

AGENDA

10:00-10:40 am	Plenary Workshop Introduction: Overview of needs assessment process, explanations of methodology, performance measures, and thresholds.
10:40-12:00 pm	<p>Mid-Term Needs Discussion: Breakout groups meet with facilitators to identify mid-term needs and to provide feedback on performance measures and analysis thresholds appropriate for the region.</p> <p style="text-align: center;">Performance Measures</p> <p>1A. Congestion Measure for Interstates and Select Limited Access Facilities- 60% of the speed limit 1B. Congestion Measure for Interstates and Select Limited Access Facilities- 75% of the speed limit 1C. Congestion Measure for Interstates and Select Limited Access Facilities- 90% of the speed limit</p> <p>2. Congestion Measure for Non-Limited Access COSS and Regional Network 3A. Unreliable Demand- Weekday 3B. Unreliable Demand- Weekend 4. Reliability Measure for Non-Limited Access COSS and Regional Network 5A. Amtrak On Time Performance 5B. VRE On Time Performance 6. Accessibility to Activity Centers 7A. Disadvantaged Population Beyond ¼ Mile Access to Fixed-Route Transit Service- 80% Threshold 7B. Disadvantaged Population Beyond ¼ Mile Access to Fixed-Route Transit Service- 90% Threshold 8. Safety: Vehicular Crashes</p>
12:00-1:00 pm	Lunch/ Opportunity to provide comments at UDA “open house” station
1:00-1:20 pm	Breakout groups review & validate main points, prepare for report-out
1:20-1:45 pm	Report Out: Each breakout group provides a brief summary of its key takeaways, 3-5 minutes per group
1:45-2:00 pm	Wrap Up And Next Steps: Plenary presenter invites remaining questions/ comments from full group, offers closing thoughts/ observations, reiterates the process for finalizing mid-term needs.

SUMMARY OF TRANSPORTATION RELATED PLANS/STUDIES

Name of Plan	Agency	Date Published	Vision	Goals	Objectives/Strategies	Performance Measures
Bristol MPO 2040 Long Range Transportation Plan	Bristol MPO	9/27/2016		GOAL: SYSTEM EFFICIENCY AND ASSET MANAGEMENT- Develop and maintain a transportation system to move people and goods at the most effective level of public and private cost	Maintain the efficiency and state of good repair of the existing transportation system	
					Maximize the cost-effectiveness of transportation investments.	
					Select and program projects based on identified need and effectiveness.	
				GOAL: ECONOMIC DEVELOPMENT- Provide transportation resources to support economic growth and strengthen the regional economy	Enhance the transportation access to commercial and industrial areas	
					Increase the accessibility options for freight movement.	
					Proactively plan and accommodate for growth in the regional economy.	
				GOAL: HEALTHY AND SUSTAINABLE COMMUNITIES Develop a transportation system to preserve and enhance the natural environment and improve quality of life.	Minimize adverse environmental impacts of the urban transportation system.	
					Reduce vehicle emissions and promote activities that reduce greenhouse gases.	
					Coordinate the provision of transportation facilities with land use activities to promote active transportation and healthy multimodal lifestyles that minimize single-occupancy vehicle travel.	
				GOAL: MOBILITY OPTIONS Develop a transportation system that provides an opportunity for a choice of mode for the movement of people and goods.	Encourage the development of bicycle facilities, sidewalks, and greenways	
					Enhance the connectivity of the transportation system between modes.	
					Maintain an efficient and cost effective public transportation system.	
GOAL: USER SAFETY AND SECURITY Develop a transportation system for the movement of people and goods, which is safe for all modes and provides security for users and transportation infrastructure.	Reduce motorized crashes, injuries, and fatalities.					
	Reduce non-motorized crashes, injuries, and fatalities.					
	Coordinate with state and local agencies to improve transportation security for critical infrastructure.					
Kingsport Area 2040 Long-Range Transportation Plan	KMTPO	6/1/2017		Promote and advance sustainable transportation choices for the greater Kingsport region that support long-term economic, social, and environmental sustainability.	Strategically target transportation investments to areas supportive and conducive to growth and redevelopment initiatives. Support transportation	

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				Promote transportation policies and investments that advance quality economic development and redevelopment, economic competitiveness, and efficient access to people, places, goods, and services within and throughout the region.	investments and policies that work to create jobs, efficiently move freight, promote tourism, and improve access to all modes and destinations while embracing access management and corridor management strategies that preserve the long-term functionality of a roadway's capacity and safety.	
				Provide safe, secure, convenient, and active transportation choices to all citizens that strengthen the livability and health of our communities and region.	Promote active transportation by increasing opportunities for short trips through improved accessibility to alternative modes.	
Kingsport Regional Bicycle and Pedestrian Plan	KMTPO	11/1/2012		Promote and advance sustainable transportation choices for the greater Kingsport region that support long-term economic, social, and environmental sustainability within and throughout the region.		
				Provide safe, secure, convenient, and active transportation choices to all citizens which strengthens the livability and health of our communities and region.		
Mount Rogers 2035 Long Range Transportation Plan	Mount Rogers PDC	2011		1: Provide efficient and smooth movement through the Mount Rogers region of passenger and commercial vehicles along safe, well-maintained highways with capacity sufficient for all anticipated circumstances.	The separation of the concurrent portions of I-81 and I-77 in Wythe County.	
					Improvements to I-81 interchanges at Exits 7, 14, 17, and 35	
					The creation of climbing lanes for trucks on long grades of I-77 both northbound and southbound.	
					Continued planned improvements to US Route 58 within the Mount Rogers PDC.	
				2: To provide improved conditions for economic development, tourism, and existing business and industrial hubs in the Mount Rogers region by highway and by rail.	Improvements to the utilization of rail for industrial access and public transportation.	
					Creation of intermodal exchange locations for rail and truck movement of goods.	
Mount Rogers Coordinated Human Service Mobility Plan	Mount Rogers PDC	2013		Provide Targeted Shuttle Services to Access Employment Opportunities	Operating and capital assistance to fund specifically-defined, targeted shuttle services.	
				Maintain existing transportation services and available mobility options for older adults, people with disabilities, and people with lower incomes.	Capital needs to support new mobility management and coordination programs among public transportation providers and human service agencies providing transportation.	

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Cumberland Plateau 2035 Rural Long Range Transportation Plan	Cumberland Plateau PDC	2011		1: Provide a transportation system that facilitates the efficient movement of people and goods		
				2: Provide a safe and secure transportation system.		
				3: Improve CPPDC's economic vitality and provide access to economic opportunities for all District businesses and residents.		
				4: Improve quality of live and minimize potential impacts to the environment.		
				5: Preserve the existing transportation system and promote efficient system management.		
Lenowisco 2035 Rural Long Range Transportation Plan	Lenowisco PDC	2011	This Plan will serve as a long term strategy for the transportation network of the region and as a component of the 2035 Surface Transportation Plan.	Protect and enhance the natural, historic, and neighborhood environment while making improvements to the existing system or building new sections.		
				Align transportation projects with economic development goals and opportunities.		
				Increase the safety of the transportation system.		
Lenowisco Coordinated Human Services Plan	Lenowisco PDC	2013		Provide Targeted Shuttle Services to Access Employment Opportunities.	Operating and capital assistance to fund specifically-defined, targeted shuttle services.	
				Expand Availability of Demand-Response Service and Specialized Transportation Services to Provide Additional Trips for Older Adults, People with Disabilities, Veterans, and People with Lower Incomes	Expand current demand-response system to serve additional trips (within same hours of operation/service). Extend hours and days of current demand-response system to meet additional service needs	
US 460 Corridor Improvement Study	VDOT	Ongoing				
I-81 Exit 17 Interchange Modification Report	VDOT	Ongoing				
US 58 Truck Route Alternatives Analysis	VDOT	Ongoing				
I-81/I-77 Overlap Transportation Study	VDOT	Ongoing				
I-81/I-77 Auxiliary Lane Study	VDOT	Ongoing				

Urban Development Area Needs Assessment- 2019 Responses

Jurisdiction	UDAs or DGAs (#)	VDOT District	Area sq. mi.	Year Designated	Improvement Urgency	Highest Rated Overall Need	Internal UDA Specific Multimodal Transportation Needs (Highest Identified Need)	In Regional Network
Town of Wise	Norton Rd - Cherry St. to Hamilton Street	Bristol	0.1	2015		Circulation and access within the UDA	Roadway capacity and infrastructure improvements, street grid, pedestrian infrastructure, complete streets, safety features, improvements to the natural environment, sidewalks	No

UDA VARIABLES

UDA Name	Governing Bodies	Area	Year Designated	Centerline Miles	Population ¹	Employment ²	UDA Transit	Modal Information
Wise Town	PDC: Lenowisco MPO: N/A District: Bristol Jurisdiction: Wise County	Sq. miles: 0.10 Acres: 63.0	2015	0.85	UDA Population: 13 UDA Population Density: 0.21	UDA employment: 61 Total UDA employment in freight related industries: 0 Total UDA employment in local serving industries: 56 Total UDA employment in knowledge-based industries: 5 UDA Employment density: 0.97	Percent of UDA population served by transit (within 1/4 mile of transit stop): 0% Percent of UDA employment served by transit (within 1/4 mile of transit stop): 0%	Number of bus stops: 0 Miles of bus routes: 0 Number of ferry stops: 0 Miles of ferry routes: 0 Number of rail stops: 0 Miles of rail: 0

¹ Source: United States Census Bureau, American Community Survey 2013-2017

² Source: United States Census Bureau, Longitudinal Employer-Household Dynamics 2015