Congestion Measure for Interstates and Select Limited Access Facilities: Crater and Southside Area North

August 15, 2019

Percent Person of Miles Travel In Excessively Congested Conditions, (PECC), Weekday, 60% of Posted Speed Limit

- 0% - 10%
- 10% - 15%
- 15% - 20%
- 20% - 25%
- Greater than 25%
- No Data

Activity Centers
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports

Annual Average Daily Traffic (AADT)

- 0
- 1 - 10,000
- 10,000 - 25,000
- 25,000 - 50,000
- 50,000 - 75,000
- Greater than 75,000

Rail Network

Other Selected Limited Access Facilities

Buffer around Primary COSS Facilities

Urban Development Areas

Regional Network

Counties and Cities

Water

VDOT Construction Districts

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Congestion Measure for Interstates and Select Limited Access Facilities: Crater and Southside Area North

August 15, 2019

Percent Person of Miles Travel In Excessively Congested Conditions, (PECC), Weekday, 75% of Posted Speed Limit

- 0% - 10%
- 10% - 15%
- 15% - 20%
- 20% - 25%
- Greater than 25%
No Data

Activity Centers
- Freight dependent
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstate

Annual Average Daily Traffic (AADT)
- 0
- 1 - 10,000
- 10,000 - 25,000
- 25,000 - 50,000
- 50,000 - 75,000
- Greater than 75,000

Rail Network
Other Selected Limited Access Facilities
Buffer around Primary COSS Facilities
Urban Development
Regional Network
Counties and Cities
Water

VDOT Construction Districts

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Congestion Measure for Interstates and Select Limited Access Facilities: Crater and Southside Area North

August 15, 2019

Percent Person of Miles Travel In Excessively Congested Conditions, (PECG), Weekday, 90% of Posted Speed Limit
0% - 10%
10% - 15%
15% - 20%
20% - 25%
Greater than 25%
No Data

Activity Centers
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates

Annual Average Daily Traffic (AADT)
0
1 - 10,000
10,000 - 25,000
25,000 - 50,000
50,000 - 75,000
Greater than 75,000

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Congestion Measure for Interstates and Select Limited Access Facilities: Crater and Southside Area

August 15, 2019

Percent Person of Miles Travel In Excessively Congested Conditions, (PECC), Weekday, 90% of Posted Speed Limit

- 0% - 10%
- 10% - 15%
- 15% - 20%
- 20% - 25%
- Greater than 25%
- No Data

Activity Centers

- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates

Annual Average Daily Traffic (AADT)

0
- 1 - 10,000
- 10,000 - 25,000
- 25,000 - 50,000
- 50,000 - 75,000
- Greater than 75,000

Rail Network
Other Selected Limited Access Facilities
Buffer around Primary COSS Facilities
Urban Development
Regional Network
Counties and Cities
Water

Map 1C

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Congestion Measure for Non-Limited-Access COSS and Regional Network: Crater and Southside Area

August 15, 2019

minimum TTI value shown 1.5

- 1.5 - 2.0
- 2.0 - 2.5
- 2.5 - 3.0
- Greater than 3.0

Activity Centers
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates

Annual Average Daily Traffic (AADT)
- 0
- 1 - 10,000
- 10,000 - 25,000
- 25,000 - 50,000
- 50,000 - 75,000
- Greater than 75,000

Other Selected Limited Access Facilities
- Buffer around Primary COSS Facilities
- Rail Network
- Urban Development Areas
- Regional Network
- Counties and Cities
- Water

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Unreliable Delay (UD) - Number of person-hours of delay during Unreliable Conditions: Crater and Southside Area North

August 15, 2019

Minimum 80th/50th percentile travel time equal to 1.5 or higher - Weekday

Activity Centers
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstate

Annual Average Daily Traffic (AADT)

0
1 - 10,000
10,000 - 25,000
25,000 - 50,000
50,000 - 75,000
Greater than 75,000

Rail Network
Other Selected Limited Access Facilities
Buffer around Primary COSS Facilities
Urban Development Areas
Regional Network
Counties and Cities
Water

VDOT Construction Districts

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Unreliable Delay (UD) - Number of person-hours of delay during Unreliable Conditions: Crater and Southside Area

August 15, 2019
Minimum 80th/50th percentile travel time equal to 1.5 or higher - Weekday
0 - 750
750 - 2,600
2,600 - 7,400
7,400 - 21,800
>21,800

Activity Centers
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Int. Interstates

Annual Average Daily Traffic (AADT)
0
1 - 10,000
10,000 - 25,000
25,000 - 50,000
50,000 - 75,000
Greater than 75,000
Rail Network
Other Selected Limited Access Facilities
Buffer around Primary COSS Facilities
Urban Development Areas
Regional Network
Counties and Cities
Water

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Unreliable Delay (UD) - Number of person-hours of delay during Unreliable Conditions: Crater and Southside Area North
August 15, 2019
Minimum 80th/50th percentile travel time equal to 1.5 or higher - Weekend
0 - 750
750 - 2,600
2,600 - 7,400
7,400 - 21,800
>21,800
Activity Centers
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates
Annual Average Daily Traffic (AADT)
0
1 - 10,000
10,000 - 25,000
25,000 - 50,000
50,000 - 75,000
Greater than 75,000
Rail Network
Other Selected Limited Access Facilities
Buffer around Primary COSS Facilities
Urban Development Areas
Regional Network
Counties and Cities
Water
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. They are two of several inputs used in the determination of Needs and are not the sole determinants.
Unreliable Delay (UD) - Number of person-hours of delay during Unreliable Conditions: Crater and Southside Area

August 15, 2019

Minimum 80th/50th percentile travel time equal to 1.5 or higher - Weekend

Activity Centers
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates

Annual Average Daily Traffic (AADT)

Rail Network
- Other Selected Limited Access Facilities
- Buffer around Primary COSS Facilities
- Urban Development Areas
- Regional Network
- Counties and Cities
- Water

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Date: 8/13/2019

DRAFT
Reliability Measure for Non-Limited-Access COSS and Regional Network: Crater and Southside Area North

August 15, 2019

Minimum BTI value shown is 0.5

0.5 - 1.0
1.0 - 1.5
1.5 - 2.0
2.0 - 2.5
Greater than 2.5

Activity Centers
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates

Annual Average Daily Traffic (AADT)
- 0
- 1 - 10,000
- 10,000 - 25,000
- 25,000 - 50,000
- 50,000 - 75,000
- Greater than 75,000

Rail Network
Other Selected Limited Access Facilities
Buffer around Primary COSS Facilities

Urban Development
Counties and Cities
Water

VDOT Construction Districts

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August 15, 2019
Minimum BTI value shown is 0.5

Activity Centers
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports

Annual Average Daily Traffic (AADT)
- 0
- 1 - 10,000
- 10,000 - 25,000
- 25,000 - 50,000
- 50,000 - 75,000
- Greater than 75,000

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Amtrak On Time Rail Performance Averages 2018

Amtrak Station (Average On-Time Performance)
- 0% - 39%
- 40% - 49%
- 50% - 59%
- 60% - 69%
- 70% - 79%
- 80% - 85%

Amtrak Routes
Regional Networks

0 15 30 60 90 120 Miles
Average on-time performance has declined since FY 2013 by 7 percentage points to 89%.
The 15-year average on-time performance for VRE is also 89%.
FY 2018 on-time performance exceeds the average in nine of the past 15 years.
VRE's on-time performance goal is 90%.
(Source: VRE on time performance “key metrics” for February 2018)
Accessibility to Activity Centers: Crater and Southside Area North

Transit Access Deficit to Local-Serving and Knowledge-Based Activity Center for Workers

Deficit levels, (high, medium, low) are relative to each region

- High
- Medium
- Low
- Freight-Dependent Activity Center
- Transit Routes
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates
- Local Roads

Annual Average Daily Traffic (AADT)

- 0
- 1 - 10,000
- 10,000 - 25,000
- 25,000 - 50,000
- 50,000 - 75,000
- Greater than 75,000

Rail Network
Buffer around Primary COSS
Facilities
Urban Development
Regional Network
Counties and Cities
Water

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Accessibility to Activity Centers: Regional Workshop - Crater and Southside Area

August 15, 2019

Transit Access Deficit to Local-Serving and Knowledge-Based Activity Center for Workers

Deficit levels, (high, medium, low) are relative to each region

- High
- Medium
- Low
- Freight-Dependent Activity Center
- Transit Routes
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates
- Local Roads

Annual Average Daily Traffic (AADT)

- 0
- 1 - 10,000
- 10,000 - 25,000
- 25,000 - 50,000
- 50,000 - 75,000
- Greater than 75,000

Rail Network

Buffer around Primary COSS Facilities

Urban Development

Regional Network

Counties and Cities

Water

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Disadvantaged Population beyond ¼ mile Access to Transit Service: Crater and Southside Area North

August 15, 2019

Disadvantaged block groups beyond 1/4-mile access to fixed-route transit service and local rail or BRT service, 80% Threshold

Disadvantaged and Not Viable for fixed route service, local rail, or BRT
Disadvantaged and Viable for fixed route service, local rail, or BRT

Transit Routes
Activity Centers
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates
- Local Roads

Annual Average Daily Traffic (AADT)
0
1 - 10,000
10,000 - 25,000
25,000 - 50,000
50,000 - 75,000
Greater than 75,000

Rail Network
Regional Network
Counties and Cities
Water

Disadvantaged population access to transit accounts for existing transit service where the data is available.

Date: 8/14/2019

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Disadvantaged Population beyond ¼ mile Access to Transit Service: Regional Workshop - Crater and Southside Area

August 15, 2019

Disadvantaged block groups beyond 1/4-mile access to fixed-route transit service and local rail or BRT service, 80% Threshold

- Disadvantaged and Not Viable for fixed route service, local rail, or BRT
- Disadvantaged and Viable for fixed route service, local rail, or BRT

Activity Centers
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates
- Local Roads

Annual Average Daily Traffic (AADT)

- 0
- 1 - 10,000
- 10,000 - 25,000
- 25,000 - 50,000
- 50,000 - 75,000
- Greater than 75,000

Rail Network
- Regional Network
- Counties and Cities
- Water

Disadvantaged population access to transit accounts for existing transit service where the data is available.

Date: 8/14/2019

DRAFT

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Disadvantaged Population beyond ¼ mile Access to Transit Service: Crater and Southside Area North

August 15, 2019

Disadvantaged block groups beyond ¼-mile access to fixed-route transit service and local rail or BRT service, 90% Threshold

- Disadvantaged and Not Viable for fixed route service, local rail, or BRT
- Disadvantaged and Viable for fixed route service, local rail, or BRT

Activity Centers
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates
- Local Roads

Annual Average Daily Traffic (AADT)
- 0
- 1 - 10,000
- 10,000 - 25,000
- 25,000 - 50,000
- 50,000 - 75,000
- Greater than 75,000

Rail Network
- Regional Network
- Counties and Cities
- Water

Disadvantaged population access to transit accounts for existing transit service where the data is available.

VDOT Construction Districts

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Date: 8/14/2019
Disadvantaged Population beyond ¼ mile Access to Transit Service: Regional Workshop - Crater and Southside Area

August 15, 2019

Disadvantaged block groups beyond 1/4-mile access to fixed-route transit service and local rail or BRT service, 90% Threshold

Disadvantaged and Not Viable for fixed route service, local rail, or BRT
Disadvantaged and Viable for fixed route service, local rail, or BRT
Transit Routes
Activity Centers
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates
- Local Roads

Annual Average Daily Traffic (AADT)

- 0
- 1 - 10,000
- 10,000 - 25,000
- 25,000 - 50,000
- 50,000 - 75,000
- Greater than 75,000

Rail Network
Regional Network
Counties and Cities
Water

Disadvantaged population access to transit accounts for existing transit service where the data is available.

VT TRANS
VIRGINIA TRANSPORTATION PLAN
Office of INTERMODAL Planning and Investment

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Date: 8/14/2019
DRAFT
Vehicular Crashes January 2013 - April 2019: Regional Workshop - Crater and Southside Area

August 15, 2019

Crash Severity
- Fatal Crash
- Injury Crash

Roadway Functional Classes
- Interstate
- U.S. Route
- State Route
- Frontage Road
- Secondary Route
- Urban Road

- Ports
- Amtrak/Pasenger Rail Stations
- Airports
- Rail Network
- Buffer around Primary CDSS Facilities
- Urban Development Areas
- Regional Network
- Counties and Cities
- Water

VDOT Construction Districts

Office of INTERMODAL Planning and Investment
VIRGINIA'S TRANSPORTATION PLAN

DRAFT

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