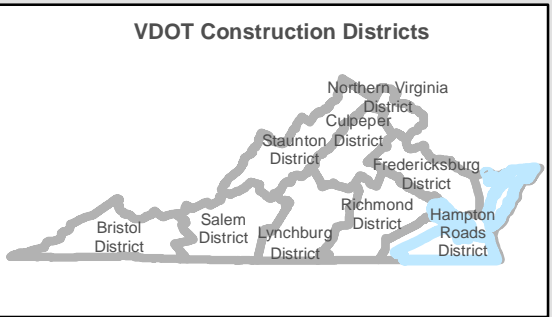
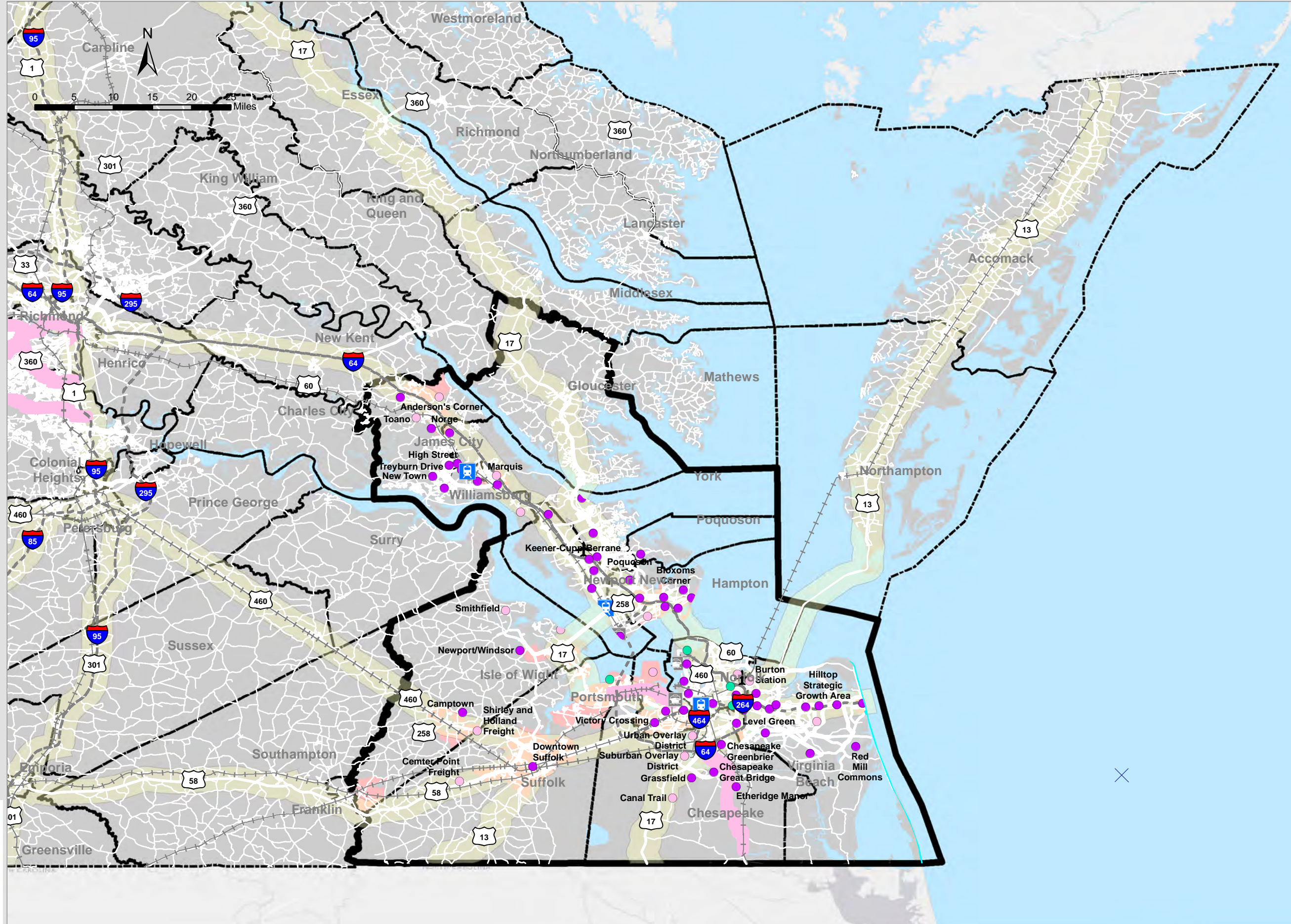


# Regional Workshop - Hampton Roads Area

August 13, 2019

## Activity Centers

- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates
- 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
- Rail Network
- Urban Development
- Buffer around Primary COSS Facilities
- Regional Network
- Counties and Cities
- Water



Office of  
**INTERMODAL**  
Planning and Investment

**VTRANS** | VIRGINIA'S  
TRANSPORTATION PLAN

Date: 8/13/2019

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.

**DRAFT**

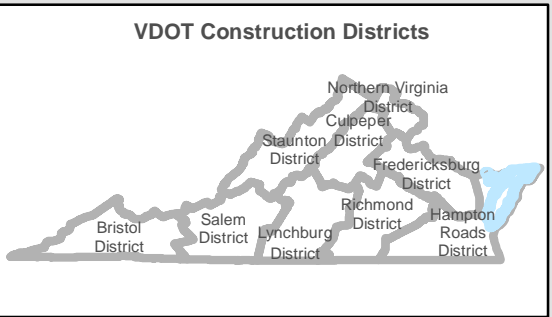
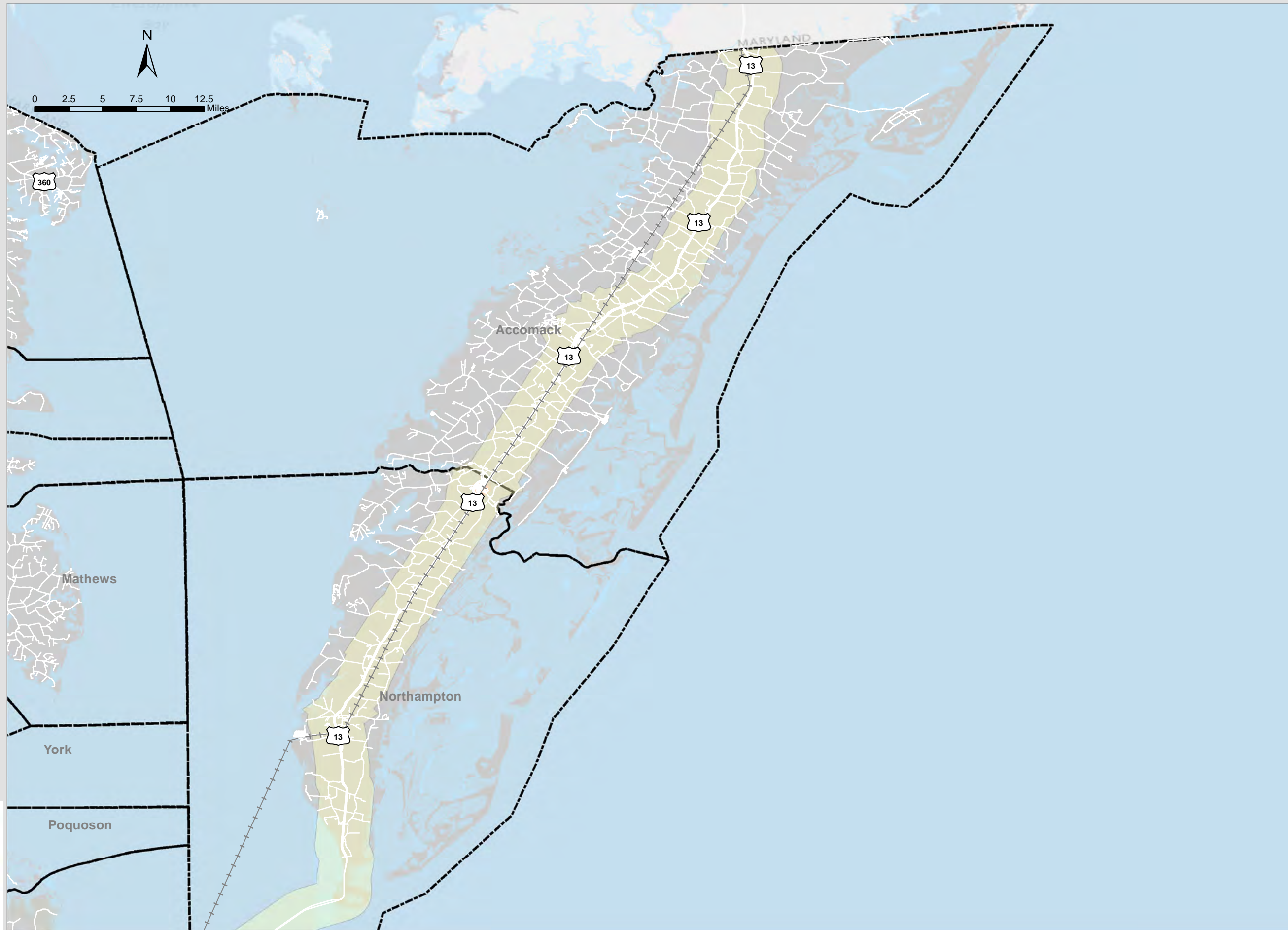


# Hampton Roads Eastern Shore

August 13, 2019

## Activity Centers

- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates
- 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
- Rail Network
- Urban Development
- Buffer around Primary COSS Facilities
- Regional Network
- Counties and Cities
- Water



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

Date: 8/13/2019

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.

**DRAFT**

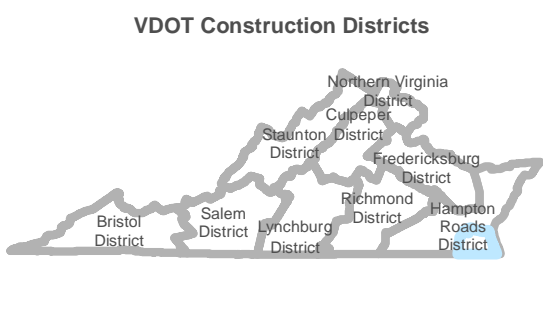
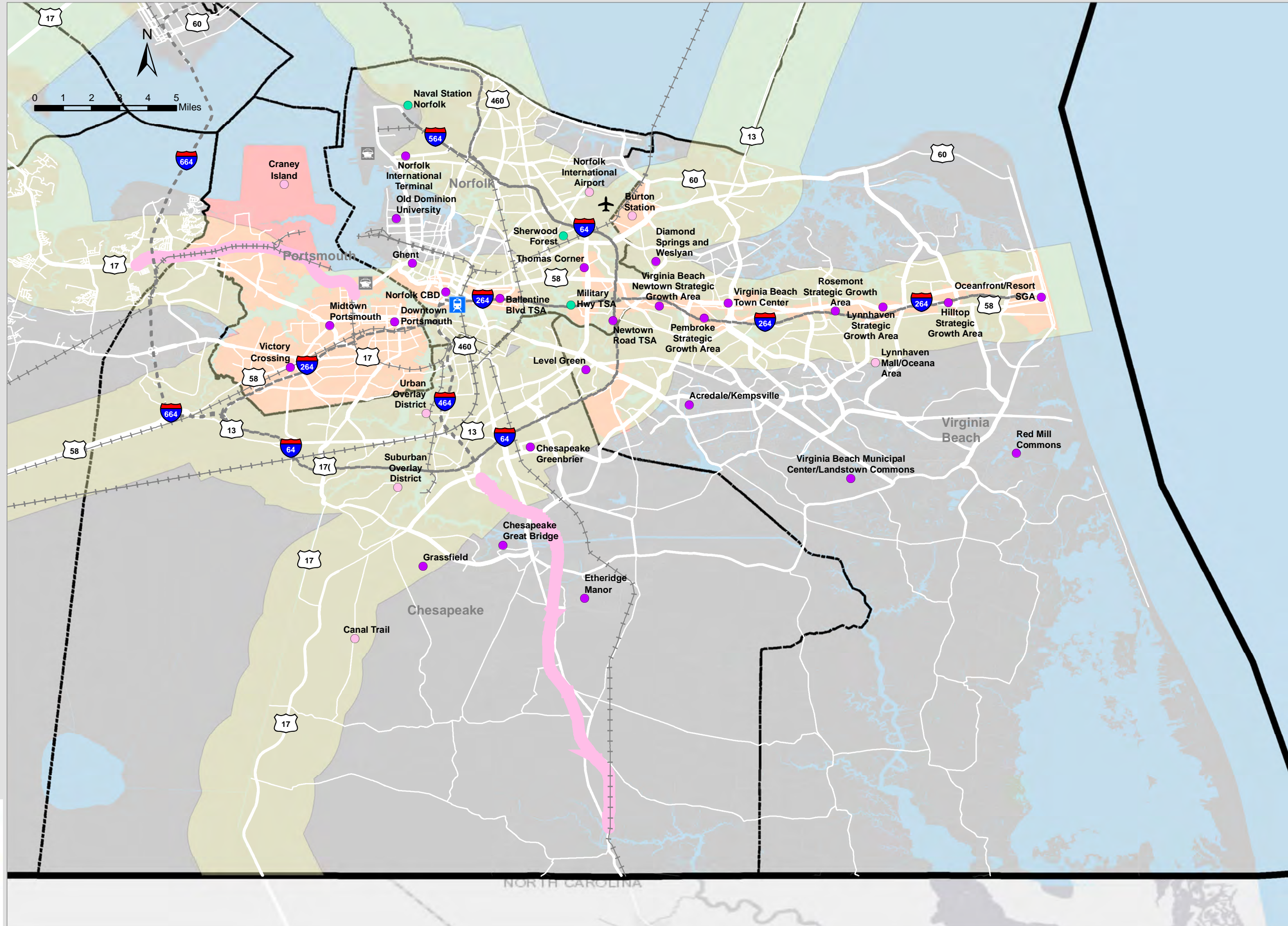


# Regional Workshop - Hampton Roads Area South

August 13, 2019

## Activity Centers

- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates
- 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
- Rail Network
- Urban Development Areas
- Buffer around Primary COSS Facilities
- Regional Network
- Counties and Cities
- Water



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

Date: 8/13/2019

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.

**DRAFT**

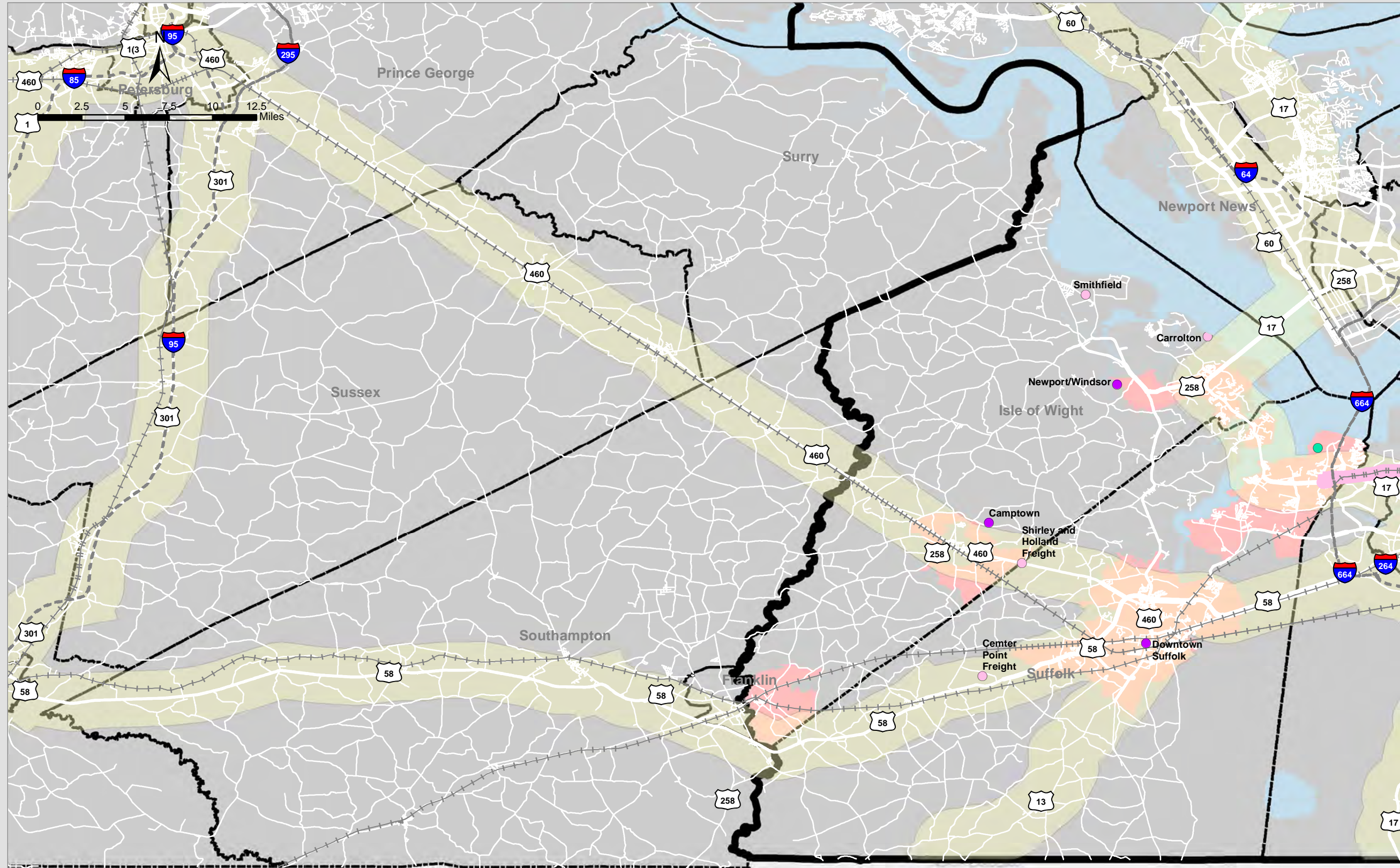
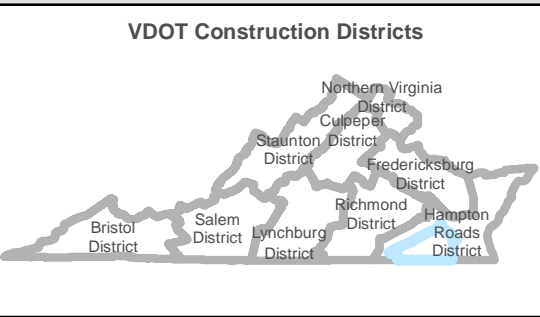


# Regional Workshop - Hampton Roads Area West

August 13, 2019

## Activity Centers

- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates
- 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
- Rail Network
- Urban Development Areas
- Buffer around Primary COSS Facilities
- Regional Network
- Counties and Cities
- Water



Date: 8/13/2019

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.

**DRAFT**

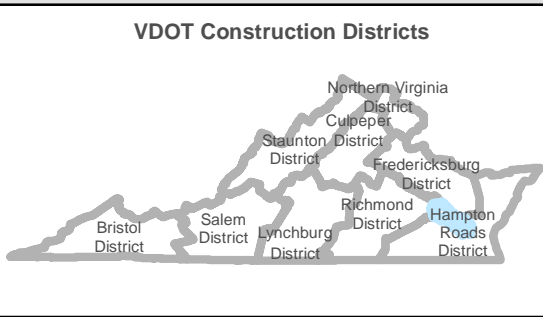
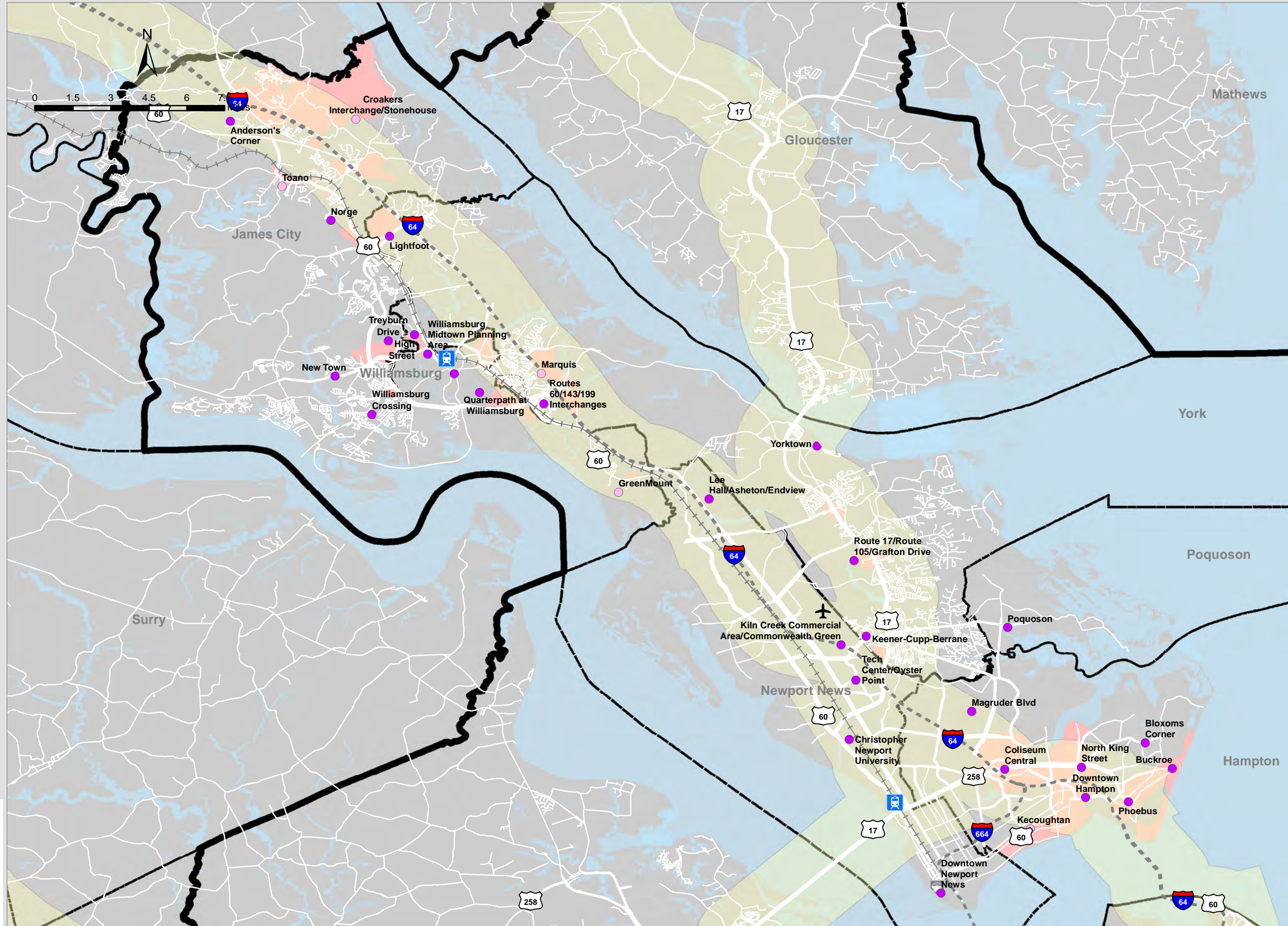


# Regional Workshop - Hampton Roads Peninsula

August 13, 2019

## Activity Centers

- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates
- 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
- Rail Network
- Urban Development
- Buffer around Primary COSS Facilities
- Regional Network
- Counties and Cities
- Water



**Office of INTERMODAL Planning and Investment**

**VTRANS** | VIRGINIA'S TRANSPORTATION PLAN

Date: 8/13/2019

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.

**DRAFT**



# Congestion Measure for Interstates and Select Limited Access Facilities: Hampton Roads Eastern Shore

August 13, 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

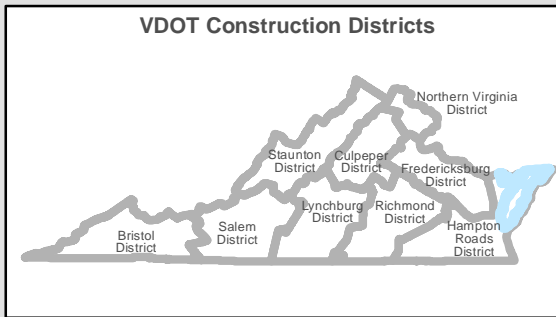
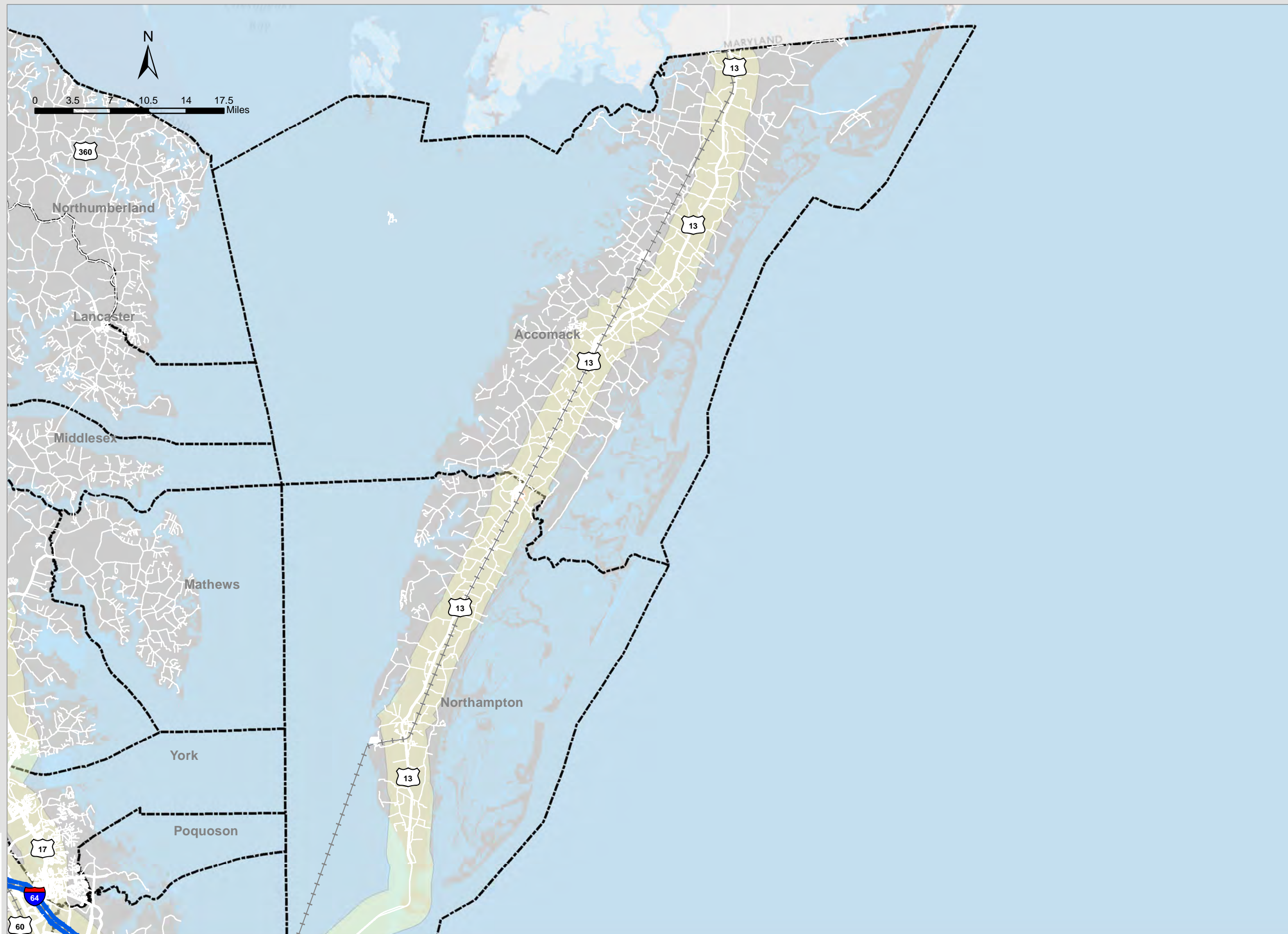
### Activity Centers

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

**DRAFT**



# Congestion Measure for Interstates and Select Limited Access Facilities: Hampton Roads South

August 13, 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

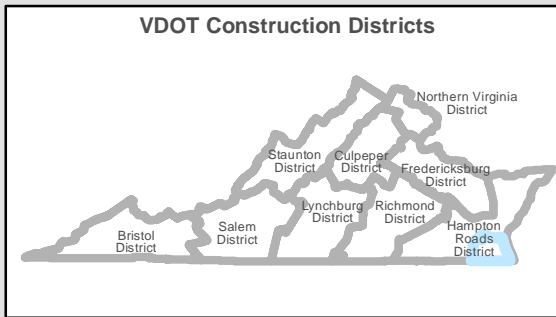
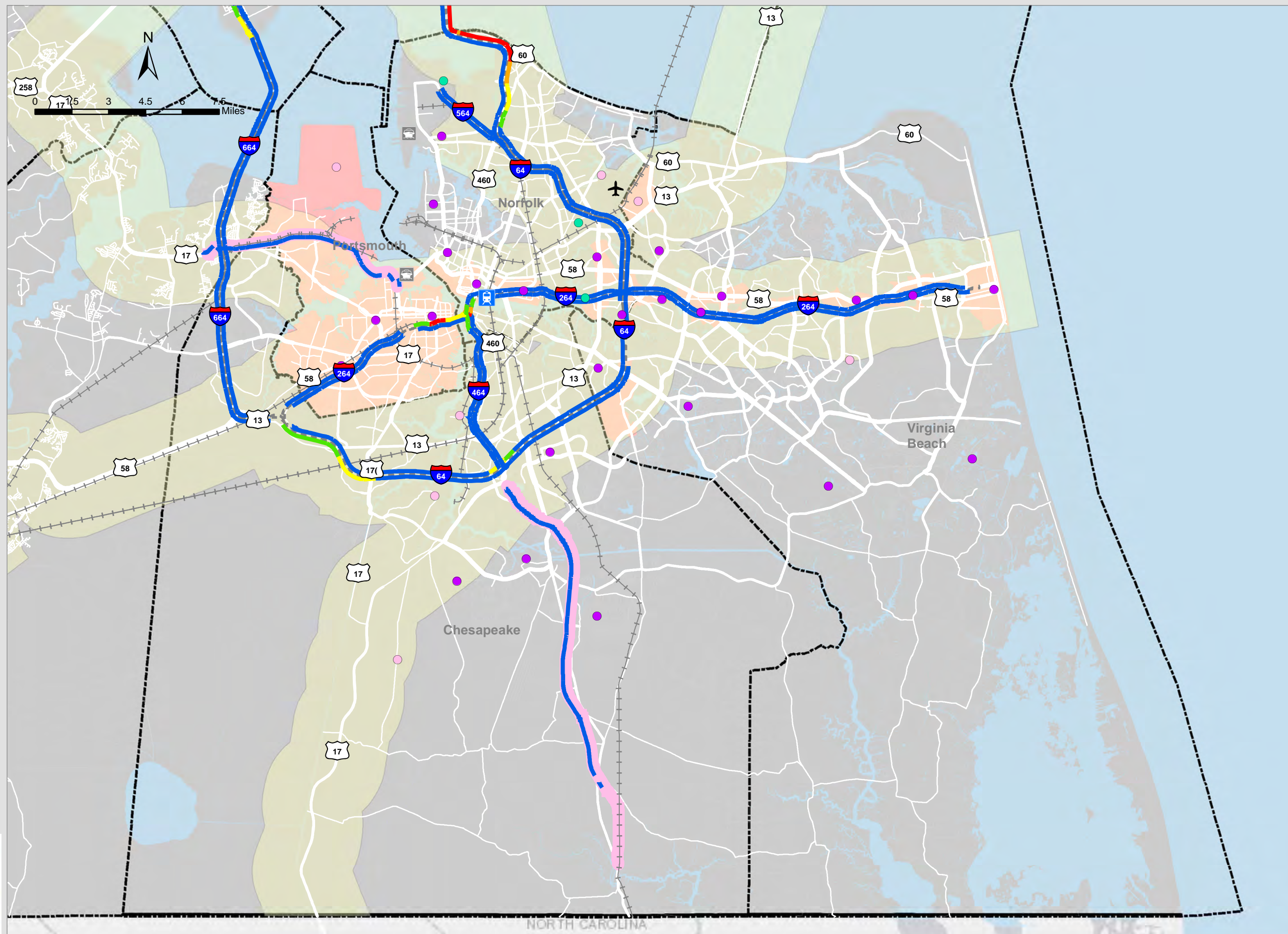
### Activity Centers

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



Date: 8/13/2019

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.

**DRAFT**



# Congestion Measure for Interstates and Select Limited Access Facilities: Hampton Roads West

August 13, 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

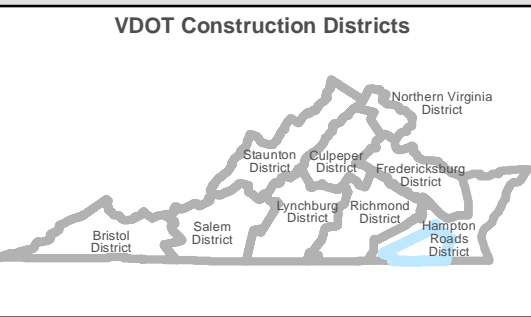
### Activity Centers

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

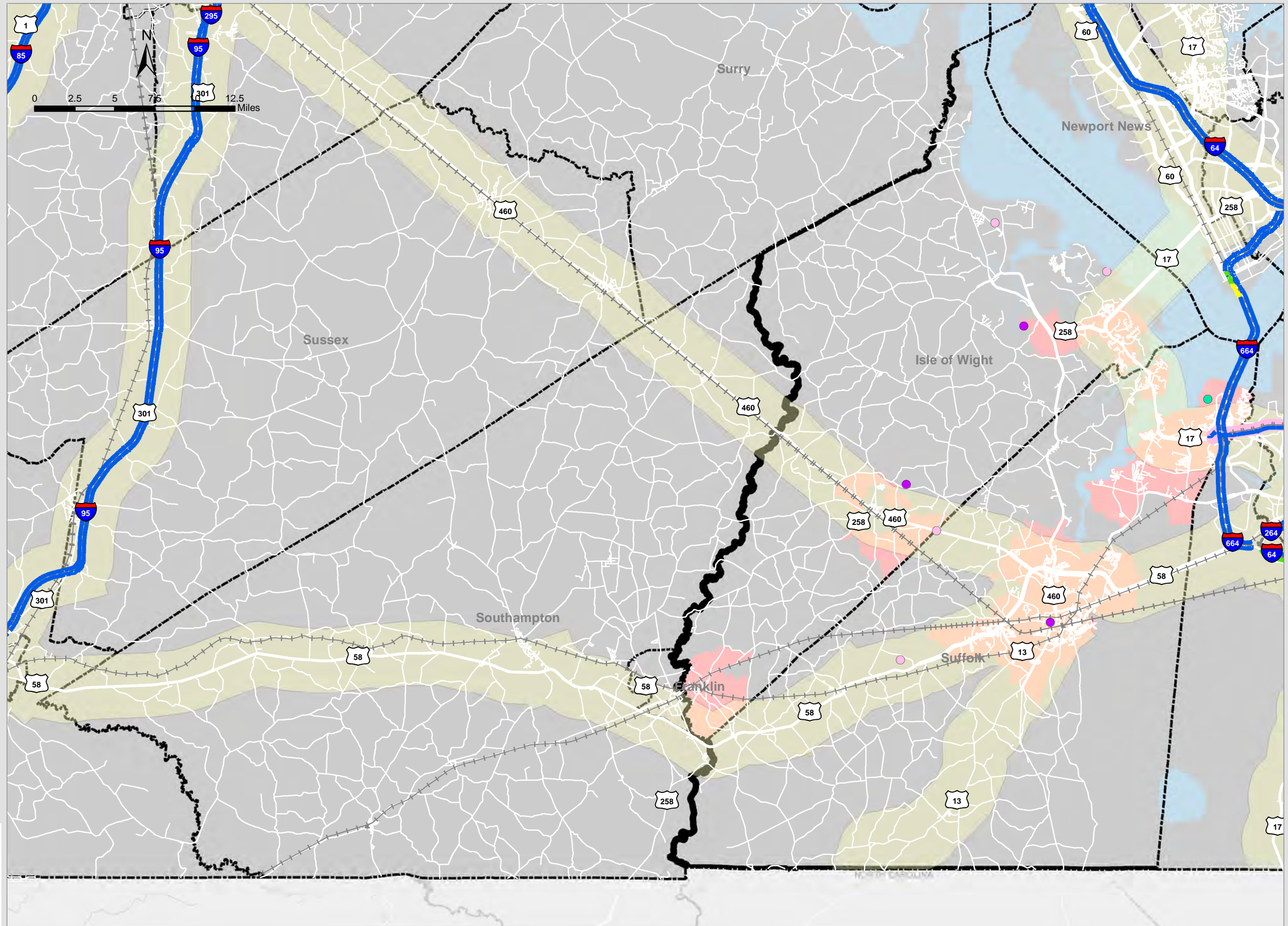
### Annual Average Daily Traffic (AADT)

- 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



Date: 8/13/2019



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.

**DRAFT**



# Congestion Measure for Interstates and Select Limited Access Facilities: Hampton Roads Peninsula

August 13, 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

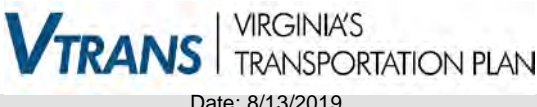
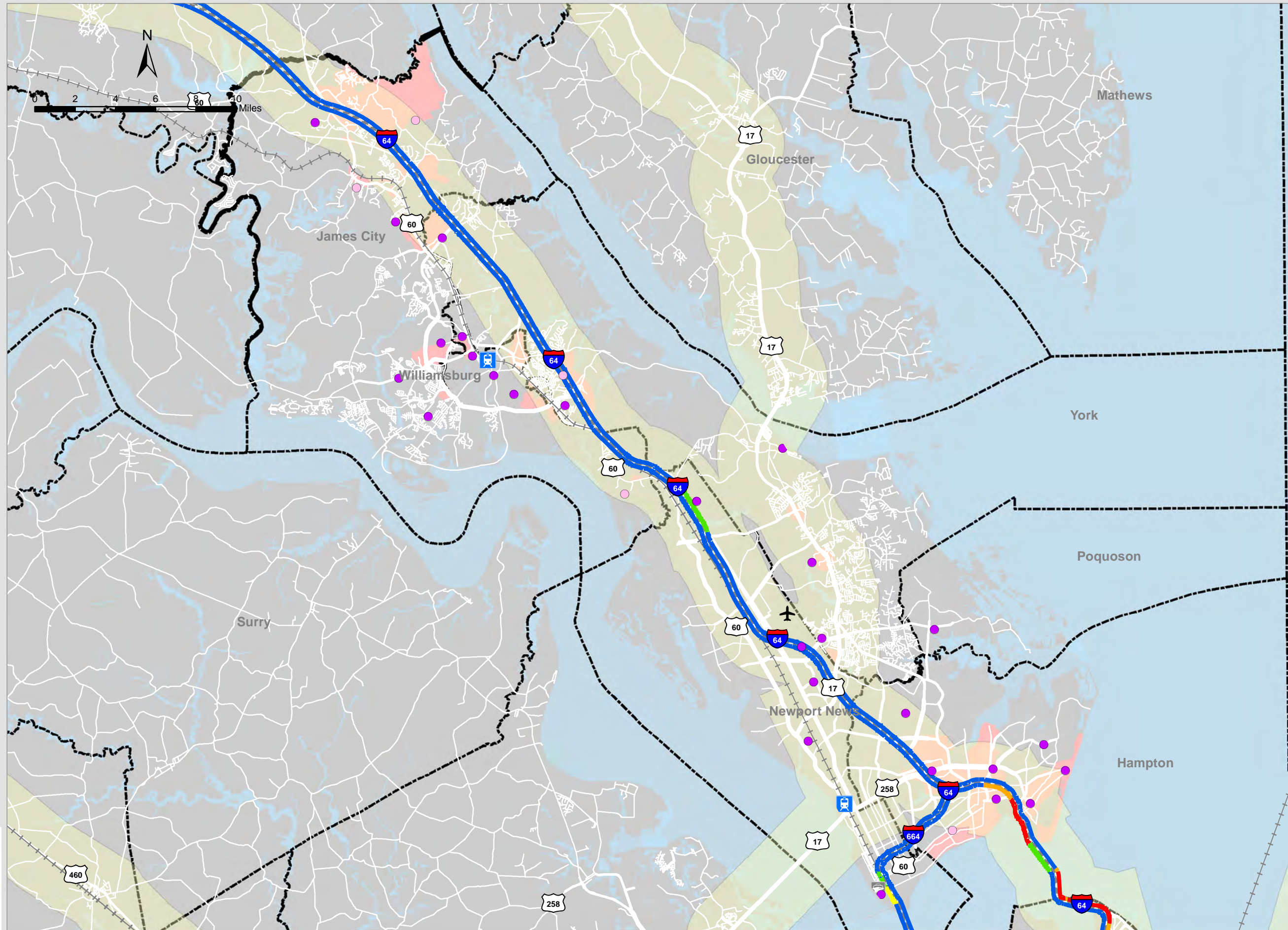
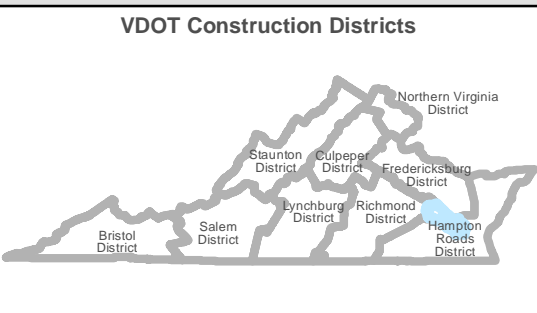
### Activity Centers

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

**DRAFT**



# Congestion Measure for Interstates and Select Limited Access Facilities: Hampton Roads Eastern Shore

August 13, 2019

Percent Person of Miles Travel In Excessively Congested Conditions, (PECC),

Weekday, 75% of Posted Speed Limit

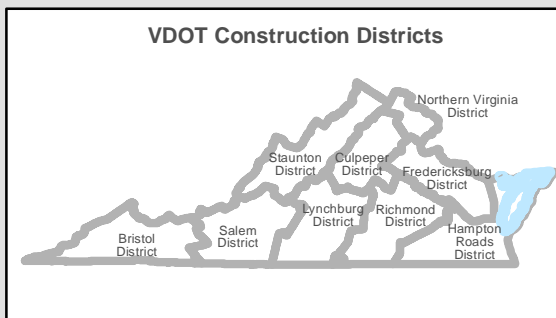
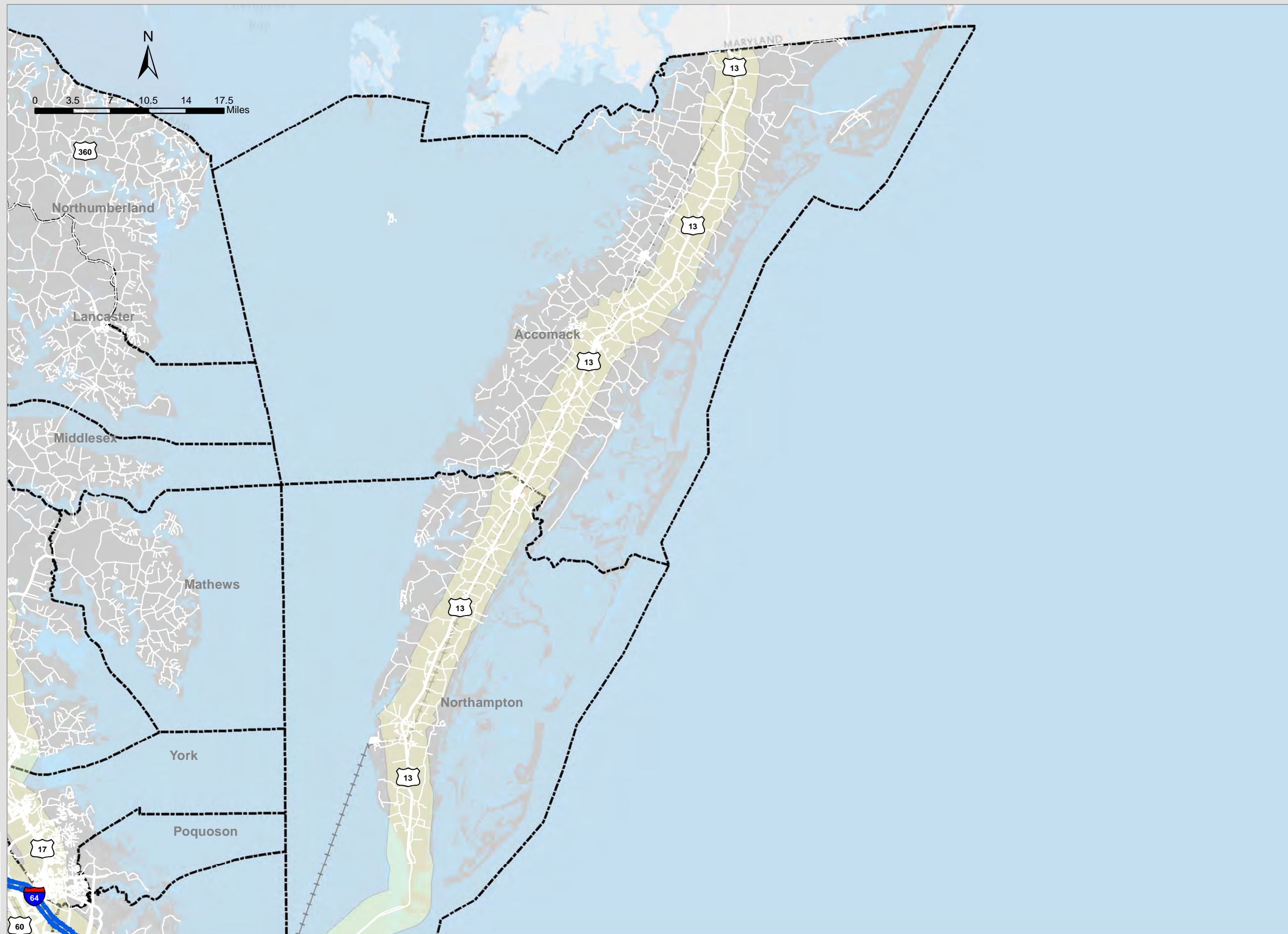
- 0% - 10%
- 10% - 15%
- 15% - 20%
- 20% - 25%
- Greater than 25%

- No Data
- 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



Date: 8/13/2019

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.

**DRAFT**



# Congestion Measure for Interstates and Select Limited Access Facilities: Hampton Roads South

August 13, 2019

Percent Person of Miles Travel In Excessively Congested Conditions, (PECC),

Weekday, 75% of Posted Speed Limit

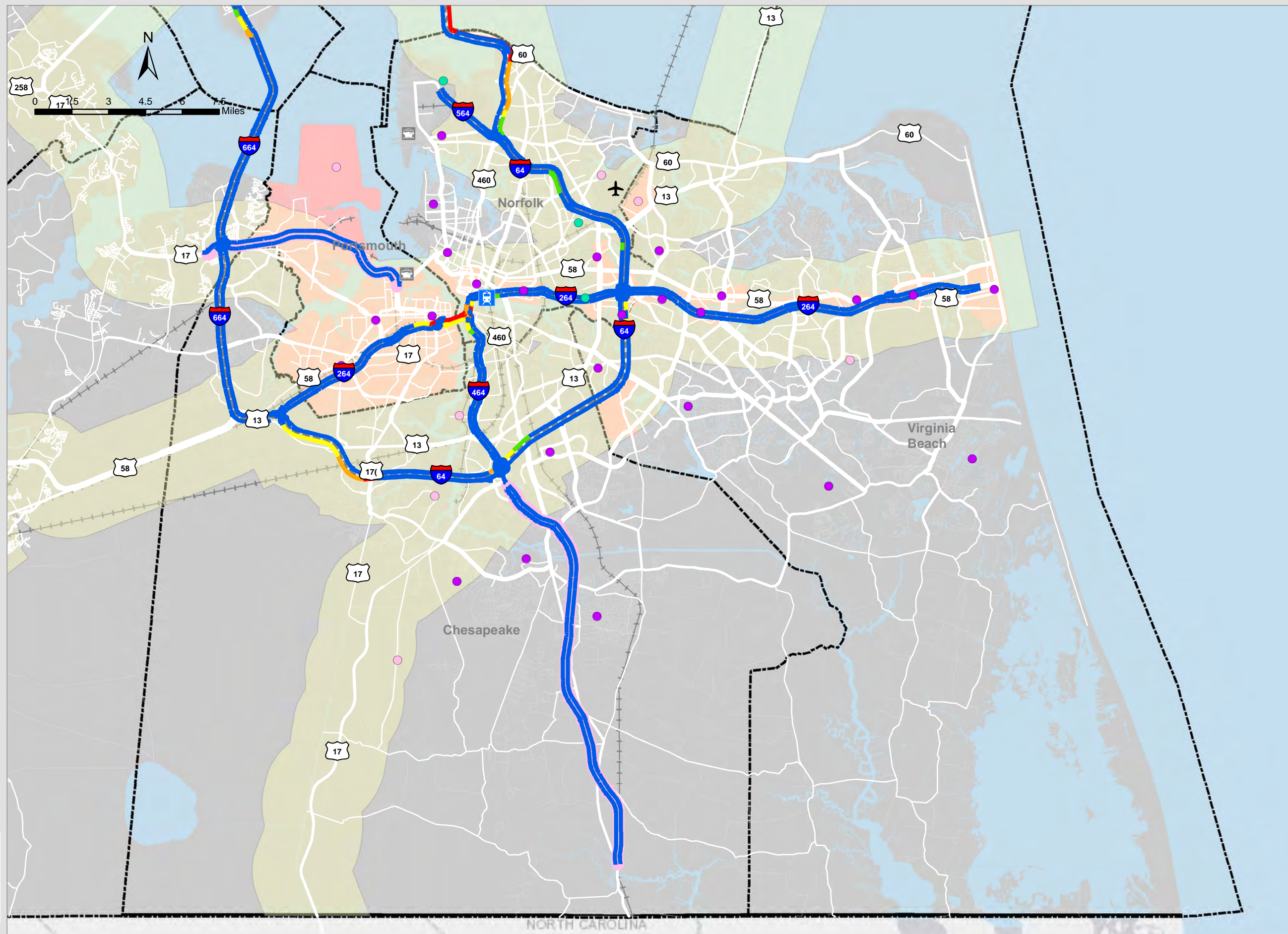
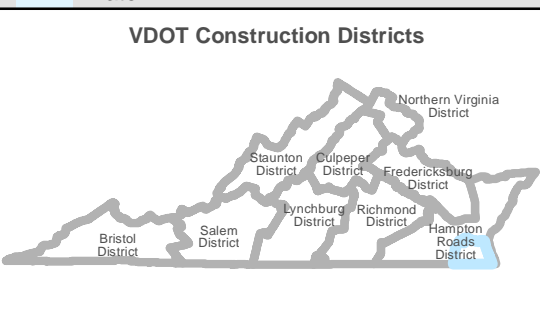
- █ 0% - 10%
- █ 10% - 15%
- █ 15% - 20%
- █ 20% - 25%
- █ Greater than 25%
- No Data

### Activity Centers

- Freight dependent
- 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



Date: 8/13/2019

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.

**DRAFT**



# Congestion Measure for Interstates and Select Limited Access Facilities: Hampton Roads West

August 13, 2019

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

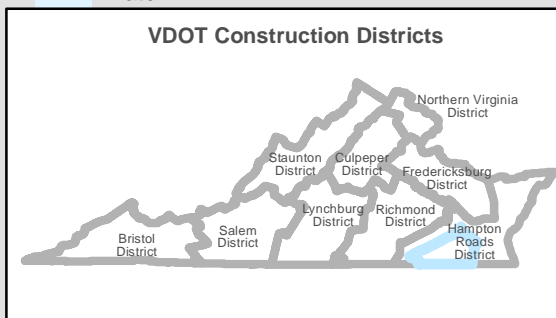
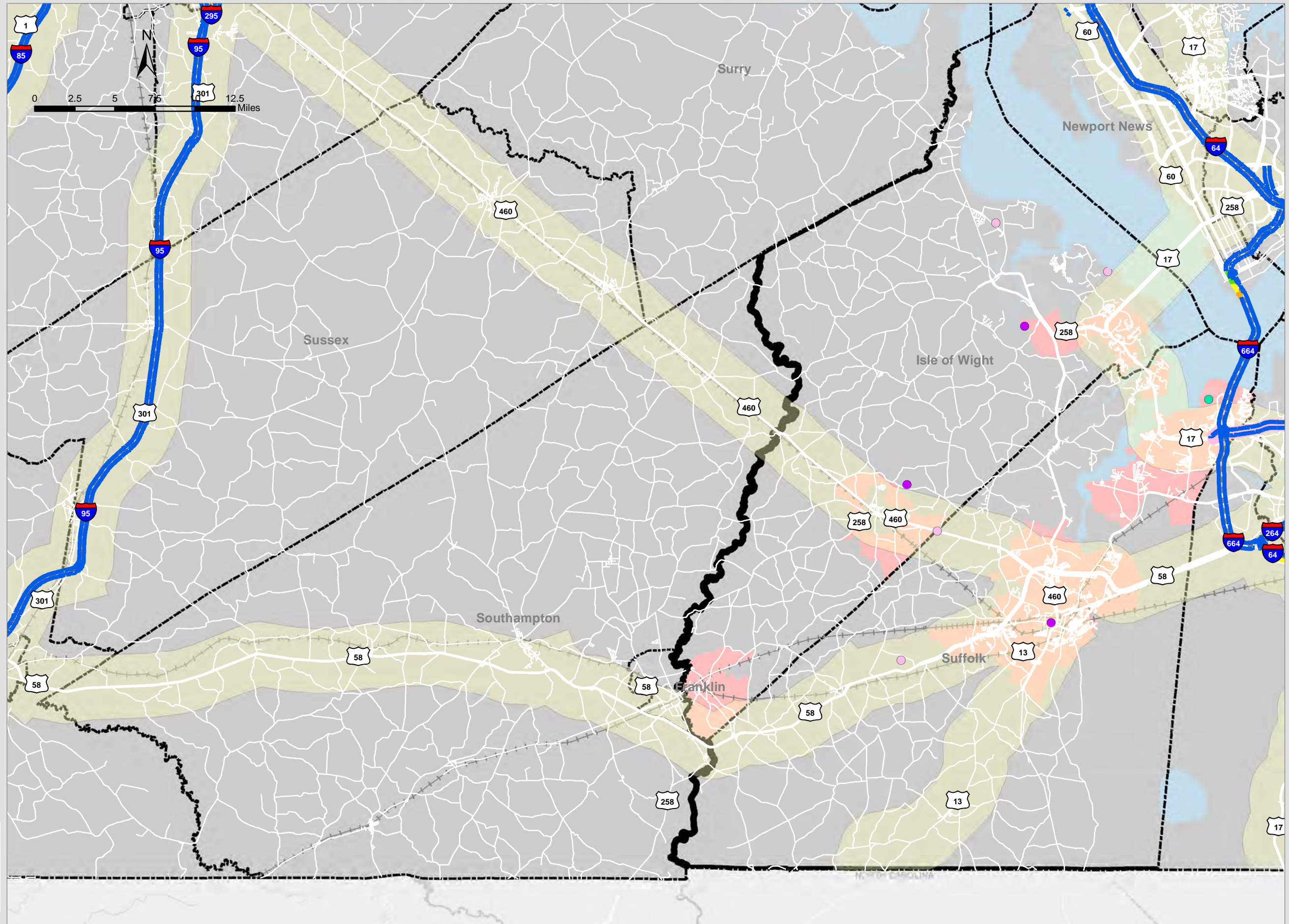
- 0% - 10%
- 10% - 15%
- 15% - 20%
- 20% - 25%
- Greater than 25%
- No Data

### Activity Centers

- Freight dependent
- 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



Date: 8/13/2019

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.

**DRAFT**



# Congestion Measure for Interstates and Select Limited Access Facilities: Hampton Roads Peninsula

August 13, 2019

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

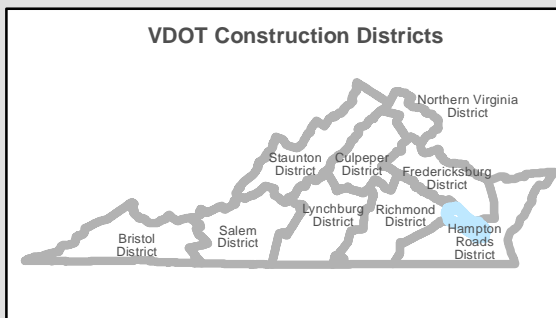
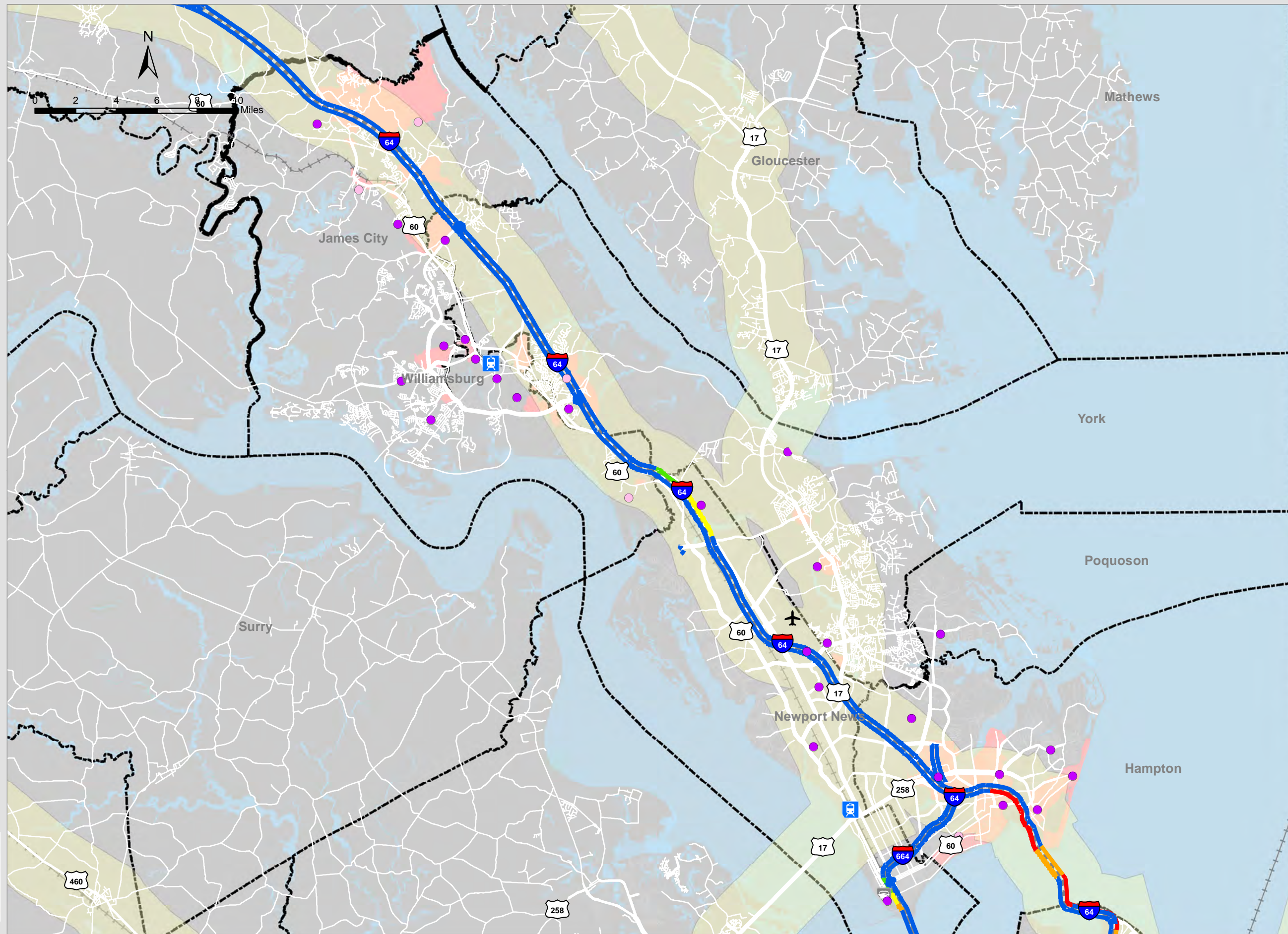
- █ 0% - 10%
- █ 10% - 15%
- █ 15% - 20%
- █ 20% - 25%
- █ Greater than 25%
- No Data

### Activity Centers

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



Date: 8/13/2019

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.

**DRAFT**



# Congestion Measure for Interstates and Select Limited Access Facilities: Hampton Roads Eastern Shore

August 13, 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**

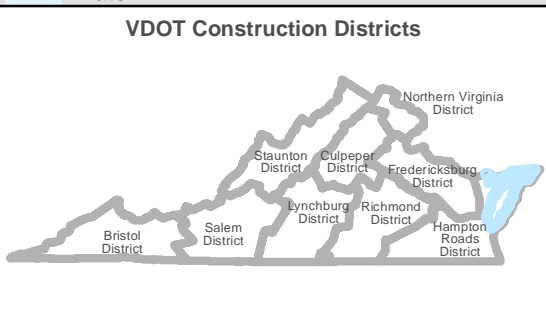
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports

- - - Interstates

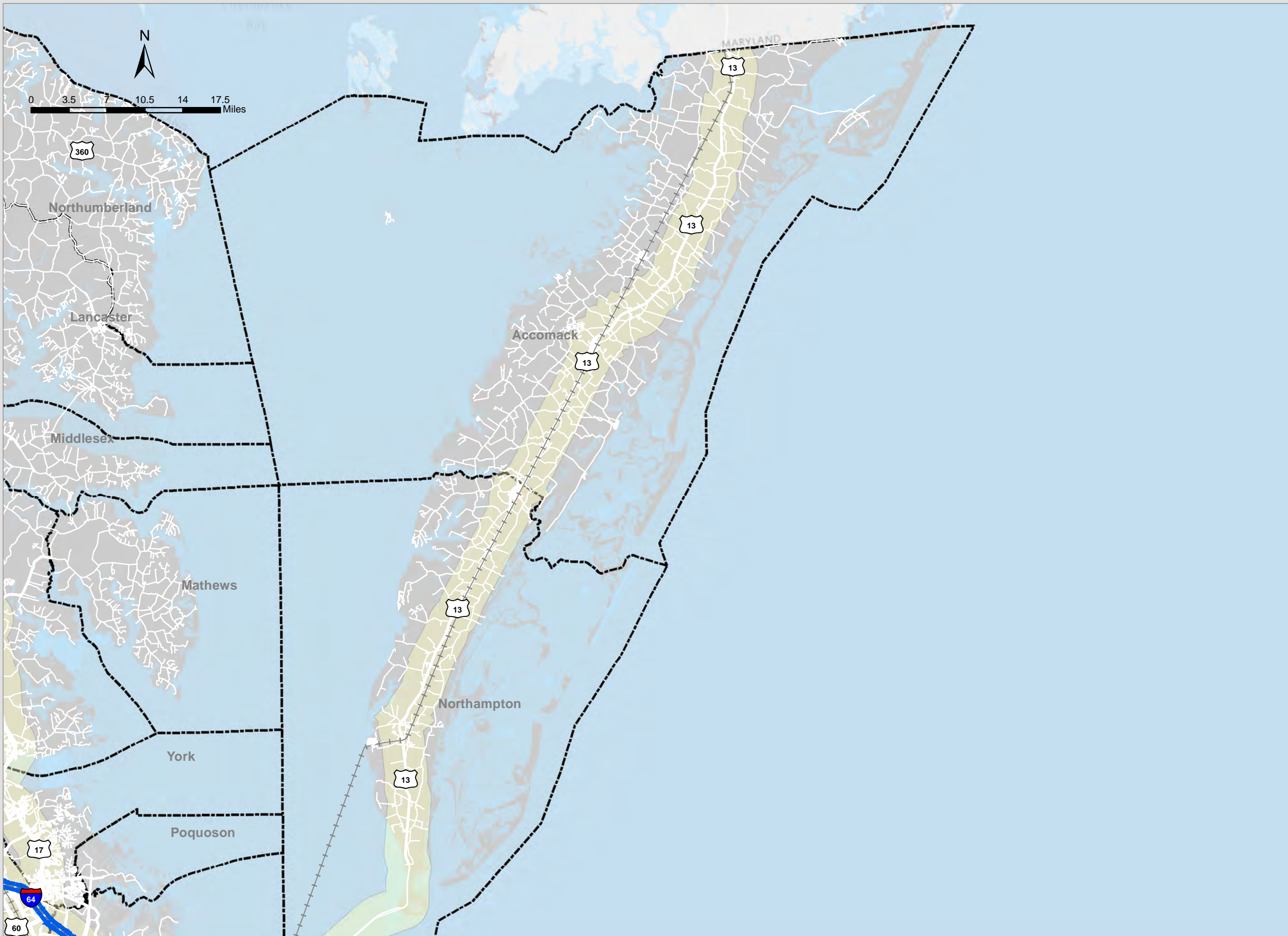
**Annual Average Daily Traffic (AADT)**

- 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



Date: 8/13/2019



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.

**DRAFT**



# Congestion Measure for Interstates and Select Limited Access Facilities: Hampton Roads South

August 13, 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

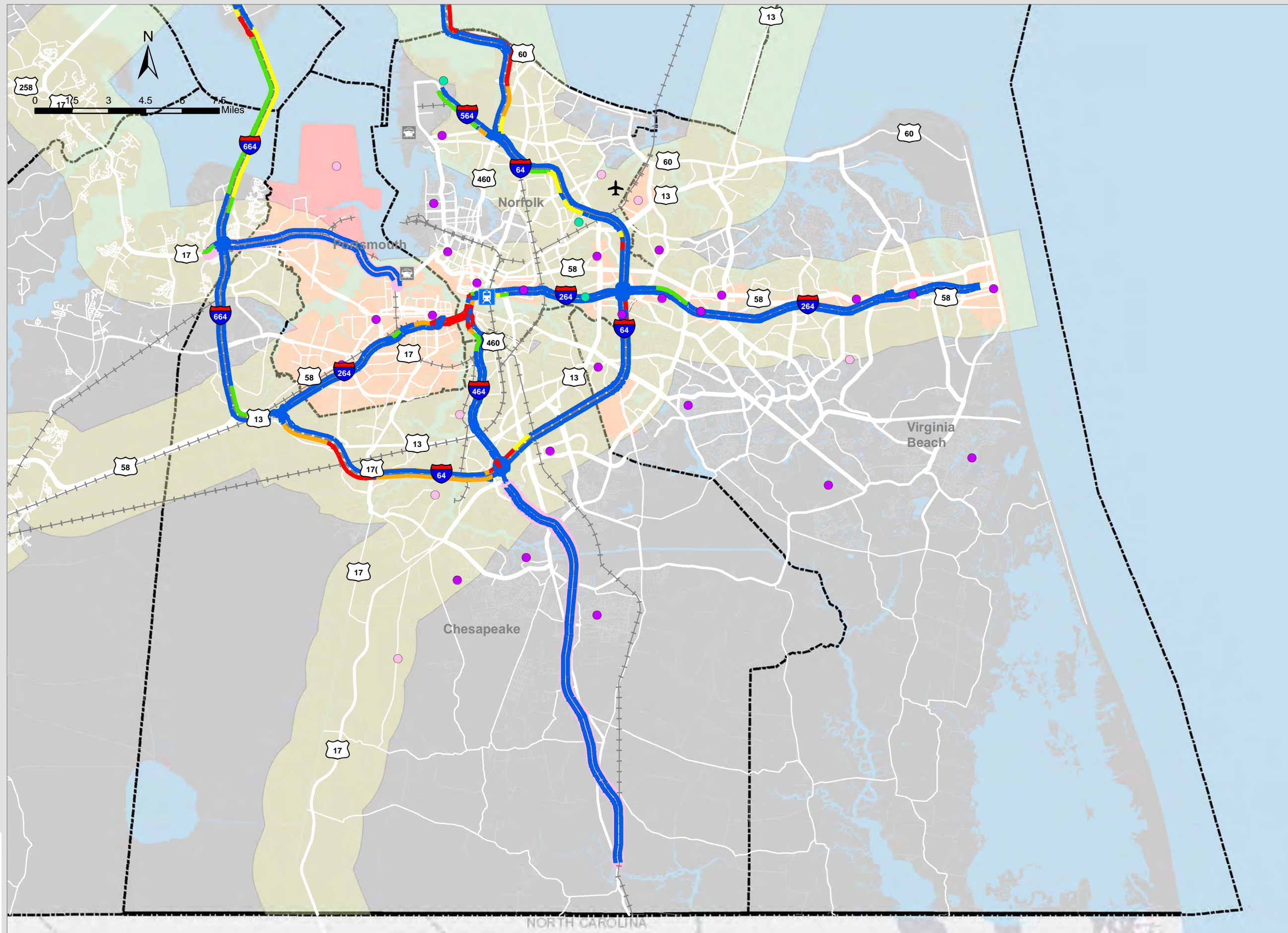
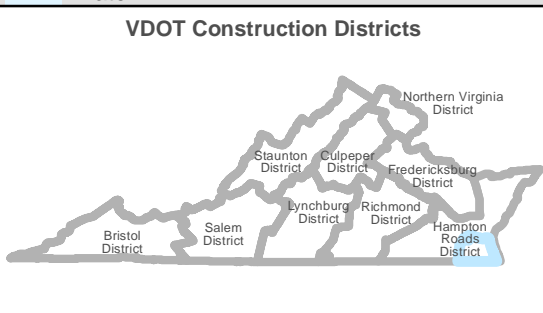
### Activity Centers

- 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



Date: 8/13/2019

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.

**DRAFT**



# Congestion Measure for Interstates and Select Limited Access Facilities: Hampton Roads West

August 13, 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

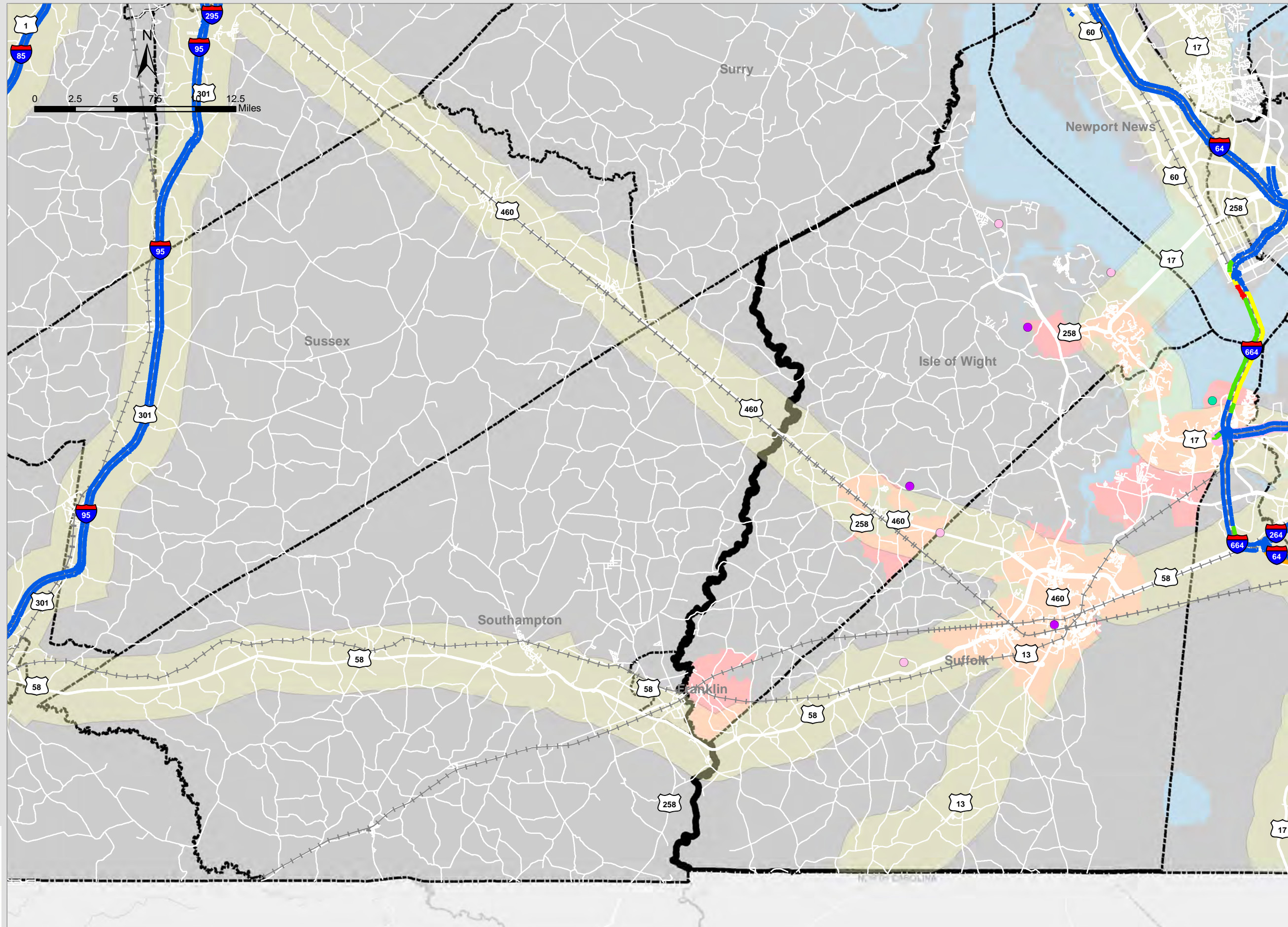
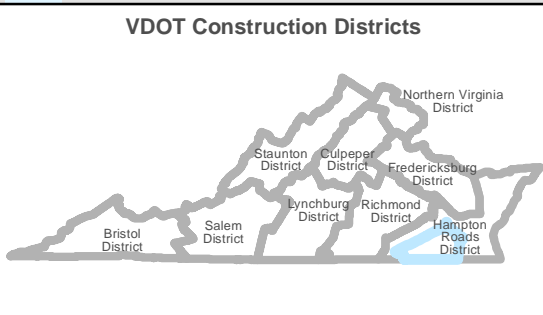
**Activity Centers**

- 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



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.

**DRAFT**



# Congestion Measure for Interstates and Select Limited Access Facilities: Hampton Roads Peninsula

August 13, 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

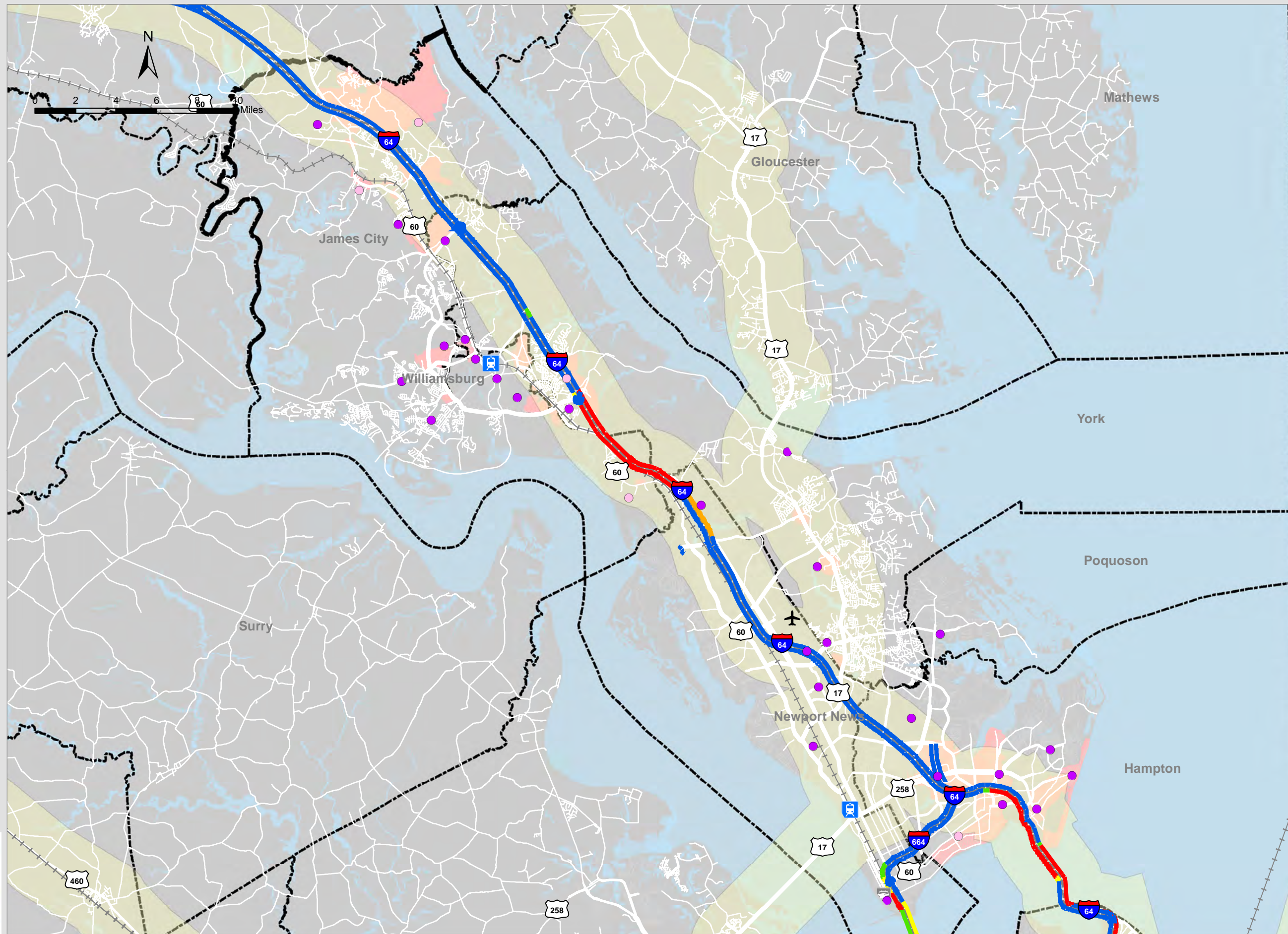
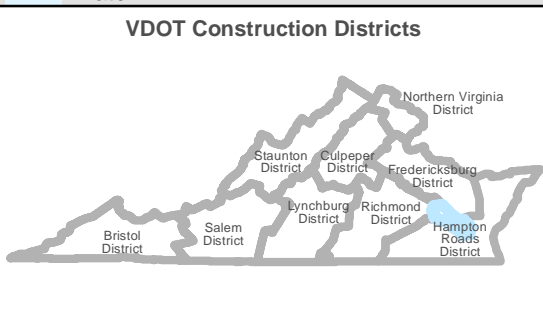
### Activity Centers

- 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

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



Date: 8/13/2019

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.

**DRAFT**



# Congestion Measure for Non-Limited-Access COSS and Regional Network: Hampton Roads Eastern Shore

August 13, 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

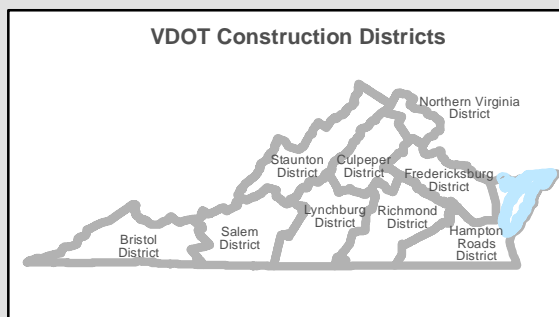
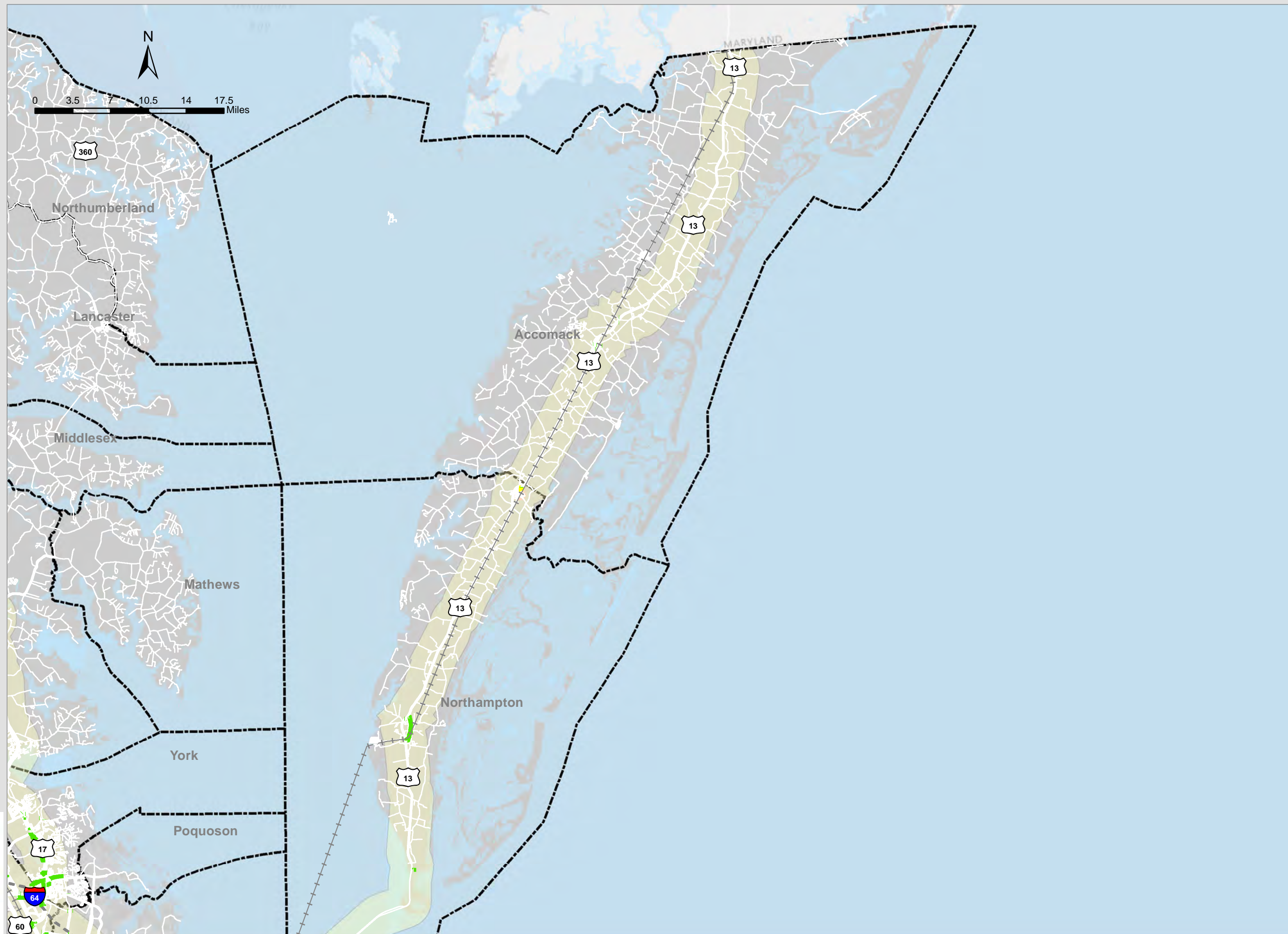
Rail Network

■ Urban Development Areas

Regional Network

Counties and Cities

■ Water



Date: 8/13/2019

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.

**DRAFT**



# Congestion Measure for Non-Limited-Access COSS and Regional Network: Hampton Roads South

August 13, 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

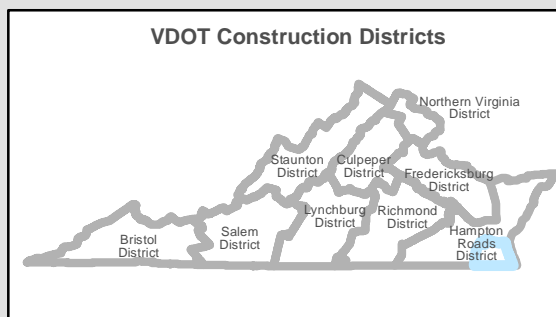
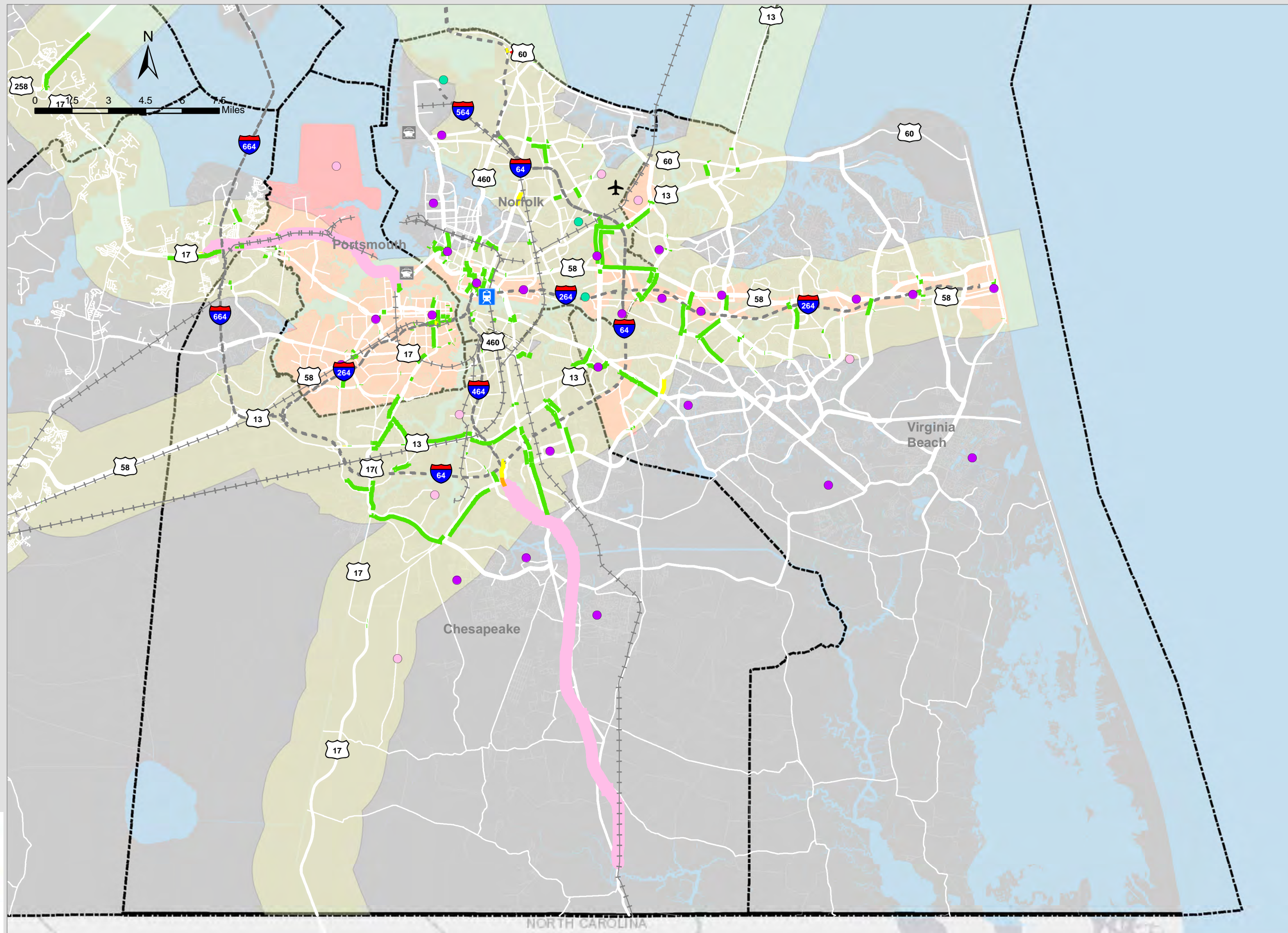
Rail Network

Urban Development Areas

Regional Network

Counties and Cities

Water



Date: 8/13/2019

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.

**DRAFT**



# Congestion Measure for Non-Limited-Access COSS and Regional Network: Hampton Roads West

August 13, 2019

minimum TTI value shown 1.5

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

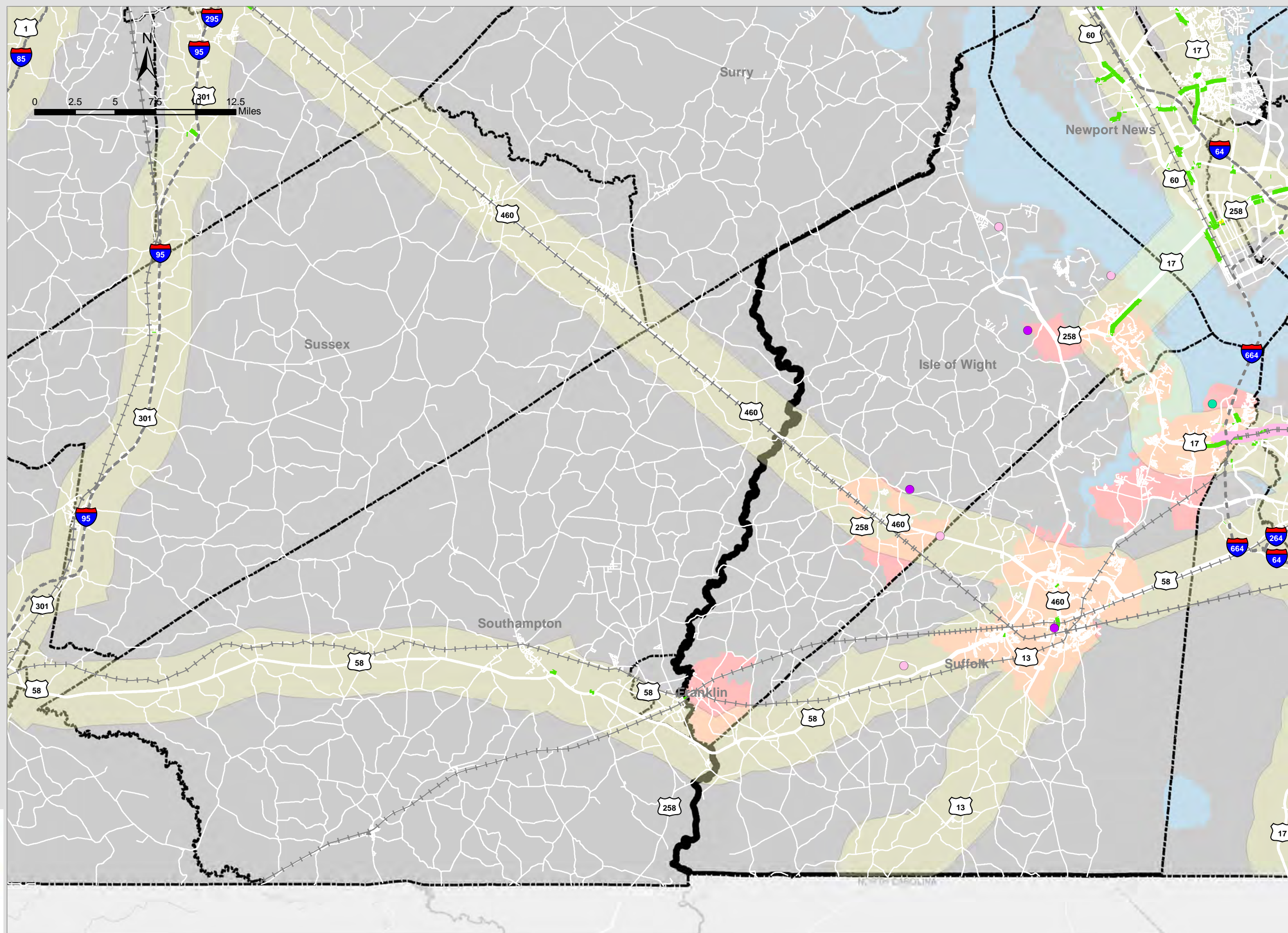
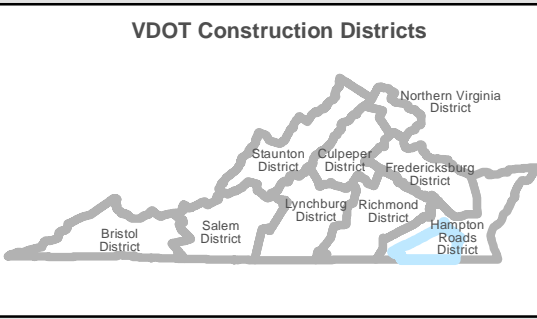
### Activity Centers

- 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



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.

**DRAFT**



# Congestion Measure for Non-Limited-Access COSS and Regional Network: Hampton Roads Peninsula

August 13, 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

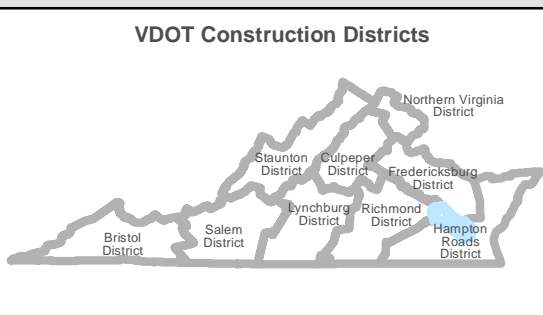
Rail Network

Urban Development Areas

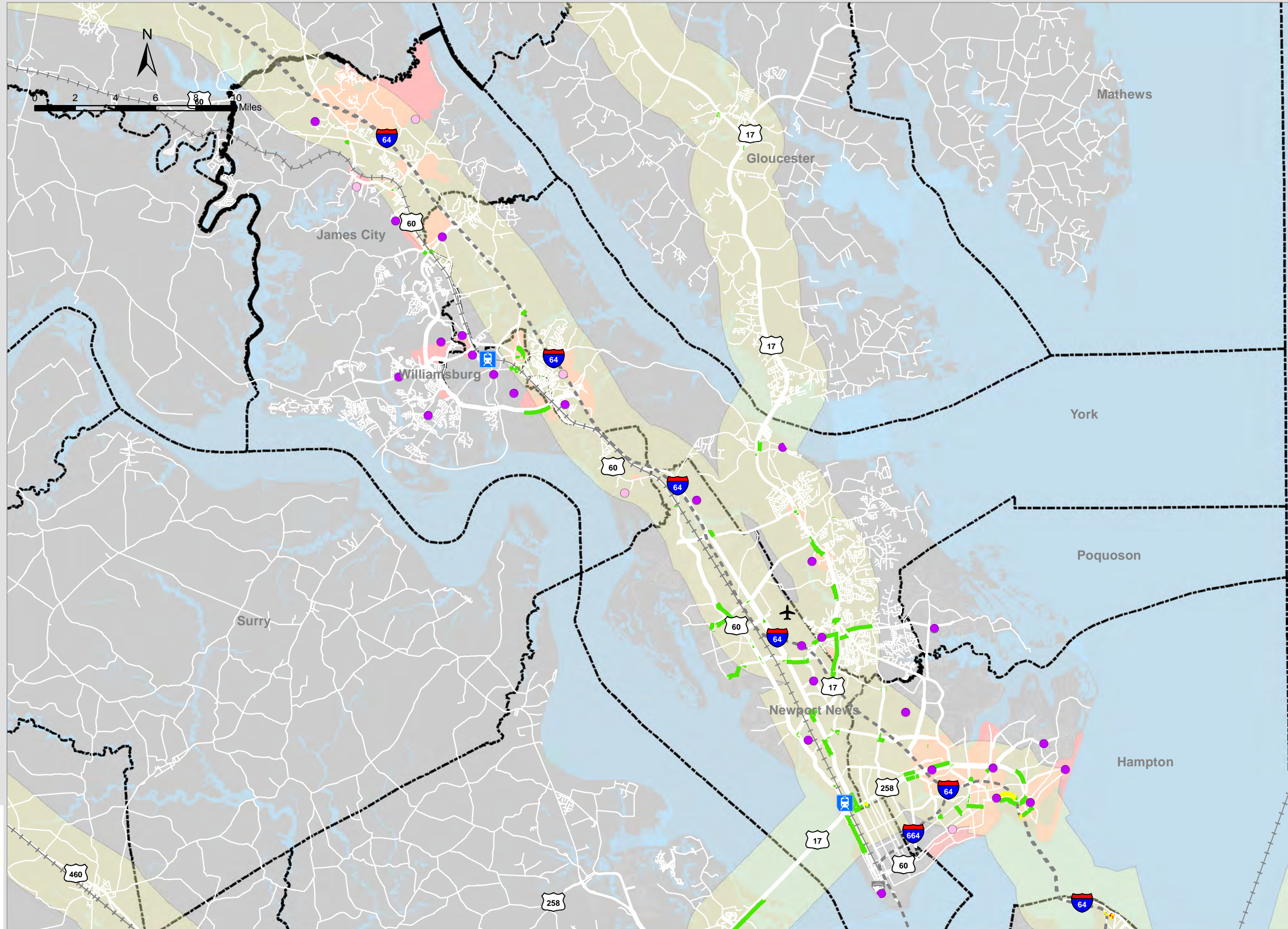
Regional Network

Counties and Cities

Water



Date: 8/13/2019



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.

**DRAFT**



# Unreliable Delay (UD) - Number of person-hours of delay during Unreliable Conditions: Hampton Roads Eastern Shore

August 13, 2019  
 Minimum 80th/50th percentile travel time equal to 1.5 or higher - Weekday

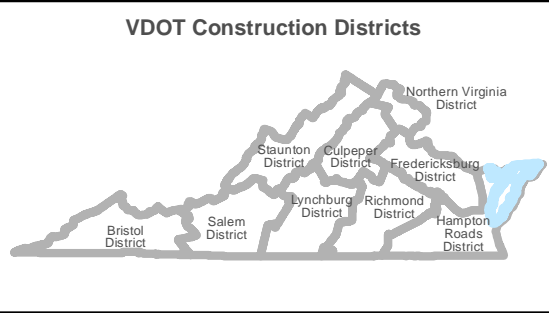
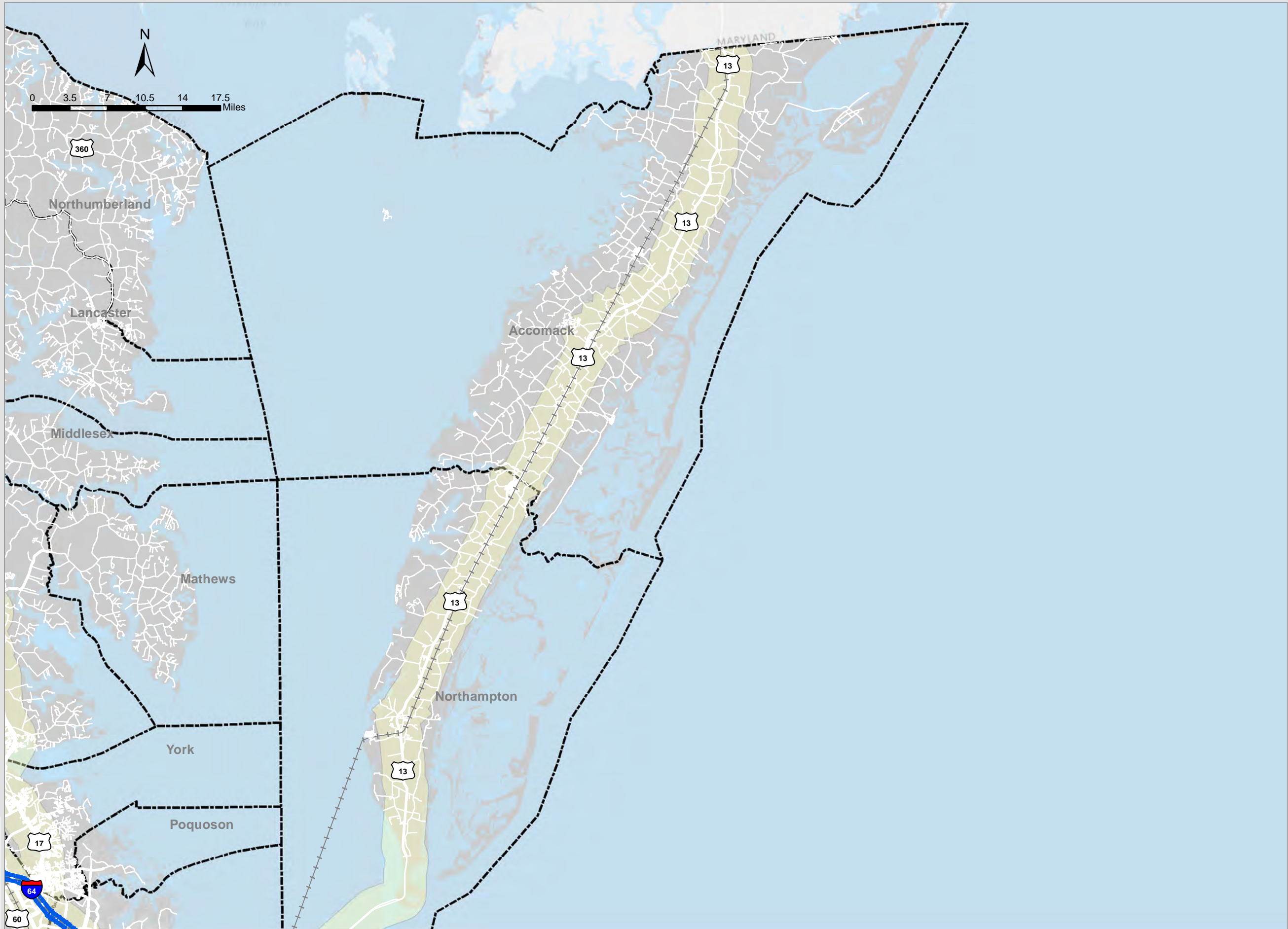
- 0 - 750
- 750 - 2,600
- 2,600 - 7,400
- 7,400 - 21,800
- >21,800

### Activity Centers

- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- 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: Hampton Roads South

August 13, 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

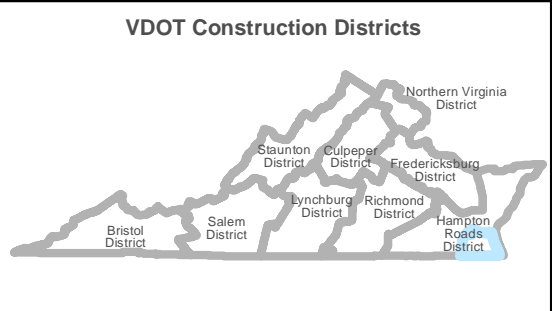
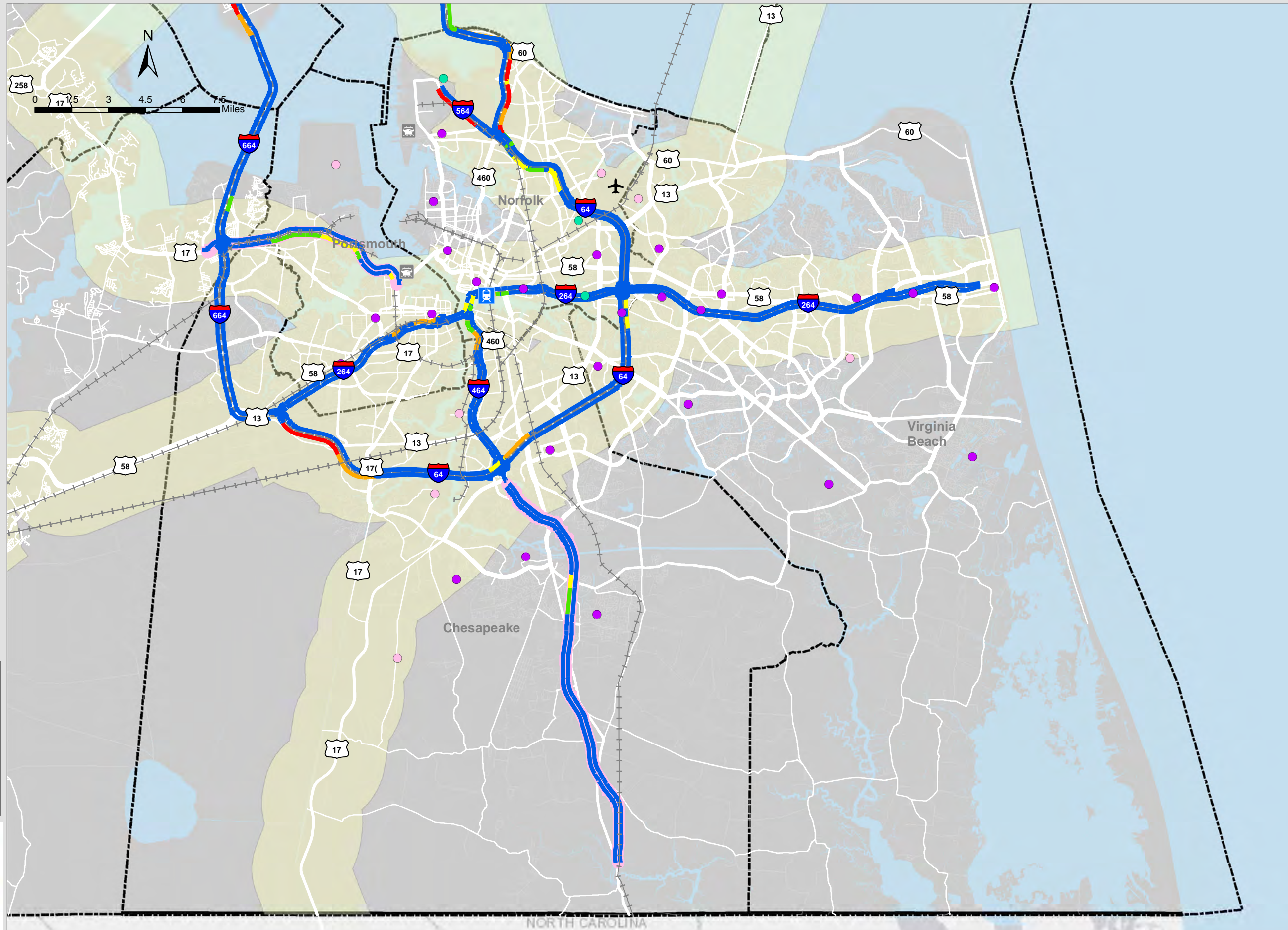
### Activity Centers

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



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. They are two of several inputs used in the determination of Needs and are not the sole determinants.

**DRAFT**



# Unreliable Delay (UD) - Number of person-hours of delay during Unreliable Conditions: Hampton Roads West

August 13, 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

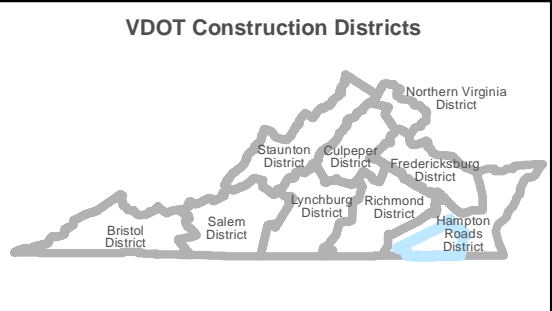
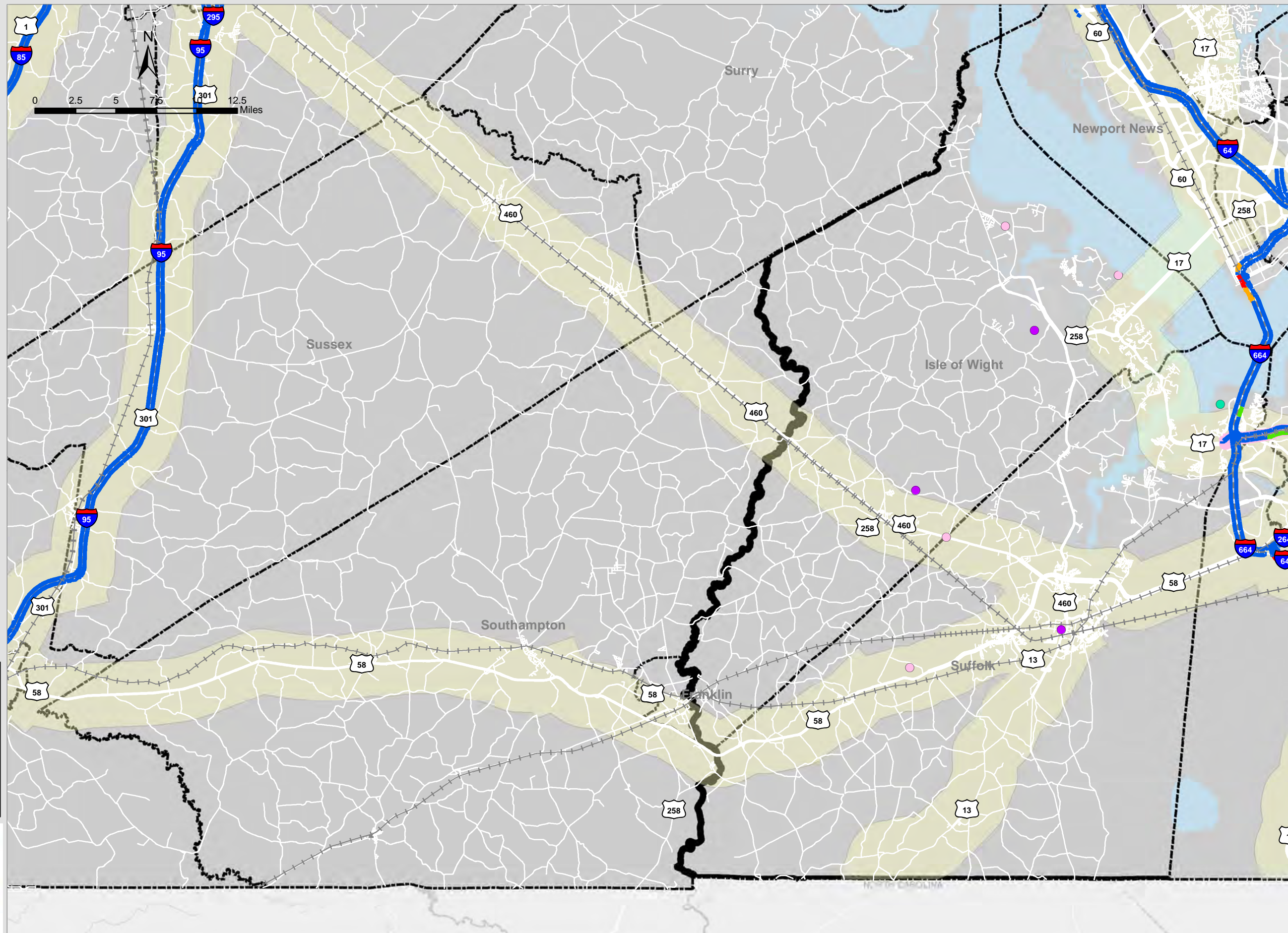
### Activity Centers

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



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. They are two of several inputs used in the determination of Needs and are not the sole determinants.

**DRAFT**



# Unreliable Delay (UD) - Number of person-hours of delay during Unreliable Conditions: Hampton Roads Peninsula

August 13, 2019  
 Minimum 80th/50th percentile travel time equal to 1.5 or higher - Weekday

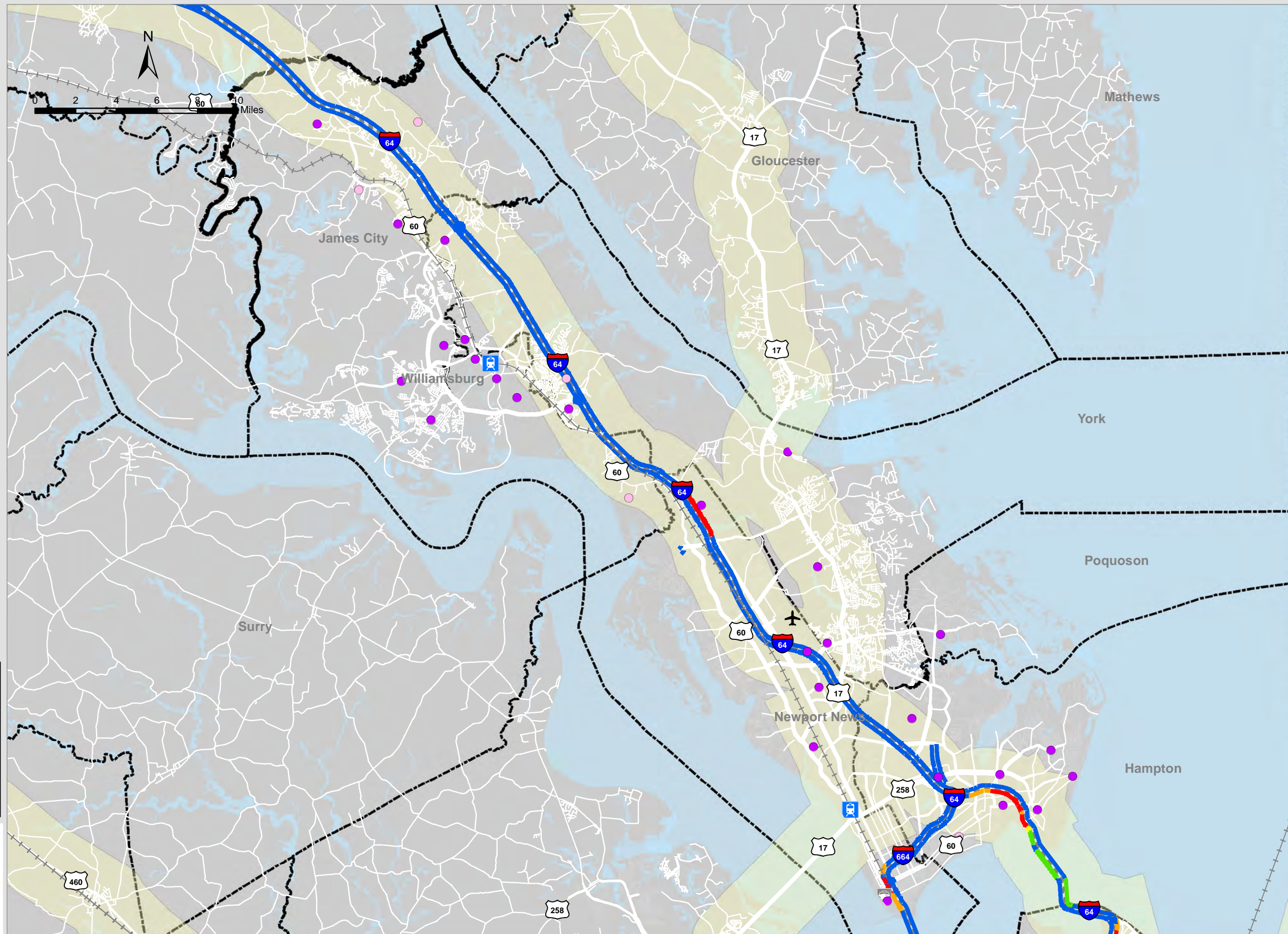
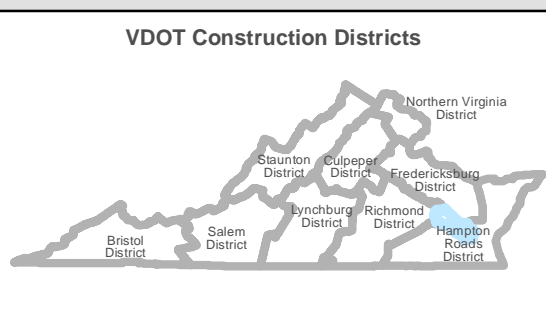
- 0 - 750
- 750 - 2,600
- 2,600 - 7,400
- 7,400 - 21,800
- >21,800

### Activity Centers

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

**DRAFT**



# Unreliable Delay (UD) - Number of person-hours of delay during Unreliable Conditions: Hampton Roads Eastern Shore

August 13, 2019  
 Minimum 80th/50th percentile travel time equal to 1.5 or higher - Weekend

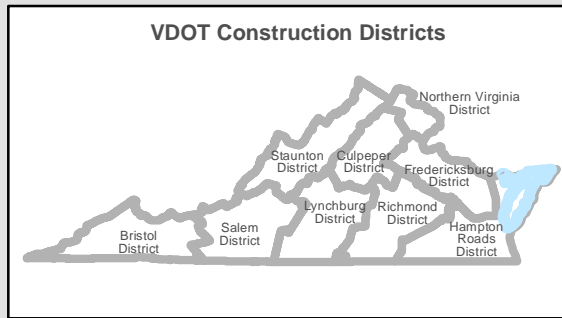
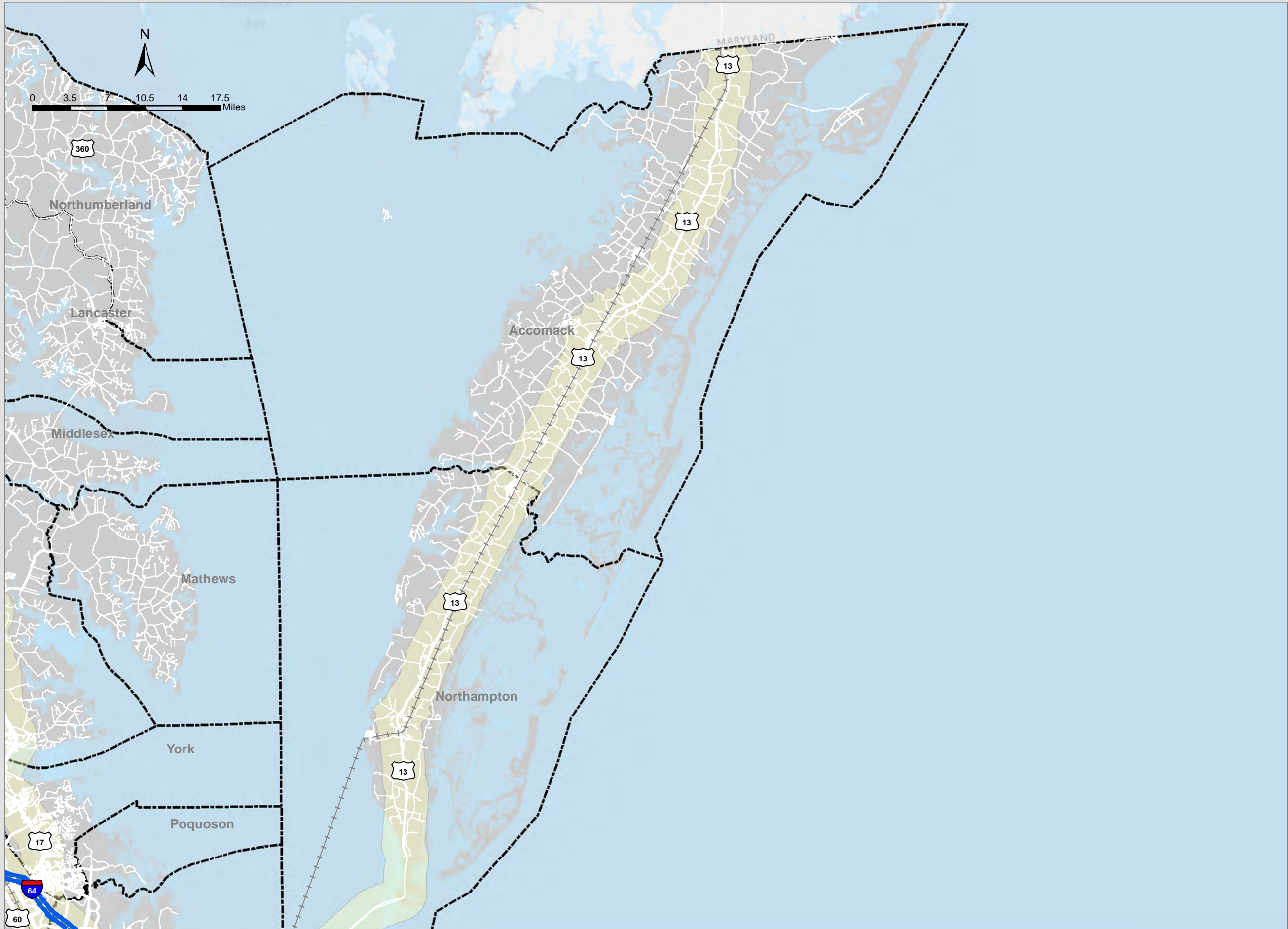
- 0 - 750
- 750 - 2,600
- 2,600 - 7,400
- 7,400 - 21,800
- >21,800

### 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: Hampton Roads South

August 13, 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

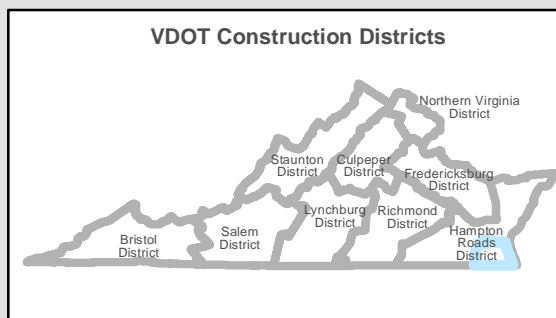
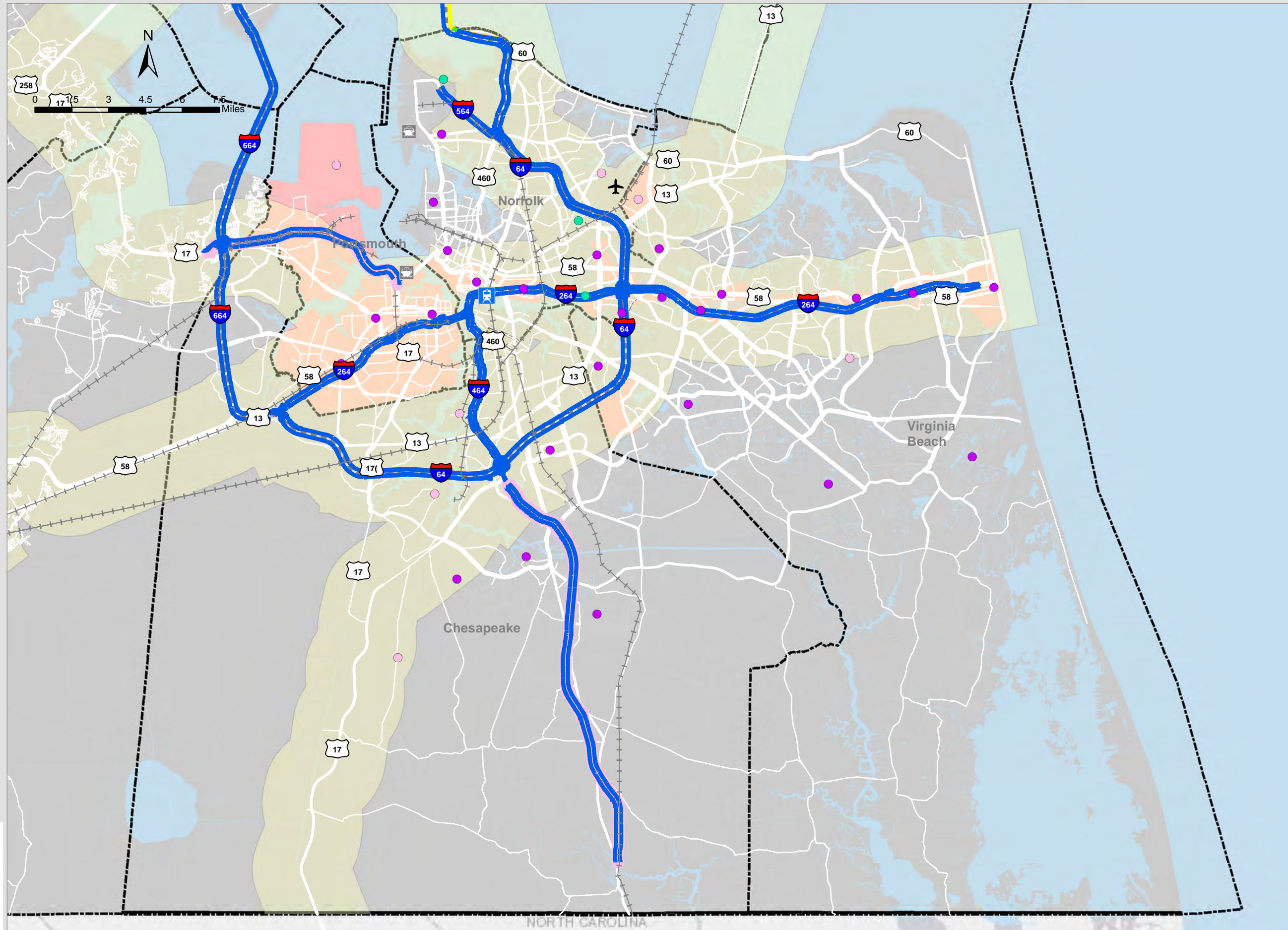
### Activity Centers

- 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



Office of INTERMODAL Planning and Investment

VTRANS VIRGINIA'S TRANSPORTATION PLAN

Date: 8/13/2019

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.

**DRAFT**



# Unreliable Delay (UD) - Number of person-hours of delay during Unreliable Conditions: Hampton Roads West

August 13, 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

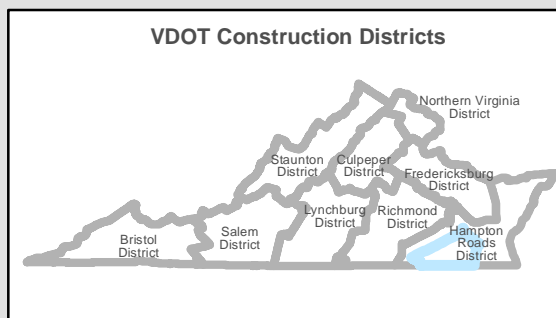
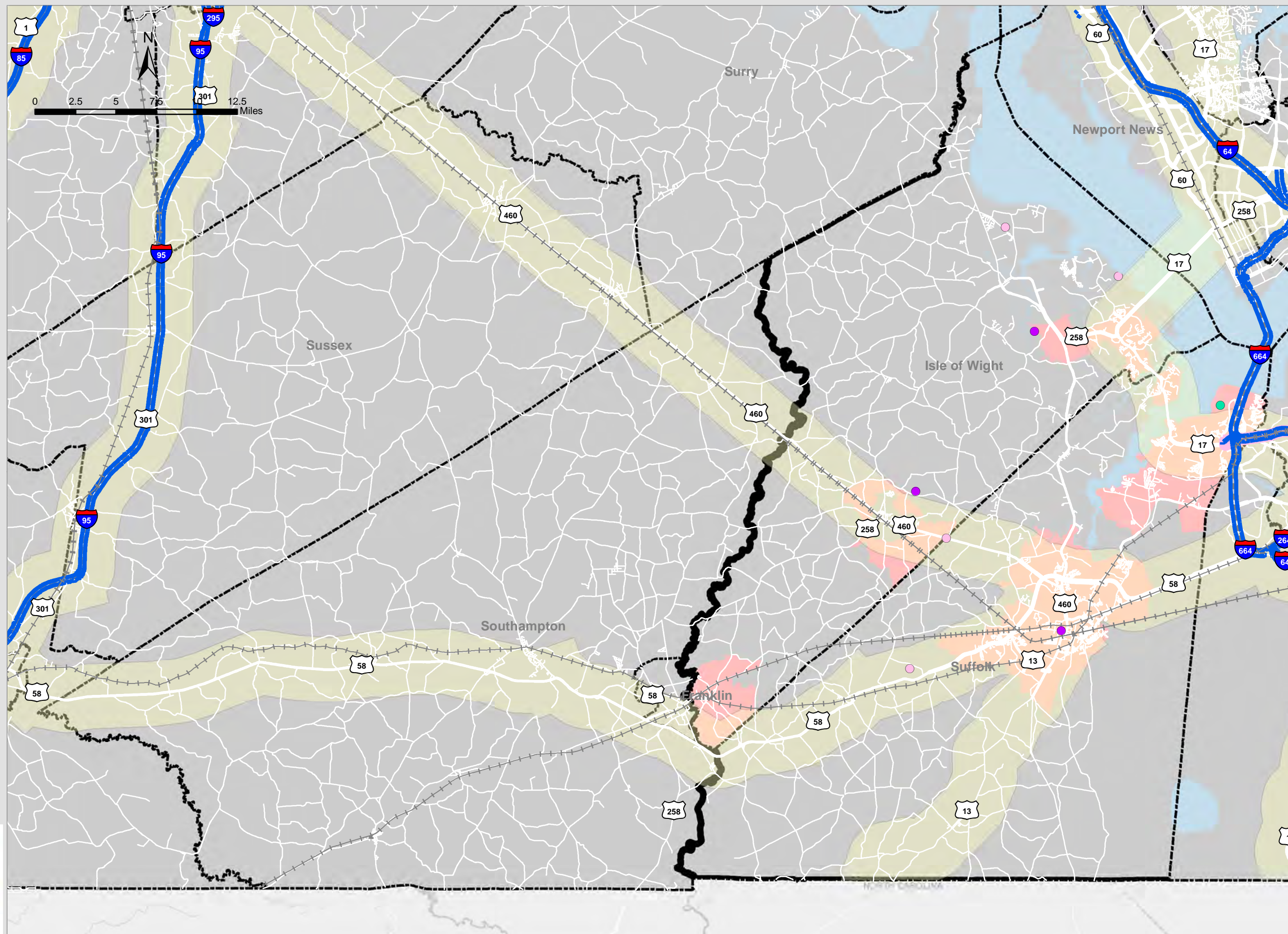
### Activity Centers

- 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



**Office of INTERMODAL Planning and Investment**

**VTRANS** VIRGINIA'S TRANSPORTATION PLAN

Date: 8/13/2019

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.

**DRAFT**



# Unreliable Delay (UD) - Number of person-hours of delay during Unreliable Conditions: Hampton Roads Peninsula

August 13, 2019  
 Minimum 80th/50th percentile travel time equal to 1.5 or higher - Weekend

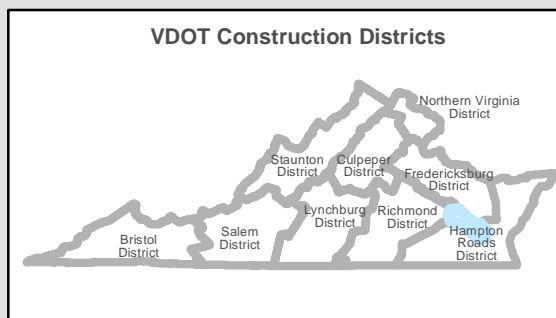
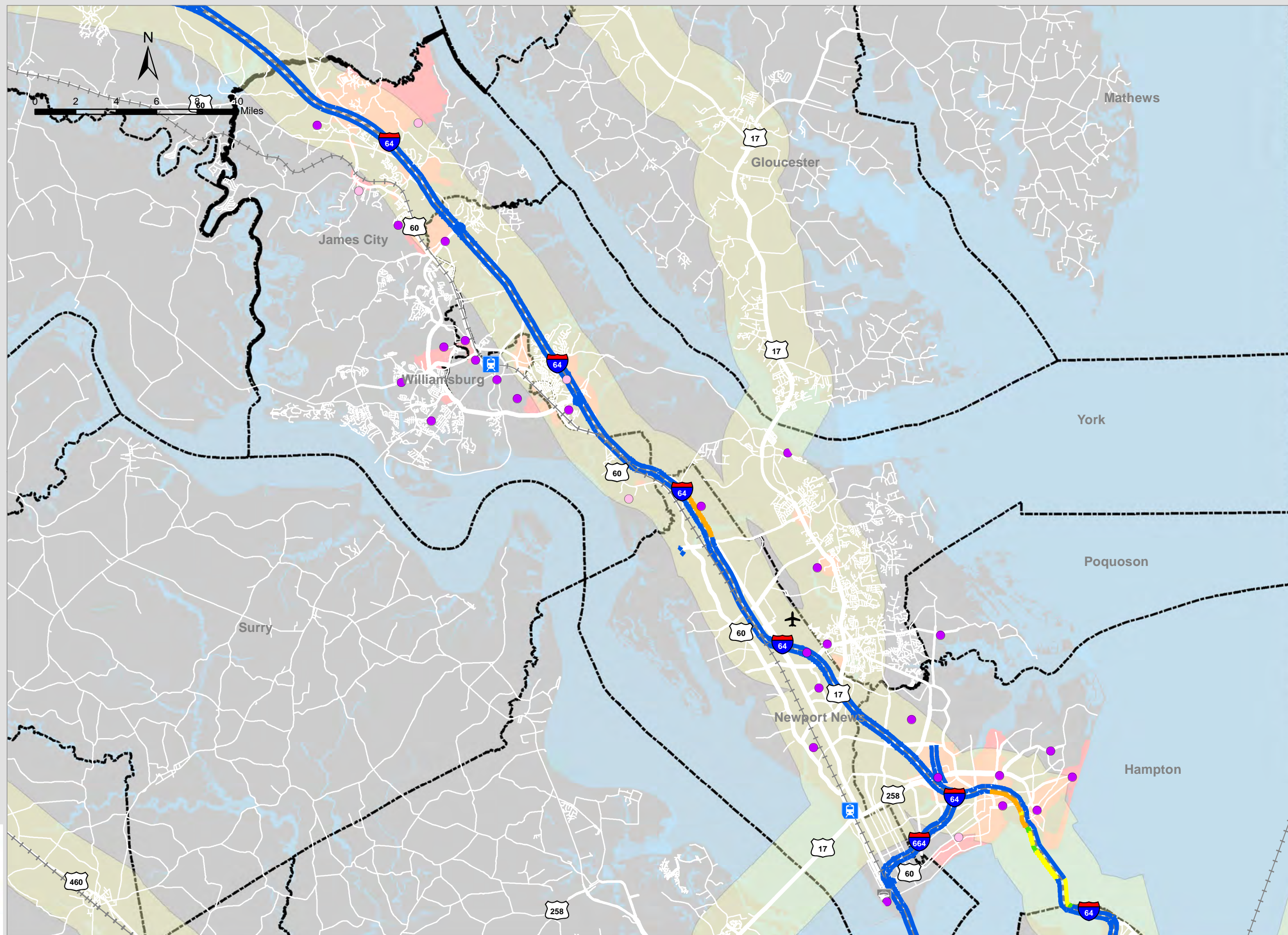
- 0 - 750
- 750 - 2,600
- 2,600 - 7,400
- 7,400 - 21,800
- >21,800

### 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



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. They are two of several inputs used in the determination of Needs and are not the sole determinants.

**DRAFT**



# Reliability Measure for Non-Limited-Access COSS and Regional Network: Hampton Roads Eastern Shore

August 13, 2019

Minimum BTI value shown is 0.5

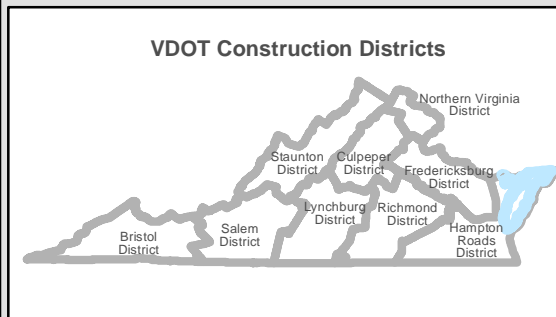
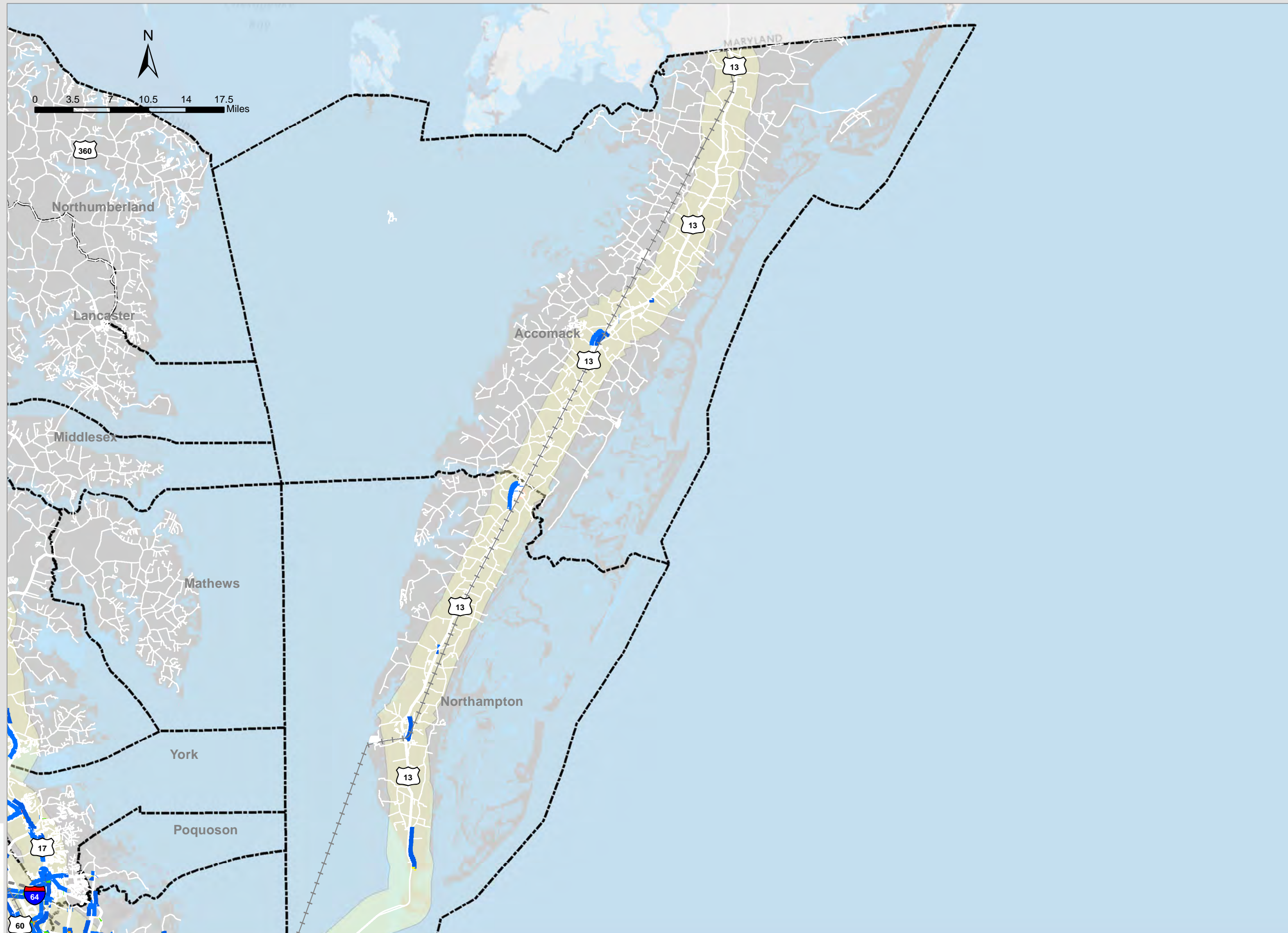
- 0.5 - 1.0
- 1.0 - 1.5
- 1.5 - 2.0
- 2.0 - 2.5
- Greater than 2.5

### 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



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.







# Reliability Measure for Non-Limited-Access COSS and Regional Network: Hampton Roads West

August 13, 2019

Minimum BTI value shown is 0.5

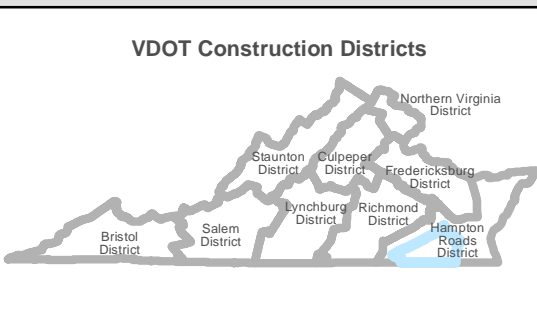
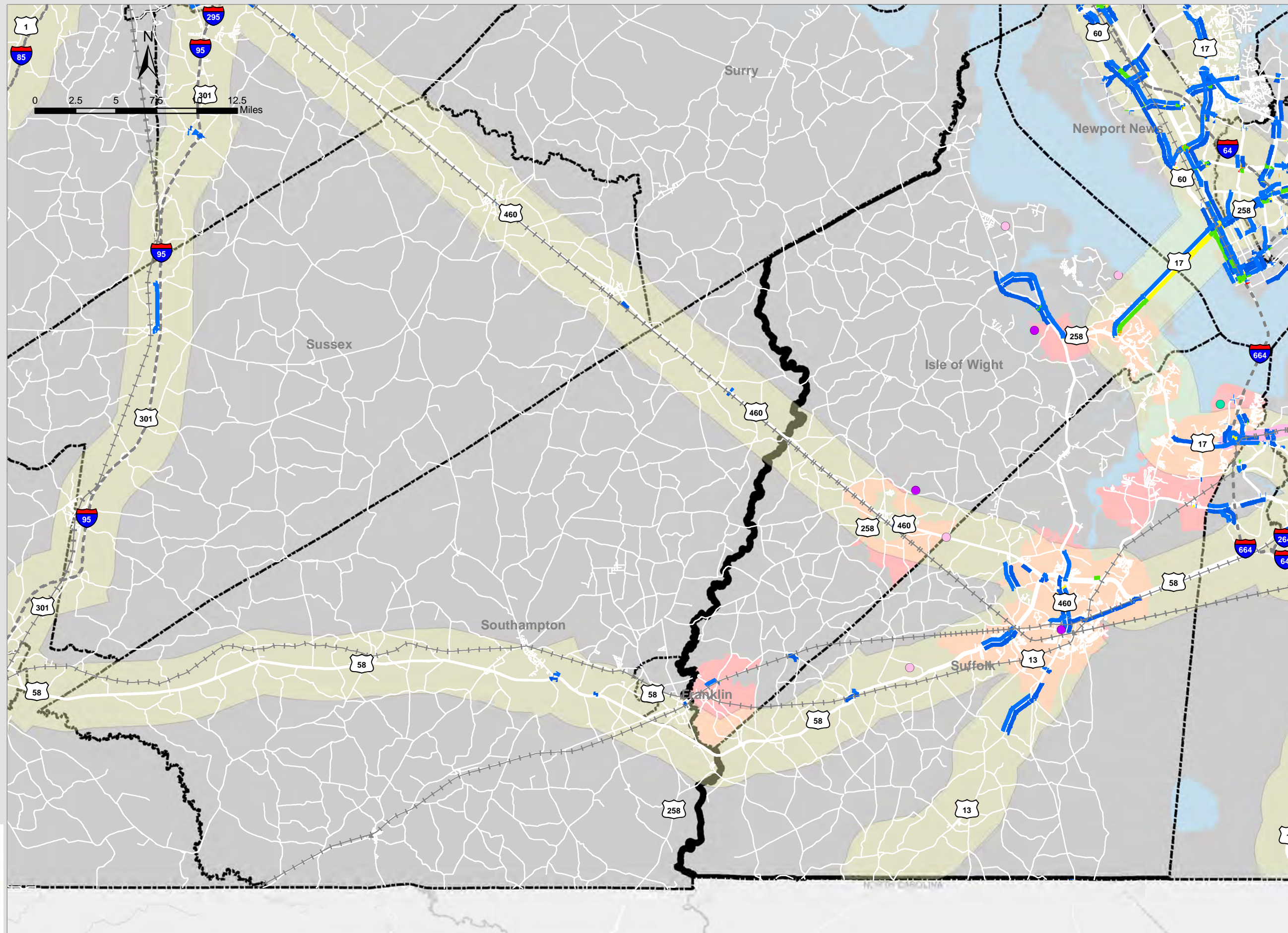
- 0.5 - 1.0
- 1.0 - 1.5
- 1.5 - 2.0
- 2.0 - 2.5
- Greater than 2.5

### 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



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.

**DRAFT**



# Reliability Measure for Non-Limited-Access COSS and Regional Network: Hampton Roads Peninsula

August 13, 2019

Minimum BTI value shown is 0.5

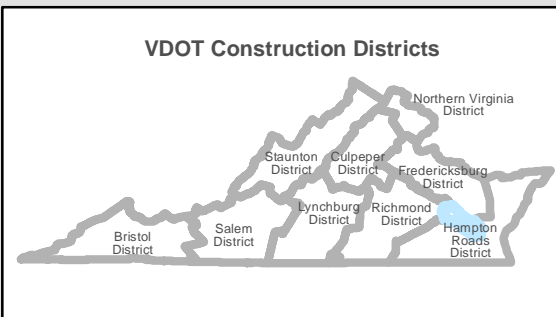
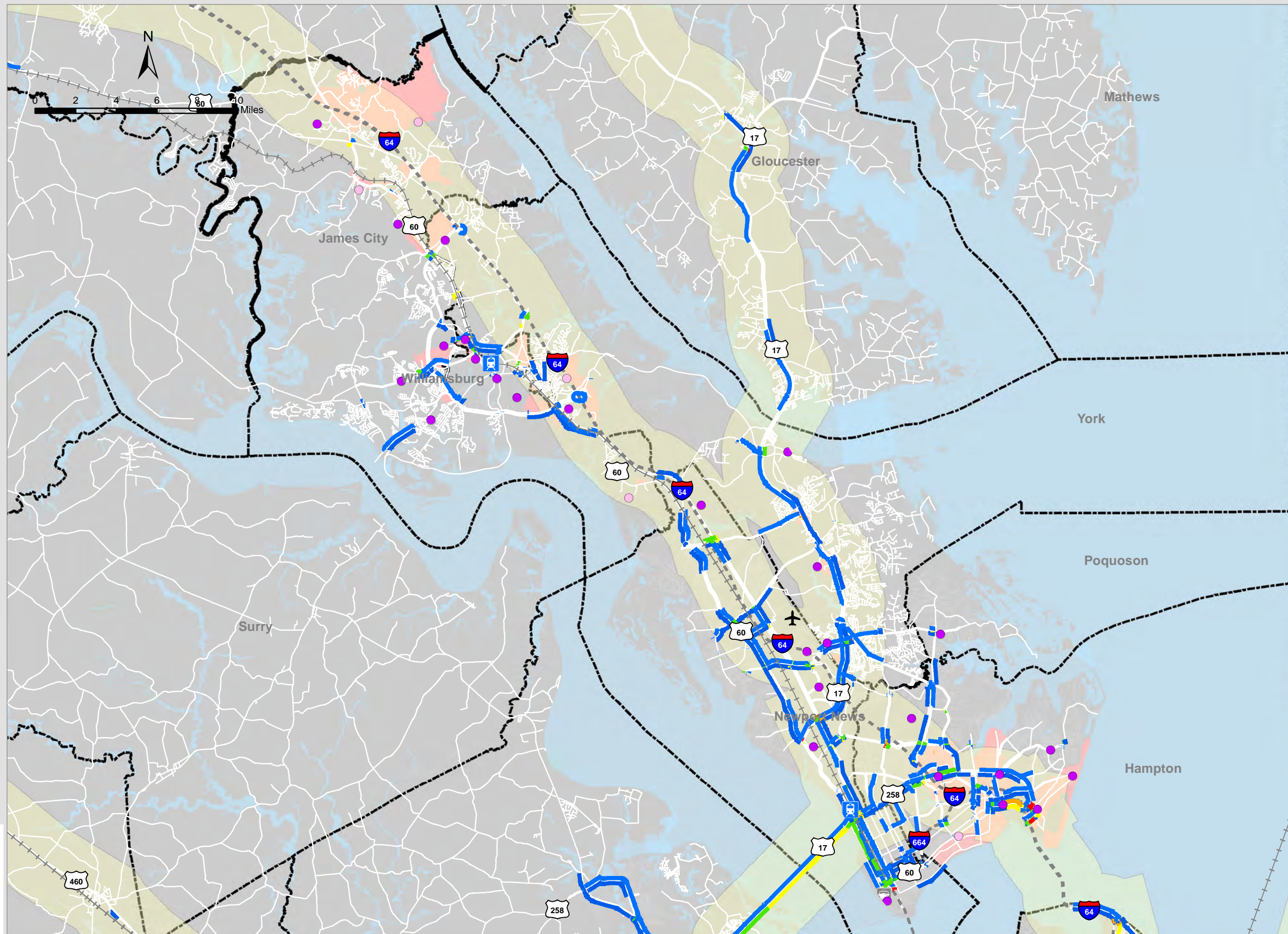
- 0.5 - 1.0
- 1.0 - 1.5
- 1.5 - 2.0
- 2.0 - 2.5
- Greater than 2.5

### 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

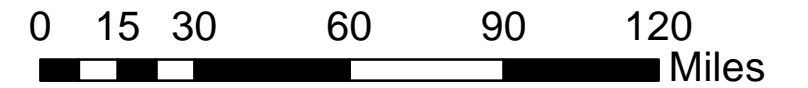
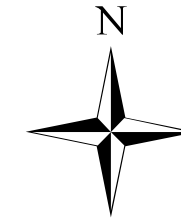


The depiction of measures and data shown on this map is intended to be used as an aid in discussing Mid-term Needs. This depiction of measures and data does not represent Mid-Term Needs. They are two of several inputs used in the determination of Needs and are not the sole determinants.

**DRAFT**



# 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

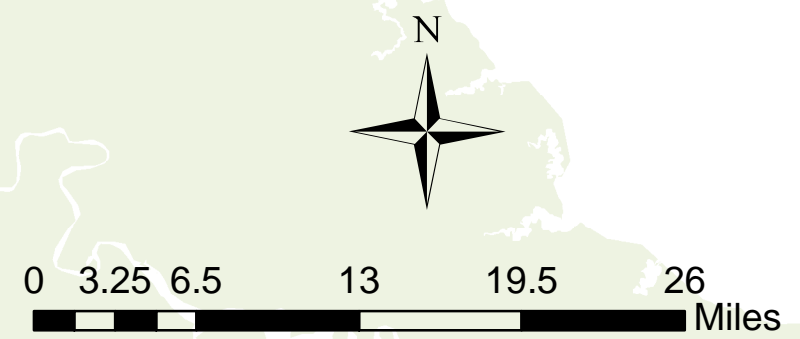
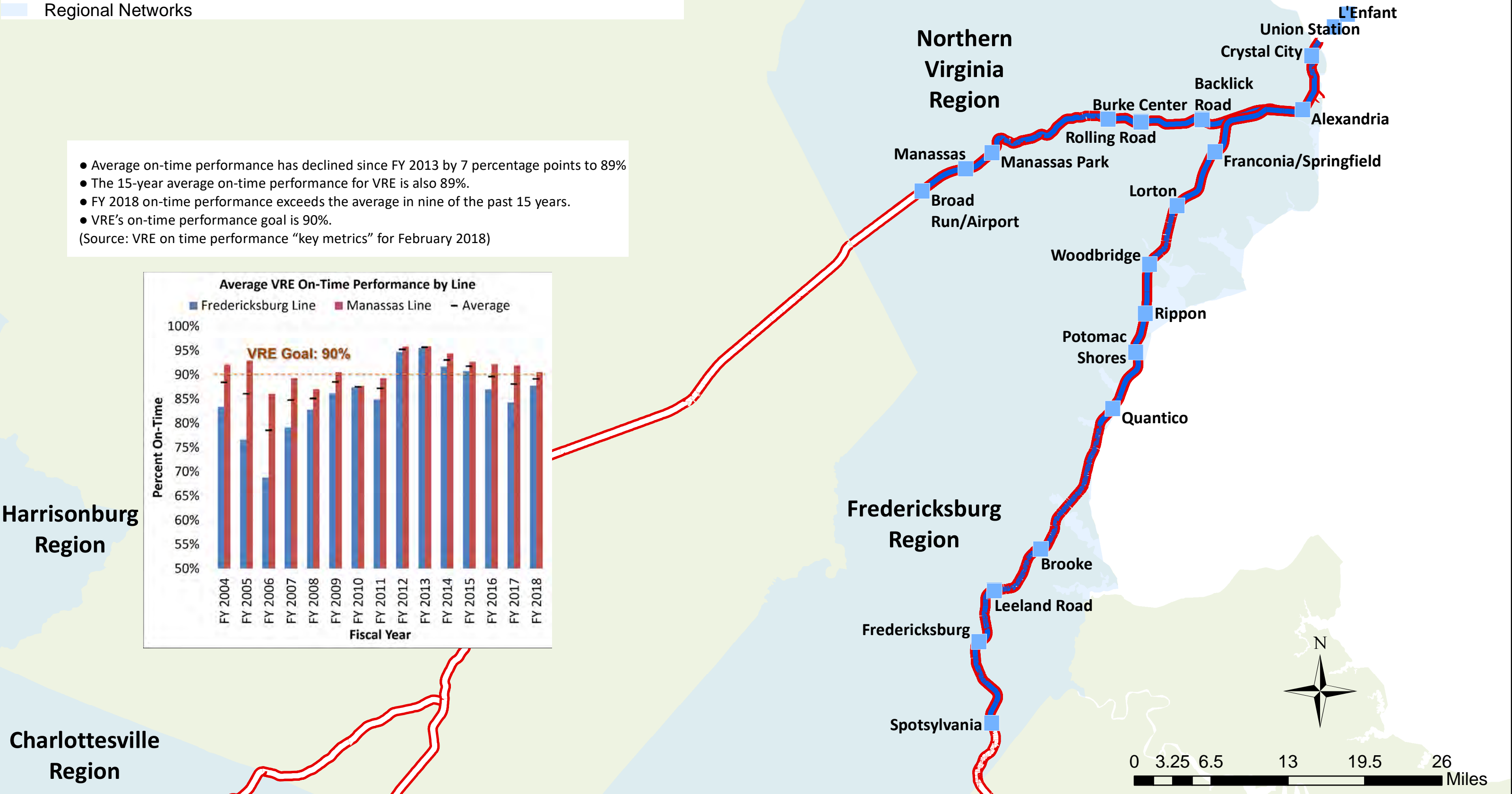
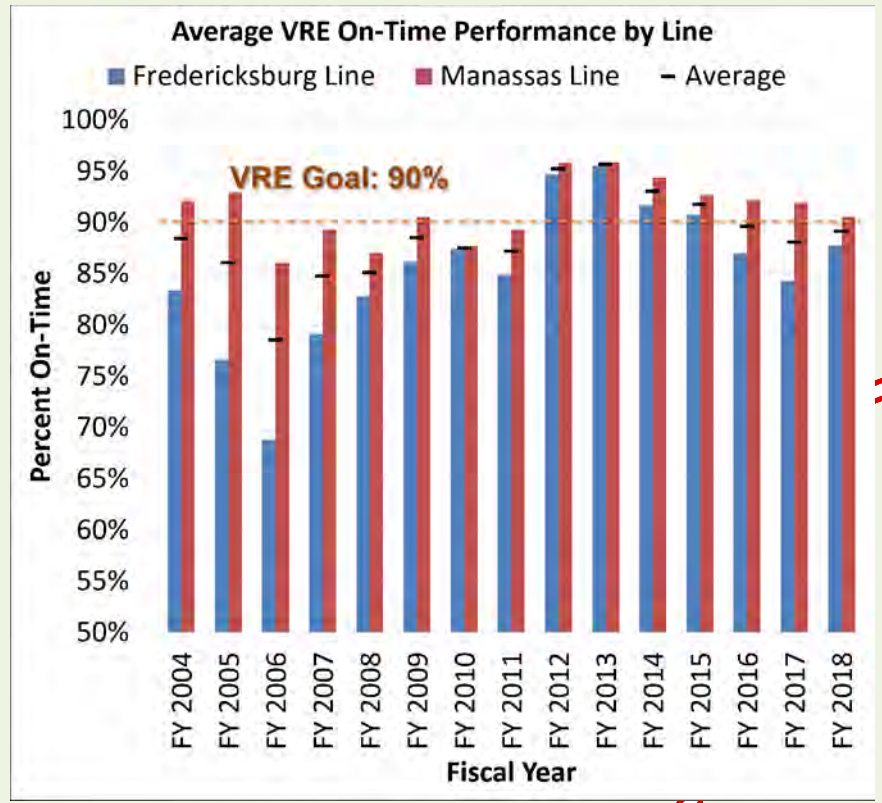




# Virginia Railway Express On-Time Performance

- VRE Stations
- ▬ VRE Routes
- ▬ 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)





# Accessibility to Activity Centers: Hampton Roads Eastern Shore

August 13, 2019

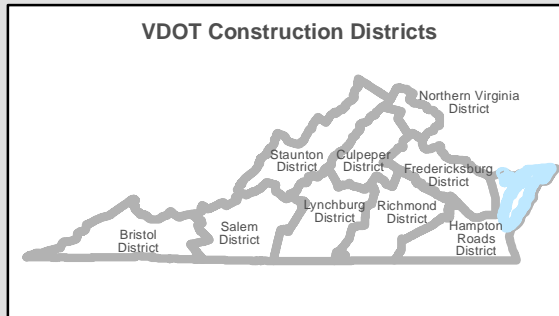
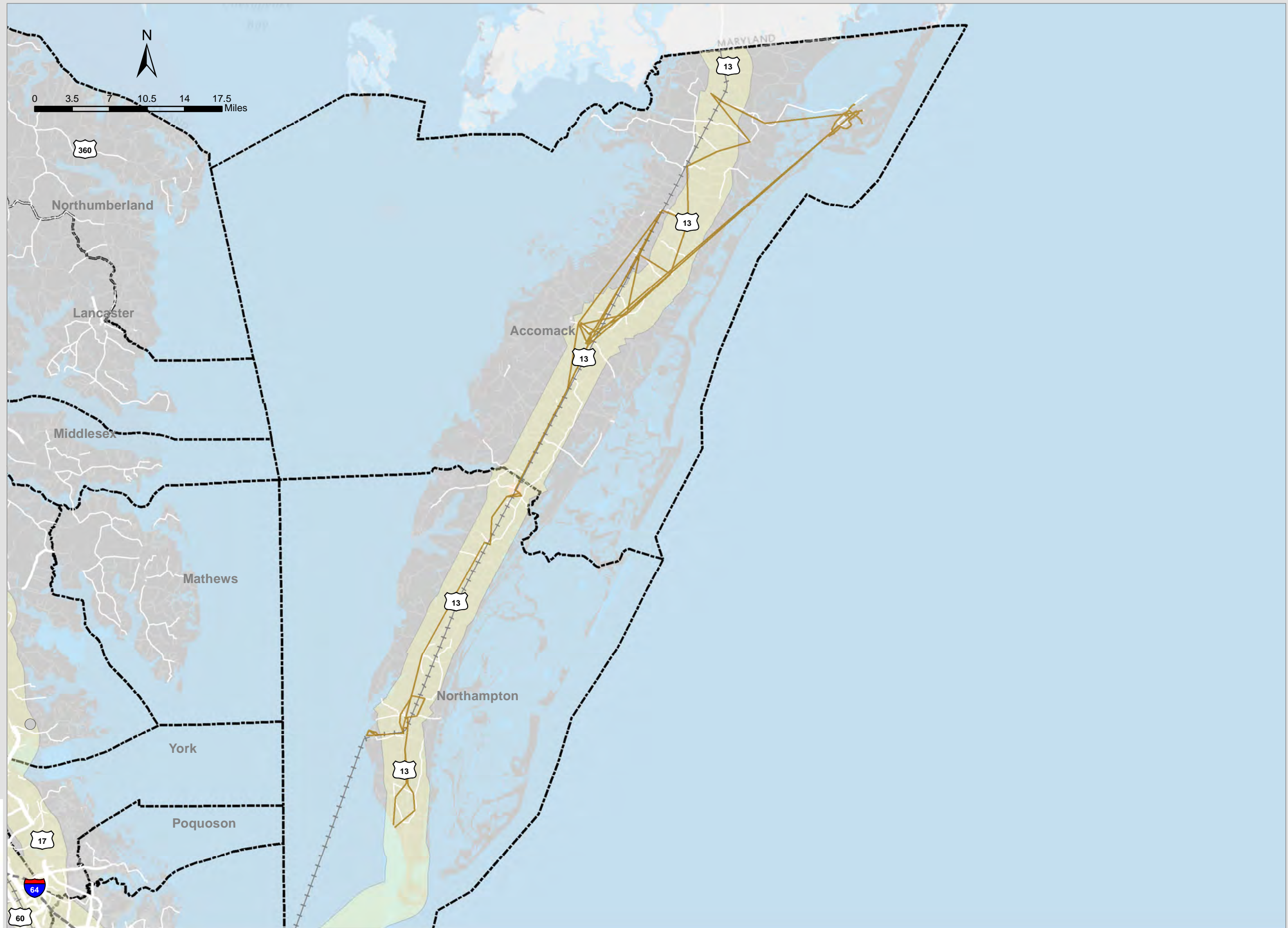
**Transit Access Deficit to Local-Serving and Knowledge-Based Activity Center for Workers**  
Deficit levels, (high, medium, low) are relative to each region

- 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



Office of **INTERMODAL** Planning and Investment

**VTRANS** VIRGINIA'S TRANSPORTATION PLAN

Date: 8/14/2019

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.

**DRAFT**



# Accessibility to Activity Centers: Regional Workshop - Hampton Roads Area South

August 13, 2019

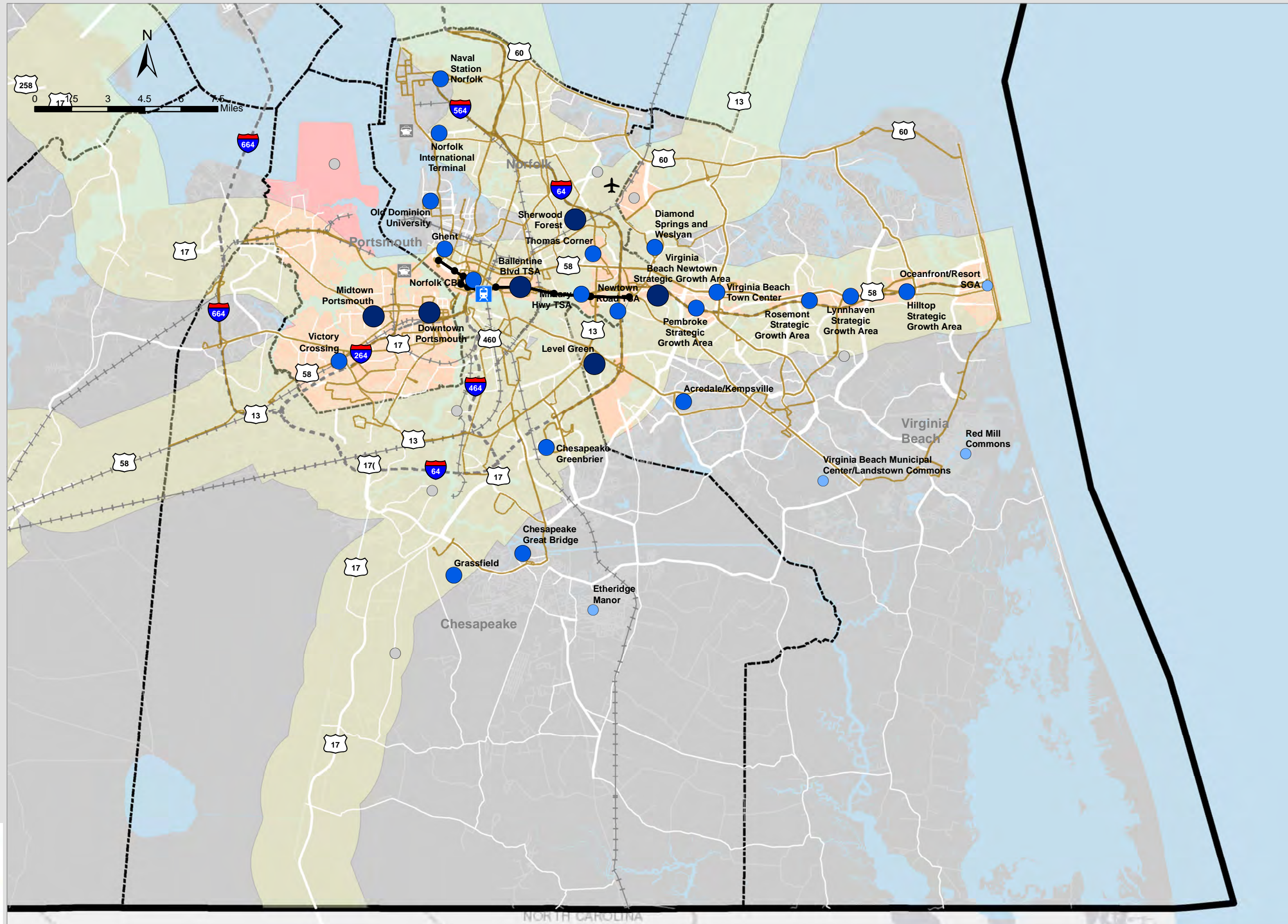
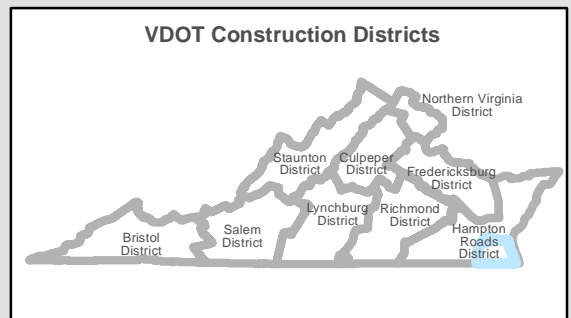
**Transit Access Deficit to Local-Serving and Knowledge-Based Activity Center for Workers**  
Deficit levels, (high, medium, low) are relative to each region

- High
- Medium
- Low
- Freight-Dependent Activity Center
- Tide Light Rail Line Stops
- Tide Light Rail Line
- 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



Office of  
**INTERMODAL**  
Planning and Investment

**VTRANS** | VIRGINIA'S  
TRANSPORTATION PLAN

Date: 8/14/2019

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.

**DRAFT**



# Accessibility to Activity Centers: Regional Workshop - Hampton Roads Area West

August 13, 2019

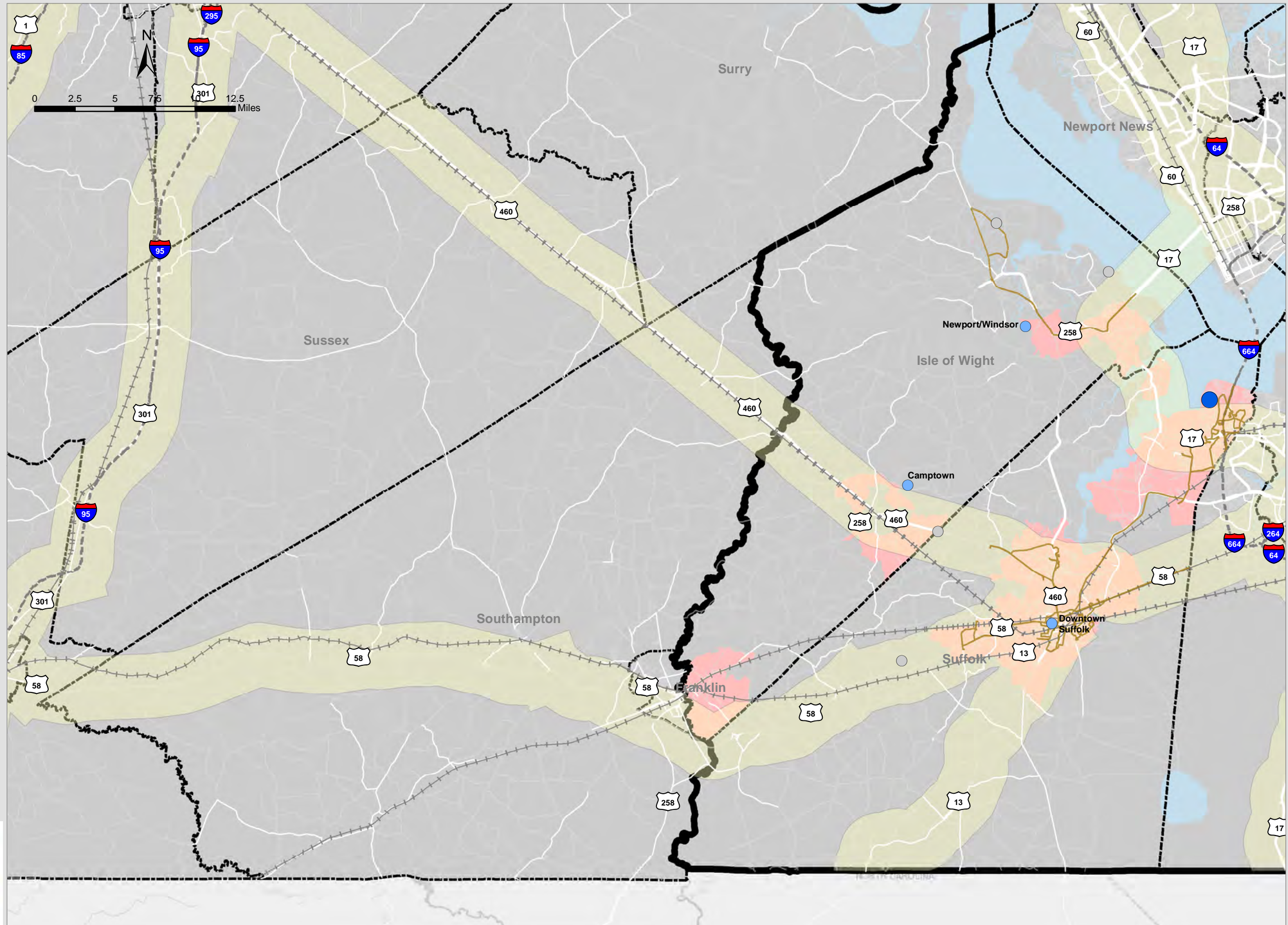
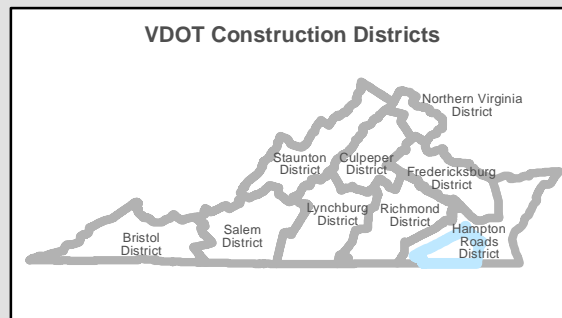
**Transit Access Deficit to Local-Serving and Knowledge-Based Activity Center for Workers**  
 Deficit levels, (high, medium, low) are relative to each region

- 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



Date: 8/14/2019

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.

**DRAFT**



# Accessibility to Activity Centers: Regional Workshop - Hampton Roads Peninsula

August 13, 2019

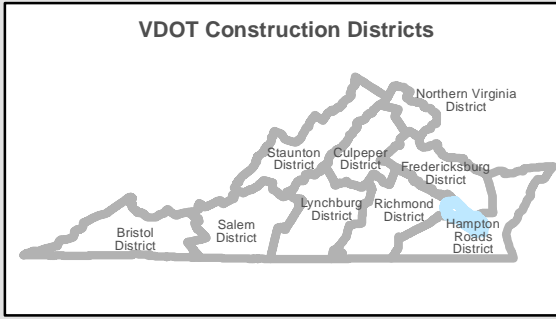
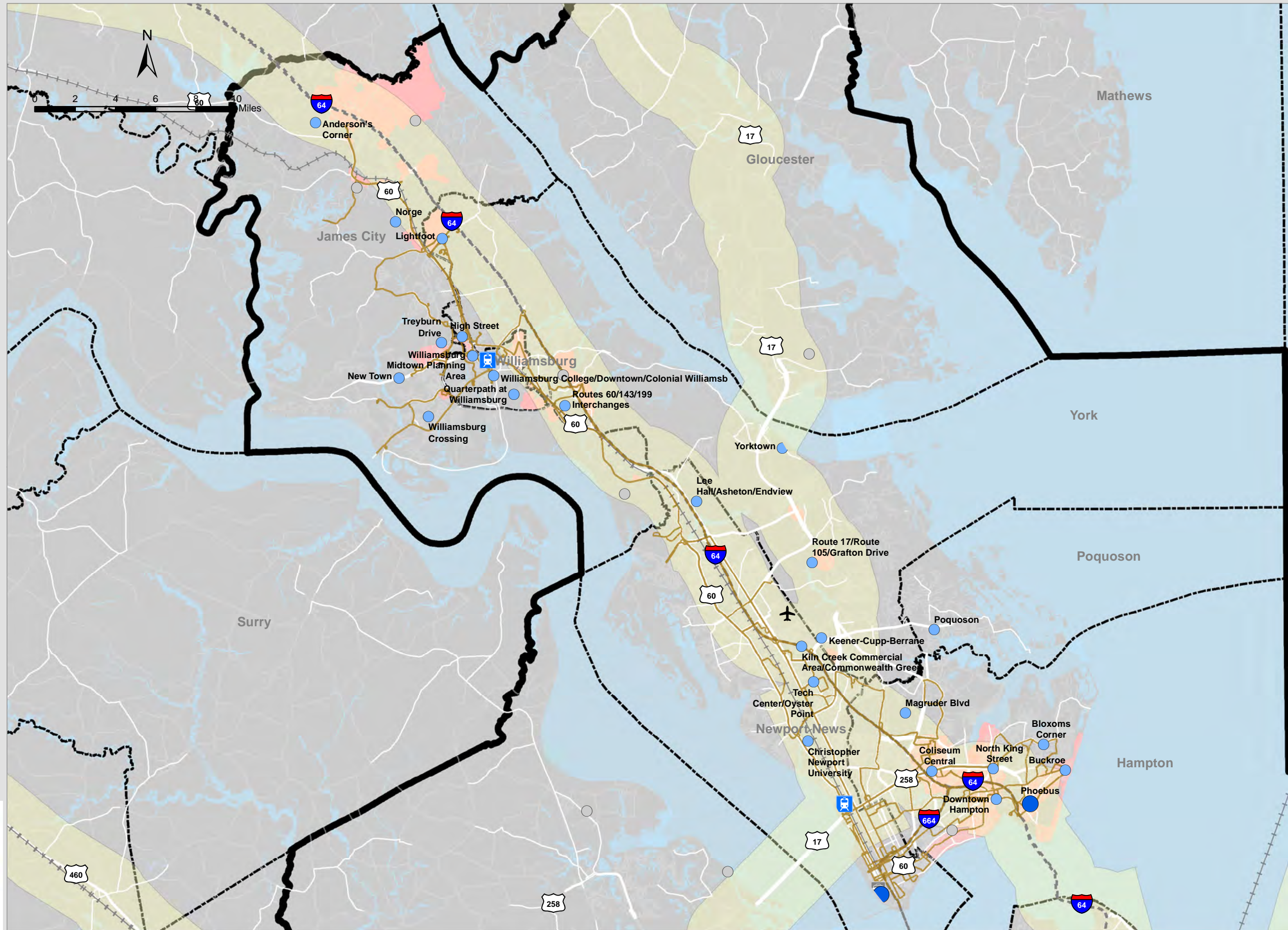
**Transit Access Deficit to Local-Serving and Knowledge-Based Activity Center for Workers**  
 Deficit levels, (high, medium, low) are relative to each region

- 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



**Office of INTERMODAL Planning and Investment**

**VTRANS** | VIRGINIA'S TRANSPORTATION PLAN

Date: 8/14/2019

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.

**DRAFT**



# Disadvantaged Population beyond 1/4 mile Access to Transit Service: Hampton Roads Eastern Shore

August 13, 2019

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

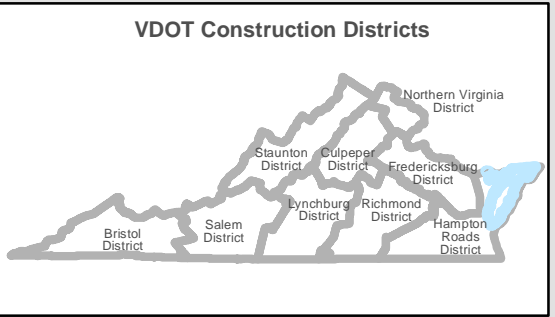
- Disadvantaged and Not Viable for fixed route service, local rail, or BRT
- Disadvantaged and Viable for fixed route service, local rail, or BRT
- Transit Routes

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

**Annual Average Daily Traffic (AADT)**

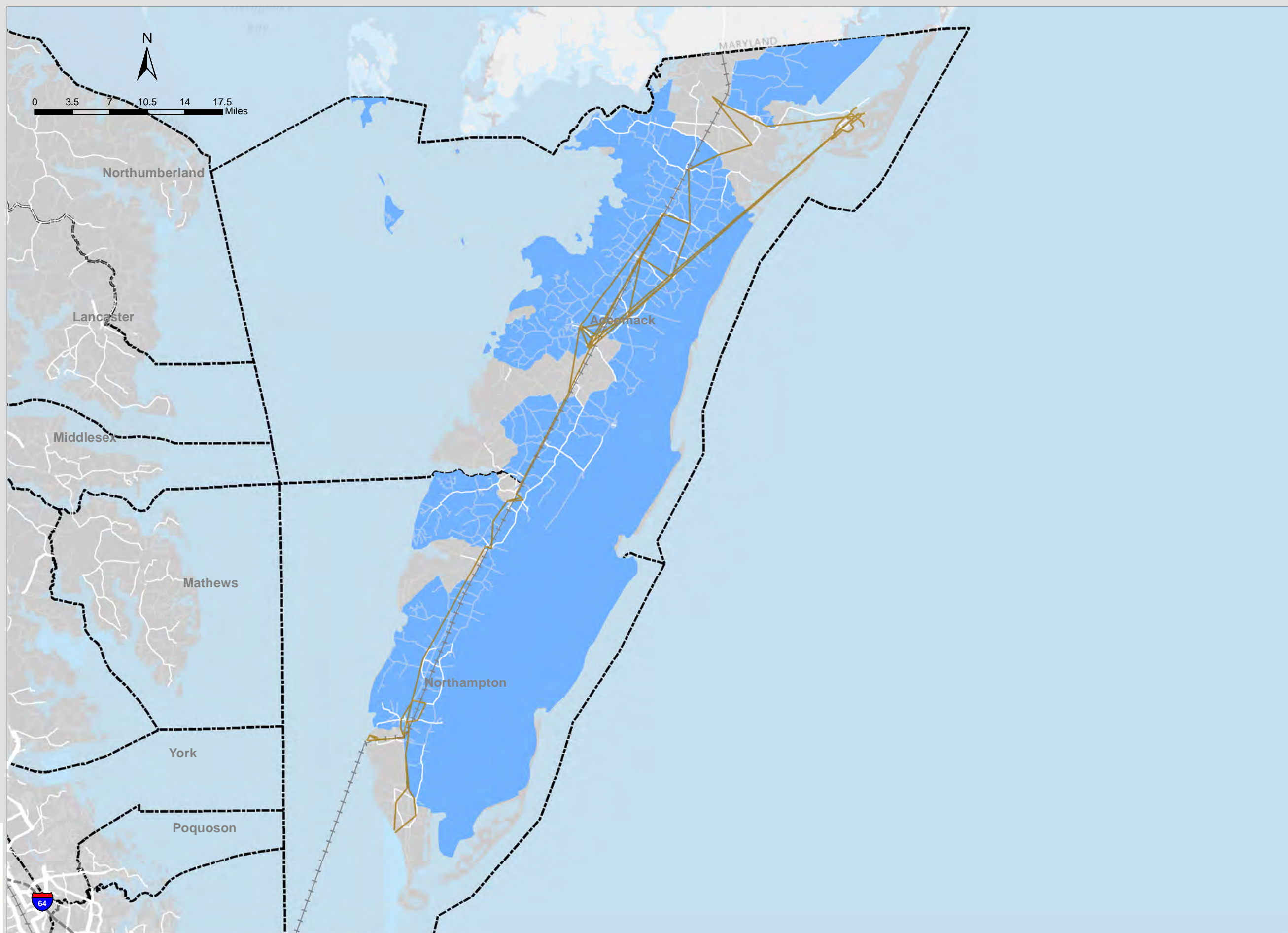
- 0
- 1 - 10,000
- 10,000 - 25,000
- 25,000 - 50,000
- 50,000 - 75,000
- Greater than 75,000
- Rail Network
- Regional Network
- Counties and Cities
- Water

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



**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. They are two of several inputs used in the determination of Needs and are not the sole determinants.

**DRAFT**



# Disadvantaged Population beyond 1/4 mile Access to Transit Service: Regional Workshop - Hampton Roads Area South

August 13, 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

Tide Light Rail Line Stops

Tide Light Rail Line

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

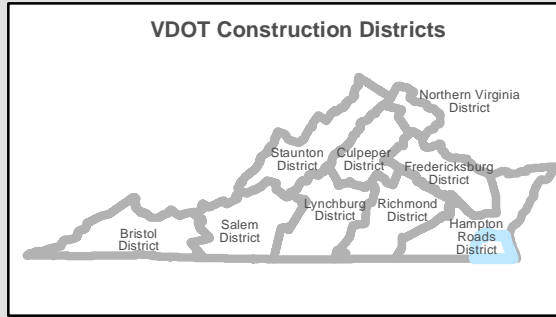
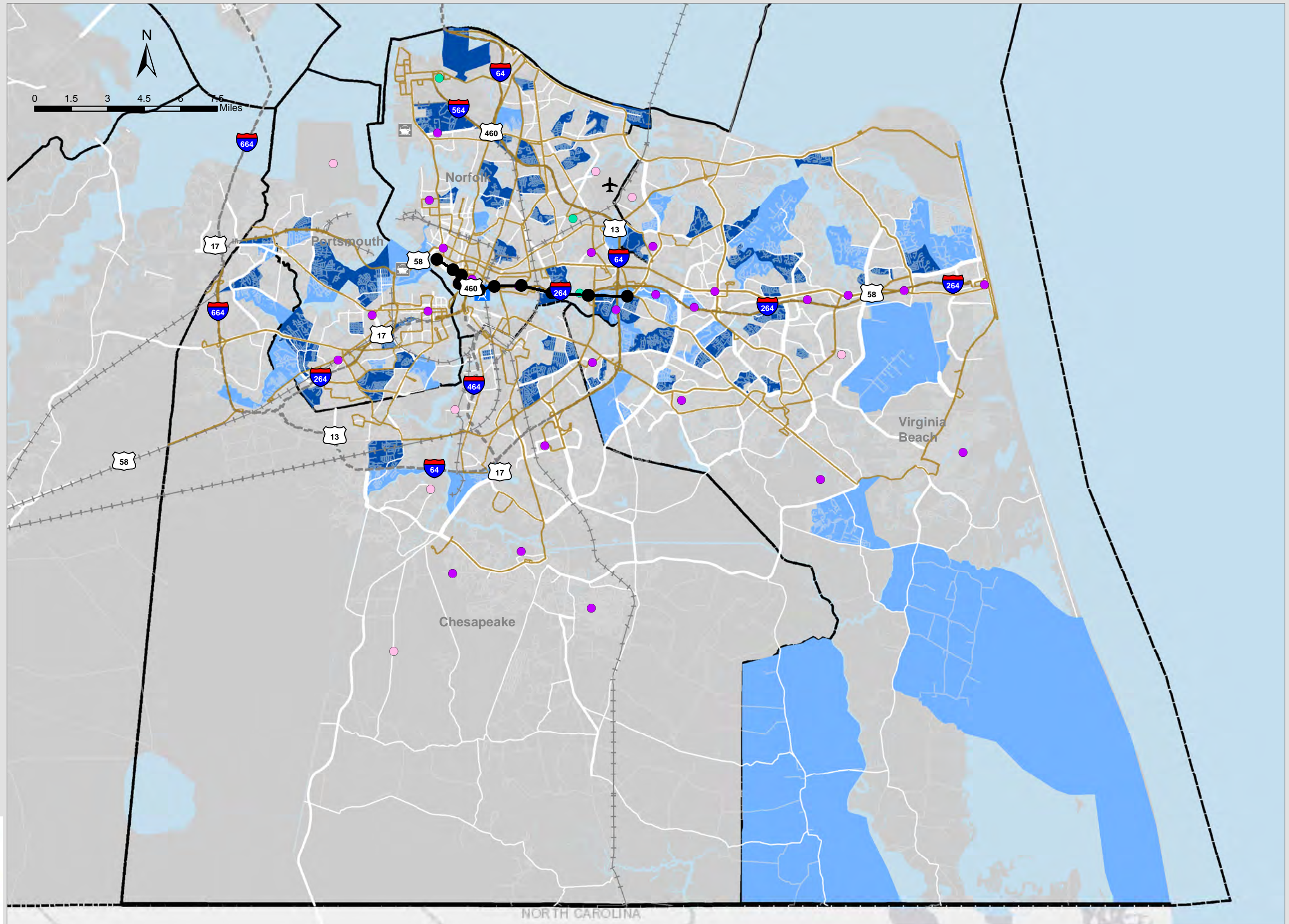
Rail Network

Regional Network

Counties and Cities

Water

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



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.

**DRAFT**



# Disadvantaged Population beyond 1/4 mile Access to Transit Service: Regional Workshop - Hampton Roads Area West

August 13, 2019

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

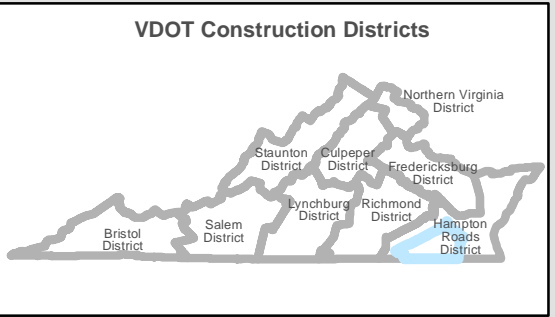
- Disadvantaged and Not Viable for fixed route service, local rail, or BRT
- Disadvantaged and Viable for fixed route service, local rail, or BRT
- Transit Routes

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

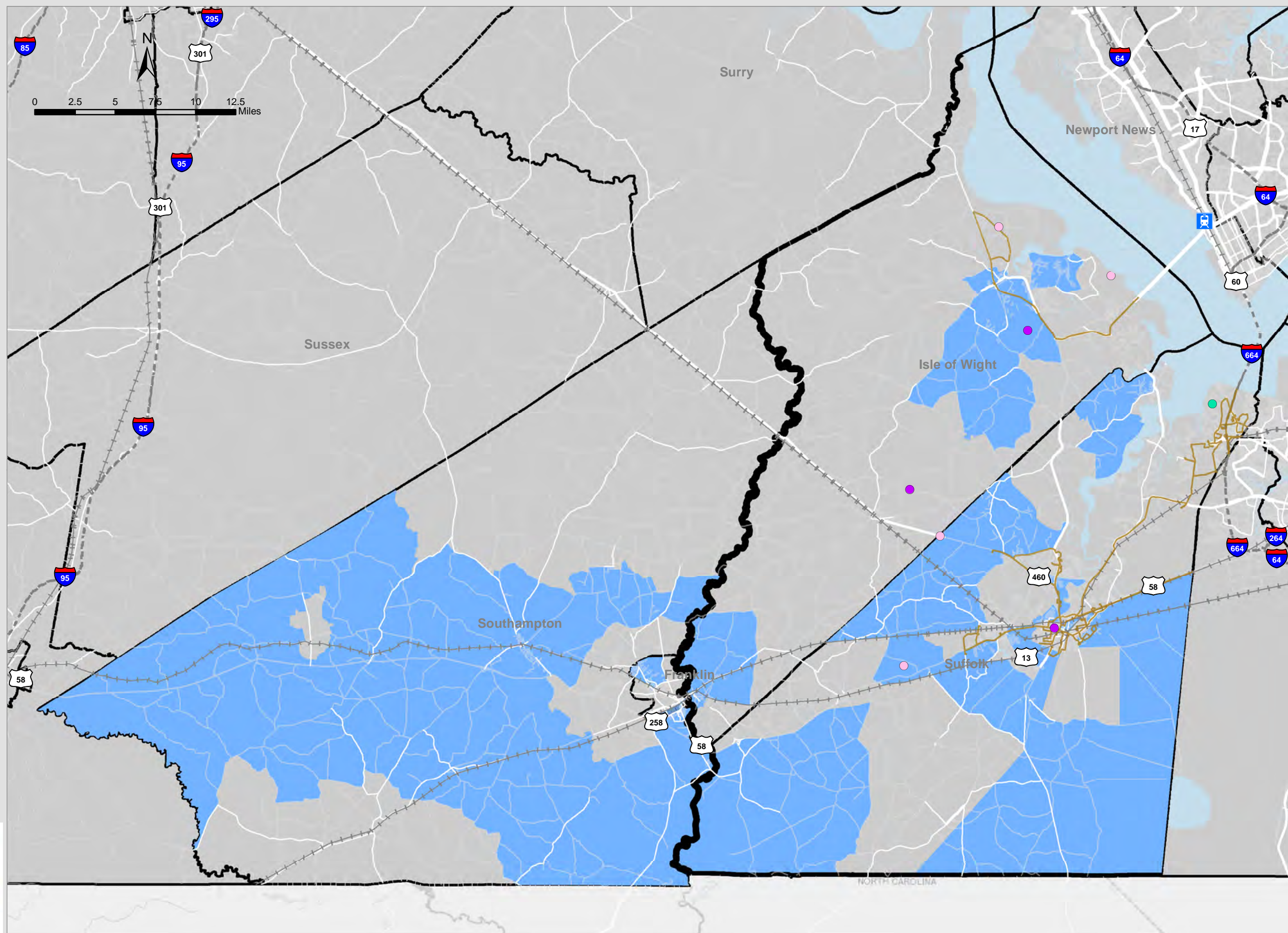
- Annual Average Daily Traffic (AADT)**
- 0
  - 1 - 10,000
  - 10,000 - 25,000
  - 25,000 - 50,000
  - 50,000 - 75,000
  - Greater than 75,000

- 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



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.

**DRAFT**



# Disadvantaged Population beyond 1/4 mile Access to Transit Service: Regional Workshop - Hampton Roads Peninsula

August 13, 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

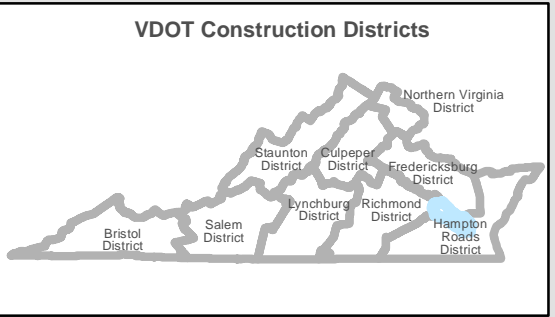
Rail Network

Regional Network

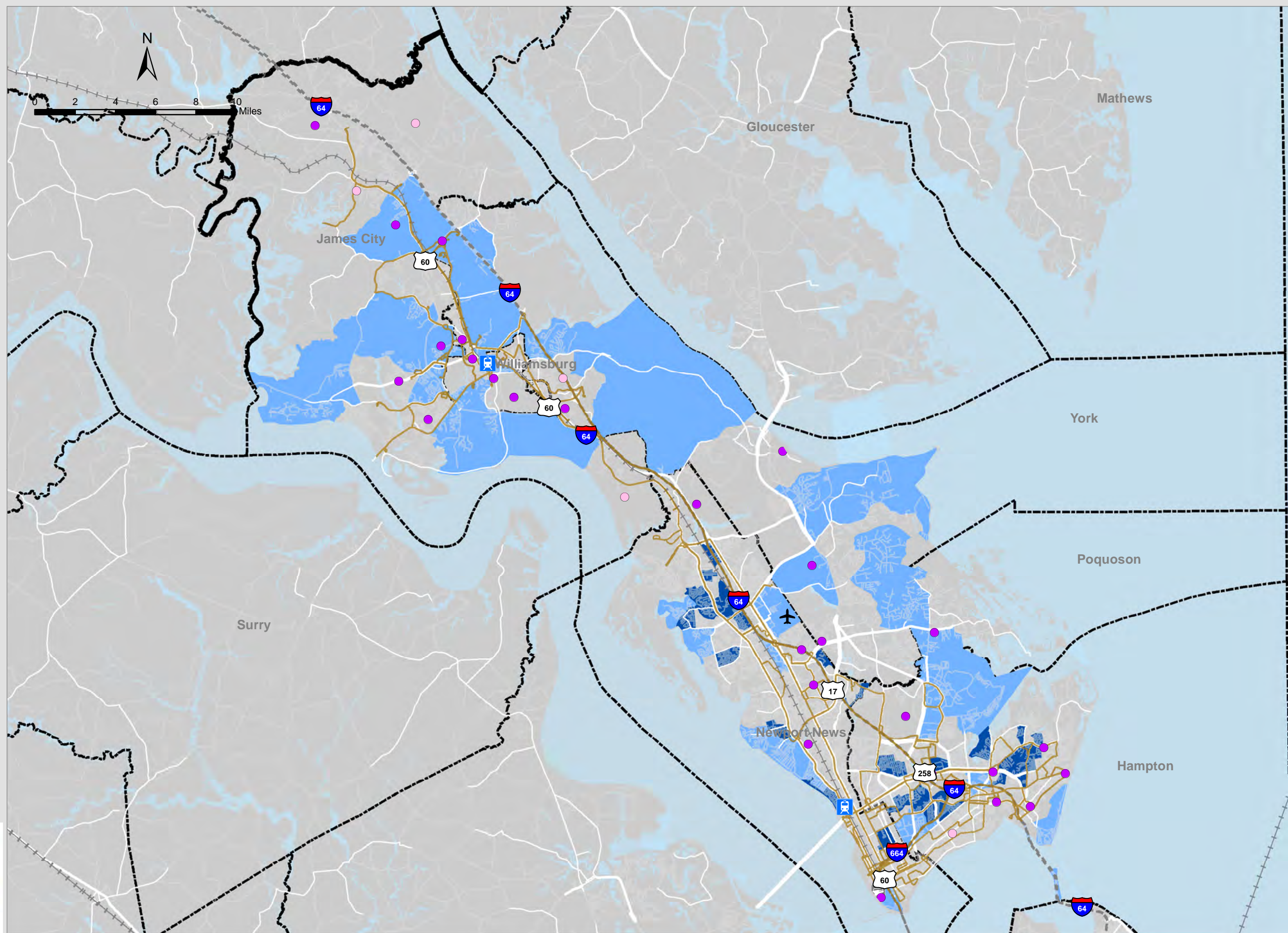
Counties and Cities

Water

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



Date: 8/14/2019



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.

**DRAFT**



# Disadvantaged Population beyond ¼ mile Access to Transit Service: Hampton Roads Eastern Shore

August 13, 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

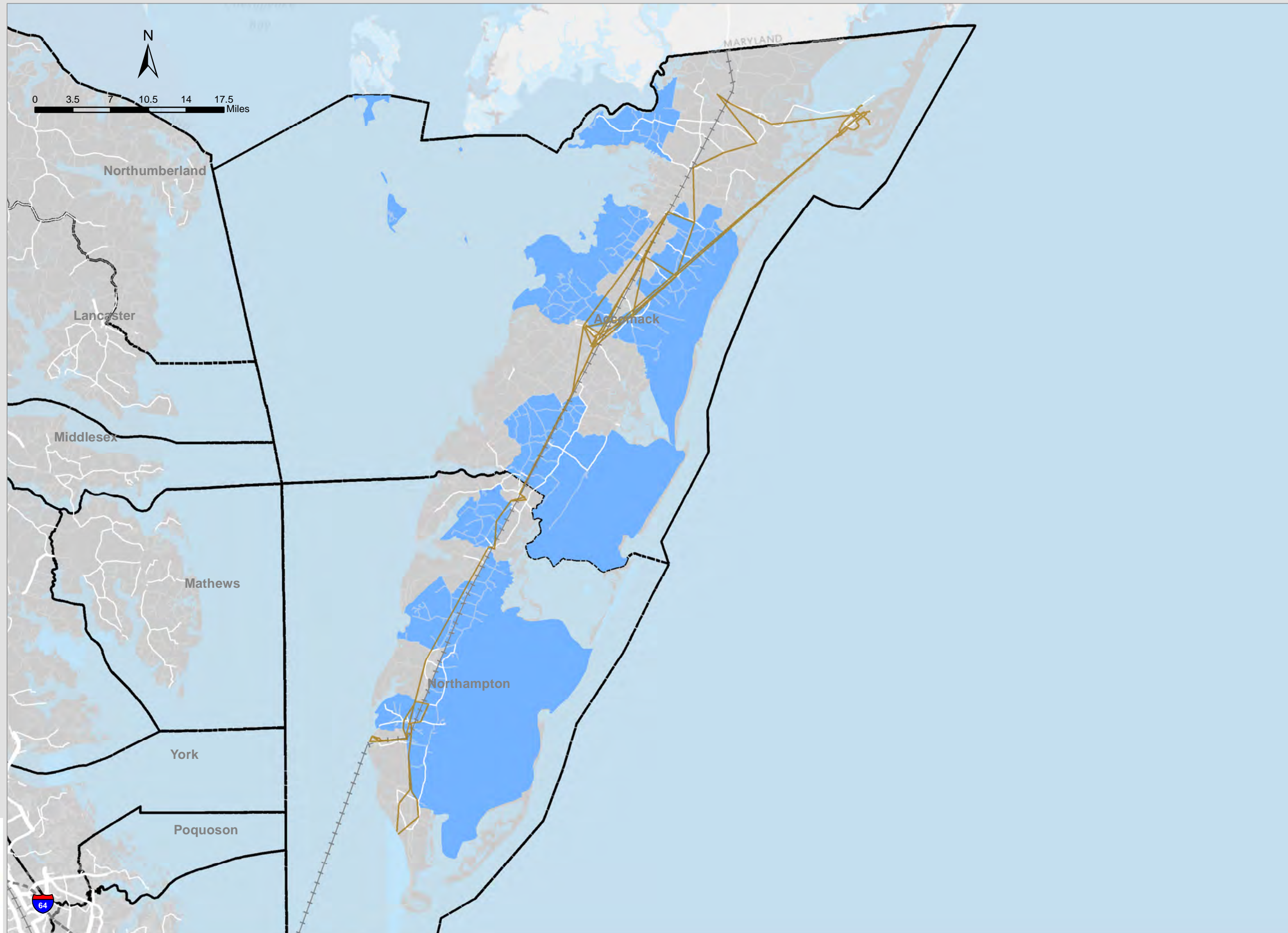
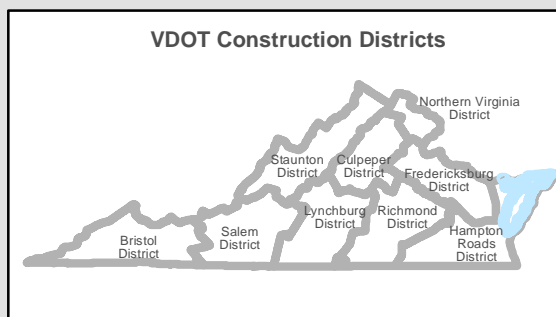
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates
- Local Roads

### 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.



Date: 8/14/2019

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.

**DRAFT**



# Disadvantaged Population beyond 1/4 mile Access to Transit Service: Regional Workshop - Hampton Roads Area South

August 13, 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

Tide Light Rail Line Stops

Tide Light Rail Line

Transit Routes

**Activity Centers**

Freight dependent

Knowledge

Local serving

Ports

Amtrak/Passenger Rail Stations

Airports

Interstates

Local Roads

**Annual Average Daily Traffic (AADT)**

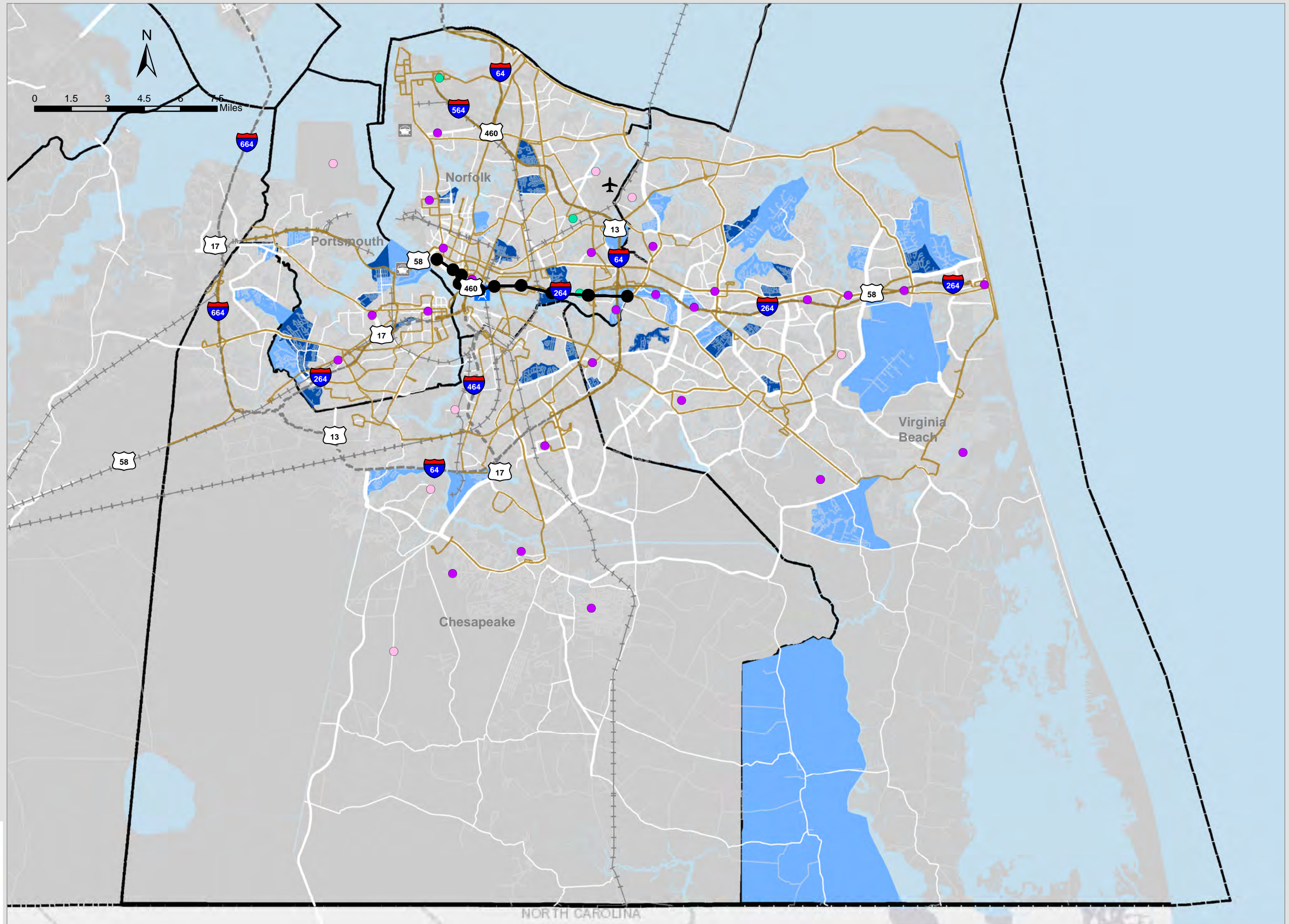
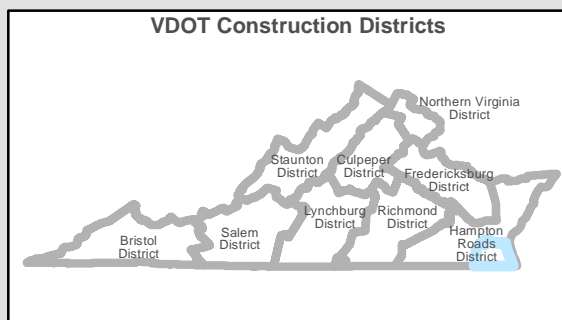
- 0
- 1 - 10,000
- 10,000 - 25,000
- 25,000 - 50,000
- 50,000 - 75,000
- Greater than 75,000

Rail Network

Regional Network

Counties and Cities

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



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.

**DRAFT**



# Disadvantaged Population beyond 1/4 mile Access to Transit Service: Regional Workshop - Hampton Roads Area West

August 13, 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

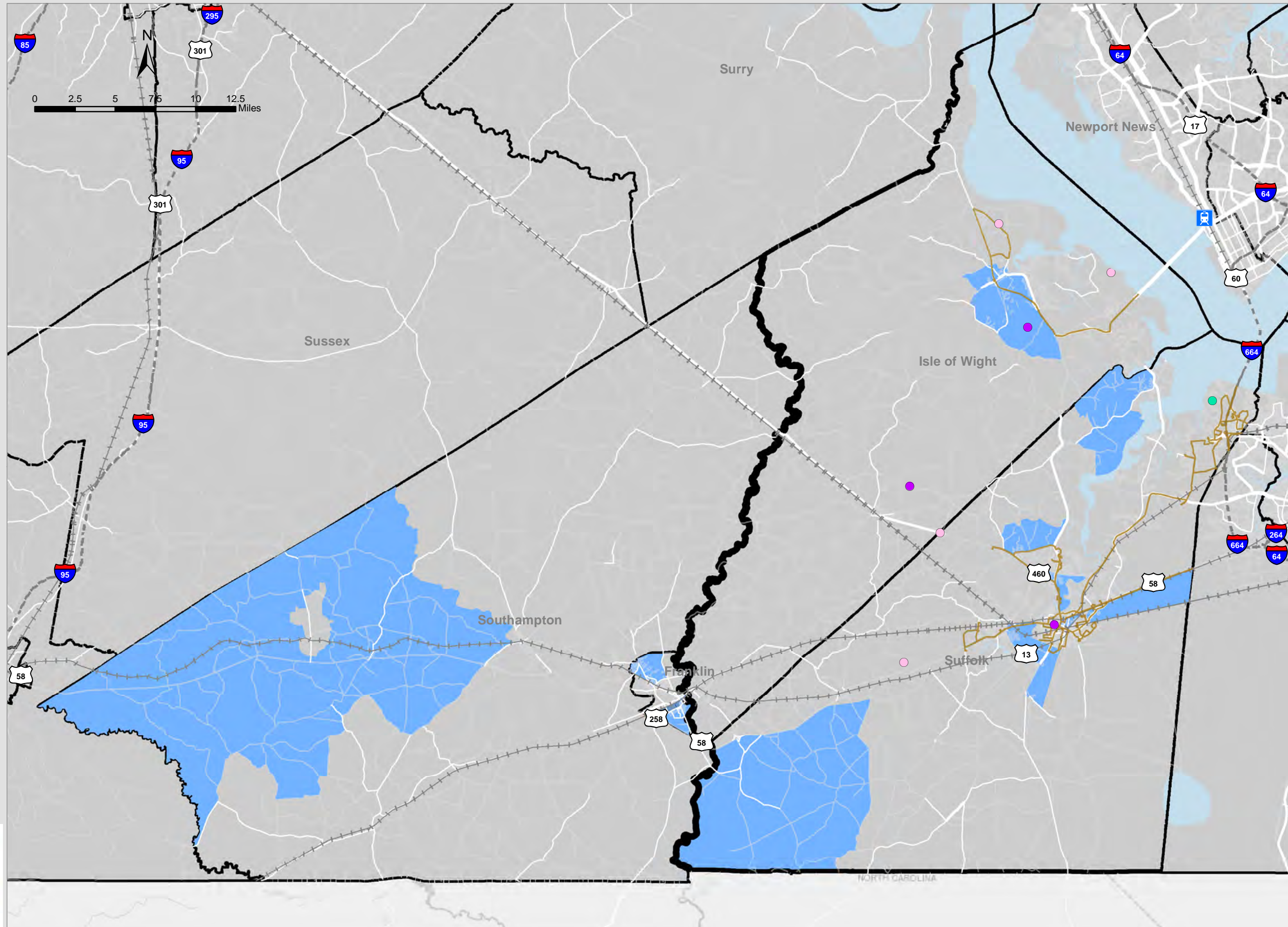
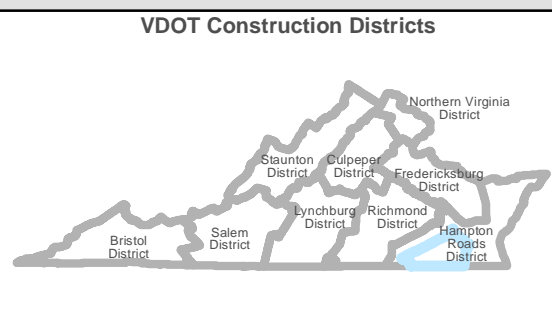
**Activity Centers**

- 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.



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.

**DRAFT**



# Disadvantaged Population beyond 1/4 mile Access to Transit Service: Regional Workshop - Hampton Roads Peninsula

August 13, 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

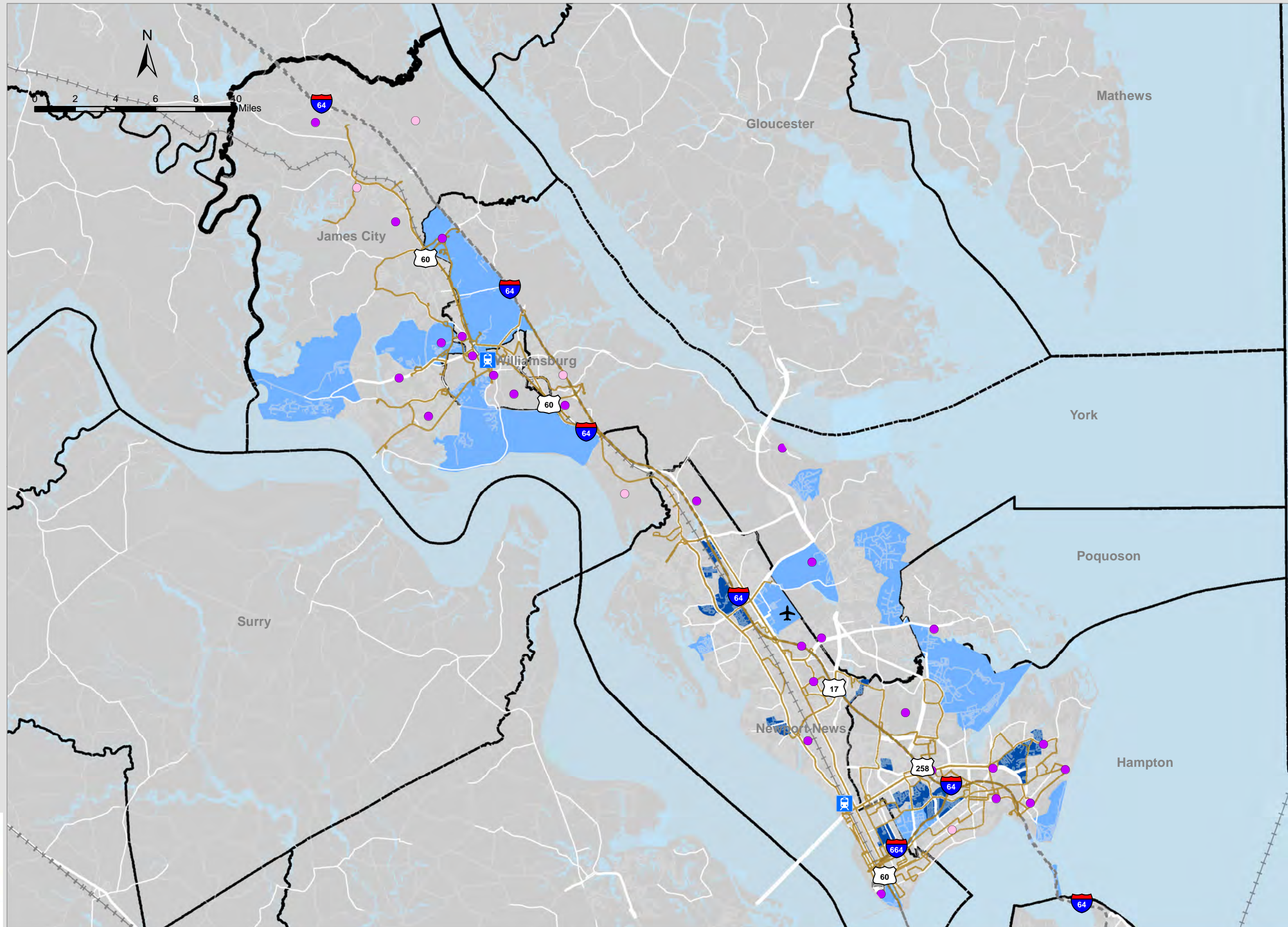
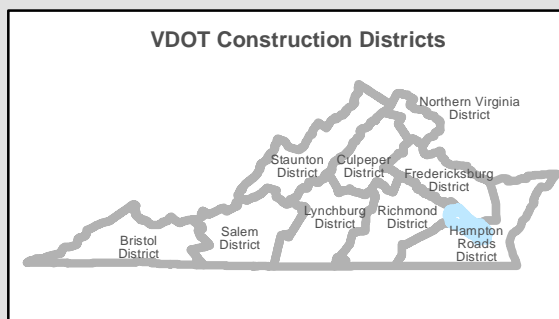
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates
- Local Roads

### 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.



Date: 8/14/2019

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.

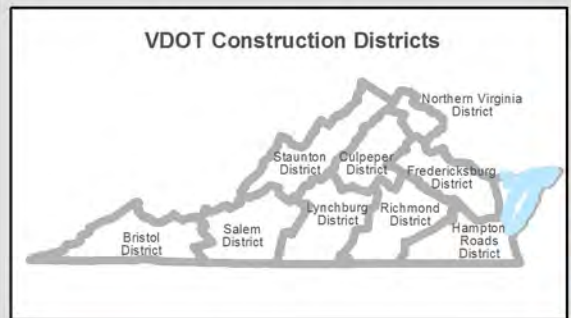
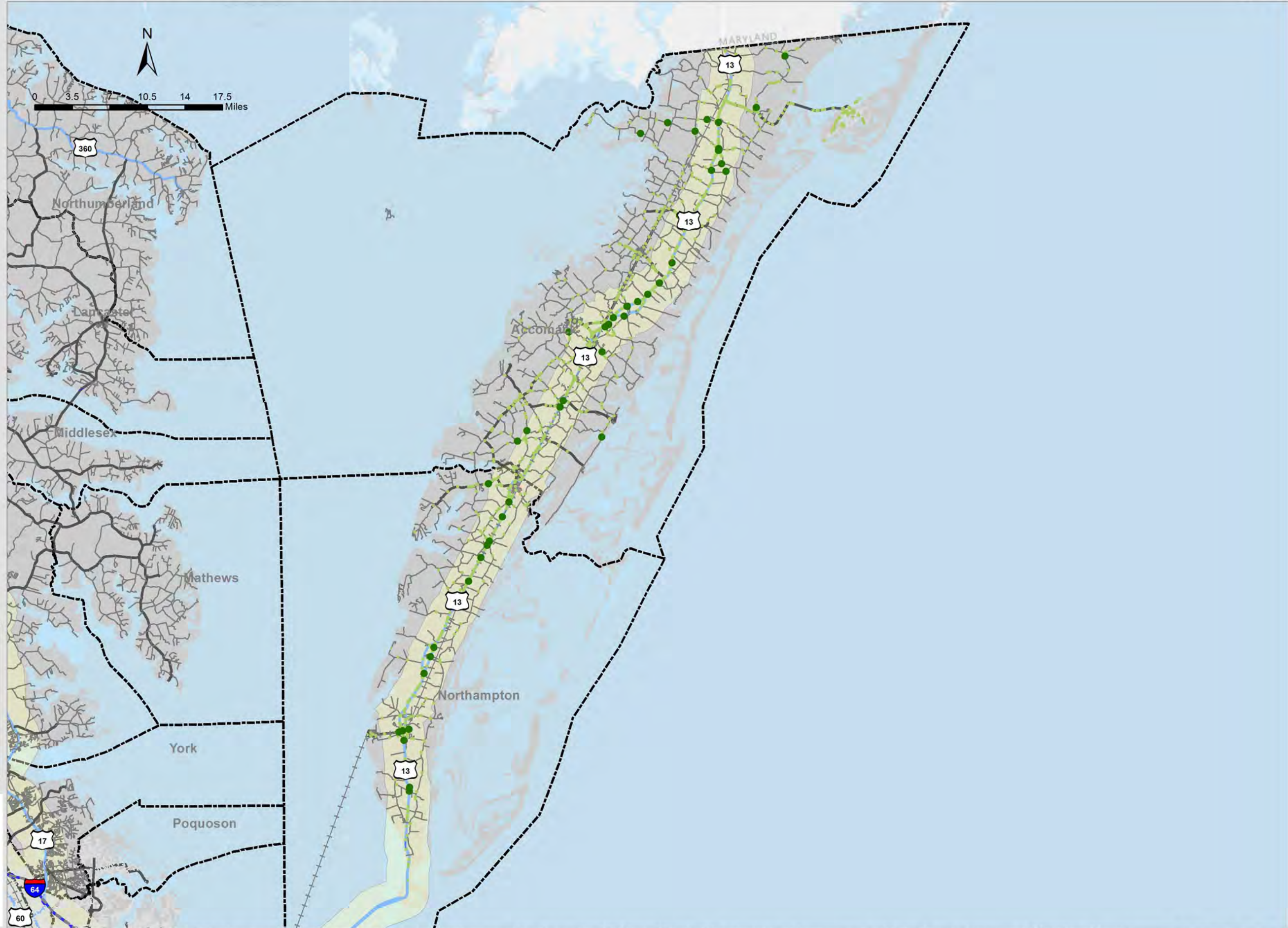
**DRAFT**



# Vehicular Crashes January 2013 - April 2019: Hampton Roads Eastern Shore

August 13, 2019

- Crash Severity**
- Fatal Crash
  - Injury Crash
- Roadway Functional Classes**
- Interstate
  - U.S. Route
  - State Route
  - Frontage Road
  - Secondary Route
  - Urban Road
- Ports
  - Amtrak/Passenger Rail Stations
  - Airports
  - Rail Network
  - 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.

Date: 8/14/2019

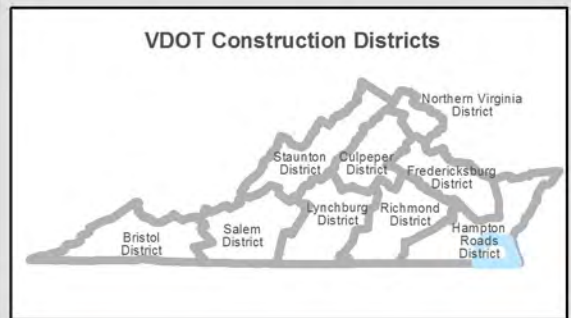
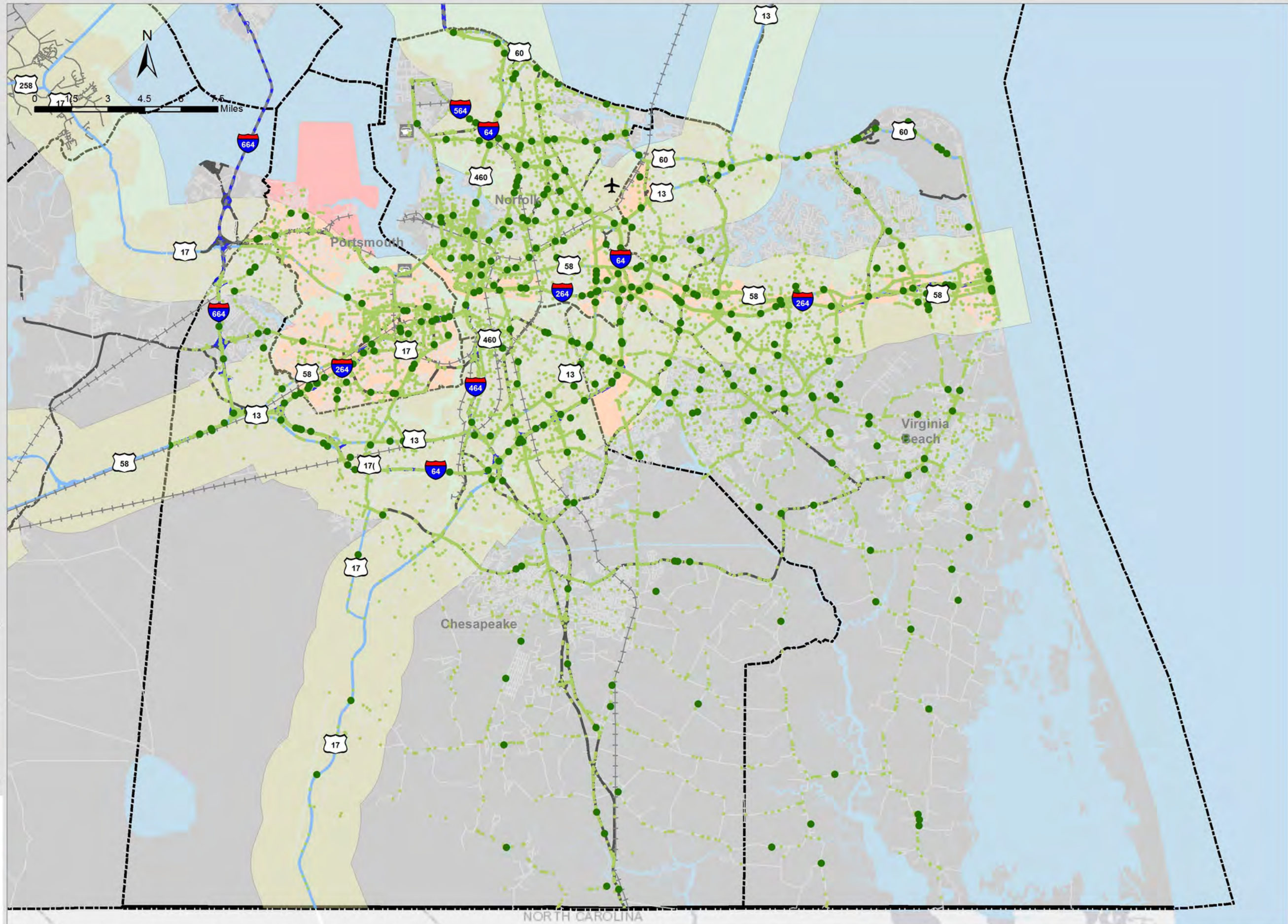
**DRAFT**



# Vehicular Crashes January 2013 - April 2019: Regional Workshop - Hampton Roads Area South

August 13, 2019

- Crash Severity**
- Fatal Crash
  - Injury Crash
- Roadway Functional Classes**
- Interstate
  - U.S. Route
  - State Route
  - Frontage Road
  - Secondary Route
  - Urban Road
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Rail Network
- Buffer around Primary COSS Facilities
- Urban Development Areas
- Regional Network
- Counties and Cities
- Water



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. They are two of several inputs used in the determination of Needs and are not the sole determinants.

Date: 8/14/2019

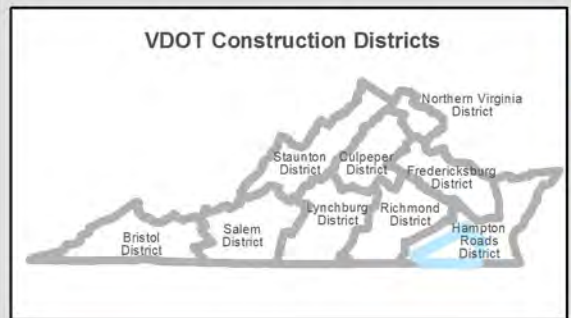
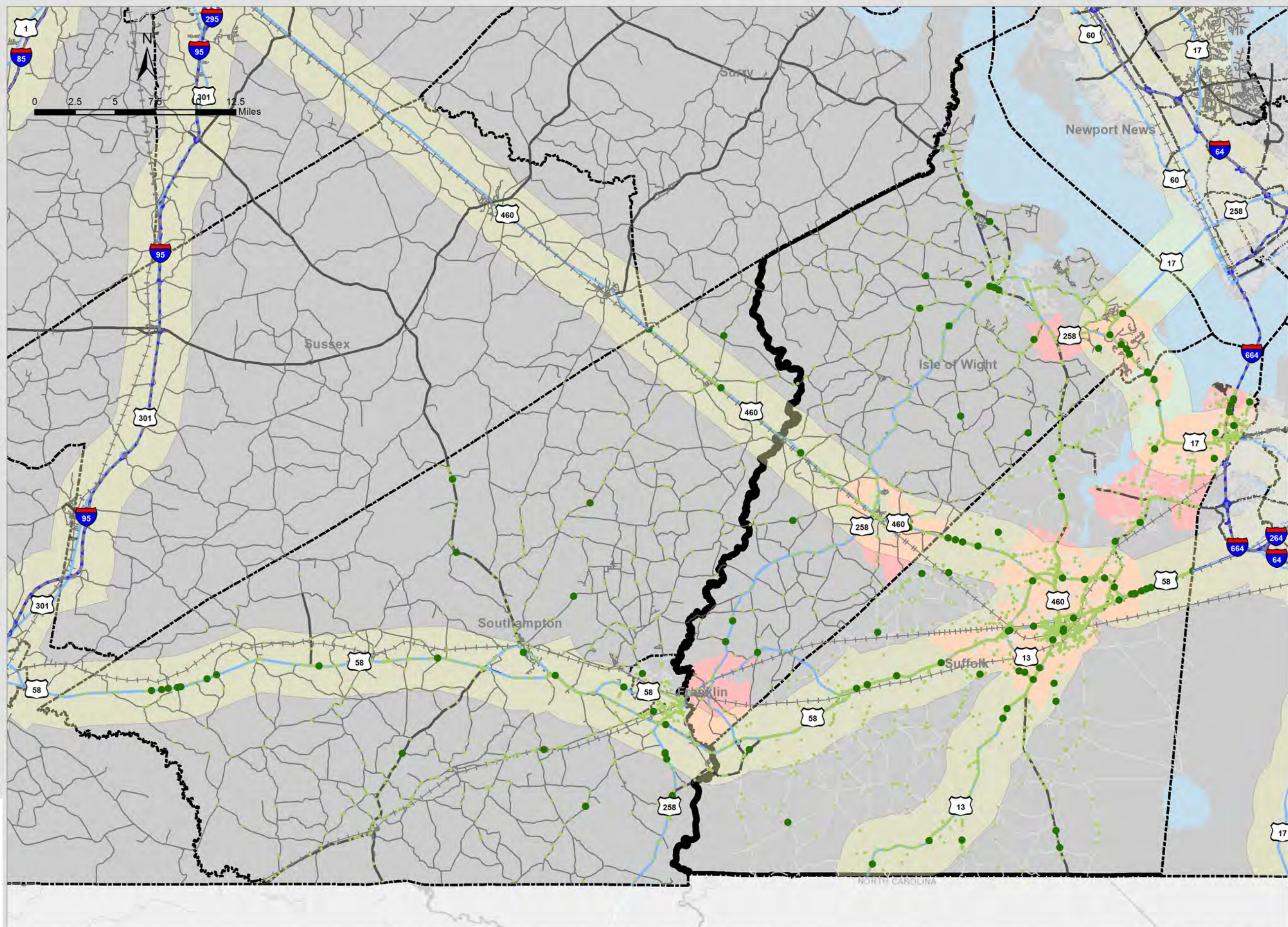
**DRAFT**



# Vehicular Crashes January 2013 - April 2019: Regional Workshop - Hampton Roads Area West

August 13, 2019

- Crash Severity**
- Fatal Crash
  - Injury Crash
- Roadway Functional Classes**
- Interstate
  - U.S. Route
  - State Route
  - Frontage Road
  - Secondary Route
  - Urban Road
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Rail Network
- Buffer around Primary COSS Facilities
- Urban Development Areas
- Regional Network
- Counties and Cities
- Water



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. They are two of several inputs used in the determination of Needs and are not the sole determinants.

Date: 8/14/2019

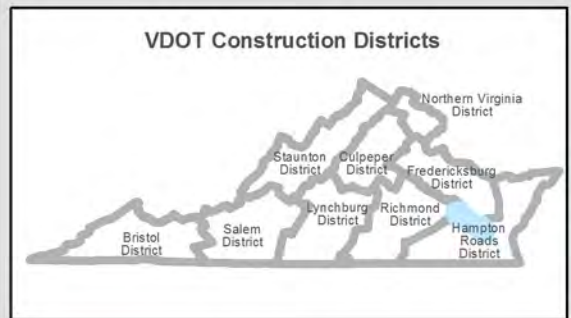
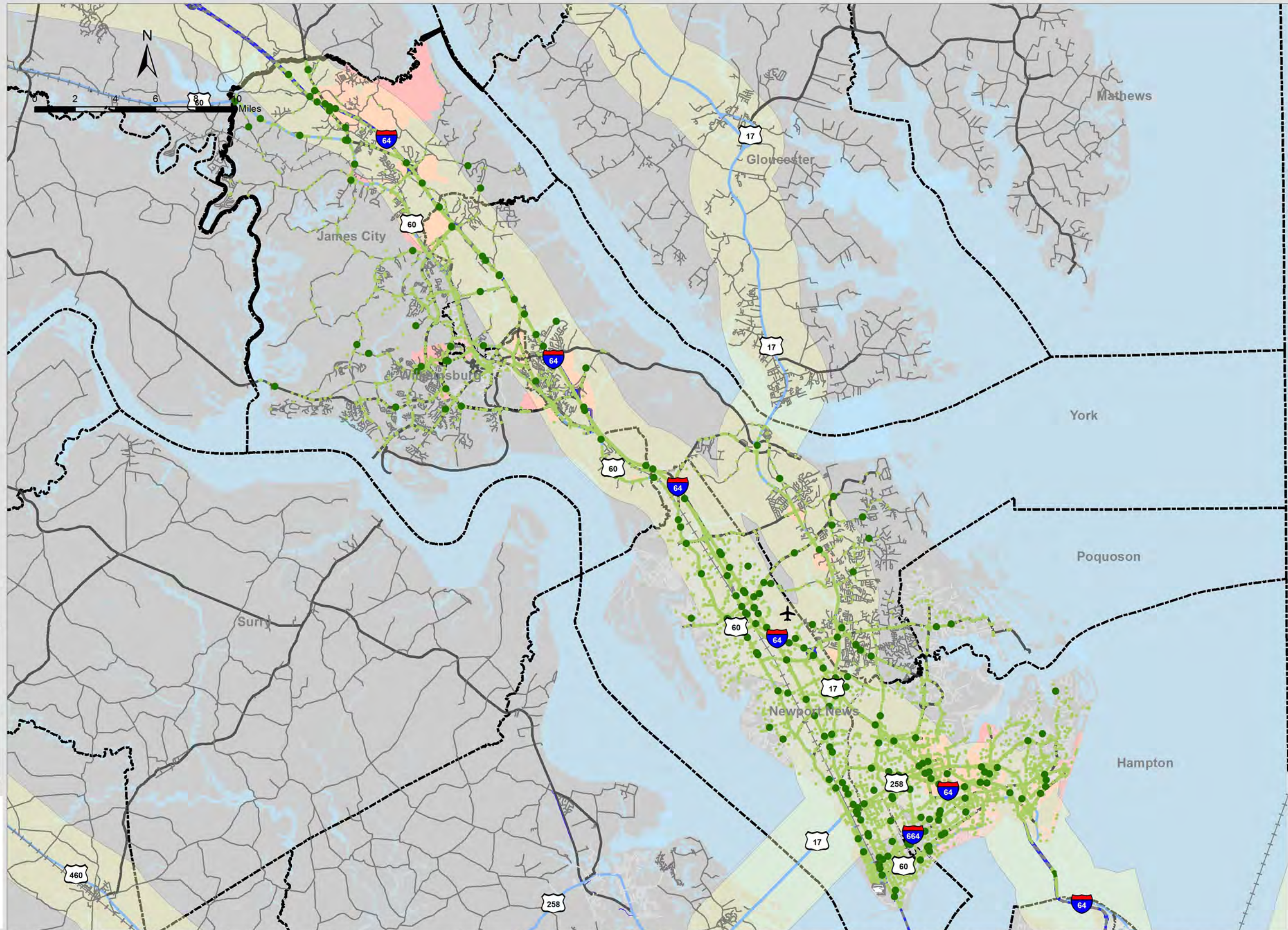
**DRAFT**



# Vehicular Crashes January 2013 - April 2019: Regional Workshop - Hampton Roads Peninsula

August 13, 2019

- Crash Severity**
- Fatal Crash
  - Injury Crash
- Roadway Functional Classes**
- Interstate
  - U.S. Route
  - State Route
  - Frontage Road
  - Secondary Route
  - Urban Road
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Rail Network
- 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.

Date: 8/14/2019

**DRAFT**