

VTrans2040 Multimodal Transportation Plan Urban Development Areas

Designated **Urban Development Areas (UDAs)** and other locally **designated growth areas (DGAs)** represent the community level multimodal travel market component of VTrans2040.

More information is available at: <http://www.vtrans.org/vtrans2040.asp>

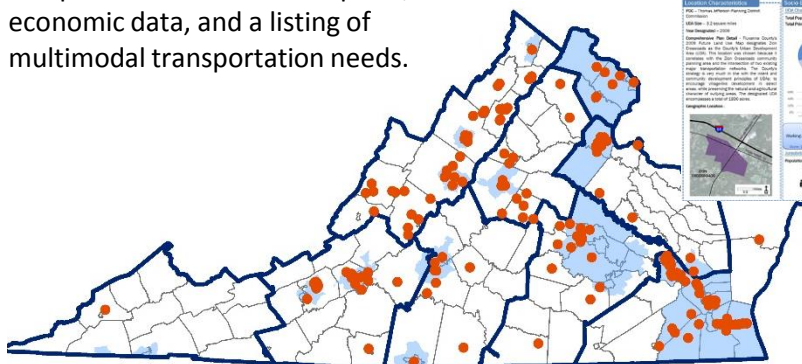
Needs Assessment Approach

Determine Locations – Starting in summer 2014, the Office of Intermodal Planning and Investment (OIPI) and VDOT worked with jurisdictions and Planning District Commissions across the Commonwealth to identify code referenced locations in comprehensive plans and provide guidance on the approach to amend comprehensive plans to be consistent with the Code of Virginia [§15.2-2223.1](#). As of October 1, 2015, the research has identified over 180 UDAs or DGAs (across 62 jurisdictions) that are designated in local comprehensive plans per §15.2-2223.1.

HB2 Project Prioritization – The final [HB2 implementation and policy guide](#) provided flexibility to localities submitting projects to promote UDAs. Jurisdictions that amend their comprehensive plans to include a code reference for locally designated growth areas that meet the intent of §15.2-2223.1 are eligible to submit projects that address the needs of these areas.

Locally Specified Transportation Needs – The UDA needs assessment is driven at the individual UDA or DGA level, supported by local planning information and socioeconomic data to help organize and communicate needs to stakeholders and the public. This approach relies on local input from planning officials through an online needs form. The online form included questions about multimodal transportation needs required to promote development within UDAs and other locally designated growth areas identified in comprehensive plans.

Mapping and Profiles – For each UDA or DGA (or groups of such locations in a jurisdiction), the boundary of each location is mapped and a profile is developed. The profile includes a description, socio-economic data, and a listing of multimodal transportation needs.



The local process for designating UDAs started with the original legislation in 2007 and mostly ended once the legislation became voluntary in 2012.

OIPIs [grant program](#) plus HB2 inclusion of projects that “promote UDAs” or other DGAs meeting the intent of §15.2-2223.1 helped reinvigorate interest in planning for these places.

Outreach to local planners included a webinar, an online needs form, and two rounds of five regional forums to help identify existing and potential locations and transportation needs.

Detailed needs profiles and mapping for each designated location is used to inform the HB2 process and supports other state, regional, and local coordinated land use and transportation planning goals.

Urban Development Areas/Designated Growth Areas

Place Type Summary

Diverse Places

UDA and DGAs are located in urban, suburban, and rural communities. The existing land uses of these areas range from greenfields and vacant urban land to densely developed downtowns like Norfolk and Tysons Corner. The intensity of planned uses and development character varies depending on growth potential and the policies and priorities of each jurisdiction. The Department of Rail and Public Transportation [Multimodal System Design Guidelines](#) provides multimodal planning and design guidance at the community scale. Six multimodal center place types are identified that reflect varying development characteristics and transportation needs. The pie charts below reflect how diverse these places are and are planned to be.



Rural or Village Center



Small Town



Medium Town



Large Town

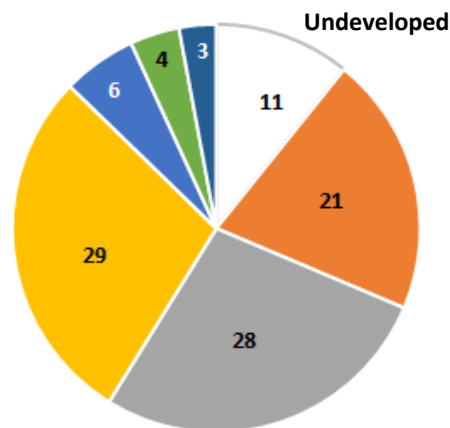


Urban Center

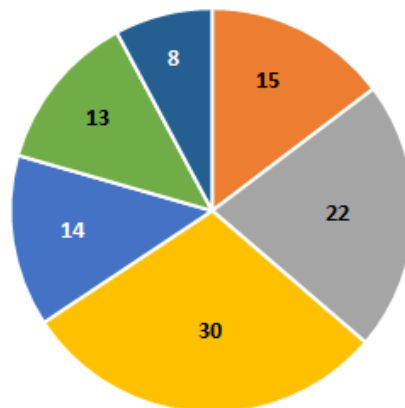


Urban Core

Existing Place Type



Planned Place Type



Andersons Corner
James City County

Amelia Village
Amelia County

Broadway Town

Manassas

Lynchburg
Downtown

Downtown Area
Norfolk

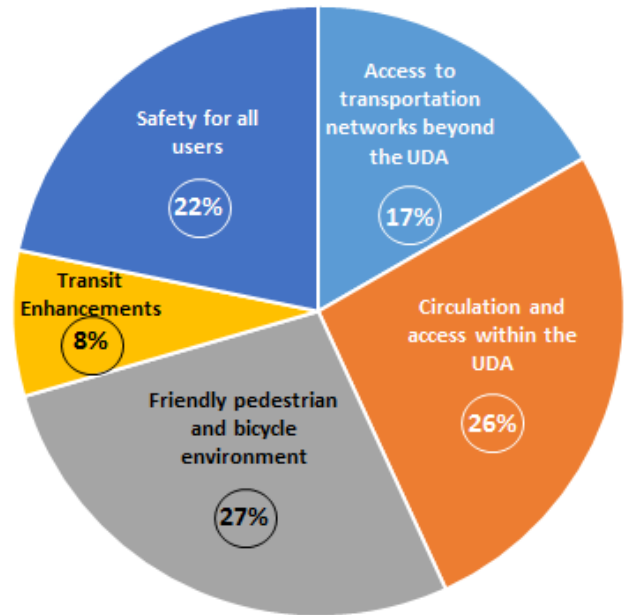


Urban Development Areas/Designated Growth Areas

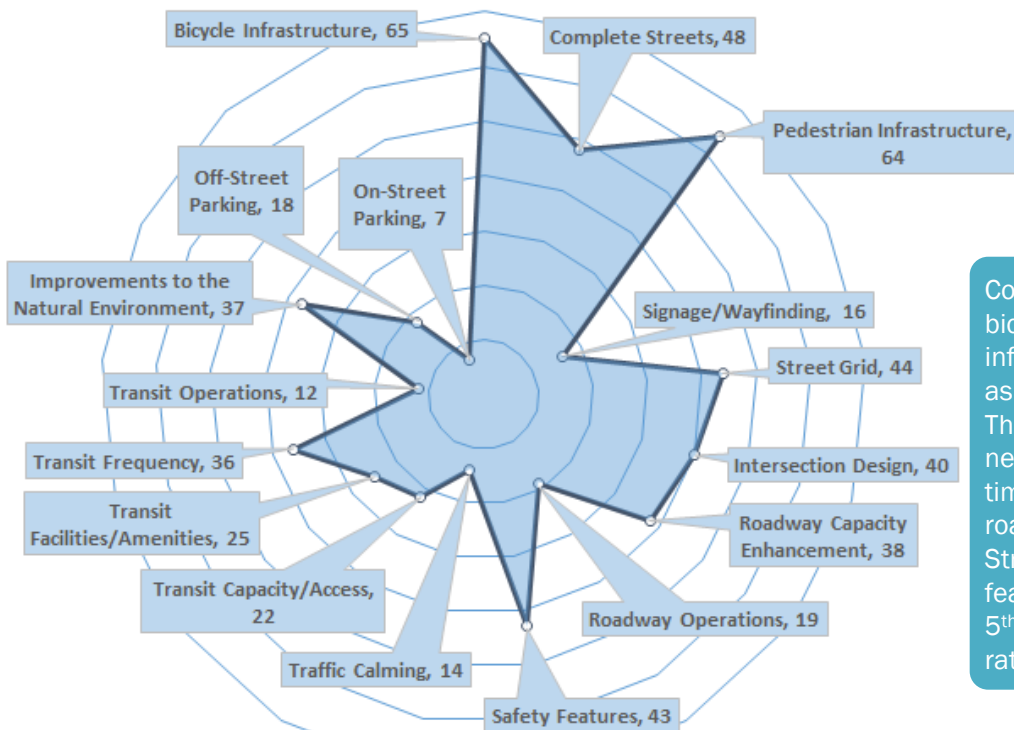
Overall Needs Summary

Varied Transportation Needs

General Top Needs – Each locality ranked general needs across five categories: access to transportation networks beyond the UDA, circulation and access within the UDA, friendly pedestrian and bicycle environment, transit enhancement, and safety for all users. The pie chart shows that more than half of the respondents identified a friendly pedestrian and bicycle environment and circulation and access within the growth area as their top transportation needs. Transit was the least frequent identified top need – the reason for this is attributed to the larger share of village and small town place types. While transit may not be identified as an existing need, as development occurs in these areas, transit may become a more prevalent need within these localities.



Specific Highest Rated Needs – Each locality identified its highest needs across a list of 17 multimodal transportation need categories. Needs related to the bicycle and pedestrian environment (including bicycle and pedestrian infrastructure, complete streets, street grid, and signage/wayfinding) were overall the most frequent response as a high rated need. Roadway capacity, operations, and safety needs (including intersection design) and transit related needs showed a similar frequency as a high need.



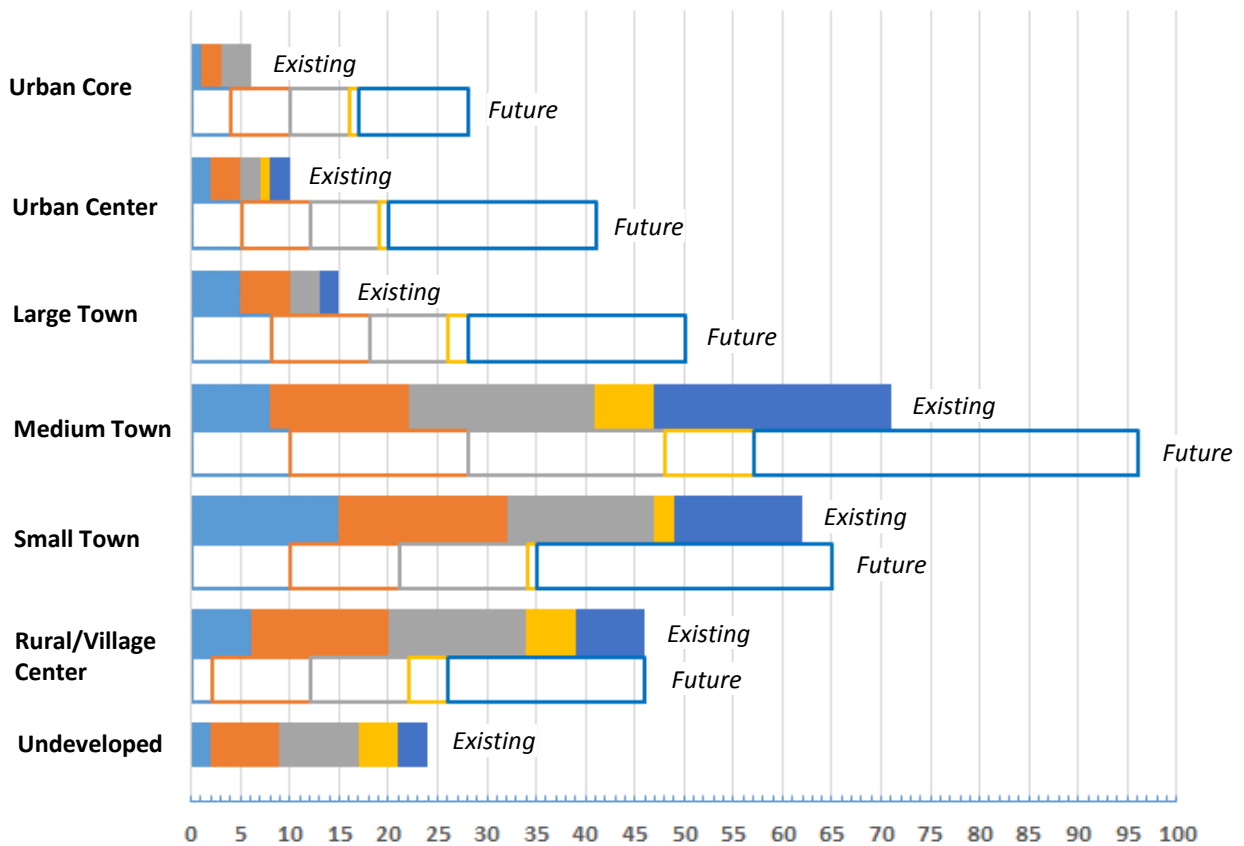
Complete streets and bicycle and pedestrian infrastructure were noted as the top three needs. They were rated as a top need on average 1.5 to 2 times as frequent as roadway or transit needs. Street grid and safety features were the 4th and 5th most frequent top rated needs.

Urban Development Areas/Designated Growth Areas

Needs by Place Type Summary

Unique Needs by Place

General Top Needs by Place Type – Needs by place type depict the relationship between existing and future development characteristics and transportation needs. For the lower density place types, typically the bicycle and pedestrian environment and circulation and access within the growth area appear more important. Note the change in the identified place type between the existing and future figures below.



- Access to transportation networks beyond the UDA
- Circulation and access within the UDA
- Friendly bicycle and pedestrian environment
- Transit enhancements
- Safety for all users

Next Steps

Recommendations – OIPI, VDOT, and DRPT will work to identify best planning, design, and implementation practices to help localities meet the development goals and transportation needs of growth areas.

Scenario Planning – OIPI will work with state, regional, and local partners to develop statewide scenarios reflecting diverse economic, technological, social, and land use/transportation futures through 2040.

Continuing UDA Planning Grant Program – Details are forthcoming from OIPI on the continuation of this program into 2016.

STIP Development / HB2 – As next round of HB2 applications begin in summer 2016, OIPI will work again with local jurisdictions to help designate growth areas and identify needs.