

VTRANS

VIRGINIA'S
TRANSPORTATION PLAN

Mid Term Needs
Assessment Regional
Workshop Summary
Hampton Roads
August 13, 2019



Office of Intermodal Planning and Investment

1221 E. Broad Street

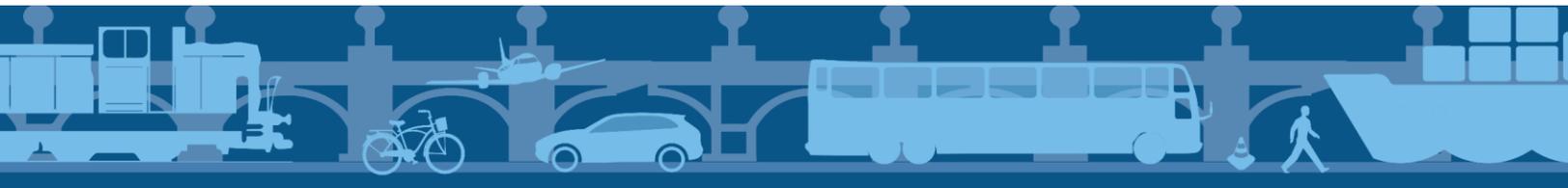
Richmond, Virginia 23219

FINAL September 23, 2019

Prepared for OIPI in support of VTrans, Virginia's Statewide
Multimodal Transportation Plan

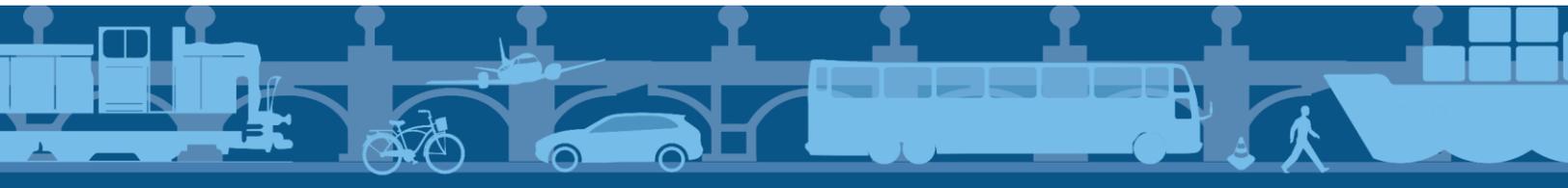
Contract Number 47082, Task Two: Agency Involvement

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1 INTRODUCTION

This report summarizes the input from a workshop conducted by the Virginia Office of Intermodal Planning and Investment (OIPI) with representatives of local, regional, and state agencies that support transportation planning for the Hampton Roads area. The purpose of the meeting was to elicit input on the analysis methods (specifically, key performance measures) and the regional results of initial analyses conducted to identify statewide transportation needs for the coming seven to ten years.

2 MEETING LOCATION AND PARTICIPANTS

The workshop was conducted at Slover Library in Norfolk, Virginia, from 10:00 a.m. to 2:00 p.m. on August 13, 2019. Table 1 provides a list of participants.

Table 1: Workshop Participants and Invited Representatives

Name	Agency	Title
Regional and Local Representatives		
Earl W. Anderson	York County	Senior Planner
Jamie Jackson	Hampton Roads Transit	Director of Transit Development
Jason Souders	City of Suffolk	Transportation Planning Manager
John Mihaly	HRTPO	Senior Transportation Planner
Katie Nunez	County of Accomack	Deputy Director of Planning & Zoning
Kevin Knapp	Newport News Williamsburg International Airport	Director of Strategic Initiatives & Government Relations
Michael Hayes	City of Hampton	Planning & Zoning Division Manager
Mike Kimbrel	HRTPO	Deputy Executive Director
Paul Holt	James City County	Director of Planning & Community Development

Ric Lowman	City of Virginia Beach	City Traffic Engineer
Aaron Small	City of Williamsburg	City Engineer
Amy Inman	City of Norfolk	Director of Department of Transit
Angela Rico	City of Hampton	VDOT Projects Program Manager
Bridjette Parker	City of Newport News	Engineer II
Carl Jackson	City of Portsmouth	Transportation Planning Manager
Carol Rizzio	Gloucester County	Senior Comprehensive Planner
Clara Vaughn	A-NPDC	Regional Planner
Robert Lewis	City of Suffolk	Assistant Director of Public Works
Steve Sterling	Norfolk Airport Authority	Deputy Executive Director of Admin & Operations
Susan McGhee	Northampton County	Director of Planning, Permitting & Enforcement
Tara Reel	City of Virginia Beach	Transportation & Transit Coordinator
Taylor Dukes	Town of Exmore	Public Utilities Director
Timothy Cross	York County	Deputy Director of Planning & Development Services
Tom Leininger	James City County	Planner
Troy Eisenberger	City of Chesapeake	Project Manager
LJ Hansen	City of Suffolk	Director of Public Works
Evandro Santos	City of Norfolk	Transportation Strategic Planner
Sam Sink	Hampton Roads Transit	Principal Transportation Planner
Barbara Nelson	Port of Virginia	Vice President for Govt. Affairs/Public Policy
Malaika Karreim	City of Norfolk	Public Relations Specialist

Additional Regional and Local Representatives Invited but Unable to Attend

Jeffrey Holland	Chesapeake Bay Bridge Tunnel	
Donald Goodwin & Beth Lewis	City of Franklin	
Dannan O'Connell, Ellen Roberts & Debbie Vest	Poquoson County	
Michael Johnson & Lynette Lowe	Southampton County	
Ron Hodges	TRAFFIX	
Jamie Oliver, Richard Rudnicki, & Benjamin Sullivan	Isle of Wight County	
Michael King	U.S. Navy	
Jonahtan Lynn, William Saunders, & Frances Bailey	Surry County	
Bob Panek	Town of Cape Charles	
Joshua Moore	Williamsburg Area Transit	

State Agency Staff

Scott Denny	Virginia Department of Aviation	Senior Aviation Planner
Steven G. Hennessee	DRPT	Transit Programs Manager
Michael Todd	DRPT	Manager of Rail Enhancement & Corridor Programs
Erik Johnson	VDOT	Freight Planning Specialist
Eric Stringfield	VDOT - Hampton Roads District	District Planner
Angela Biney	VDOT - Hampton Roads District	Senior Planning Specialist
Jitender Ramchandani	OIPI	Transportation Planning Program Manager
Chris Wichman	OIPI	Transportation Planner
Katie Schwing	OIPI	Transportation Planner

Consultant Facilitators and Scribes

Peter Hylton	High Street Consulting	Facilitator
Vlad Gavrilovic	EPR-PC	Facilitator
Walt Cole	EPR-PC	Scribe
Thomas Jackson	EPR-PC	Scribe
Taylor Gestwick	ICF	Scribe
Shonia Holloway	CDM Smith	Scribe
Kristina Heggedal	ICF	Scribe
Michael Stafford	CDM Smith	Scribe

3 AGENDA AND MATERIALS

Following a plenary presentation and discussion of the VTrans needs assessment method and performance measures, the participants broke into small groups to review the information developed for the region. They regrouped at the end of the meeting to share their findings and to hear about the process and schedule for developing, reviewing, and finalizing the VTrans Mid-Term Needs.

Upon sign-in, each participant received a packet with the following materials, all of which are available for download from VTrans website.¹

- Agenda
- Plenary presentation slides
- VTrans Summer 2019 Newsletter
- VTrans Mid-Term Needs Frequently Asked Questions (FAQ)
- Comment Form
- Regional maps, charts, and/or tables of the data. Detailed descriptions of each measure and analysis method are included in the plenary presentation slides.

4 SYNTHESIS OF COMMENTS

The following section provides a summary of comments about each performance measure, compiled from the plenary session, breakout groups, and comment forms. The appendix includes transcripts of the sessions and written comment forms, including photos of the marked-up maps developed by each breakout group. After the participants have reviewed and vetted the draft meeting summary, OIPI will synthesize the comments that are geographic in nature and upload them to the online InteractVTrans map (<http://www.vtrans.org/mid-term-planning/InteractVTrans>). In addition to serving as a repository for regional workshop comments, InteractVTrans provides a publicly available resource for ongoing input from local stakeholders and the public.

As noted in the plenary presentation, OIPI will present the initial draft list of VTrans Mid-Term Needs to the Commonwealth Transportation Board (CTB) in October 2019, and the final needs assessment with a request for CTB action in December 2019.

¹ VTrans website: www.vtrans.org Location of workshop summaries: <http://vtrans.org/get-involved/online-meetings/VTrans-Mid-Term-Needs-Regional-Workshops>

Table 2 Synthesis of Comments

	Comment
	Congestion: Percent Person Miles Traveled in Excessively Congested Conditions (PECC)
1.	60% threshold is reflective of this area. However, others commented that 75-90% is more reflective of congestion in region-especially for HRBT, while others said that 90% may be too low a threshold
2.	General perception in the region that peak period is more important than average daily metrics for congestion; especially for HRBT
3.	Note that expectation of “no congestion” may be unreasonable
4.	Suggest that this measure should not consider speeds above the posted speed limits on a given facility
5.	Note that planned/programmed projects could lower congestion-especially tolled projects can manage demand
6.	Concern that the threshold shouldn't be statewide - comparing this region to NoVA, for example, is not meaningful because of the different circumstances and geography (e.g. water barriers) between the two regions
7.	The impact of freight in this area is important and is not captured well by this measure - recommend additional metrics for freight
8.	This area has a lot of seasonal and weekend traffic that is not captured by the average weekday congestion metric
9.	Suggest checking the results of this measure with the continuous count data available for Interstates
	Congestion: Travel Time Index (TTI)
10.	Freight bottlenecks are an issue in the region - consider looking at Virginia Port Authority data on bottlenecks
11.	Ramps and access roads near Virginia International Gateway is a reliability hot spot but didn't appear on the TTI measures
	Reliability: Unreliable Delay (UD)
12.	Key reliability hot spots that don't show up in the maps include I-264 @ Independence Avenue, Bower's Hill interchange, George Washington Highway at Deep Creek Bridge, Rt. 143 at I-64 and Rt. 17 in Newport News.

	Comment
13.	A lot of areas that are expected to appear as experiencing unreliable travel are not showing up, particularly in Virginia Beach. These include Centerville Turnpike between Kempsville Road and Indiana River Road, Indian River Road between I-64 and Kempsville Road, First Colonial Road between I-264 and Mill Dam Road, Independence Blvd between I-264 and Virginia Beach Blvd, and General Booth Blvd between Corporate Landing Parkway and London Bridge Road. There is also a road that should be appearing in the data, Nimmo Parkway, which is not on the map.
	Reliability: Buffer Time Index (BTI)
14.	Some spots showing up with Buffer Time Index issues may just be construction delays
15.	Some BTI locations showing up on the map make sense (e.g. Airport Road and Centerville Rd/199/60 in James City County)
16.	There are signal timing issues that create problems at Route 17 and Oyster Point
17.	The metric may be too sensitive - one stoplight lighting up under normal conditions shouldn't be a regional need necessarily
	Passenger Rail: Amtrak Station On-Time Performance
18.	Federal presence in the area makes on time rail very important - also important for business use
19.	Need third train slot from Norfolk
20.	Passenger rail is an important congestion reduction measure for I-64 but it needs to be reliable
21.	There are passenger rail delays in New Kent County - passenger trains on a single track have to defer to freight trains
22.	One of the region's big needs is to make it easier for people to access the train stations, especially since it's a large region and there is a small number of stations.
	Passenger Rail: VRE On-Time Performance
23.	Not Applicable in this Region
	Accessibility: Transit Access Deficit to Activity Centers
24.	The concept of trip integration or combined multimodal trips micro transit and park and ride facilities are not captured in this measure
25.	Accessibility to transit stops is important in addition to Activity Centers
26.	Accessibility is hurt by land use separations into major residential & commercial zones
27.	Concern that higher education centers, industrial centers and military facilities weren't identified
28.	Concerns that some of the Activity Center dots were in the wrong spots - especially around Williamsburg

	Comment
29.	Need to add Phoebus and downtown Newport News as Activity Centers
30.	This measure would not assist areas with no activity centers identified, ex. Northampton County
	Travel Options: Disadvantaged Population Beyond ¼ Mile Access to Fixed Route Transit
31.	The measures don't consider using transit to foster future development patterns that are more compact
32.	There was concern that a number of areas that seem disadvantaged according to local perceptions were not showing up as disadvantaged on the maps, including Newport News Southeast Community and Saunders area, anything south of Mercury Blvd and Gloucester Point
33.	Some of the areas showing viability for fixed route transit have constrained road widths in neighborhoods make fixed route difficult
34.	Upper York County has fixed route transit but shows up as not viable for fixed route
35.	Current transit dependency is not necessarily a measure of future transit demand - need to consider future proposed high density development as well
36.	Need to extract data for areas such as parks, military bases and the Dismal Swamp, which could be skewing the results
37.	Recommend different terminology since 75 and older is only "transportation disadvantaged."
38.	Need to verify why military bases are showing up as disadvantaged such as Oceana and Naval Station Norfolk. Could the Census data be reflecting income that does not account for non-salary income of servicemembers? Even though parts show as viable for fixed-route transit they have been hard locations to serve with transit, in part because of base access requirements.
39.	Suggest ½ mile or ¾ mile buffers for the measure
40.	There is a large proportion of low socio-economic status residents with very limited access to public transportation due to the rural nature of the Eastern shore
41.	Examine options for personal vehicle, bicycle/pedestrian, and ridesharing modes separately from fixed route transit
42.	Northampton County has high percentage but due to lack of population may not qualify as a Block Group. This is a definite need.
	Safety: Vehicle Crashes
43.	Maps are missing safety data for Gloucester county
44.	Roads that prohibit bike/ped should have different criteria for safety from roads that allow bike/ped
45.	Consider eliminating DUI & driver behavior from crash datasets

	Comment
46.	There were a number of suggestions to qualify safety by type, e.g. bike/ped versus auto
47.	A number of safety “hot spots” were identified, including, Green Springs Rd. & Centreville Rd; US 58 & Virginia Beach Blvd.; US 58 in Suffolk; I-664 Northbound; Atlantic & Pacific Avenues; Rt. 13 & Rt. 32; Mt. Pleasant Rd. at the Bypass;
48.	There is a high crash rate on Rt. 13 on the Eastern Shore, but as a rural area, it scores lower
49.	We should prioritize the worst risks statewide but there should also be some regional priorities. For example, Smart Scale has a statewide scoring but with local weighting
50.	We should consider what the HRTPO uses as the threshold since the region has already bought into that
	Economic Development: Urban Development Areas and VEDP Business Ready Sites
51.	Recommendations to add more EDA sites, including community colleges, the Wallops flight facility, major poultry industries, hospitals, and Battlefield Blvd. north of Great Bridge
52.	Some support for using Tier 3 sites as the threshold; or tiers 2 and 3 but weighting tiers 4 and 5 higher
53.	Concern over the requirement for on-site utilities - some sites may have adjacent utilities but not on site
54.	Using this metric could swing doors open. If Industrial Development Areas are used to help define needs, it will encourage the designation of many more Industrial Development Areas. Is this the effect that OIPI is seeking?
55.	Using IDAs is a good idea to supplement UDAs

5 PLENARY COMMENTS

The following section summarizes questions and comments about the topics covered during the plenary presentation by Jitender Ramchandani. Questions from participants are shown in italics, followed by brief responses from the plenary speaker.

INTRODUCTION/OVERVIEW

- Jitender re-introduced the purpose of VTrans, the planning context and the federal and state requirements
- He emphasized that the data and analysis presented is meant to spur discussion, and is not the final Needs. He requested that participants also review the data with an eye for completeness/accuracy.

Related to the PECC congestion measure for interstates and limited access facilities:

A participant asked what these measures look like for Hampton Roads region or TPO area specifically? (Since the data is represented in summary statistics is by VDOT Construction District which covers a larger area)

- Jitender responded that analysis and summary statistics to this point have only been done at the District level. He noted that the data only represents interstates and limited access facilities (so not Rt 13 or Hwy 58).

A participant commented that if you use the Buffer Time Index concept which considers number of vehicles (or magnitude of issue) and always weight it toward the number of vehicles, then you never address the smaller, acute problems. The participant suggested find a point where the ranking does prioritize the acute problem.

- Jitender responded that the point is not to ignore acute problems that affect a lot of people, but to generally have some consideration for the number of people impacted.

A participant asked what reliability measure would be used for bus service/transit?

- Jitender responded that data was very inconsistent for bus transit on time performance across systems and across the state. He noted that the roadway congestion measure may capture transit delay as buses run on surface streets, and thus the congestion is captured.
- The participant responded that VTrans consider a reliability measure movement of people (prioritizing people and not just vehicles), and asked what is this administration/VTrans view on moving people and prioritizing?
- Jitender responded that the person movement metrics address this to some degree.

A participant noted that regarding SMART SCALE scoring and whether to say yes/no to criteria: Wanted to comment that the last cycle of VTrans transit point, they did have challenges getting projects into the city's plans (were looking for opportunities to integrate) but when they were looking at disadvantaged populations that rely on transit more, needed a method to balance scoring criteria not just against numbers but a method for weighting.

SUMMARY/WRAP-UP

- The facilitators briefly summarized the discussion and comments received at each table
- Jitender asked the group if there was anything that wasn't covered that the participants expected to cover. There was no discussion on this question.

6 BREAKOUT SESSION COMMENTS

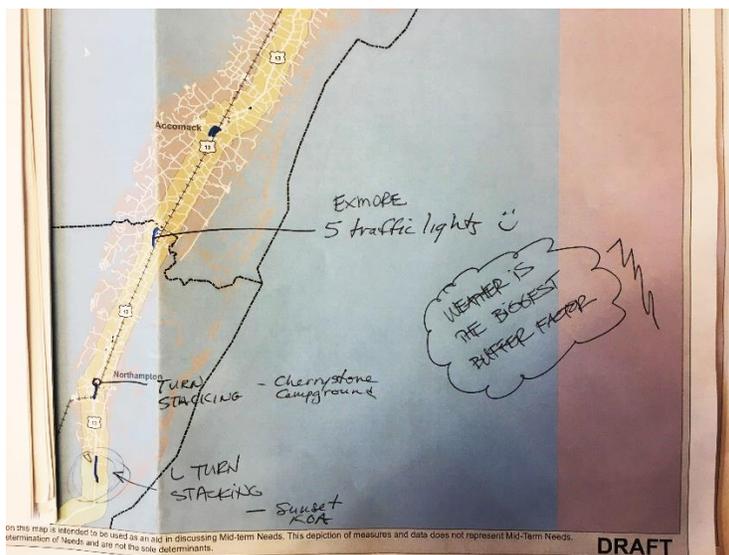
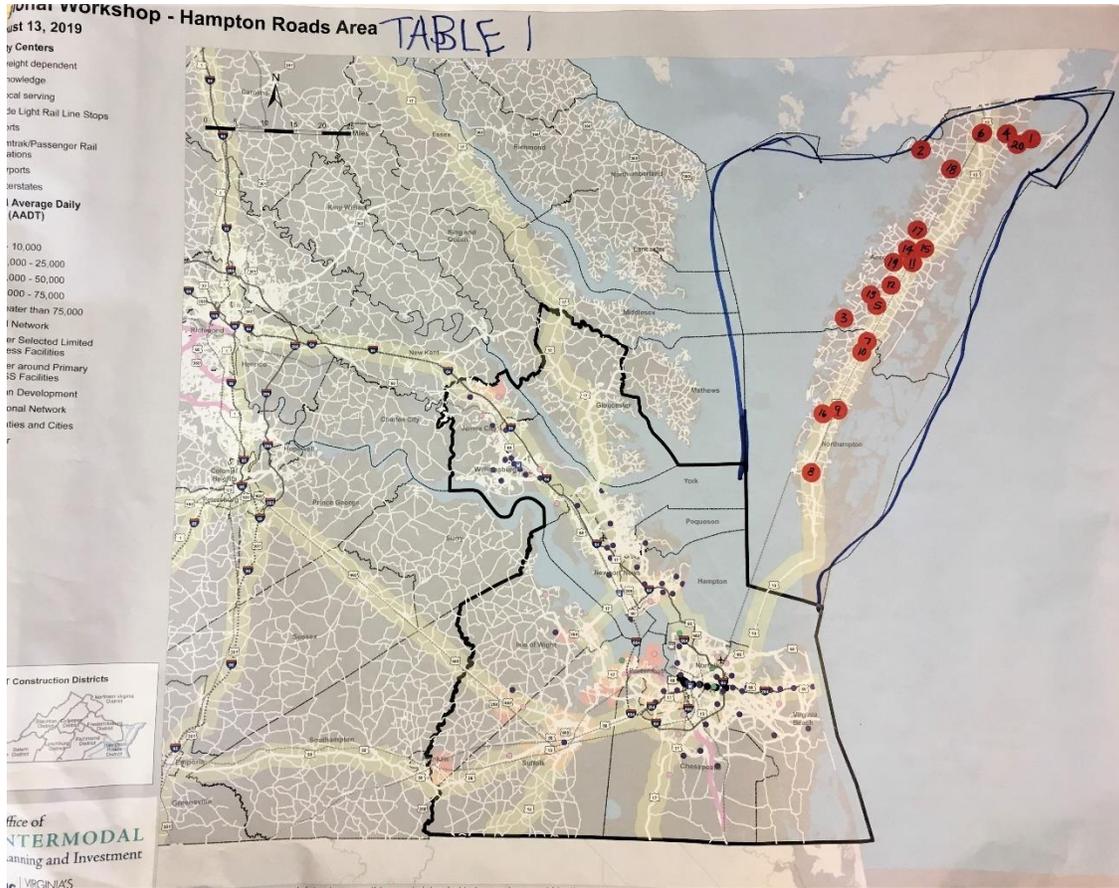
The following synthesis reflects input from all the breakout groups. Participants were asked to reflect broadly upon the issues addressed by the performance measures (i.e., congestion, reliability, passenger rail on-time performance, accessibility to activity centers, travel options for disadvantaged populations, safety, and economic development. They were also asked for input on the regional applicability of each measure.

Facilitators and scribes assigned to each group recorded the input by writing notes on a flip chart and on a laptop. For comments with geographic specificity, facilitator and/or group members placed numbered stick-on dots onto a poster-sized base map and noted the meaning of the numbered dot on the flip chart.

Participants were invited to jot down additional notes on the Comment Form and return it to a facilitator at the end of the meeting, or to fill it out later and email their responses to OIPI staff. A summary of input from the written Comment Forms is included at the end of this section

I. GROUP 1 COMMENTS (EASTERN SHORE)

Breakout Group 1 Marked Up Map



Eastern Shore

- Exmore has UDA in Comp Plan
- Wallops industrial park not on VEDP list. Also, MELFA airport
- 2016 Safety study (Northampton/VDOT)
- Bus stops on 13-no room
- Safety hotspots =-Exmore (Northampton) and Onley (Accomack)
- STAR Transit on Eastern Shore
- Seasonal (summer) OBX. (Spring/Fall) Harvest/ag

Concerns (Local):

- VDOT maintenance
- Standards for construction should be “scalable” to locality
- HWY 13 corridor study
- Truck parking (need to address)
- HWY 13 truck route-used as a relief valve, no truck stops

EDAs:

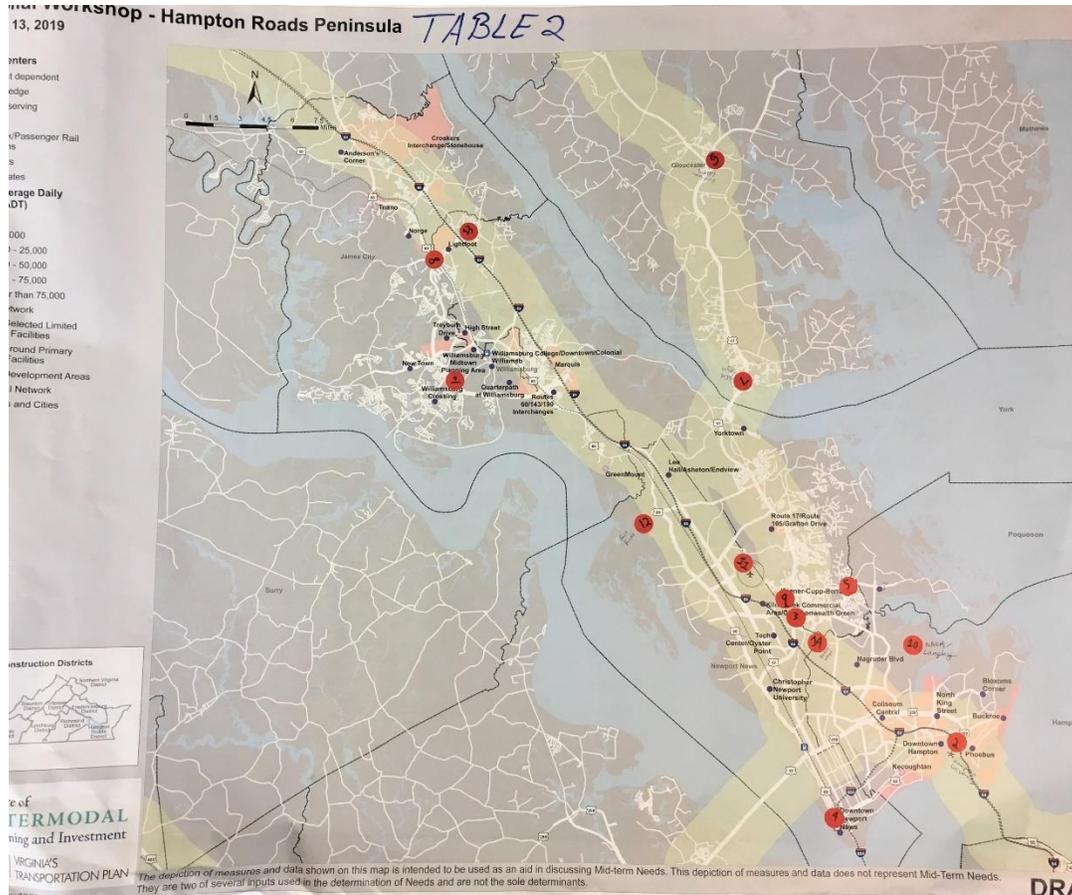
- Community college
- Wallops Flight Facility
- Perdue, Del Monte, Tyson
- Social services (Northampton County)
- Hospital

Resiliency/coastal flooding:

- Needs to be factored into scoring or separate funding source
- Concept to make HWY 13 limited access facility has been discussed
 - o No consensus on this idea among localities, public, stakeholders, etc.
- CBBT adding capacity, construction impacts until 2022 (phase 1)
- Bike/ped included in VTrans?
 - o Status of bike/ped program?
- Construction costs on E.S. higher
- 2015 SLR transportation infrastructure vulnerability assessment (TIVA)
- Poverty is a big issue on E.S.
- No ride sharing services (Uber/Lyft)

ii. GROUP 2 COMMENTS (PENINSULA AREA)

Breakout Group 2 Marked Up Map



CONGESTION

- 1) Rt 199 is a reliever for incidents on I-64
- 2) Phoebus & downtown Hampton get congested because of HRBT
 - a. VA hospital & Hampton University (congestion issues)
- 3) Victory BLVD South
- 4) Shipyard traffic trying to get to MMBT- adjacent to City Hall
- 5) Victory Blvd. East of 17
- 6-7) Gloucester Courthouse & Point- incident based congestion (no reliever for incident)
- 8) 60 & 66 intersection

General notes on congestion issues

- 60% threshold is reflective of this area
- 75-90% is more reflective of congestion in region-especially for HRBT
- Note that most economically successful regions have congestion
- However, congestion does not discourage residents and business

- Peak period is more important than average
- Note that expectation of “no congestion” may be unreasonable
- Development patterns have contributed to the congestion
- Surprised that V.B. Blvd. not showing congestion
- Need to look @ HRBT congestion @ peak period
- Note that planned/programmed projects could lower congestion-especially tolled projects can manage demand
- For Hampton, peak period is most critical
- For Busch Gardens, peak demand is weekend
- Reference speed shouldn't be above speed limit

SAFETY:

- Maps are missing data for Gloucester county
- Consider roads that prohibit bike/ped should have different criteria from roads that allow bike/ped
- Consider eliminating DUI & driver behavior
- Green Springs Rd. & Centreville Rd. are not aligned so crashes occur

ECONOMIC DEVELOPMENT

- Sites may have adjacent utilities but not on site
- support for using Tier 3 as threshold

TRANSIT ACCESS FOR DISADVANTAGED POPULATIONS:

- 7) Gloucester Point should have high disadvantaged population
- 13) Upper York County has fixed route but shows up as not viable for fixed route
- 14) Newport News Southeast Community and Saunders Area and anything south of Mercury Blvd. should be showing up
- Census Tract 119 showed up as highest disadvantaged (Virginia Walkability Action Institute)
- Constrained ROW in neighborhoods make fixed route difficult
- The measures don't consider using transit to foster future development patterns that are more compact
 - a. Transit dependency is not necessarily a measure of future transit demand
 - b. Consider future development proposed for transit markets

ON TIME RAIL SERVICE:

- Federal presence in the area makes on time rail very important
 - o Need to be part of a coordinated system
 - o For business use, need reliability

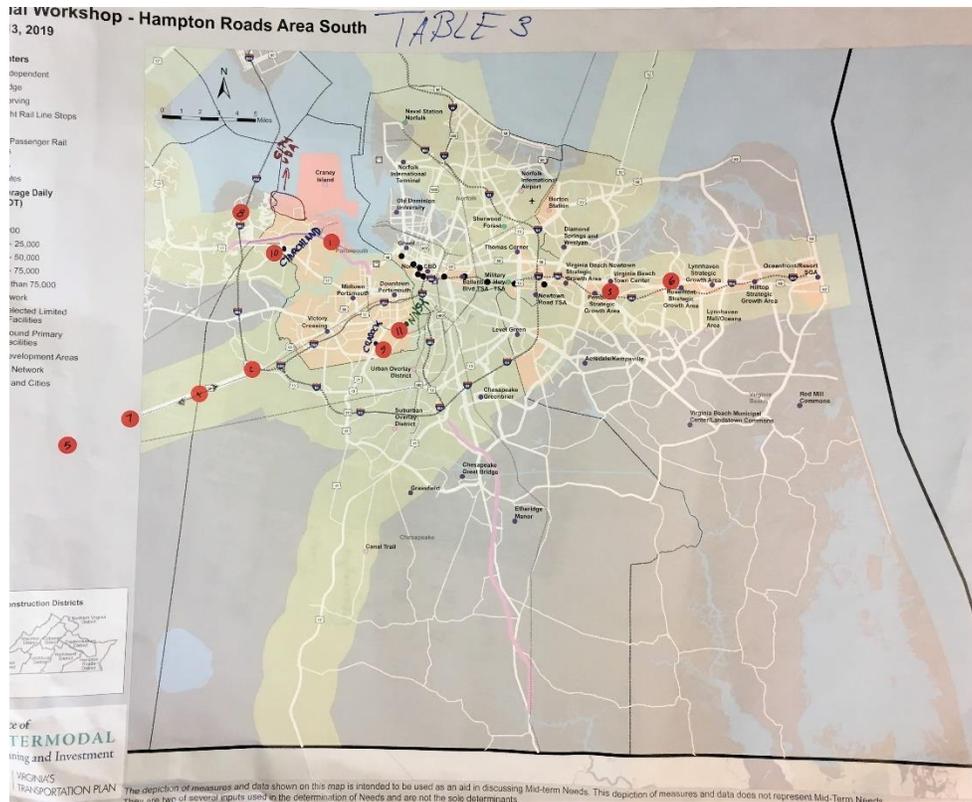
Other:

Additional activity centers:

- 7) VIMS
- 9) NASA Langley
- 10) Newport News Airport
- 11) Fort Eustis

iii. GROUP 3 COMMENTS (SOUTHSIDE AREA)

Breakout Group 3 Marked Up Map



CONGESTION

Pecc:

- 13) No Statewide threshold
 - a. Lose out to NoVA- different circumstances
- 14) Unique characteristics
 - c. Lack of alternative options- geographic constraints
 - d. Multiple freight dependent AC's in urbanized area
 - e. Only a few gateways to the region
 - f. Freight impact/concentration- not captured in measures
 - g. Supplemental freight measure
 - h. 90% indicative of "emerging"- potential issues
 - i. Proactive needs before becomes issue

TTI:

- 15) VPA data for freight bottlenecks
- 16) TTI > 1.5 in proximity to freight dependent AC's
- 17) Connections to Bases → TTI issues appear

Congestion Hot spots:

- 1) Access interchange @ VIG
- 2) Bower's Hill

RELIABILITY:

UD:

- 18) Interesting spots appear
 - a. VIG access that did not appear from congestion
- 19) Overlay Regional Transit routes with UD
 - a. Which route may be impacted
- 20) Weekend delay is season dependent
- 21) Can't compare hotspots across the state since they are not all the same.
- 22) Statewide threshold applied to CoSS
 - a. Regional threshold applied to RW
- 3) I-264 @ independence- reliability nightmare
- 4) Incidents can impact entire region
 - a. May not appear in all-year data but has major impacts
- 23) US 58 study

BTI:

- 24) CN at spots can seem to be appearing in BTI data

RAIL ON-TIME PERFORMANCE

- 25) Need third train slot from Norfolk
 - a. Limitations with service to Richmond
 - i. Trips for day to attend meetings aren't possible
 - b. Economic competitiveness issue
- 26) PR as congestion reduction technique for I-64
- 27) HRTPO High Speed Rail studies
- 28) On time performance
 - a. Weather can impact reliability in winter months
- 29) Freight- Norfolk Southern only serves NIT
 - a. No dual access for CSX
 - b. Could eliminate truck trips moving cargo to intermodal facilities served by CSX
- 30) Freight Rail intersection at-grade crossings at Suffolk
- 5) Freight Rail bottlenecks @ Suffolk at-grade crossings
 - a. Negative impacts on community and freight velocity
- 31) Freight as source of economic prosperity

- a. Balance with impacts on community

Next-Term priority:

- 32) Expansion of marshalling yard @ Suffolk
- 33) NIT on-dock rail expansion
- 34) US 58
 - a. Truck trips rerouted to rail trips
 - b. Centerline rail expansion (long term opportunity)

ACCESSIBILITY TO ACTIVITY CENTERS:

- 9-11) City of Portsmouth
 - o Additional activity centers
- 35) Integration (multimodal trips not captured in measure)
- 36) Park and ride facilities, multimodal trips not captured in measure
- 37) Multimodal accessibility- important aspect
- 38) VB/HRT Transit Transformation
 - a. Microtransit on-demand
 - b. Connect to main system
- 39) Park and ride facilities needed @ oceanfront

Measure:

- 40) Walkability areas (“walkserve”)
- 41) Accessibility to transit stops in addition to AC’s

DISADVANTAGED POPULATION ACCESS TO TRANSIT

- 42) Extract data in areas of parks
 - a. Ex: Dismal Swamp and military bases
- 43) Is 75+ “Disadvantaged”- define more clear that it means transportation disadvantaged

SAFETY:

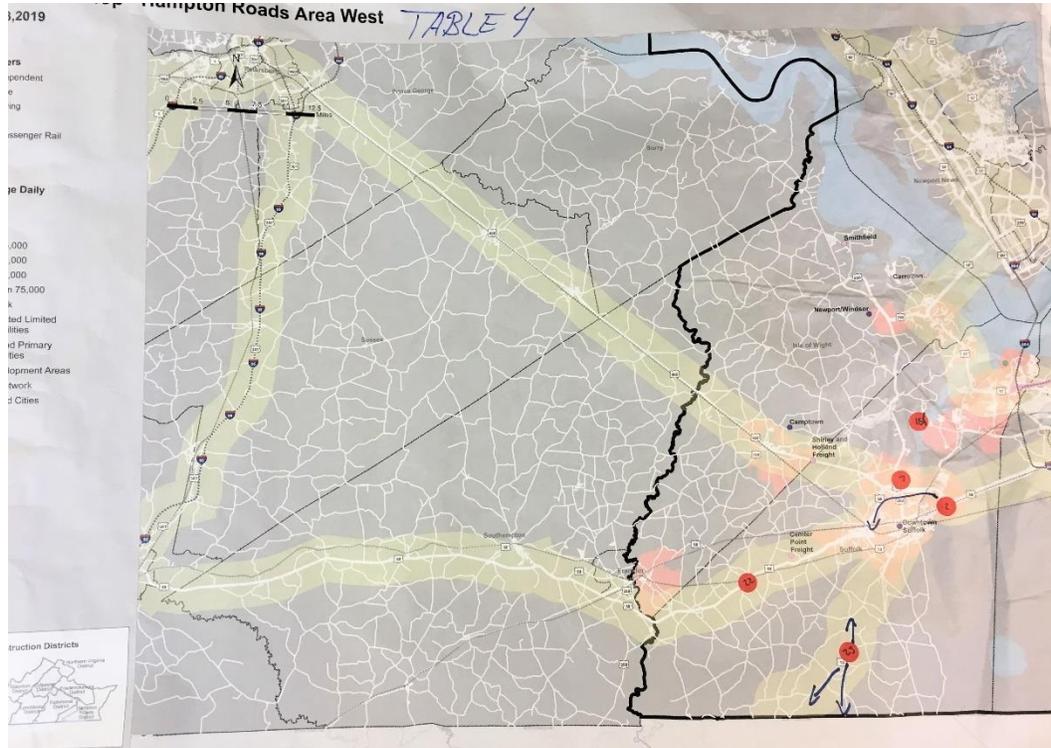
- 12) Maps- distinguish bike and ped from auto only
 - a. Perception of safety relationship to accessibility (how do we measure this?)
- 6) US 58-VB BLVD safety issue
- 7) US 58 Suffolk
- 8) NB 664 MMBT-incidents cause gridlock

ECONOMIC & INDUSTRIAL AREAS:

- 44) Needs to provide updated data to VEDP
- 45) Include Tiers 2 and 3 but weight Tier 4 & 5 more

IV. GROUP 4 COMMENTS (SOUTHSIDE AREA)

Breakout Group 4 Marked Up Map



Office of INTERMODAL Planning and Investment
 VTRANS VIRGINIA'S TRANSPORTATION PLAN

The depiction of measures and data shown on this map is intended to be used as an aid in discussing Mid-term Needs. This depiction of measures and data does not represent Mid-Term Needs.

Congestion:

13) How Affects Competitiveness

- a. Tourism, growth area
 - b. Norfolk airport: big effect with respect to Peninsula. Choose between RICH and ORF
 - c. Peak period congestion only challenges but not grid locks
 - d. Transit: issue is getting to/from tunnels. (Bus) transit tends to be slow and have problems wherever cars are slow and have problems.
 - e. Geographic-based Difference: long detour
 - f. Goods moved at ports & rail line, road access
 - g. A lot of water barriers
 - h. Goods & services have different congestion challenge
- 1) Peak period congestion not shown
 - a. 60% too low threshold
 - b. Depends on peak/non-peak. May not be too bad depending on traffic pattern at different times.
 - c. For people in commutes this isn't the experience. People's experience is based on peak period congestion rather than the all-day congestion shown on maps.
 - d. Truck traffic is non-peak
 - 4) Peak Period congestion
 - a. Congestion gets washed out in non-peak

TTI:

- Similarly to reliability (below), there are areas that are expected to appear on the map that do not, especially in Virginia Beach.
- 2) to Route 58 on the west side of Suffolk, near the intersection of Route 58 and Route 58 Business on the west side shows bad TTI.

Noted congestion issues:

- 5) George Washington HW/Deep Creek Bridge
- 6) Military HW
- 7) Rt 10 PM
- 8) Gate C

Reliability:

- A lot of areas that are expected to appear as experiencing unreliable travel are not showing up, particularly in Virginia Beach. This generates severe concerns about using the data to designate needs, and the data should be checked to make sure that it's accurate. This includes #10 (Centerville Turnpike between Kempsville Road and Indiana River Road), #11 (Indian River Road between I-64

and Kempsville Road), #12 (First Colonial Road between I-264 and Mill Dam Road), #13 (Independence Blvd between I-264 and Virginia Beach Blvd), and #14 (General Booth Blvd between Corporate Landing Parkway and London Bridge Road). There is also a road that should be appearing on the map at #15 (Nimmo Parkway).

Noted locations of unreliability:

- 16) Rt 58
- 17) Two-lane bridge
- 18) Kings HWY bridge

Rail:

- 14) Getting to the station is a challenge, particularly for those traveling by non-automotive modes.
 - a. # of people can reach by car vs. # of people who can reach by transit
- 15) Reversed from expectation. Linked w/ population density.
- 16) Consistency of trips - People need consistent arrival times so that they can make plans based on those arrival times. Being late and consistent with how late the train is different than the train being late by different amounts of time in that the latter affects passengers' ability to plan more.

One of the region's big challenges and needs is to make it easier for people to access the train stations, especially since it's a large region and there is a small number of stations. There have been efforts to get there to be more Amtrak stations in the region so that people would not have to travel so far to reach one (for instance, a train station in Suffolk so that people in that part of the region would not have to travel to Norfolk to reach the train).

Disadvantaged populations:

- 15) Naval Station Norfolk - It's surprising that the map is showing it as disadvantaged. Could the Census data be reflecting income that does not account for non-salary income of servicemembers? Even though parts show as viable for fixed-route transit it has been a hard location to serve with transit, in part because of base access requirements.
- 20) Oceana - People do not live on Oceana because it is in a crash zone. Check why it is showing up as disadvantaged.

Safety:

- 21) Atlantic & Pacific Avenues. A lot of crashes (including bike/ped). There are a lot of pedestrians in this area due to tourists visiting the beach.
- 6) Hotspot

22) Several hotspots

23) Rts 13 & 32

24) Mt. Pleasant Bypass @Battlefield

Industrial Development Areas:

Will swing doors open. If Industrial Development Areas are used to help define needs, it will encourage the designation of many more Industrial Development Areas. Is this the effect that OIPI is seeking?

Industrial Development Areas need to have a plan/infrastructure in place to show due diligence, so it still will be a reasonably high bar to achieve.

25) North of Great Bridge

V. GROUP 5 COMMENTS (PENINSULA AREA)

Congestion:

PECC:

- I-64 construction in 2018 affecting maps in N. Newport News areas and shifting NW as construction progresses
- In the Analysis, Rt. 199 should be considered a limited access facility
- Newport News Jefferson off ramp (exit 255)
 - a. STARS study on Jefferson
 - b. Merging actions and left turns
- Does not capture seasonal (summer) traffic
 - c. 6-8 weeks middle of summer (especially Fridays)
 - d. Check interstate continuous count data

TTI:

- Williamsburg-Merrimac Trail - refers to route 143 in the City of Williamsburg and in York County
 - e. Is this signalization issue?
- 64→ 143 queuing for a left turn
- Newport News Rt. 17
 - f. Lots of local activity centers

James City County

- g. Centerville and 60 (sports center)
- Rt 17 and Oyster Point
 - h. What's below 1.5

- i. Cumulative effect could be important, might be a lot between 1 and 1.5 (especially around activity centers)
- Not shown:
 - i. Near Lightfoot
 - j. Airport rd

Activity Center:

- High commuter area crossing jurisdictions “spaghetti map” → TPO
- Geography (natural job centers)
- Geometry (water etc)
- Land use separations into major residential & commercial
- Military -spread out facilities
- No knowledge centers identified. Lots of academic/high tech/ professional jobs
- Military facilities and major industrial areas missing
 - k. TPO study with info on linking activity centers
- Dots in the wrong spot
 - l. Need to look at these
 - m. Especially in northern area (i.e. Williamsburg area should match with UDA’s compare w/ TPO)

Reliability:

UD:

- Again check 199
- Construction on I-64 is cause

BTI:

- Airport Rd in James City county (yellow) makes sense
- Centerville Rd/199/60-lightfort rd (green) makes sense
- Rt 17 has no alternatives and signal issues
- Courthouse to port
 - n. Transit priority for TNC (shipyard employees)
- Oyster Pt signal issue
- Overall, not a huge problem, might be able to mitigated by operational improvements
- Measure might be too sensitive
 - o. One stoplight lighting up under normal conditions shouldn’t be a regional need necessarily
- Regional reliability

Rail on-time reliability:

- Amtrak Norfolk, end of line and best on time
- Still the thru-way service between NN and Norfolk

- p. NN connections to transit
 - Delays in New Kent- single track have to defer to freight trains
 - Heat-track expansion issues
 - Pretty viable alternative to DC area used by W&M students
 - Moving NN Rail station near NN airport. Intermodal connections important (no bus service currently)
 - Airports separated by tunnels
 - May not be much room to increase rail reliability
 - q. Concept for placing a parallel rail adjacent to the freight track for light rail. Right of way is already available as this was originally a double track main line.

Accessibility:

- Deficit
 - r. Downtown NN
 - s. Phoebus
 - t. New WATA service York County, 17, 238

Disadvantaged:

- Williamsburg Area
 - u. Transit seems to be doing a good job serving the viable areas
- Some areas showing up as outside $\frac{1}{4}$ access are actually served
- Why not $\frac{3}{4}$ mile buffer? Or even $\frac{1}{2}$ mile?
 - v. Ada complementary service
- Maybe 75+ & another criteria
 - w. If not low income or disability, not disadvantaged?

Safety:

- PSI list
 - x. How far to go down?
- vs. local priorities
- Should prioritize the worst risks statewide but should be some regional priorities
- HSIP moving towards systemic improvements
 - y. Should VTrans allow more flexibility for intersection improvements for example
- Compare statewide vs. regionals PSIs
- SMART SCALE scored statewide (but with area type weighting)

Maybe needs to be weighted differently

- Want to see bike/ped crashes
 - z. Different risks/improvements
 - aa. Especially in urban areas

UDAs:

- Does Newport News have any UDAs? (check)

IEDAs:

- Seems like a good idea in addition to UDA's
- Maybe prioritize needs based on other criteria
bb.i.e. distance to interstate

7 WRITTEN COMMENTS

The following section lists the written input from participants who chose to fill out the printed comment sheet in their meeting packets. Key points and concepts from this input are reflected in Table 2 (Synthesis of Comments). Some participants planned to send comments to OIPI staff after the meeting; input from these post-meeting messages may not be captured in this meeting summary, but OIPI is considering all continued input during the development of the needs assessment.

CONGESTION:

Does Congestion affect this region's economic competitiveness? If so- where, how, and why?

- Yes, time is money. Across any of the tunnels. And especially the more they're tolled too
- On the Eastern Shore, congestion is not an issue
- No, not on Eastern Shore
- No (Eastern Shore)
- Isolation and lack of infrastructure- public sewer and water are not available in most parts of the county

PECC:

Does this measure reveal the region's needs as YOU perceive them? If not, why?

- Yes
- No, congestion does not negatively affect the Eastern Shore

Do you have an opinion on the Analysis threshold?

- We need to design for peak travel levels

TTI:

Does this measure reveal the region's needs as YOU perceive them? If not, why?

- Yes
- No, congestion does not negatively affect the Eastern Shore

Do you have an opinion on the Analysis threshold?

- We need to design for peak travel levels

RELIABILITY

Does travel time reliability affect this region's economic competitiveness? If so- where, how, and why?

- Yes, long distances between population centers, workplaces, and amenities
- Yes, we are further away from Hampton Roads and economic services than everyone west of the CBBT
- Yes, quality of life can attract or detract from business investment

Person Delay During Unreliable Conditions (UD):

Does this measure reveal the region's needs as YOU perceive them? If not, why?

- Should consider weather delays
- Yes

BTI:

Does this measure reveal the region's needs as YOU perceive them? If not, why?

- No- BTI is not a major factor on the Eastern Shore
- yes

Do you have an opinion on the Analysis threshold?

- Should probably be 2-3 across the board

PASSENGER RAIL ON TIME PERFORMANCE

Does passenger rail on-time performance affect this region's economic competitiveness? If so- where, how, and why?

- None on Eastern Shore

ACCESSIBILITY TO ACTIVITY CENTERS

Is accessibility to activity centers a concern for this region? If so- where, how, and why?

- Yes, need public transportation
- More funding for STAR transit and other transportation options
- Yes, long distances between activity centers on the Eastern Shore
- Yes, with persistent poverty it is harder for our residents to get to activity centers
- Yes, noted on the ap, because the affect use
- Military bases & parks that hold events or attract outside visitors included in these.

cc. i.e. besides or anything larger than just a neighborhood park

Does this measure reveal the region's needs as YOU perceive them? If not, why?

- Shore is divided by Rte 13 and there is an issue with non-motorized vehicles getting to activity centers
- Yes

Do you have an opinion on the Analysis threshold?

- This would not assist Northampton County
 - o Need access via motorized means due to the distance from homes to activity centers and Rte 13

In addition to the analysis of statewide measures, what other data or information could help us to pinpoint mid-term needs associated with accessibility to activity centers in this region?

- Examine accessibility via vehicle and for bicyclists/pedestrians separately

TRAVEL OPTIONS FOR DISADVANTAGED POPULATIONS

Is the availability of travel options for disadvantaged populations a concern for this region? If so- where, how, and why?

- Yes, data per census bureau
- Yes, we do not have extended bus lines & bus stops for our residents
- Yes
 - dd. Large portion of low SES residents with very limited access to public transportation due to rural nature of the Eastern shore
- Yes, Northampton is a persistent poverty county. Need travel options for disadvantage. No Uber, no Amtrak. If you don't have a personal car, there is a serious issue with transportation on Eastern Shore.

Disadvantaged Population Beyond ¼ Mile Access To Transit Service

Does this measure reveal the region's needs as YOU perceive them? If not, why?

- Yes
- No, the transit authority on the Eastern Shore is not listed
- No, must examine STAR transit bus services
- Need to take account of the percent of disadvantaged and lack of options. This is a very real concern on the Eastern Shore

Do you have an opinion on the Analysis threshold?

- Define what "significant number of disadvantaged". What is significant?

In addition to the analysis of statewide measures, what other data or information could help us to pinpoint mid-term needs associated with travel options for disadvantaged populations in this region?

- Examine options for personal vehicle, bicycle/pedestrian, and ridesharing modes separately
- Northampton County has high percentage but due to lack of population may not qualify as a Block Group. This is a definite need.

SAFETY:

Is traveler safety a concern for this region? If so- where, how, and why?

- Yes, Median crossing issues, Pedestrians/lack of bus stops
- Yes- high crash rate on Route 13, a major highway with through traffic
- Yes, the rural area with open roads cause for increase in speeding in our area
- Vary per historical data

Vehicular Crashes

Does this measure reveal the region's needs as YOU perceive them? If not, why?

- No- have crashes but the tiering of the PSI
- No due to low population on the Eastern Shore, safety needs score lower
- yes

Do you have an opinion on the Analysis threshold?

- Must be weighted to give rural areas equitable scores
- Should work towards Vision Zero or what the HRTPO uses as the threshold since the region has already bought into that

In addition to the analysis of statewide measures, what other data or information could help us to pinpoint mid-term needs associated with safety in this region?

- Examine crashes by type and develop specific recommendations based on cause

Economic Development Needs:

Please provide your thoughts about mid term transportation needs related to economic development in this region's activity centers, urban development areas, and/or industrial development areas:

- The Eastern Shore requires improved access to major employers, including public transportation, to improve economic development opportunities. This includes improved public transportation, bicycle and pedestrian, and ride sharing modes of transportation
- Need infrastructure upgrades

Additional Comments:

What did you find most useful about this workshop?

- Quality Control of the data/maps
- Speaking with professionals in the transportation industry

- Reviewing and “ground treating” existing VTrans assessments
- Discussion-potential assistance in future

What could we do to make future workshops better?

- Increased OIPI/VDOT presence at each breakout table

Do you have any concerns or questions we didn't get a chance to discuss today?

- Coastal resilience/flooding of transportation infrastructure
 - ee. Tis will be a factor of increasing importance in transportation planning and must be highlighted and included in scoring for inclusion in statewide plans and funding. There is a need for funding devoted specifically to resilience projects and prioritization of these projects to ensure access and best utilize funding and future transportation planning