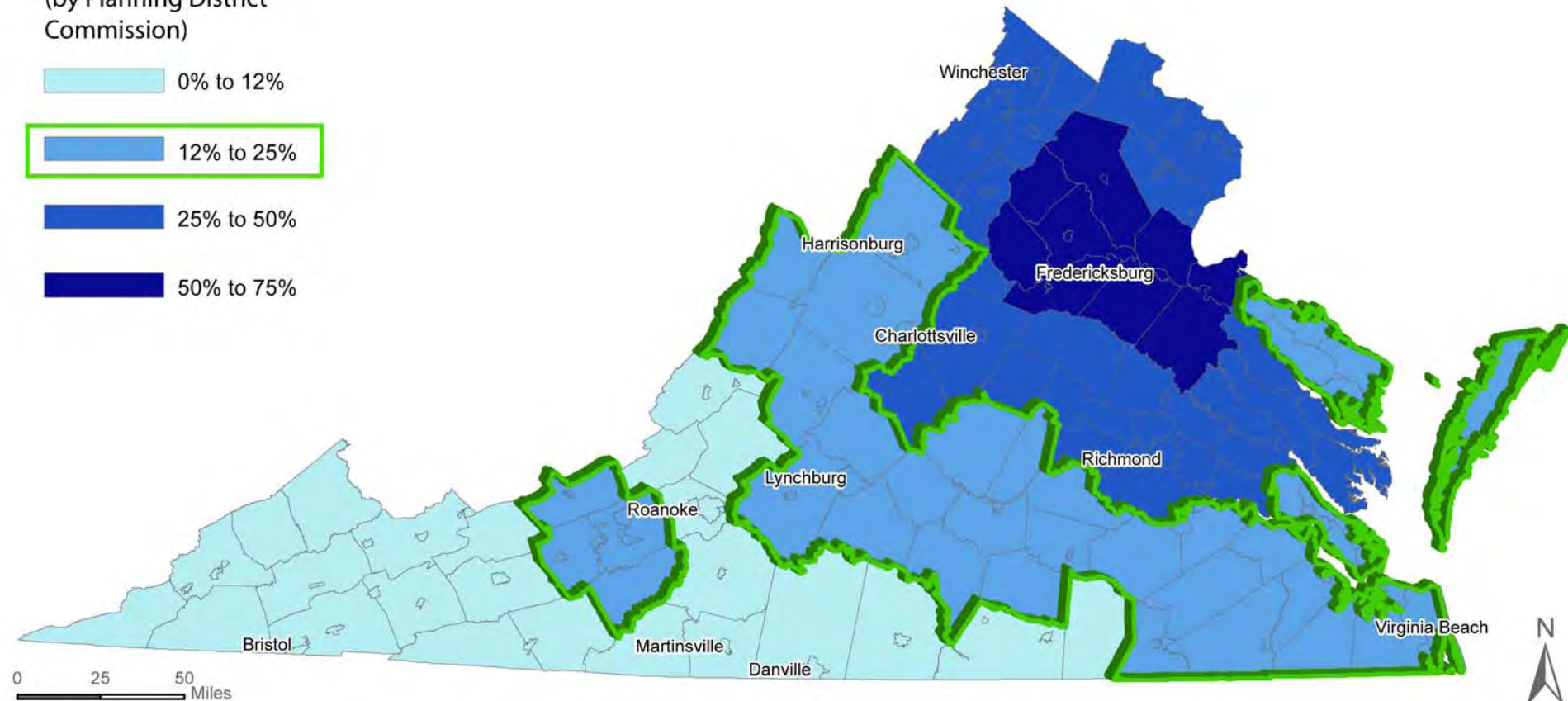
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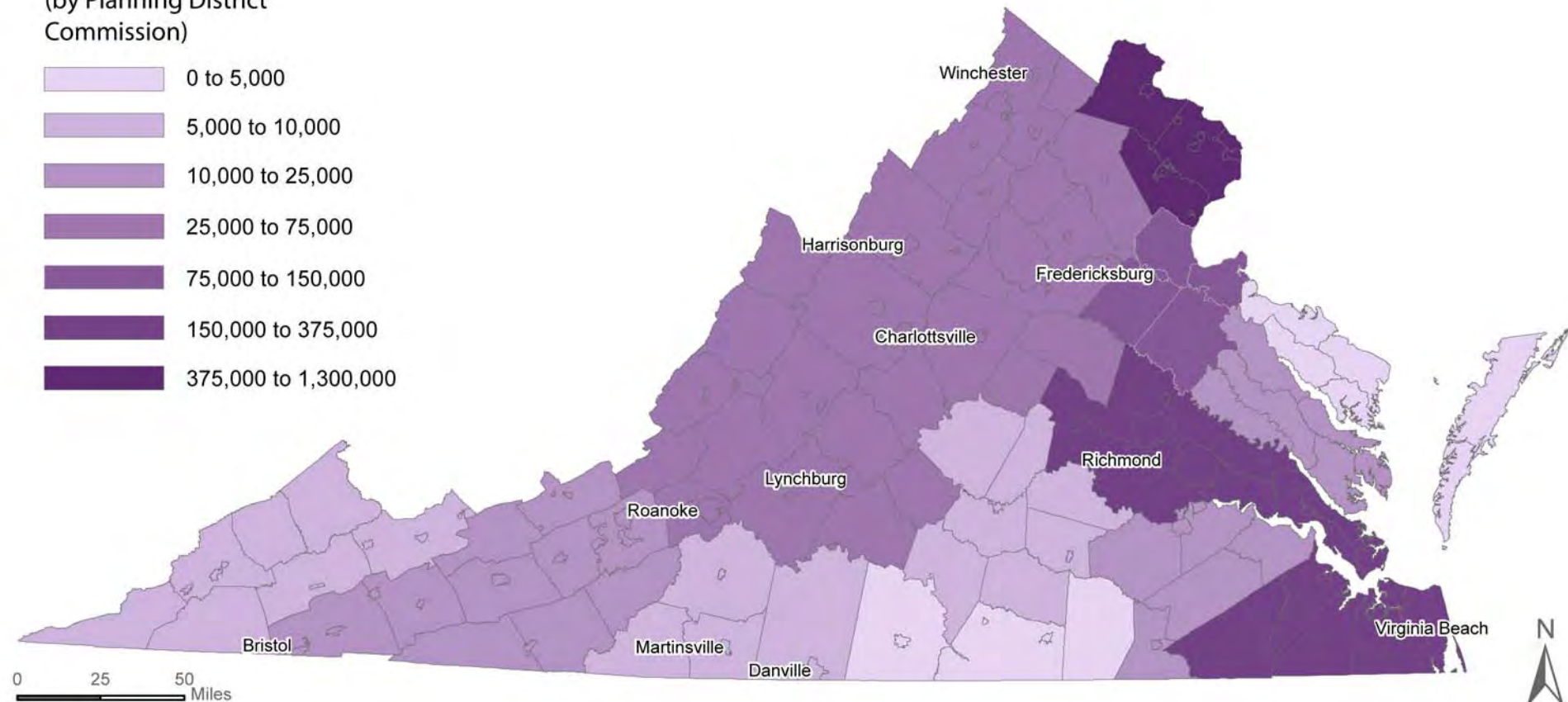
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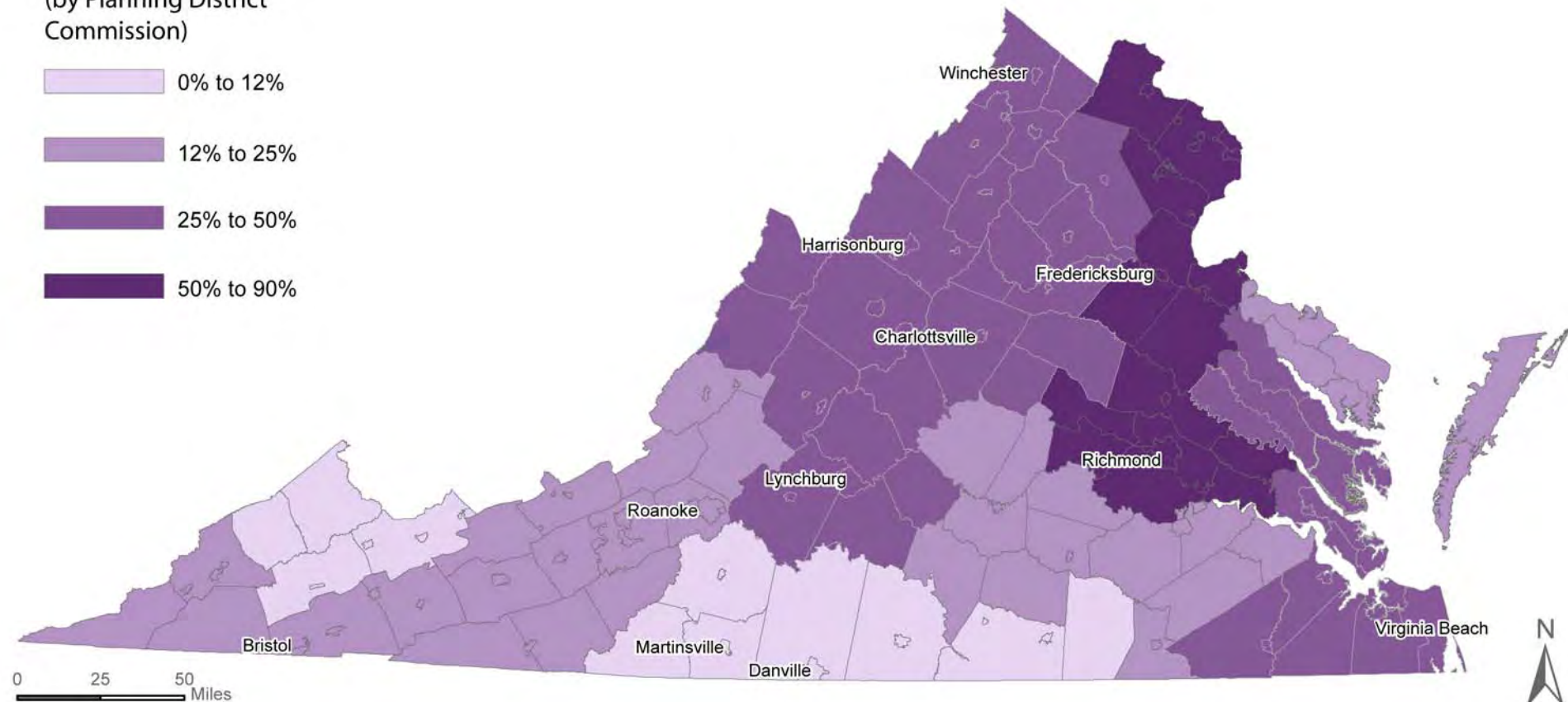
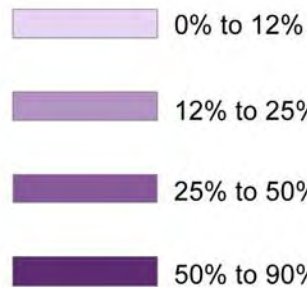
Employment Growth (by PDC)

Projected Additional Employment 2010 - 2035 (by Planning District Commission)



Rate of Employment Growth (by PDC)

Projected Rate of Employment Growth
 2010 - 2035
 (by Planning District
 Commission)



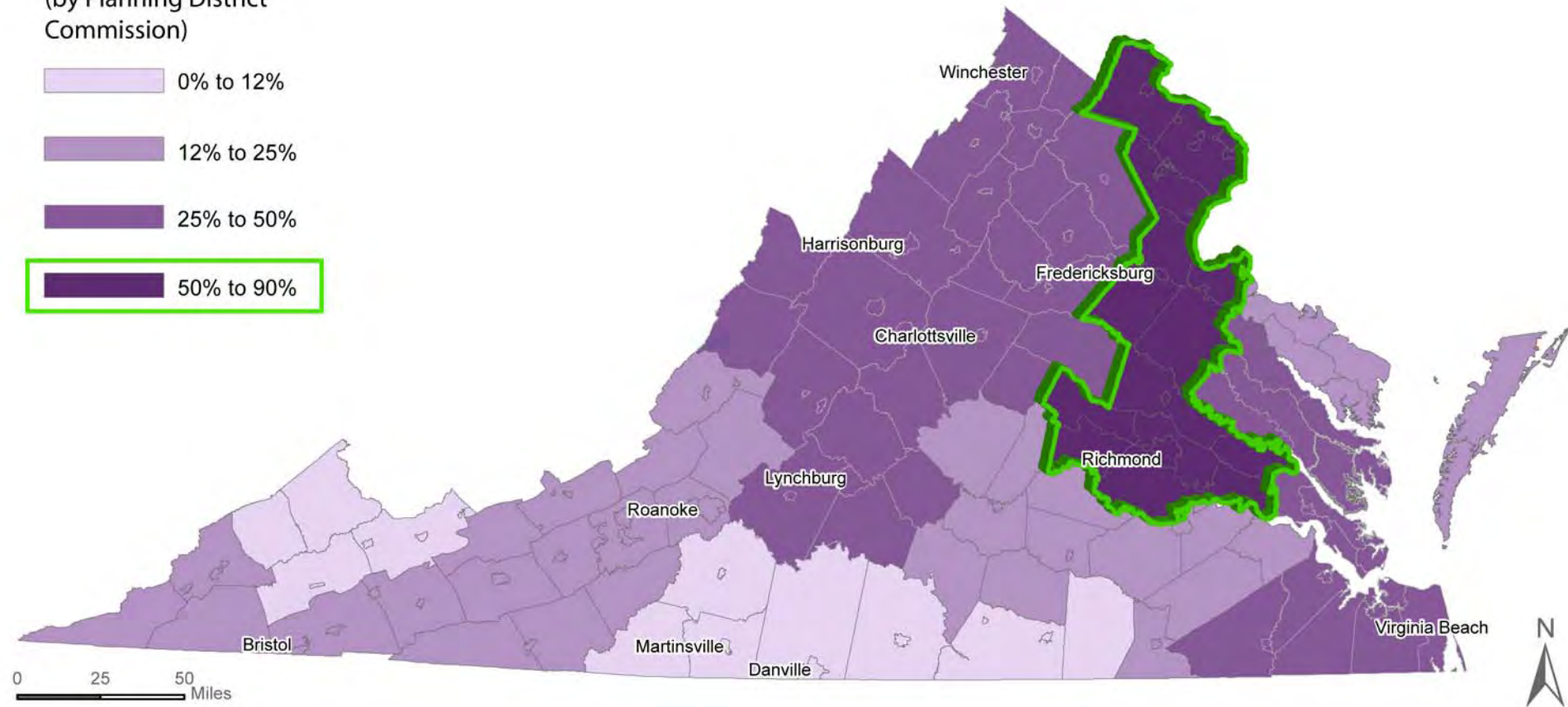
Projected Rate of Employment Growth
 2010 - 2035
 (by Planning District
 Commission)

0% to 12%

12% to 25%

25% to 50%

50% to 90%



Projected Rate of Employment Growth

2010 - 2035

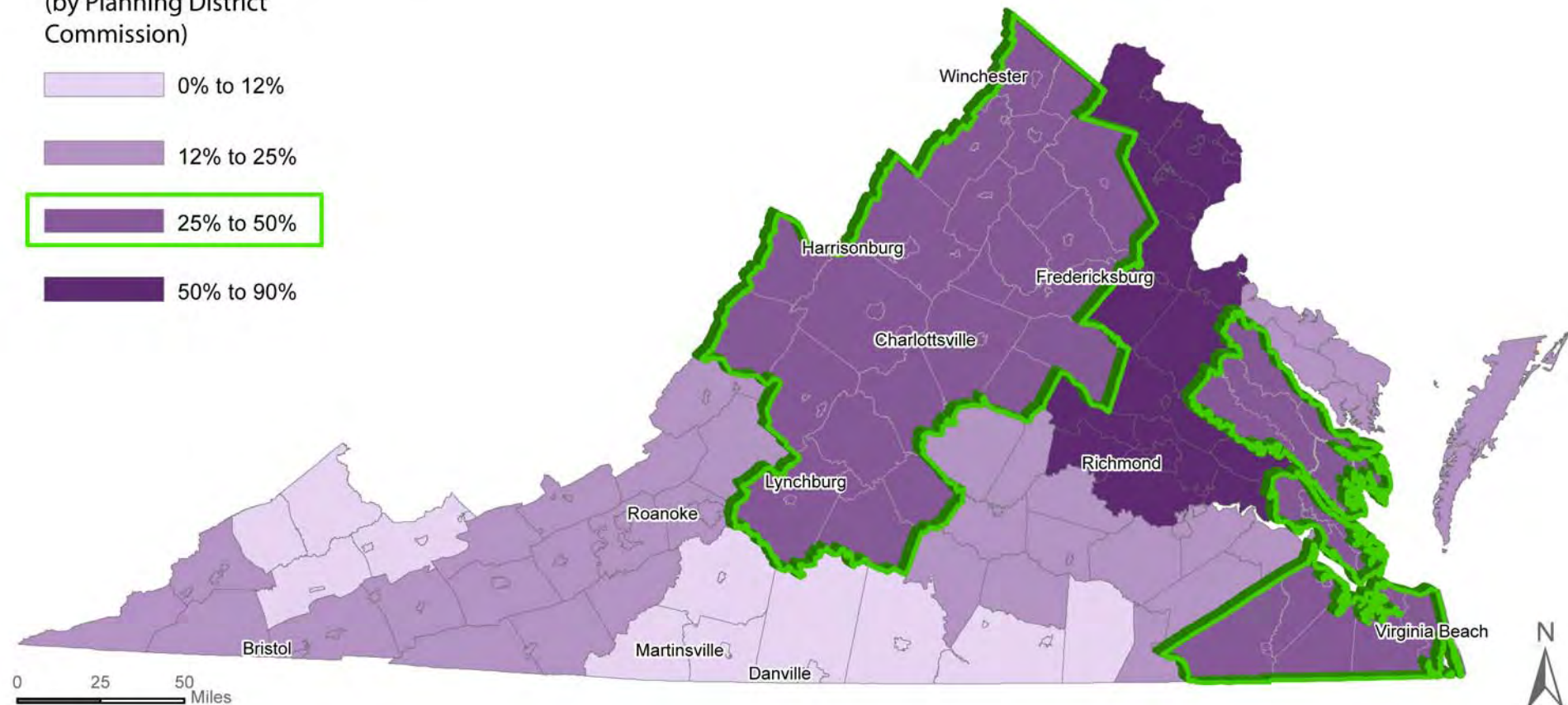
(by Planning District Commission)

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12% to 25%

25% to 50%

50% to 90%



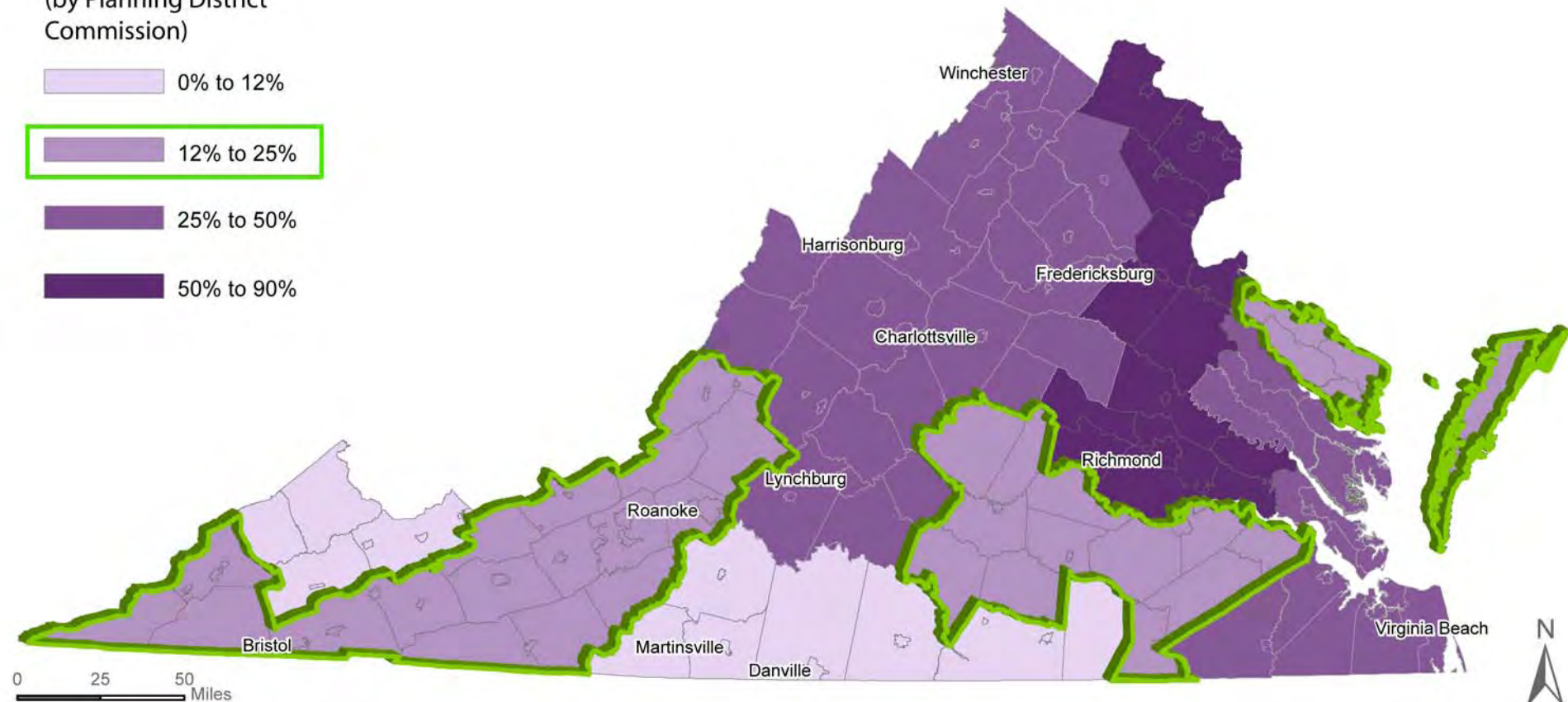
Projected Rate of Employment Growth
2010 - 2035
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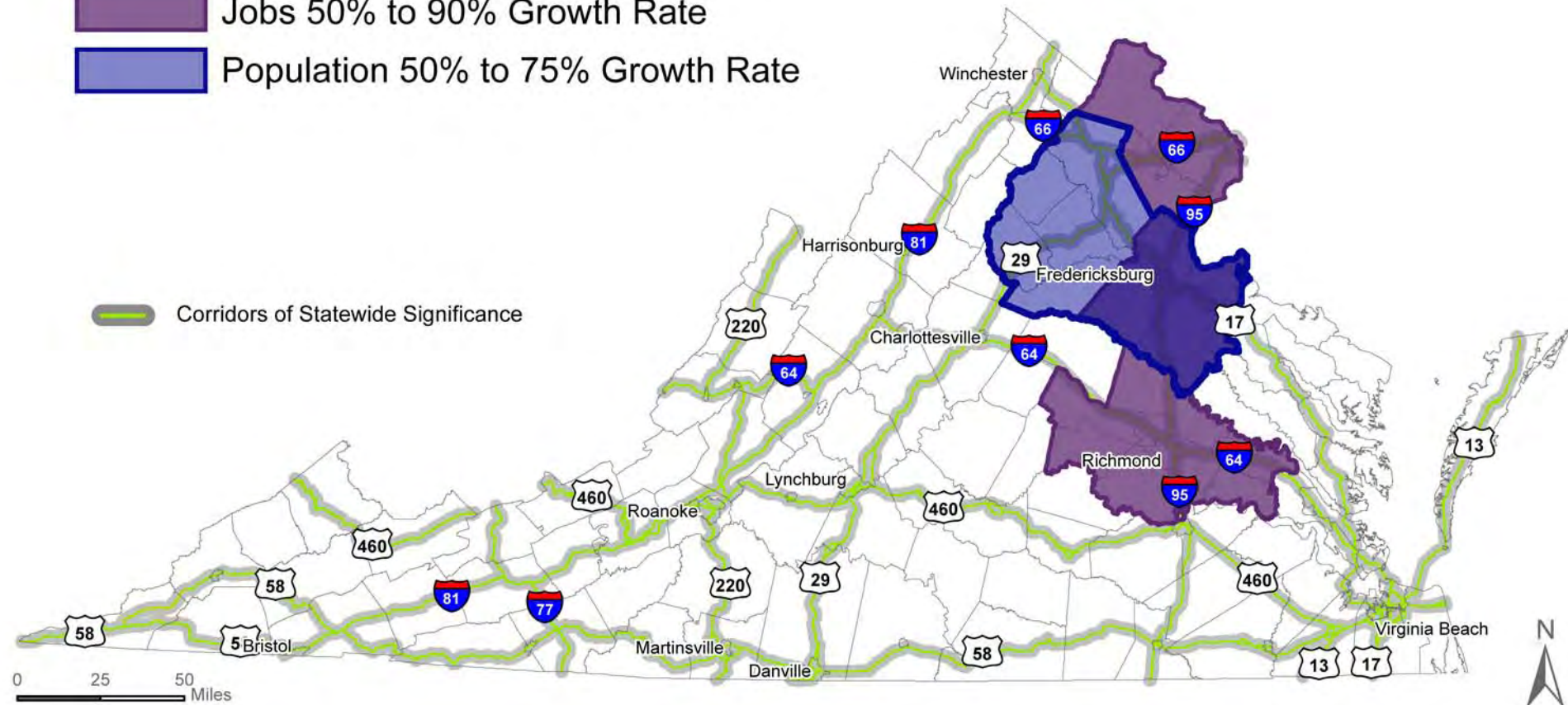
50% to 90%



Fast Growing Areas

- Jobs 50% to 90% Growth Rate
- Population 50% to 75% Growth Rate

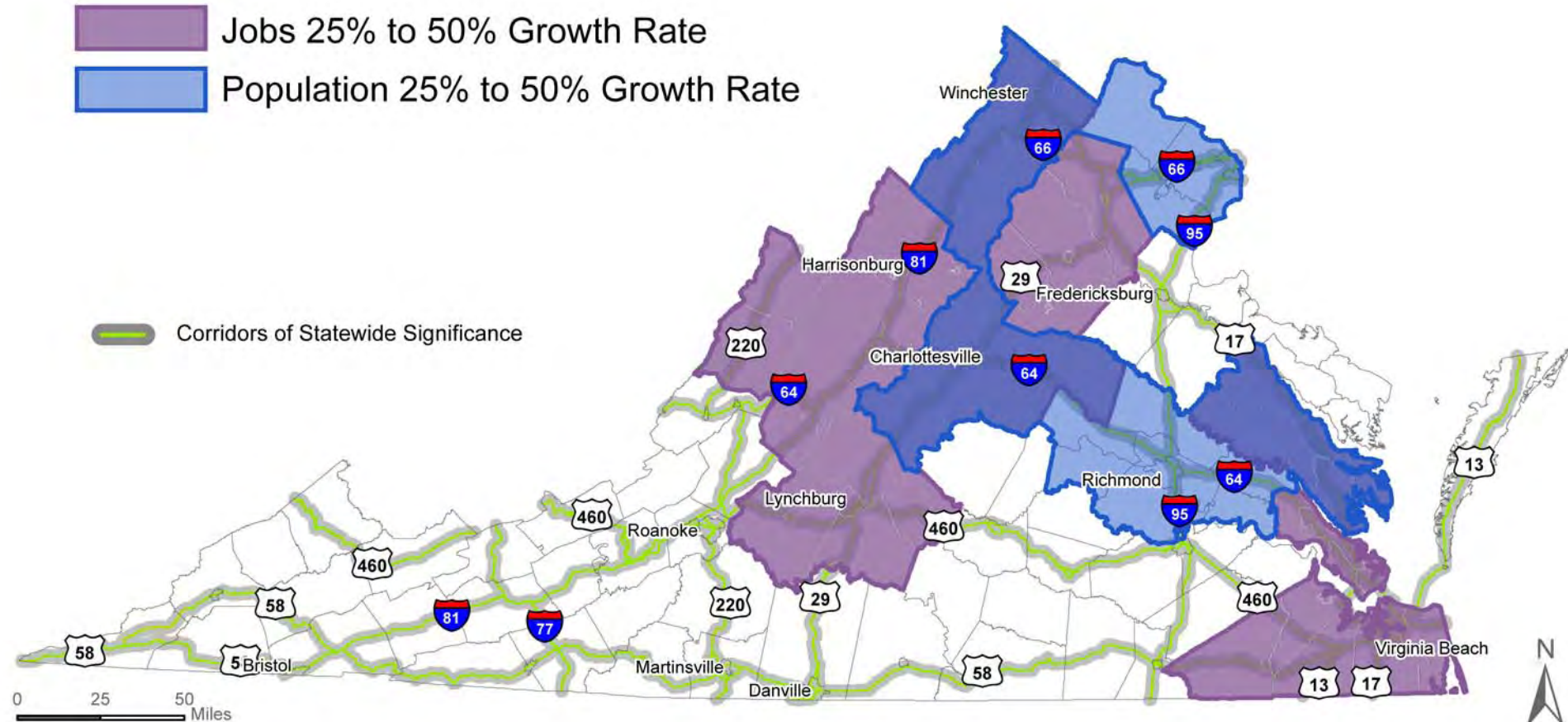
Corridors of Statewide Significance



Emerging Areas

- Jobs 25% to 50% Growth Rate
- Population 25% to 50% Growth Rate

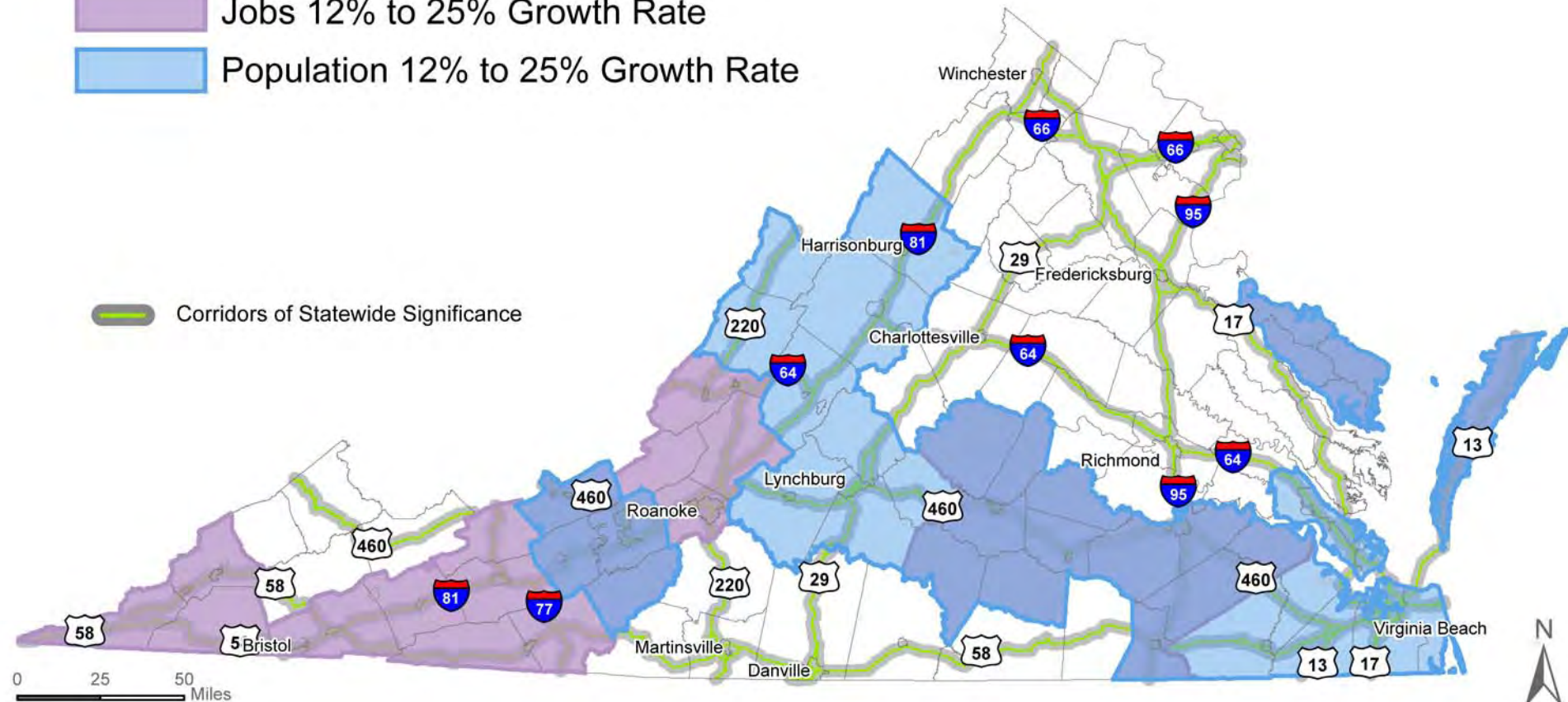
Corridors of Statewide Significance



Future Emerging Areas

- Jobs 12% to 25% Growth Rate
- Population 12% to 25% Growth Rate

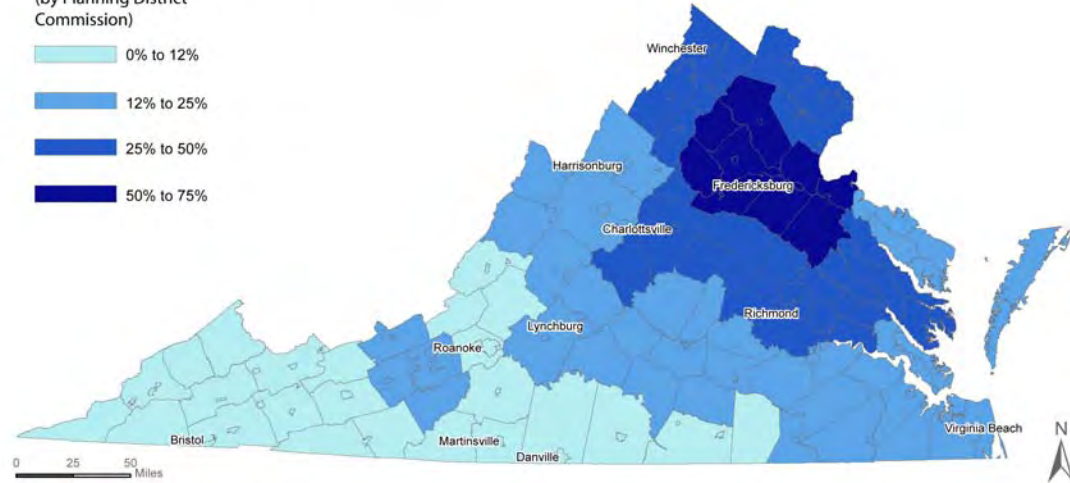
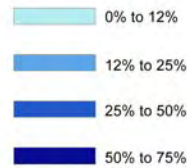
Corridors of Statewide Significance



Overall Patterns

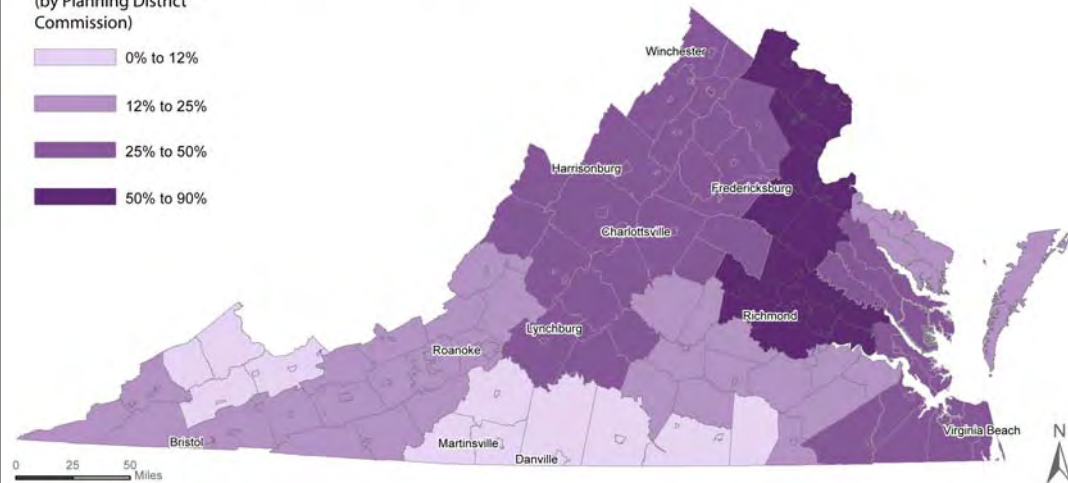
Projected Rate of Population Growth

2010 - 2035
(by Planning District Commission)



Projected Rate of Employment Growth

2010 - 2035
(by Planning District Commission)



Existing Transportation Assets

LEGEND

Public Transportation

- Fixed-Route Transit Area
- Demand-Response Transit Area
- Passenger Rail Network
- T Passenger Train Station
- V VRE Station
- Greyhound Station
- Park & Ride Lot
- Metro Station

Highway Transportation

- Corridor of Statewide Significance
- Interstate
- US Route
- State Highway
- Ferry

Ports and Freight Transportation

- Freight Rail Network
- Port
- - - Barge Service

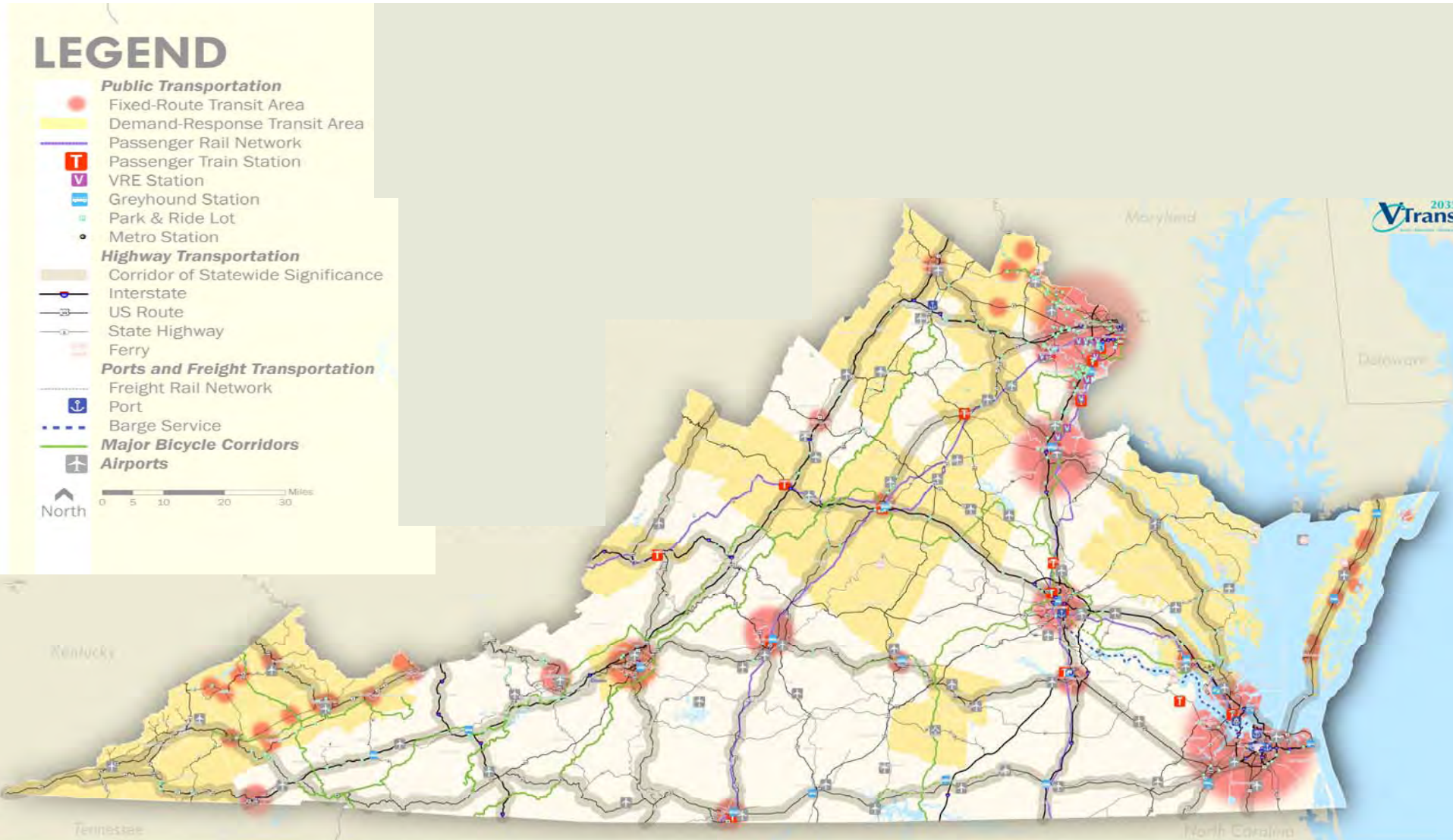
Major Bicycle Corridors

Airports

- Major Bicycle Corridors
- Airports

North

0 5 10 20 30 Miles



Fast-growing areas

- How is our supply of multi-modal transportation?
- Are we encouraging more density & proximity?

Emerging areas

- How can we preserve roadway capacity and expand transit?
- How can we focus growth in high-accessibility locations and improve accessibility in desired growth areas?

Future emerging areas

- What can we do to preserve future roadway capacity?
- How can we expand multi-modal options?
- How can we bring jobs and households closer together?

Distribution centers

- How can we support desired growth and enhance quality of life?
- What strategies apply to urban centers? What applies to rural communities?