This depiction of measures and data shown on this map are intended to be used as an aid in discussing Mid-term Needs. This depiction of measures and data do not represent Mid-Term Needs. They are one of several inputs used in the determination of Needs and are not the sole determinant.
Congestion Measure for Interstates and Select Limited Access Facilities: New River Valley Area

August 20, 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

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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.
Congestion Measure for Interstates and Select Limited Access Facilities: New River Valley Area

August 20, 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

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

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Unreliable Delay (UD) - Number of person-hours of delay during Unreliable Conditions: New River Valley Area

August 20, 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

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: New River Valley Area

August 20, 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)

0 - 750
750 - 2,600
2,600 - 7,400
7,400 - 21,800
>21,800

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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Reliability Measure for Non-Limited-Access COSS and Regional Network: New River Valley Area

August 20, 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
Regional Network
Counties and Cities
Water

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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
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)
Disadvantaged Population beyond ¼ mile Access to Transit Service: Regional Workshop - New River Valley Area

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
- Interstate
- 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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Disadvantaged Population beyond ¼ mile Access to Transit Service: Regional Workshop - New River Valley Area

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
- 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.

VDOT Construction Districts

Office of INTERMODAL Planning and Investment
VTRANS VIRGINIA TRANSPORTATION PLAN

August 20, 2019

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Date: 8/14/2019

DRAFT
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