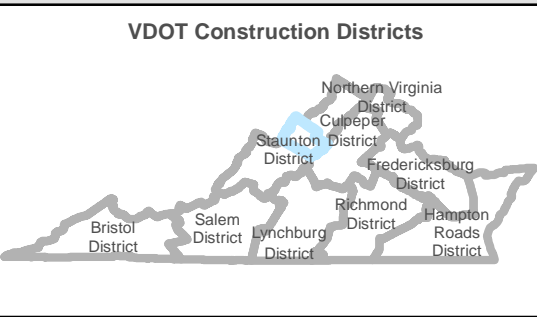


Regional Workshop - Harrisonburg Area

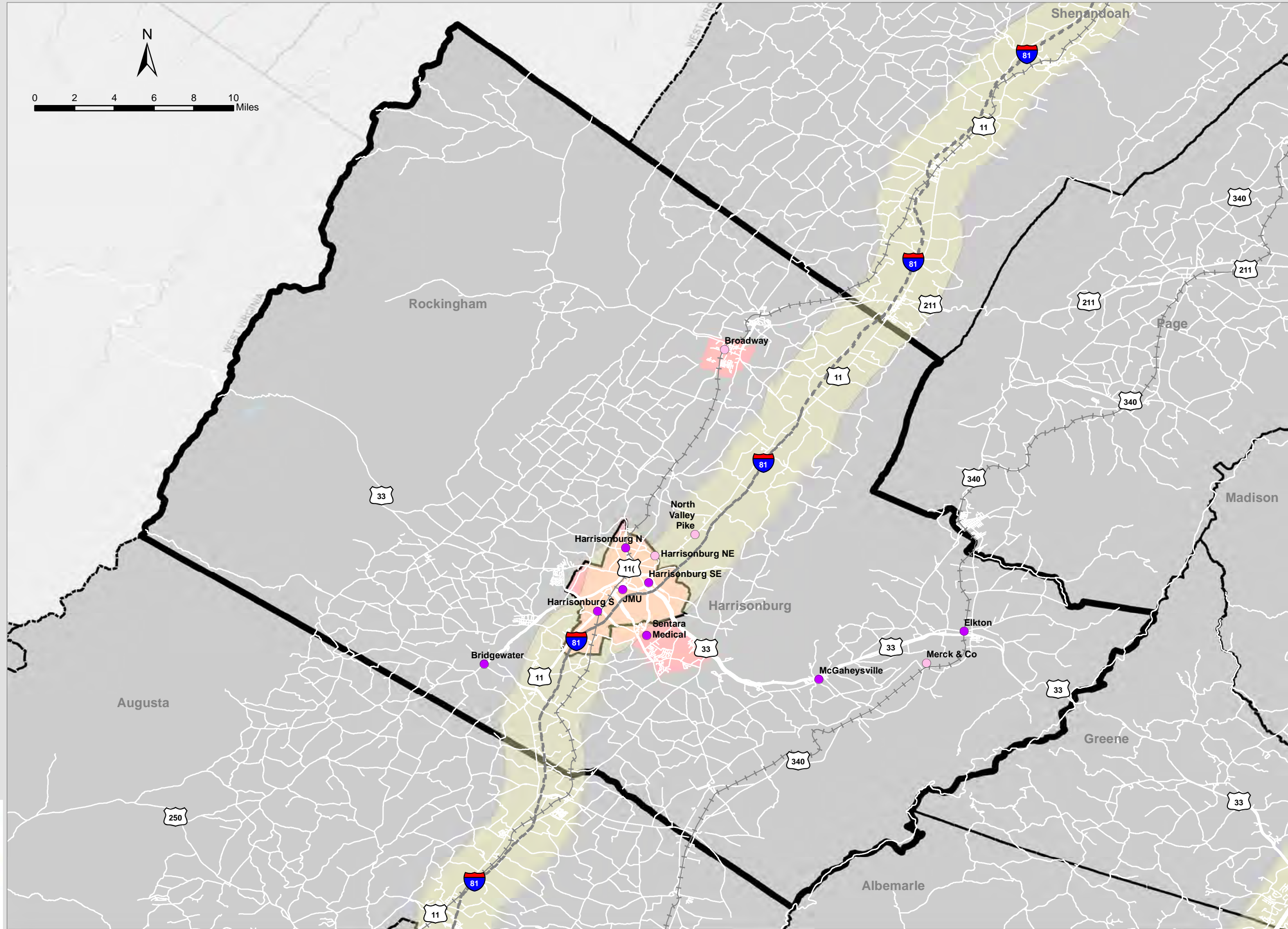
July 29, 2019

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



Date: 8/13/2019



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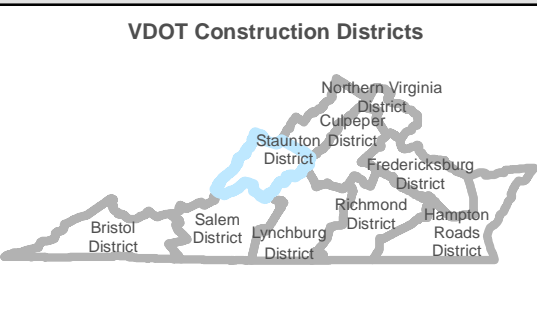
DRAFT

Regional Workshop - Staunton Area

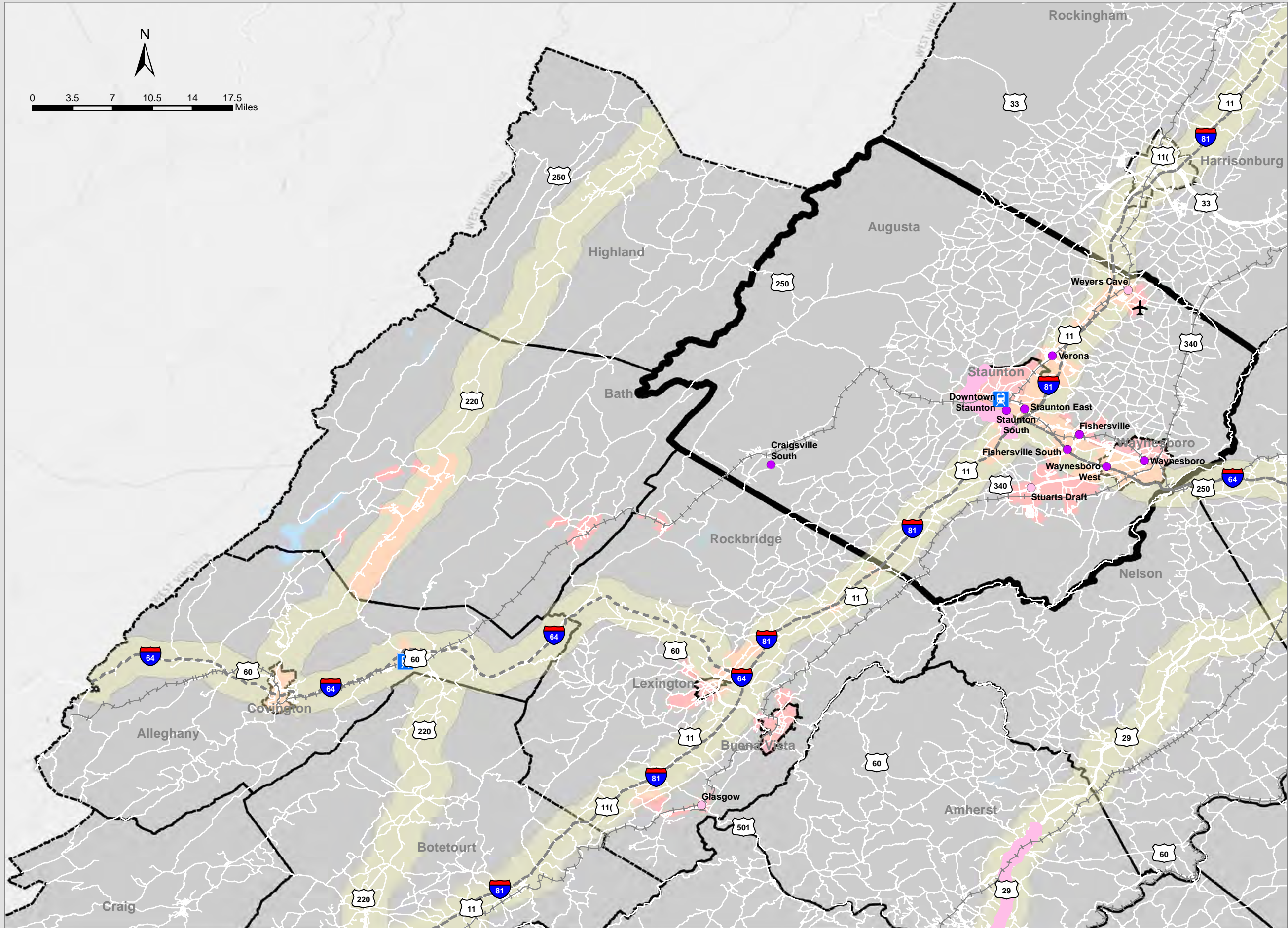
July 29, 2019

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



Date: 8/13/2019



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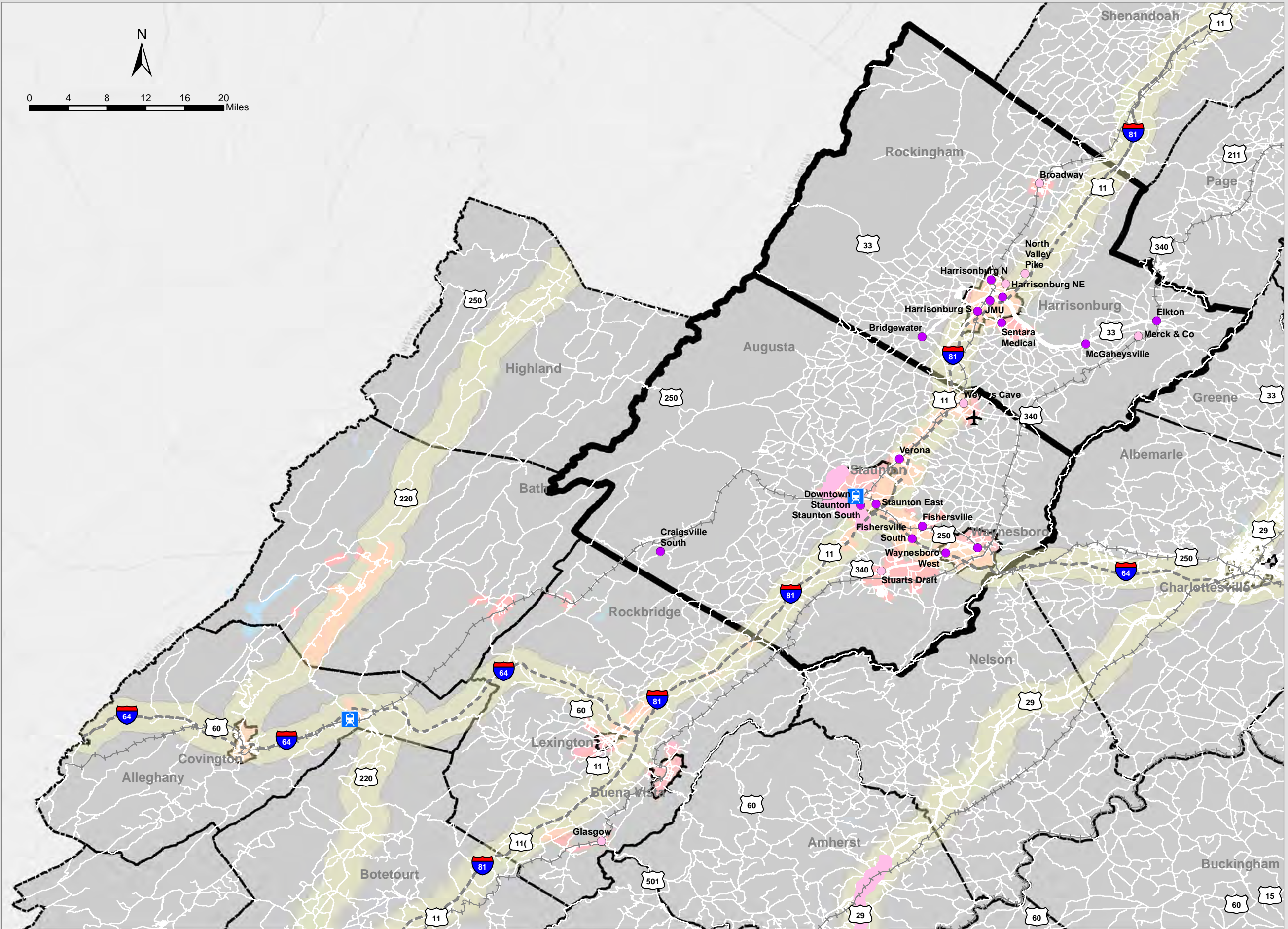
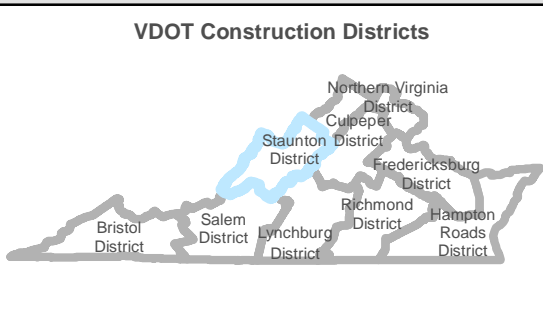
DRAFT

Regional Workshop - Staunton-Harrisonburg Area

July 29, 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



Date: 8/13/2019

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DRAFT

Congestion Measure for Interstates and Select Limited Access Facilities: Harrisonburg Area

July 29, 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

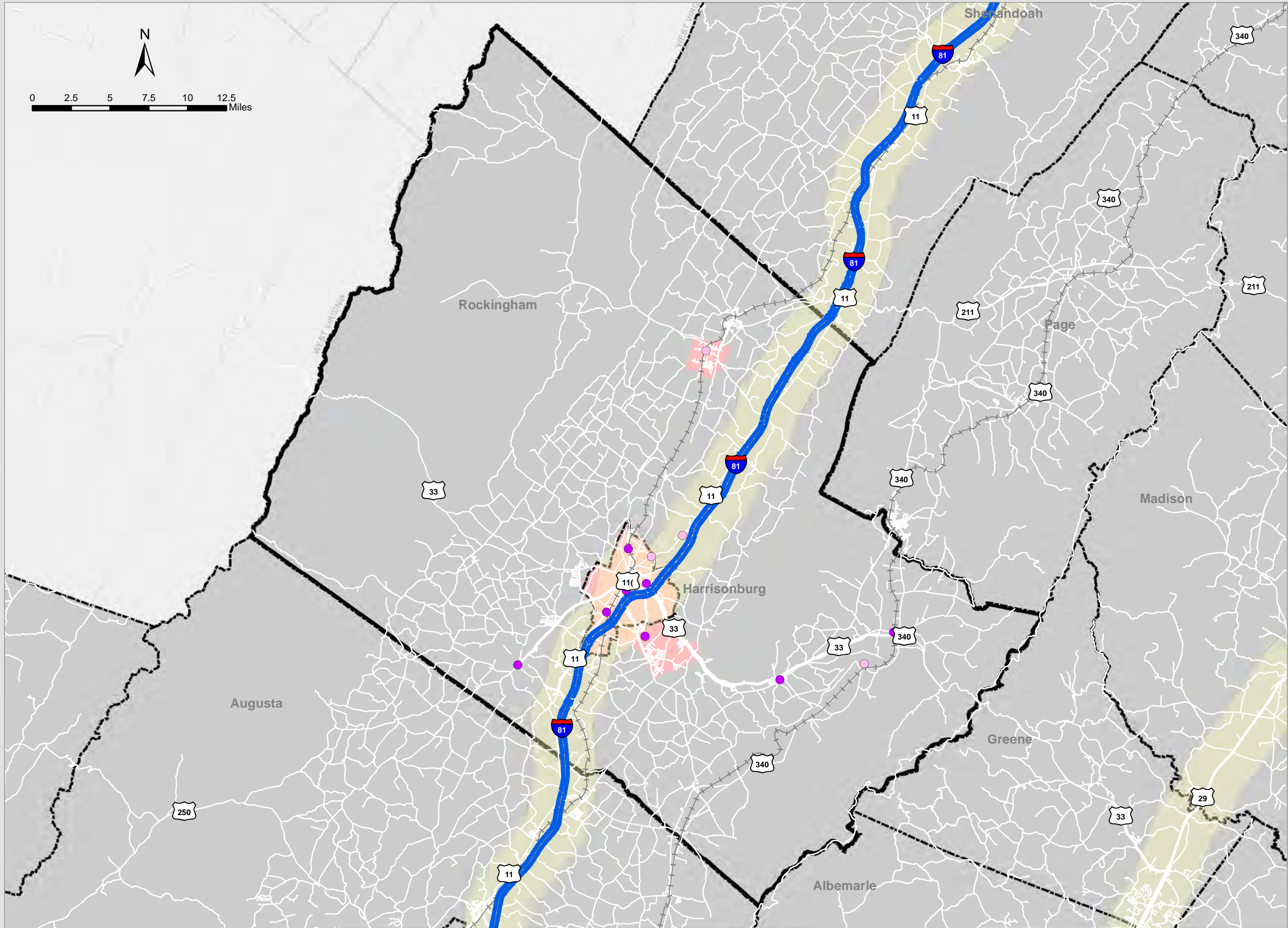
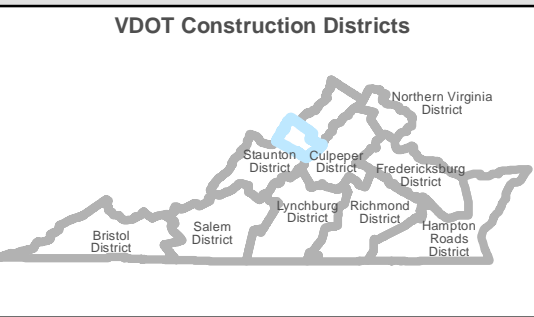
Activity Centers

- 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

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DRAFT

Congestion Measure for Interstates and Select Limited Access Facilities: Staunton Area

July 29, 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

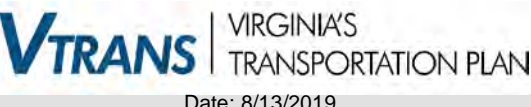
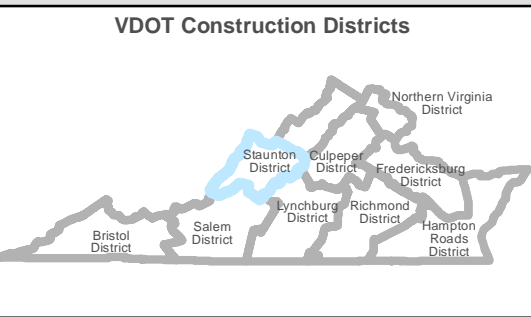
Activity Centers

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

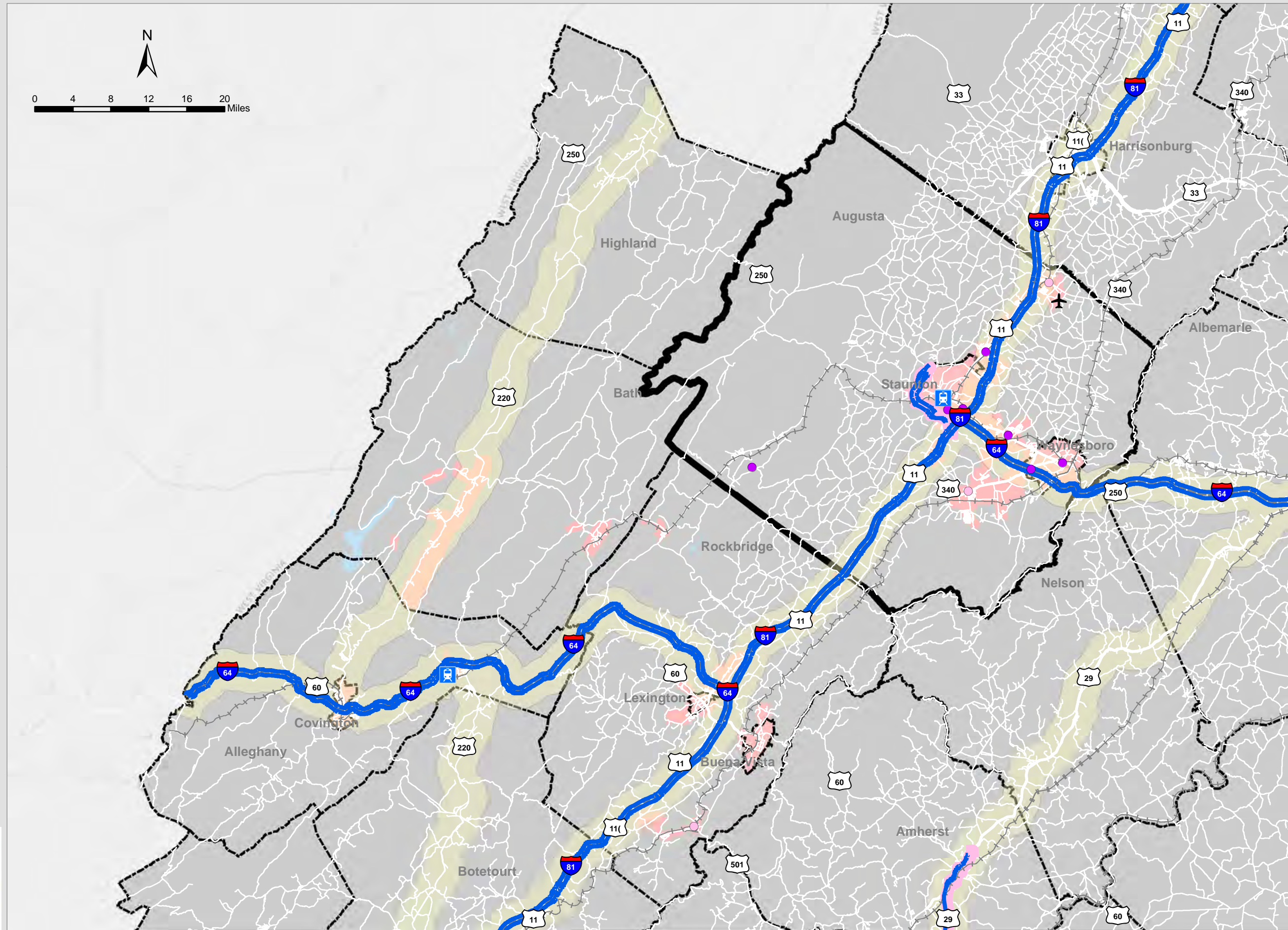
Annual Average Daily Traffic (AADT)

- 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



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DRAFT

Congestion Measure for Interstates and Select Limited Access Facilities: Staunton-Harrisonburg Area

July 29, 2019
 Percent Person of Miles Travel In Excessively Congested Conditions, (PECC), Weekday, 60% of Posted Speed Limit

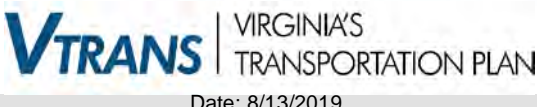
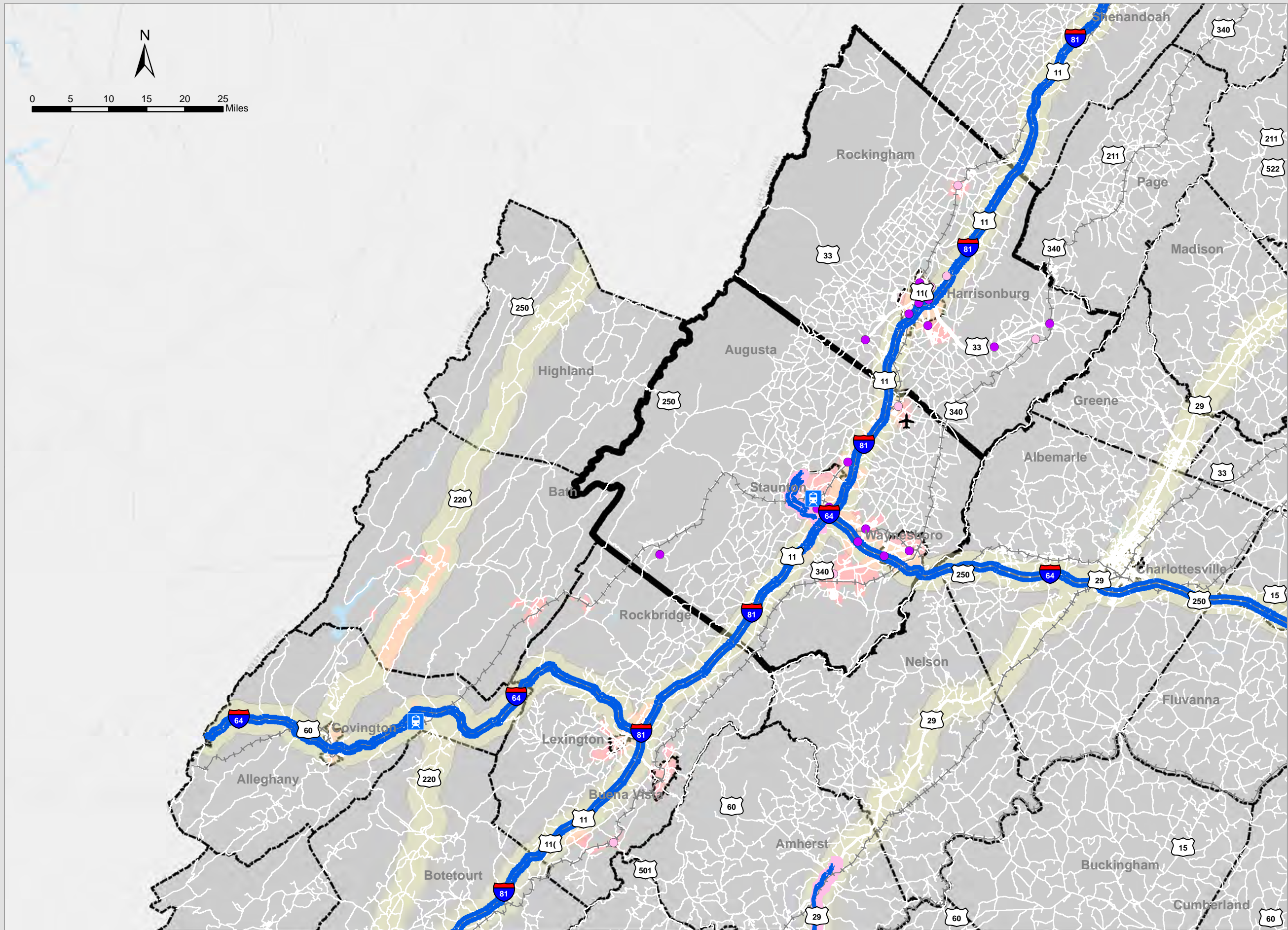
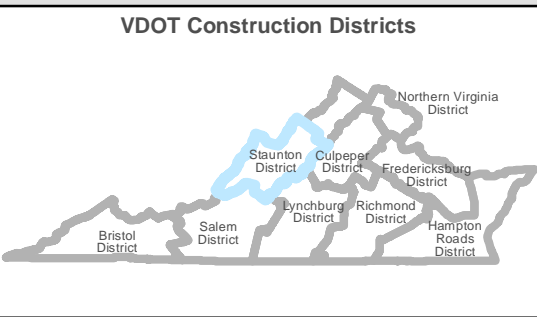
- █ 0% - 10%
- █ 10% - 15%
- █ 15% - 20%
- █ 20% - 25%
- █ Greater than 25%
- No Data

- 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



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Congestion Measure for Interstates and Select Limited Access Facilities: Harrisonburg Area

July 29, 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

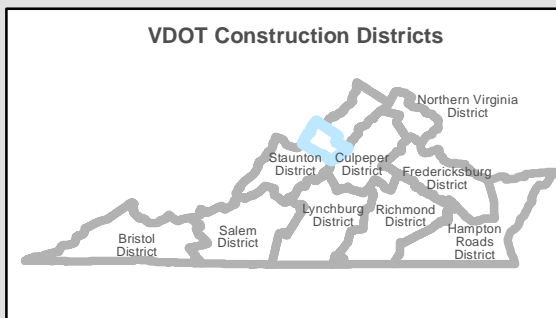
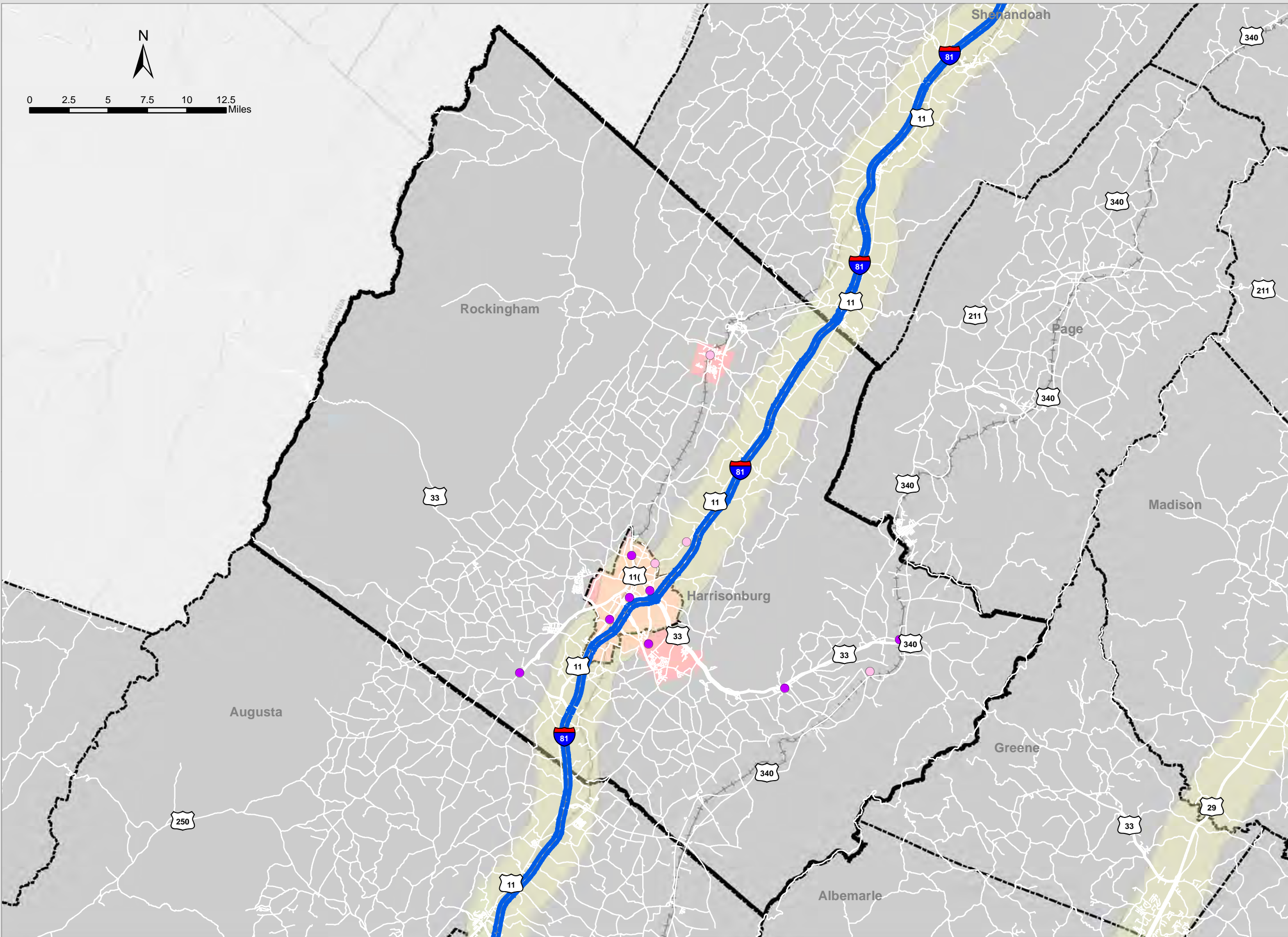
Activity Centers

- 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

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DRAFT

Congestion Measure for Interstates and Select Limited Access Facilities: Staunton Area

July 29, 2019

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

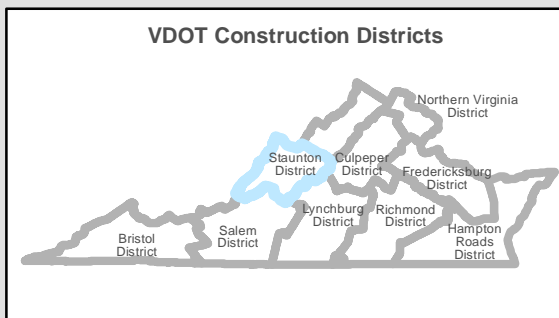
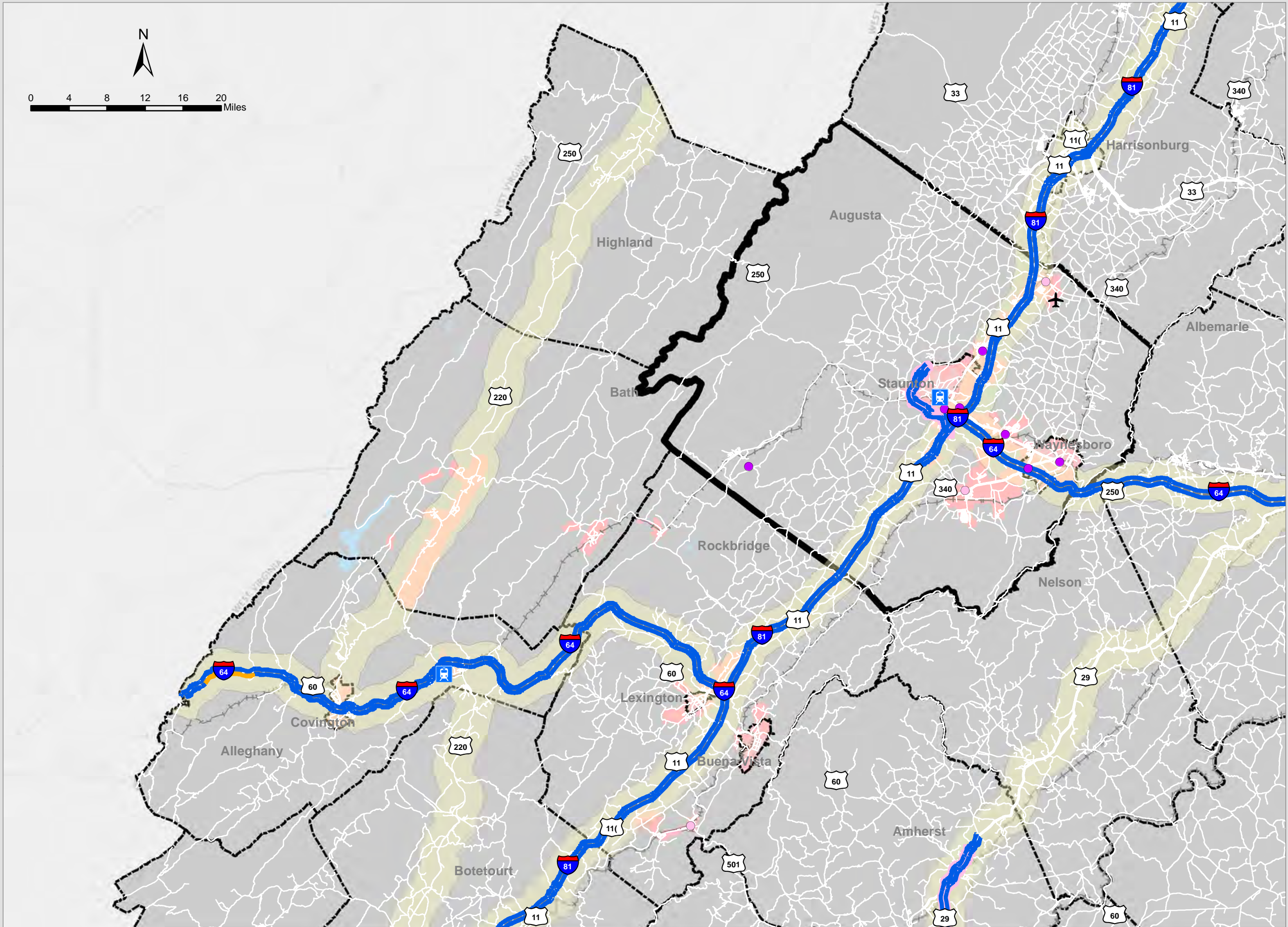
- 0% - 10%
- 10% - 15%
- 15% - 20%
- 20% - 25%
- Greater than 25%
- No Data

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



Office of **INTERMODAL** Planning and Investment

VTRANS VIRGINIA'S TRANSPORTATION PLAN

Date: 8/13/2019

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DRAFT

Congestion Measure for Interstates and Select Limited Access Facilities: Staunton-Harrisonburg Area

July 29, 2019
 Percent Person of Miles Travel In Excessively Congested Conditions, (PECC),
 Weekday, 75% of Posted Speed Limit

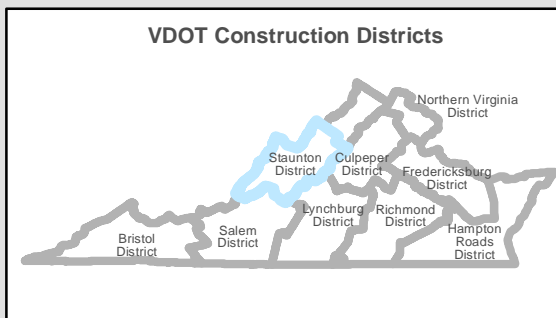
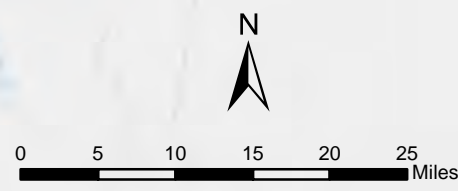
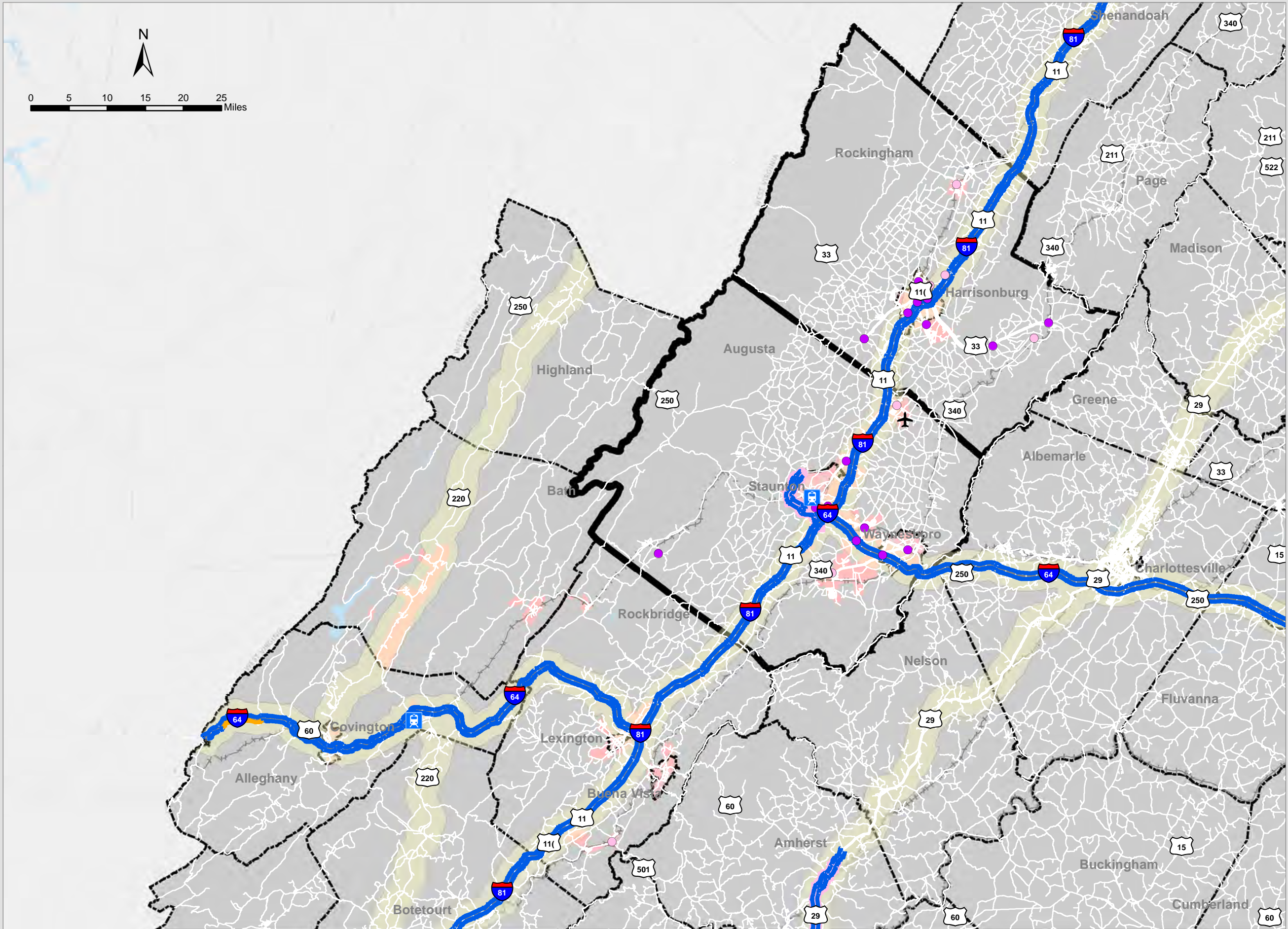
- 0% - 10%
- 10% - 15%
- 15% - 20%
- 20% - 25%
- Greater than 25%
- No Data

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



Office of INTERMODAL Planning and Investment

VTRANS VIRGINIA'S TRANSPORTATION PLAN

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DRAFT

Congestion Measure for Interstates and Select Limited Access Facilities: Harrisonburg Area

July 29, 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

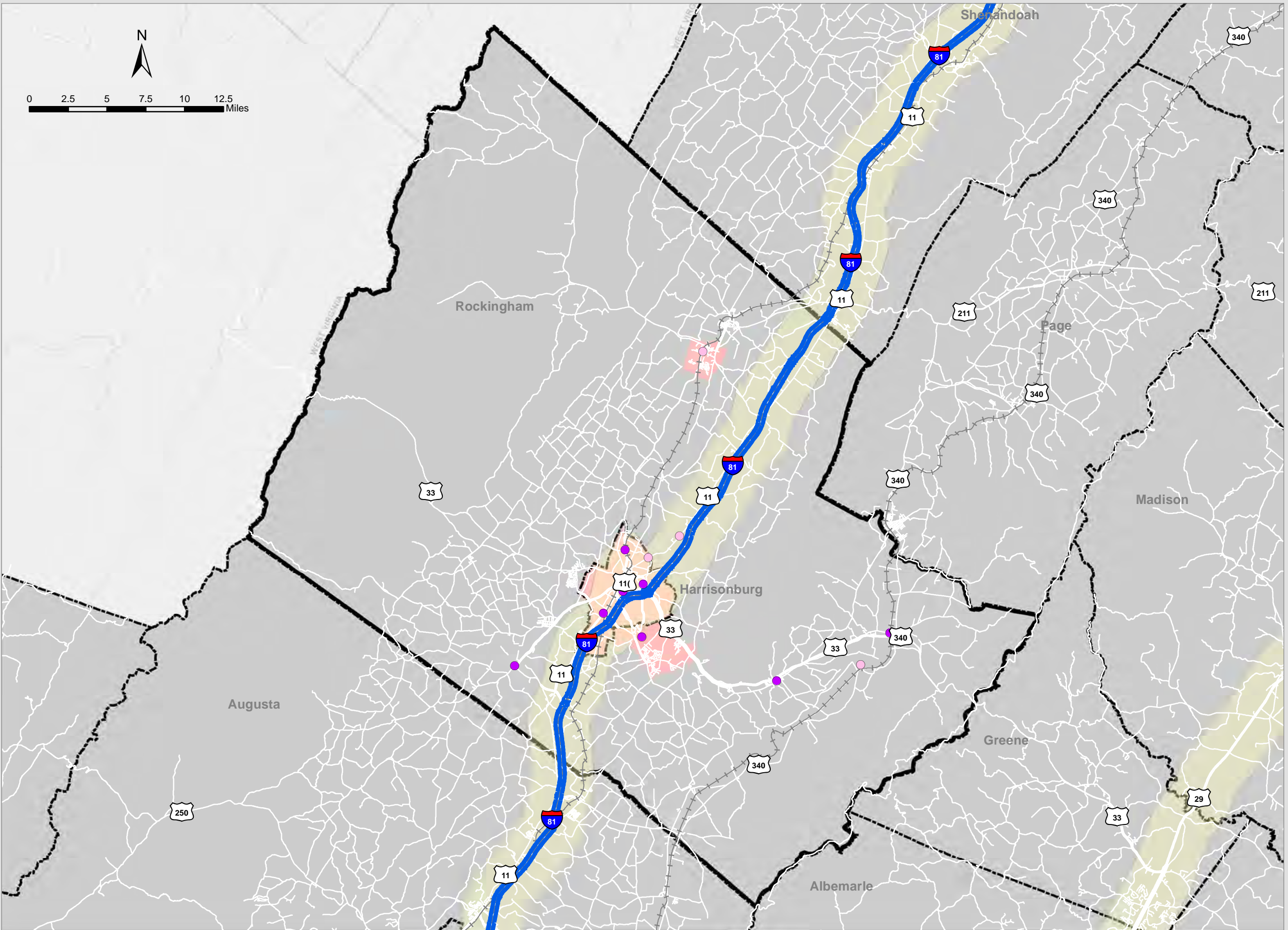
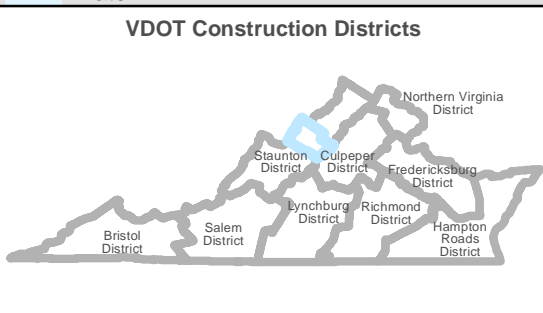
Activity Centers

- 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



Office of
INTERMODAL
Planning and Investment

VTRANS VIRGINIA'S
TRANSPORTATION PLAN

Date: 8/13/2019

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DRAFT

Congestion Measure for Interstates and Select Limited Access Facilities: Staunton Area

July 29, 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

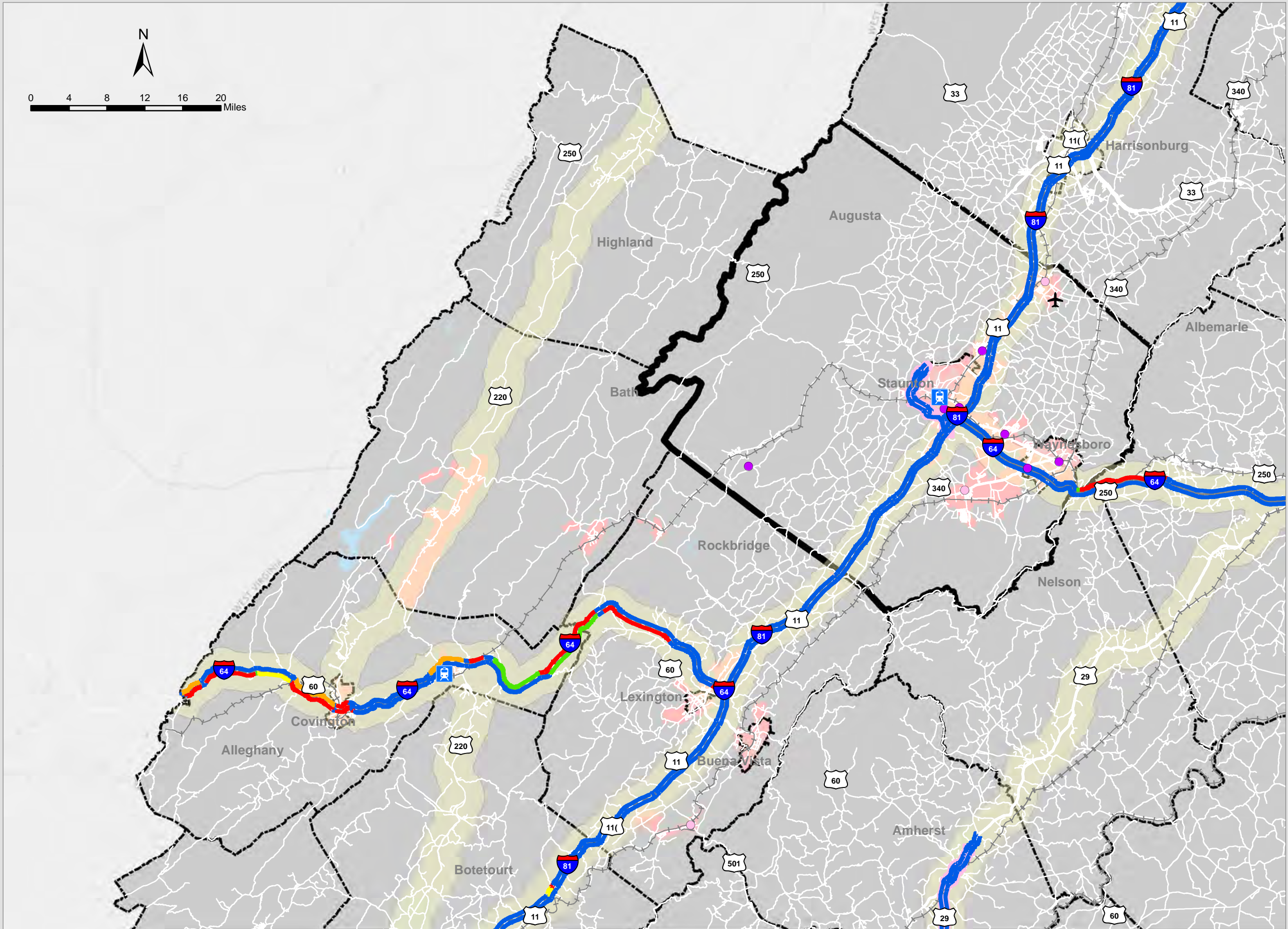
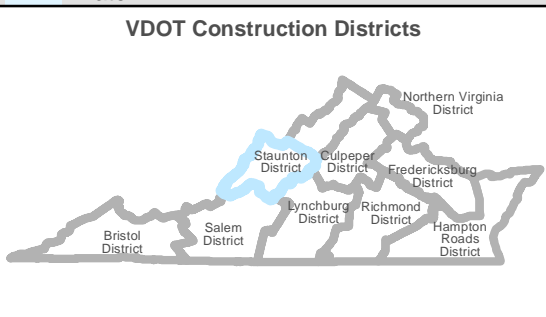
Activity Centers

- 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

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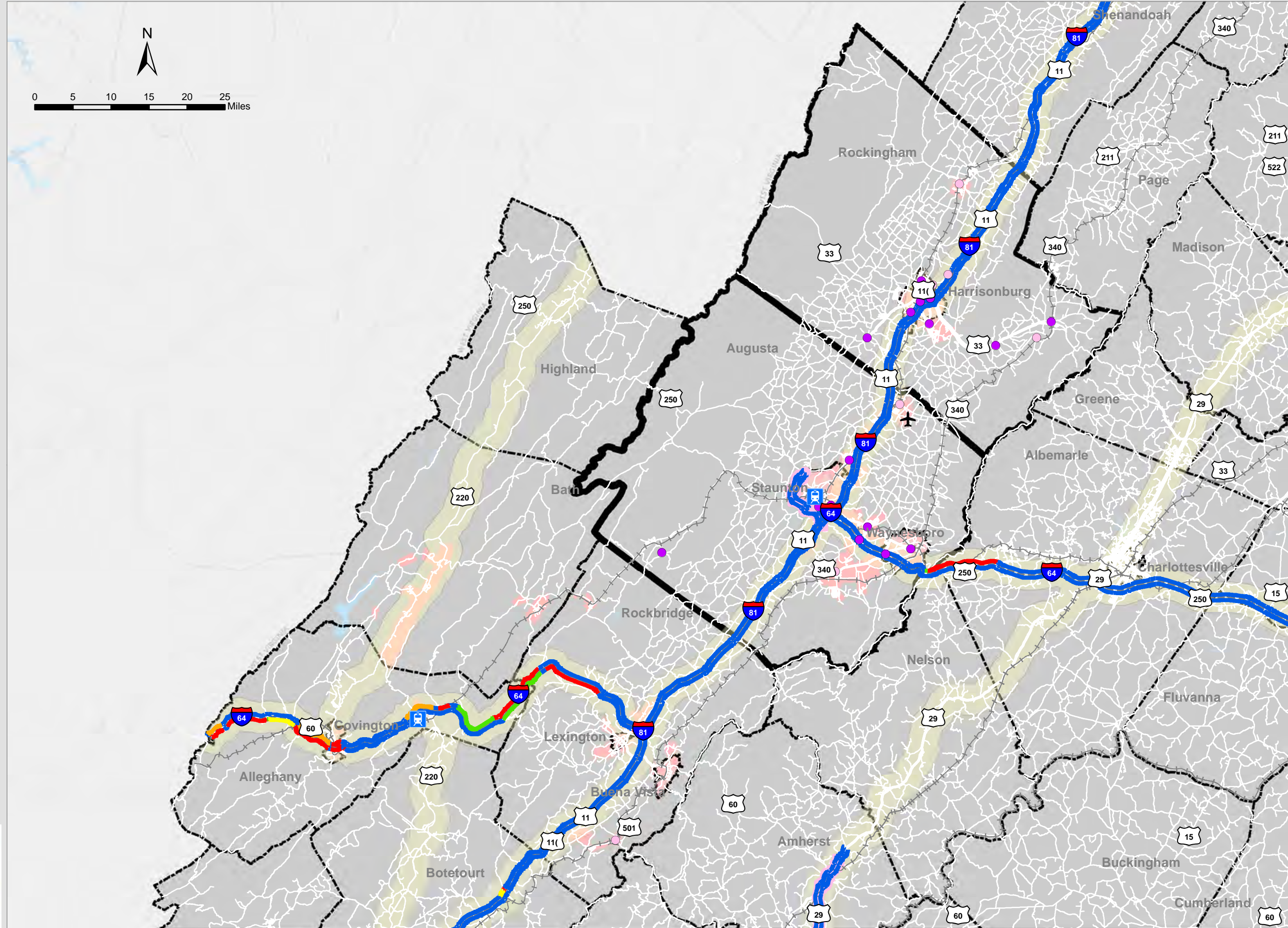
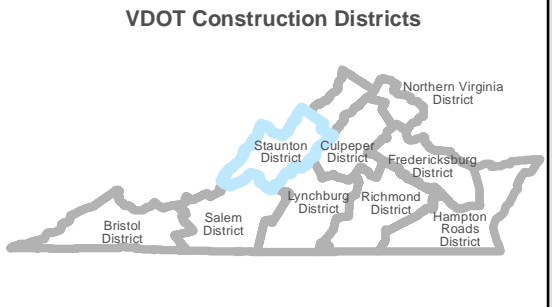
Congestion Measure for Interstates and Select Limited Access Facilities: Staunton-Harrisonburg Area

July 29, 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



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

July 29, 2019

minimum TTI value shown 1.5

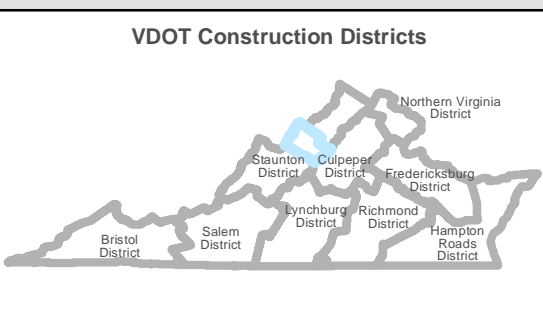
- 1.5 - 2.0
- 2.0 - 2.5
- 2.5 - 3.0
- Greater than 3.0

Activity Centers

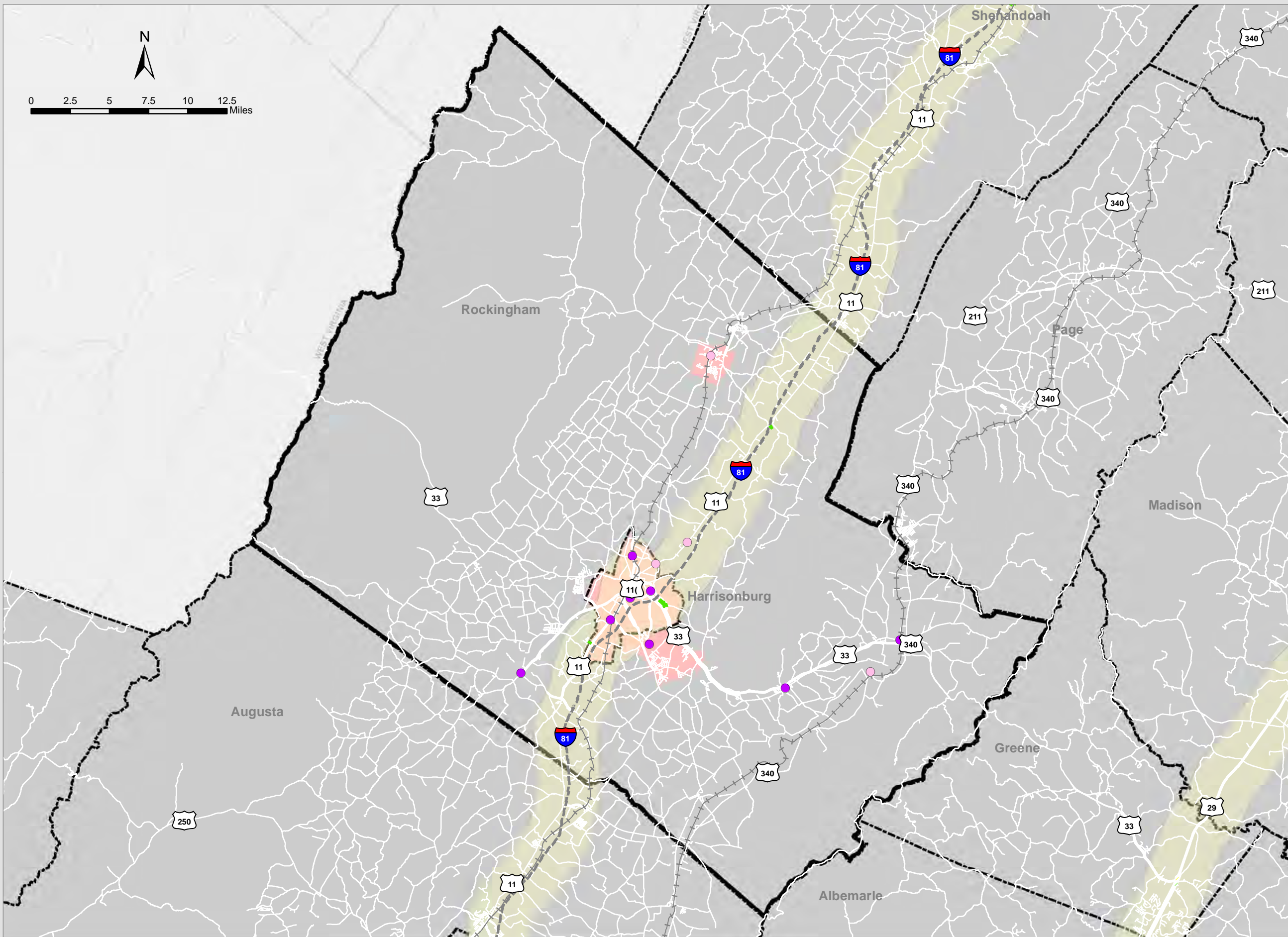
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates

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



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DRAFT

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

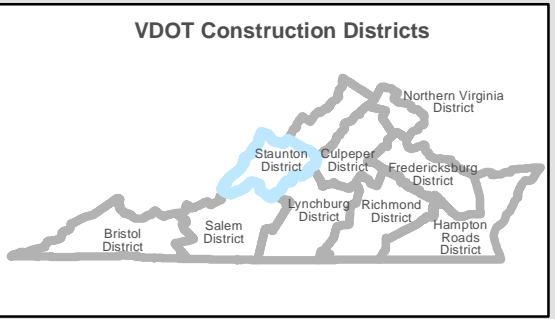
July 29, 2019

minimum TTI value shown 1.5

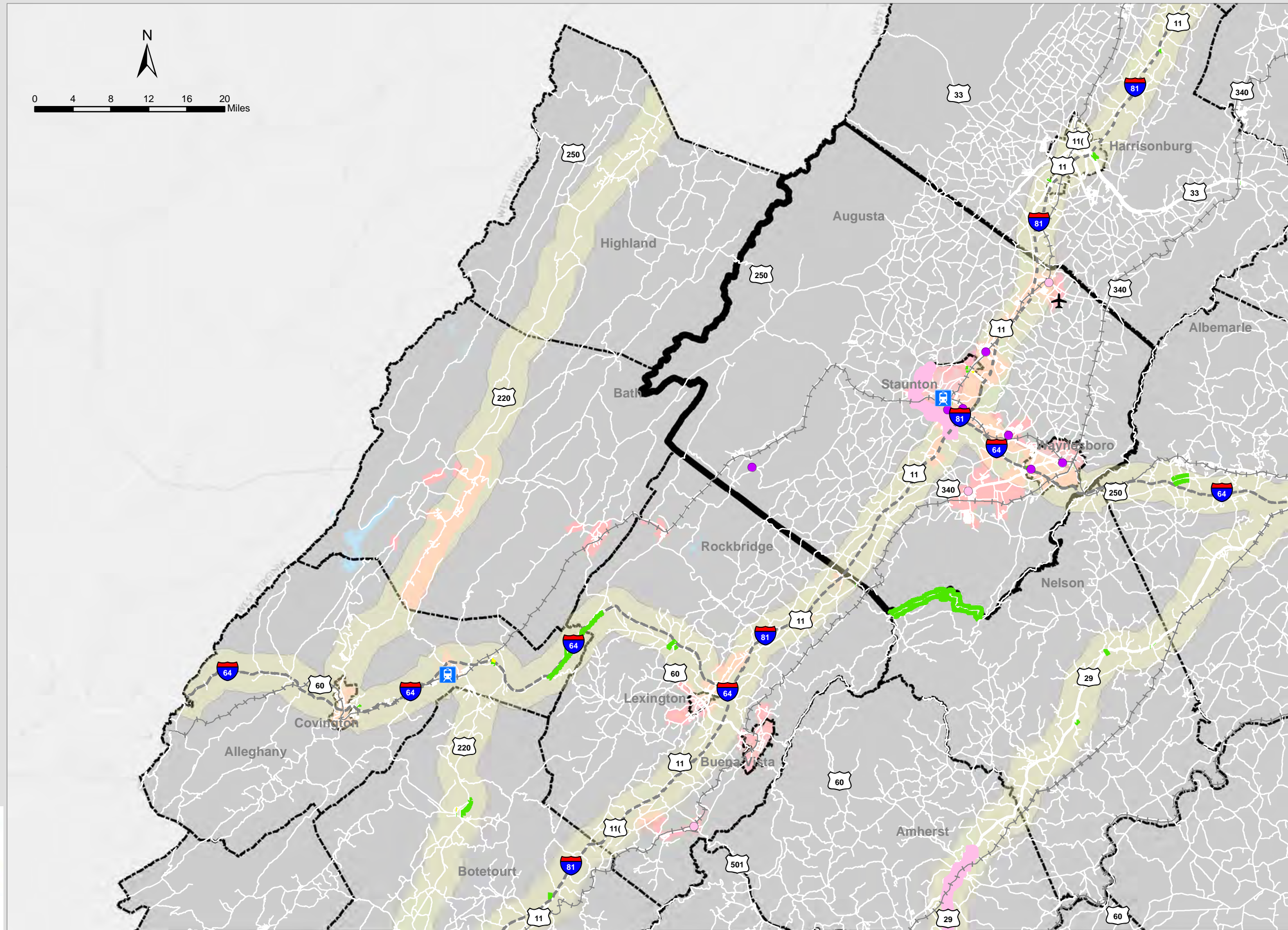
- 1.5 - 2.0
- 2.0 - 2.5
- 2.5 - 3.0
- Greater than 3.0

- 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



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DRAFT

Congestion Measure for Non-Limited-Access COSS and Regional Network: Staunton-Harrisonburg Area

July 29, 2019

minimum TTI value shown 1.5

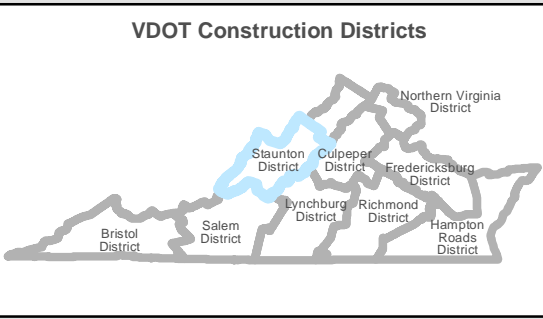
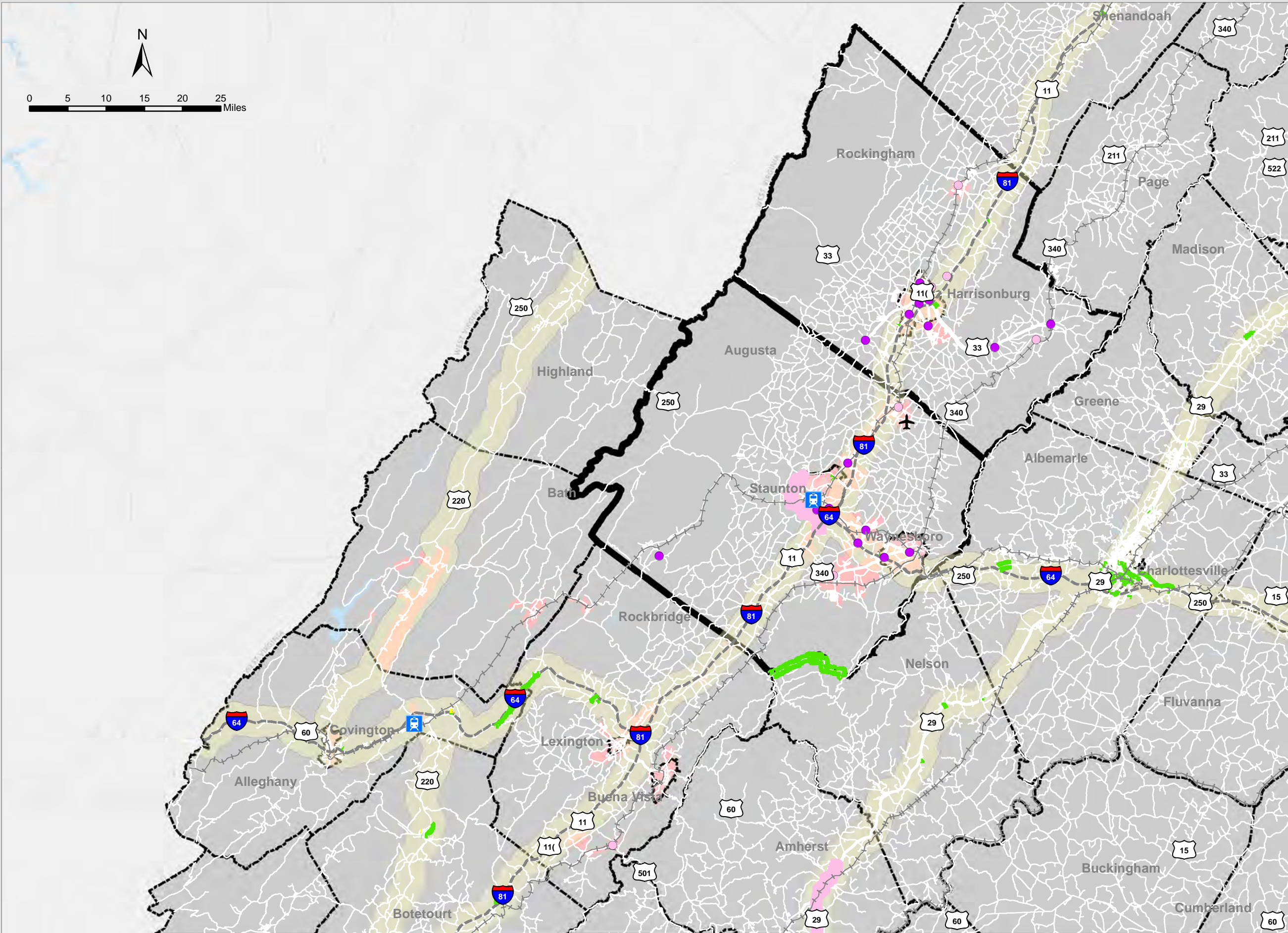
- 1.5 - 2.0
- 2.0 - 2.5
- 2.5 - 3.0
- Greater than 3.0

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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VTRANS | VIRGINIA'S TRANSPORTATION PLAN

Date: 8/13/2019

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DRAFT

Unreliable Delay (UD) - Number of person-hours of delay during Unreliable Conditions: Harrisonburg Area

July 29, 2019
 Minimum 80th/50th percentile travel time equal to 1.5 or higher - Weekday

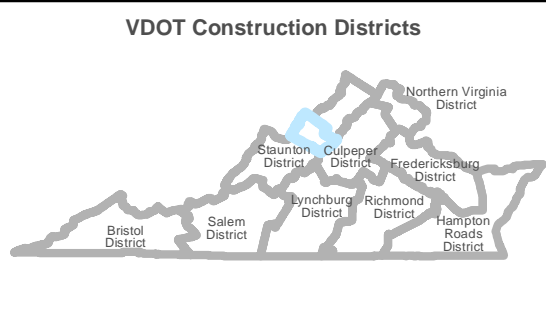
- 0 - 750
- 750 - 2,600
- 2,600 - 7,400
- 7,400 - 21,800
- >21,800

Activity Centers

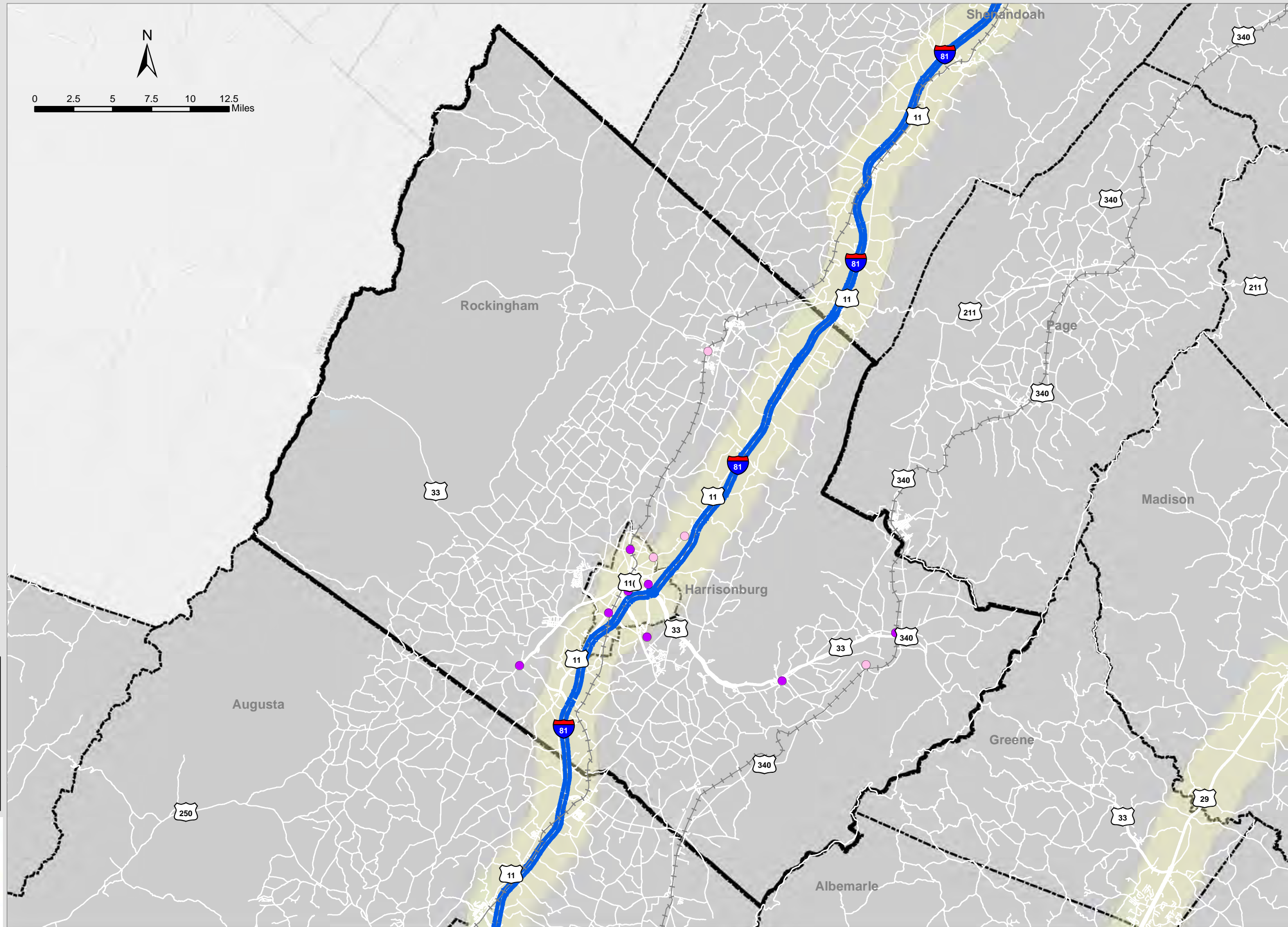
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates

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



Date: 8/13/2019



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DRAFT

Unreliable Delay (UD) - Number of person-hours of delay during Unreliable Conditions: Staunton Area

July 29, 2019
 Minimum 80th/50th percentile travel time equal to 1.5 or higher - Weekday

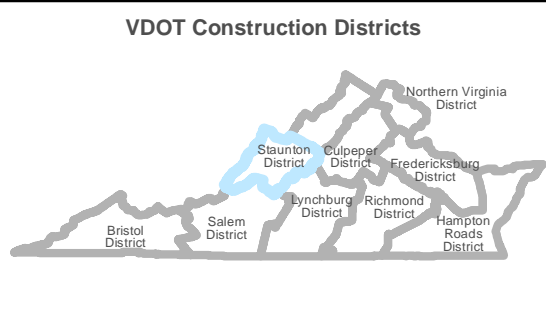
- 0 - 750
- 750 - 2,600
- 2,600 - 7,400
- 7,400 - 21,800
- >21,800

Activity Centers

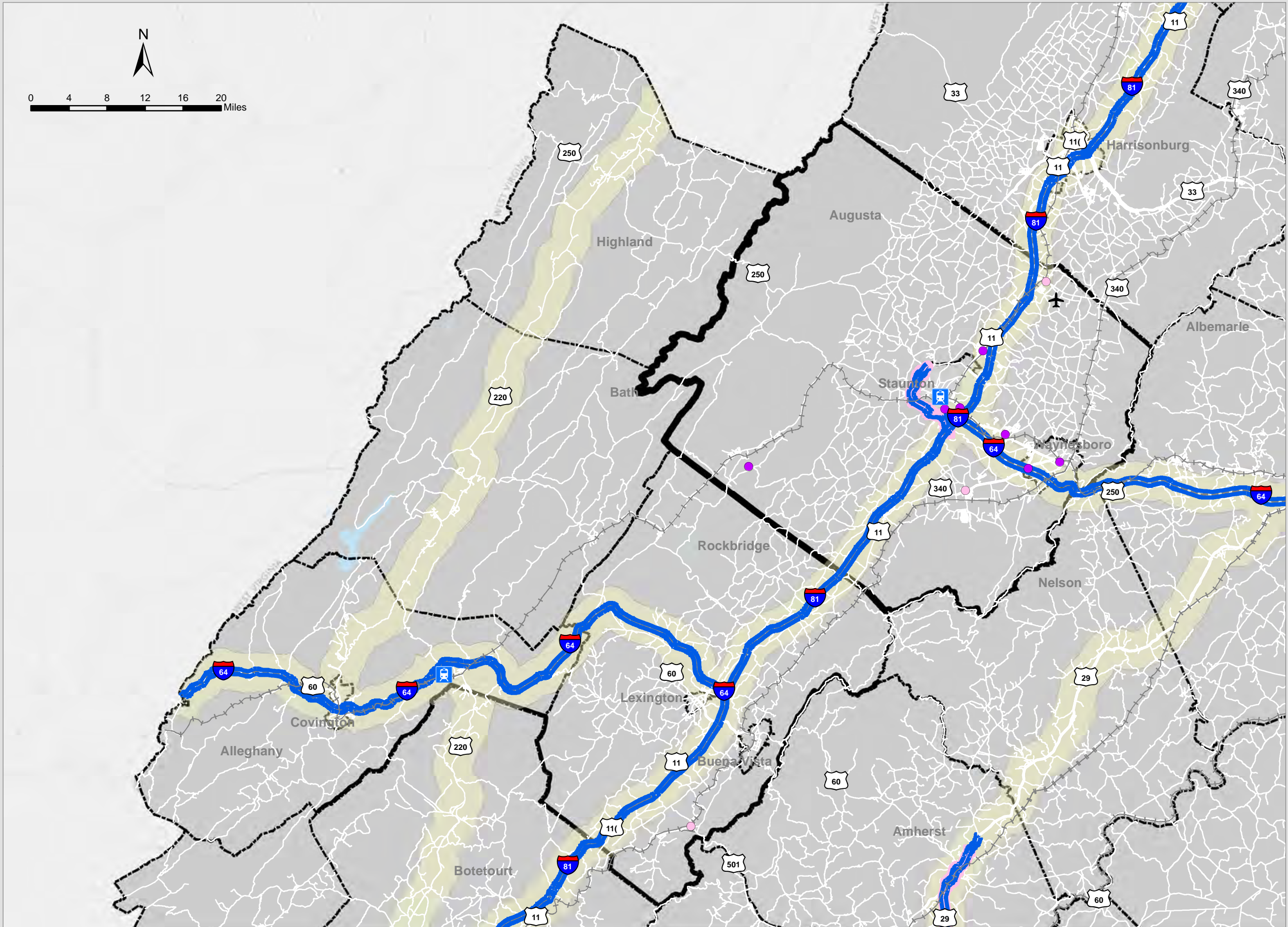
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates

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



Date: 8/13/2019



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DRAFT

Unreliable Delay (UD) - Number of person-hours of delay during Unreliable Conditions: Staunton-Harrisonburg Area

July 29, 2019
 Minimum 80th/50th percentile travel time equal to 1.5 or higher - Weekday

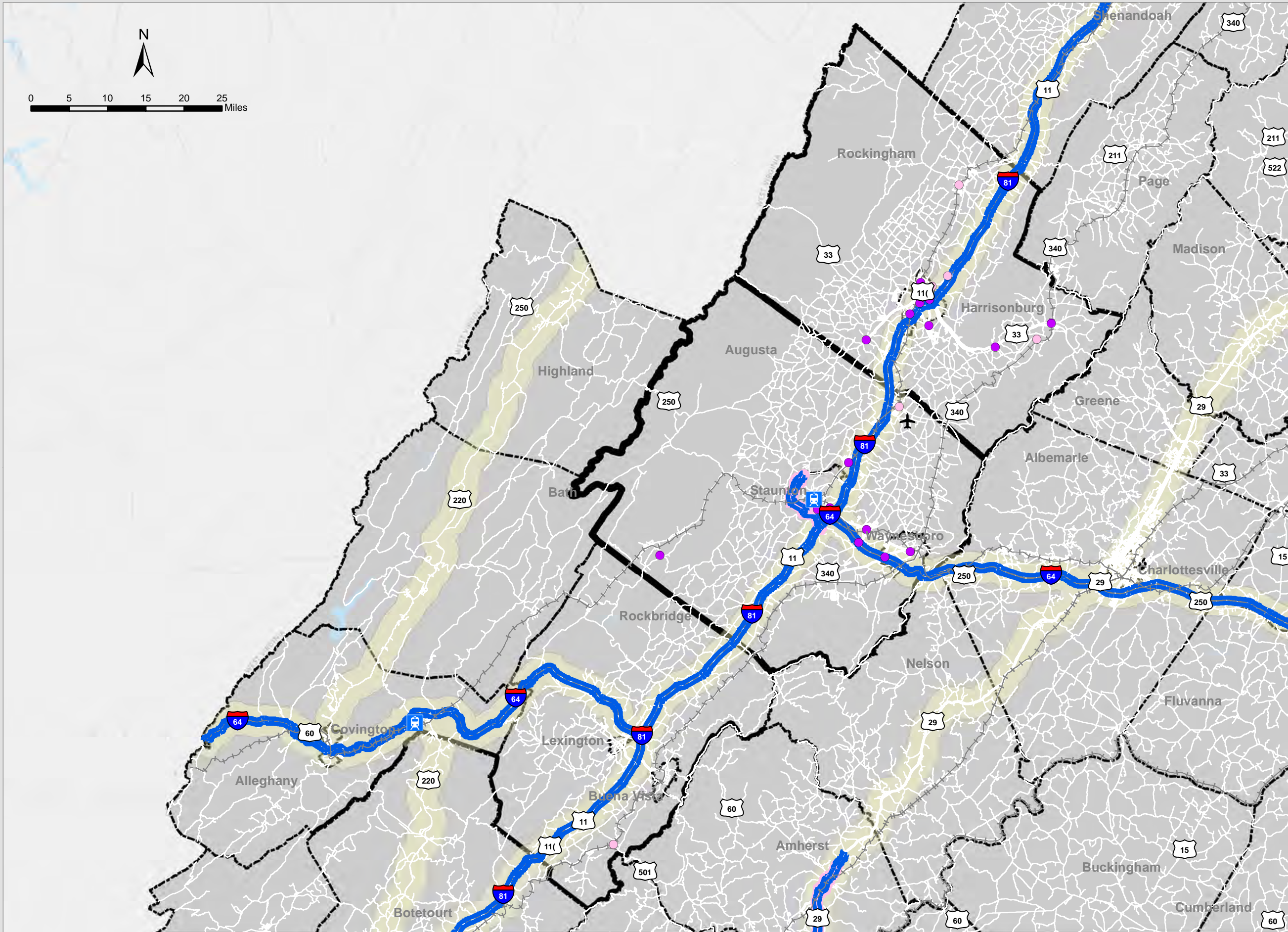
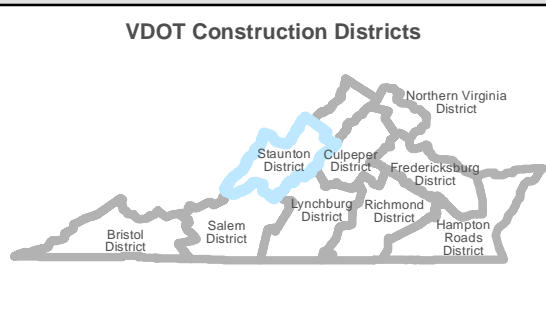
- 0 - 750
- 750 - 2,600
- 2,600 - 7,400
- 7,400 - 21,800
- >21,800

Activity Centers

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

Annual Average Daily Traffic (AADT)

- 0
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Unreliable Delay (UD) - Number of person-hours of delay during Unreliable Conditions: Harrisonburg Area

July 29, 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

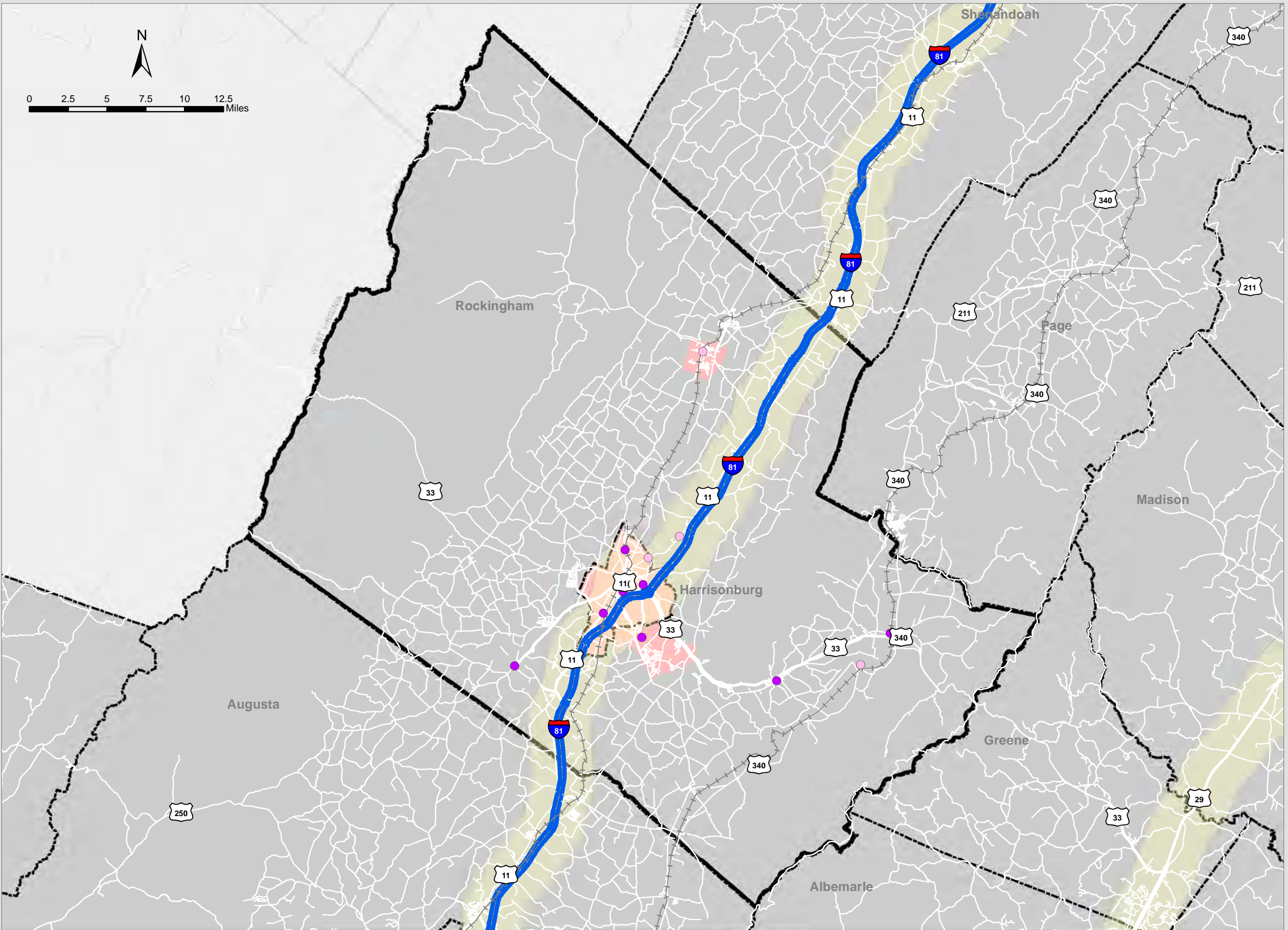
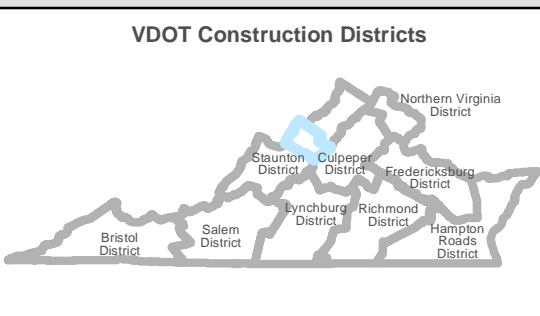
Activity Centers

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

Annual Average Daily Traffic (AADT)

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DRAFT

Unreliable Delay (UD) - Number of person-hours of delay during Unreliable Conditions: Staunton Area

July 29, 2019

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

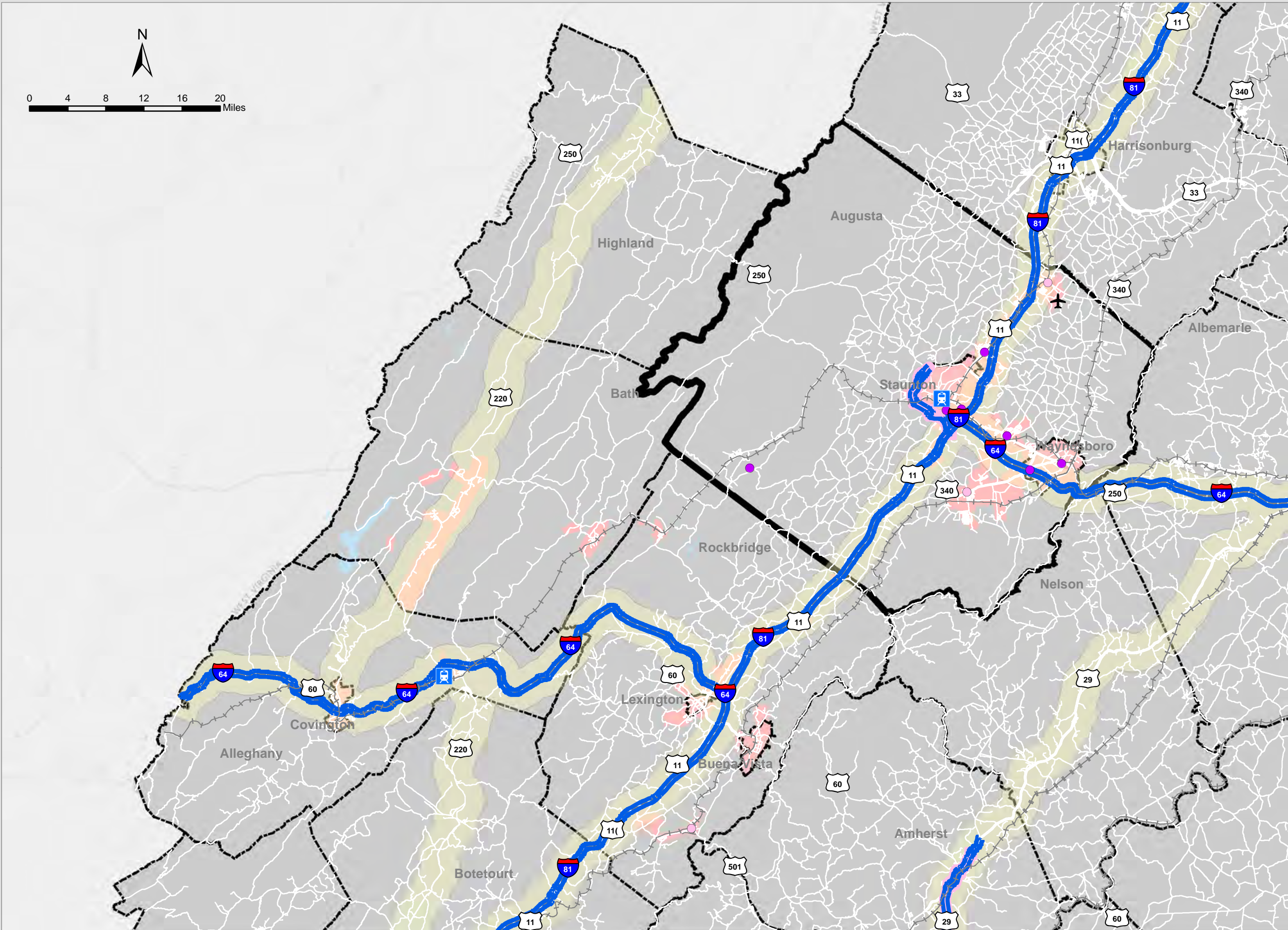
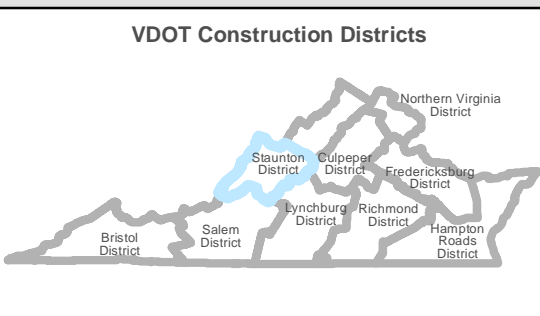
- 0 - 750
- 750 - 2,600
- 2,600 - 7,400
- 7,400 - 21,800
- >21,800

Activity Centers

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

Annual Average Daily Traffic (AADT)

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- 10,000 - 25,000
- 25,000 - 50,000
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DRAFT

Unreliable Delay (UD) - Number of person-hours of delay during Unreliable Conditions: Staunton-Harrisonburg Area

July 29, 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

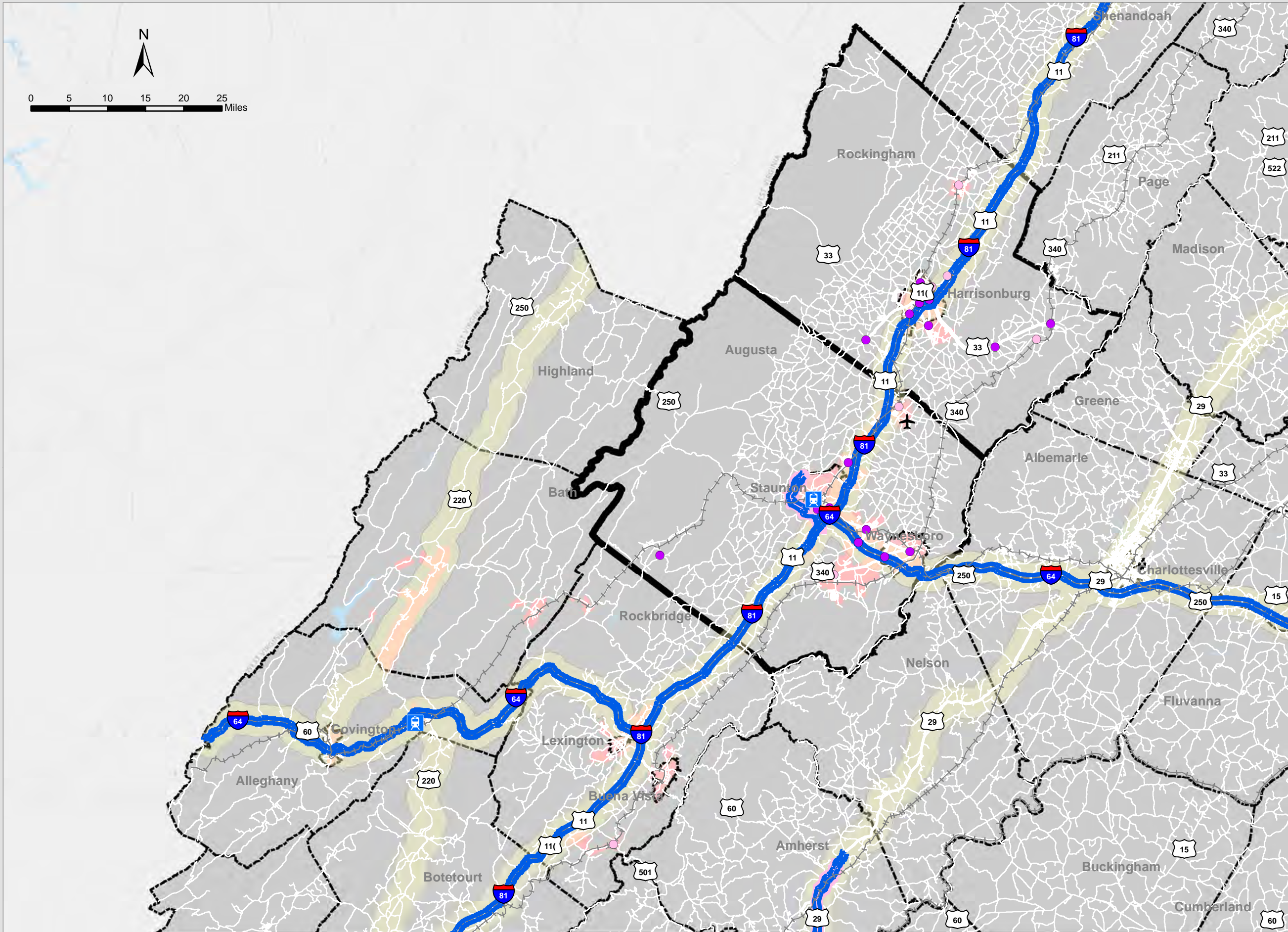
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VTRANS VIRGINIA'S TRANSPORTATION PLAN

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DRAFT

Reliability Measure for Non-Limited-Access COSS and Regional Network: Harrisonburg Area

July 29, 2019

Minimum BTI value shown is 0.5

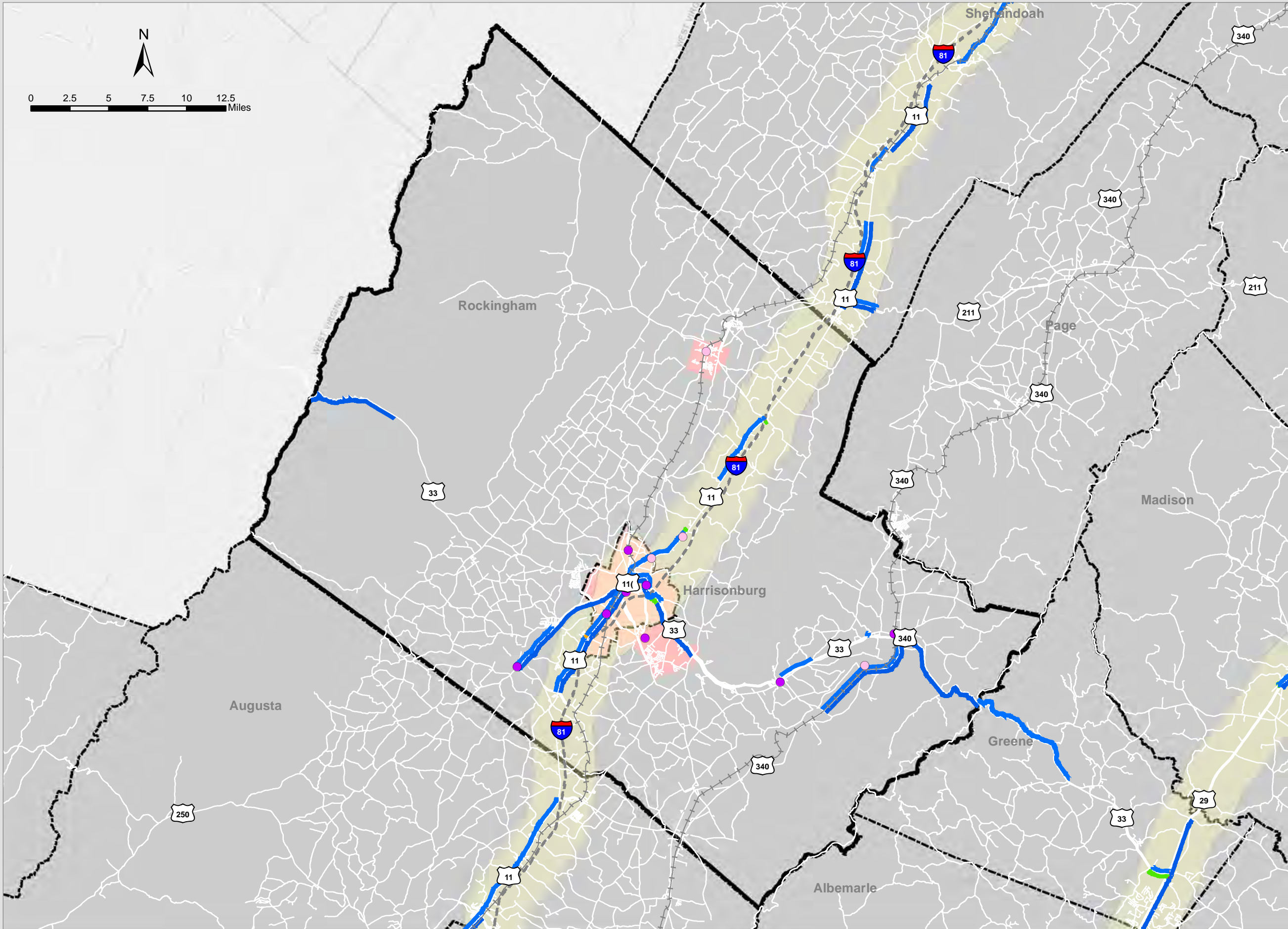
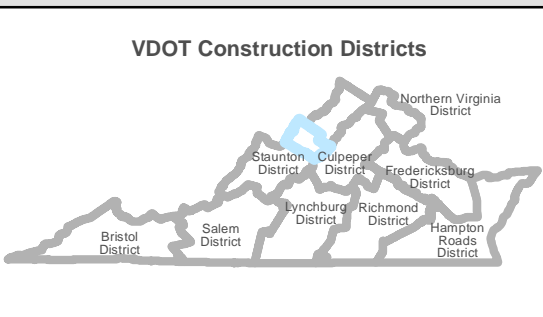
- 0.5 - 1.0
- 1.0 - 1.5
- 1.5 - 2.0
- 2.0 - 2.5
- Greater than 2.5

Activity Centers

- Freight dependent
- Knowledge
- Local serving
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- Airports
- Interstates

Annual Average Daily Traffic (AADT)

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DRAFT

Reliability Measure for Non-Limited-Access COSS and Regional Network: Staunton Area

July 29, 2019

Minimum BTI value shown is 0.5

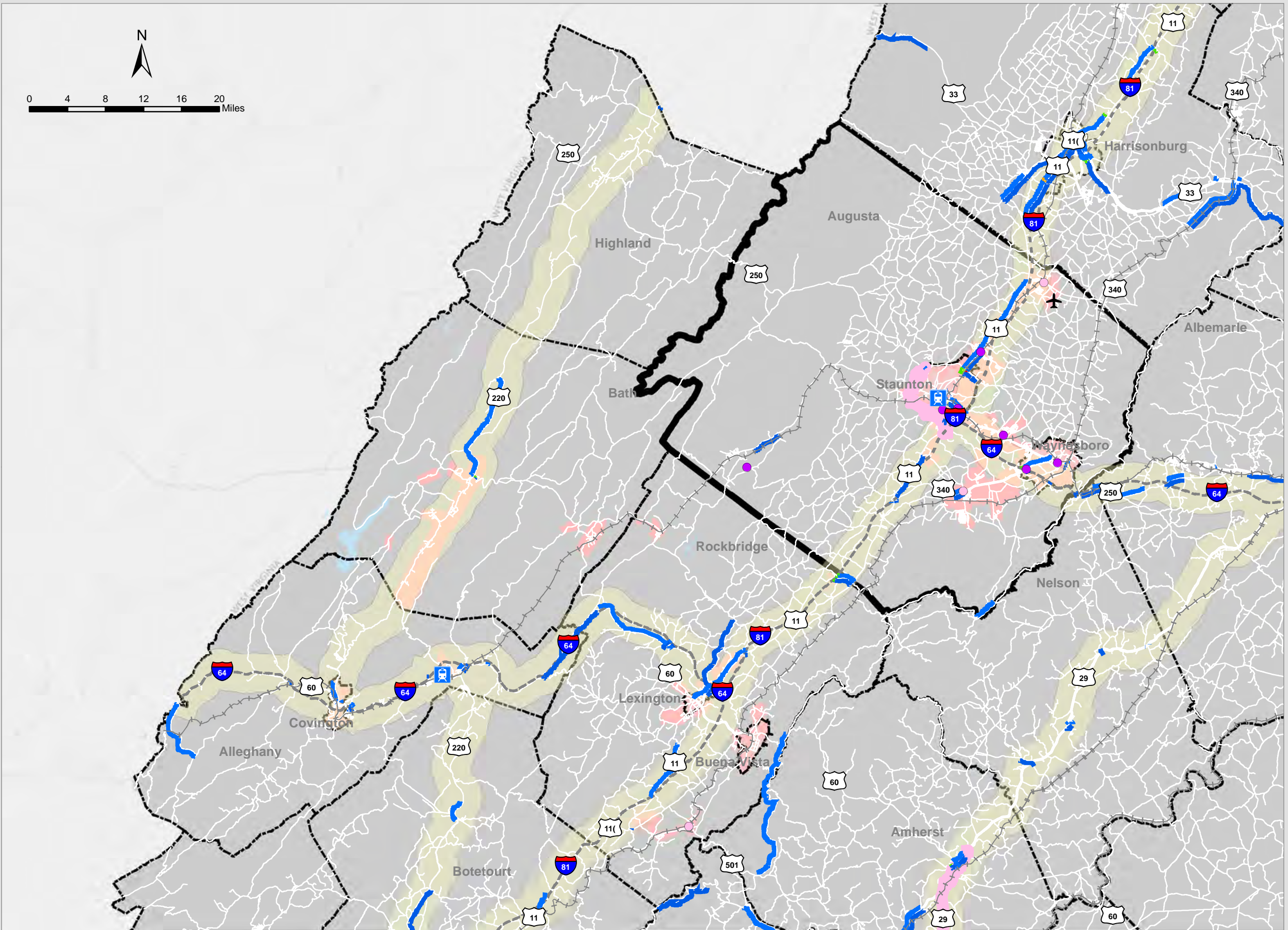
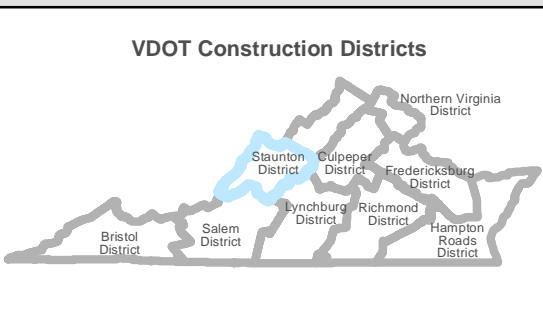
- 0.5 - 1.0
- 1.0 - 1.5
- 1.5 - 2.0
- 2.0 - 2.5
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Activity Centers

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- Airports
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DRAFT

Reliability Measure for Non-Limited-Access COSS and Regional Network: Staunton-Harrisonburg Area

July 29, 2019

Minimum BTI value shown is 0.5

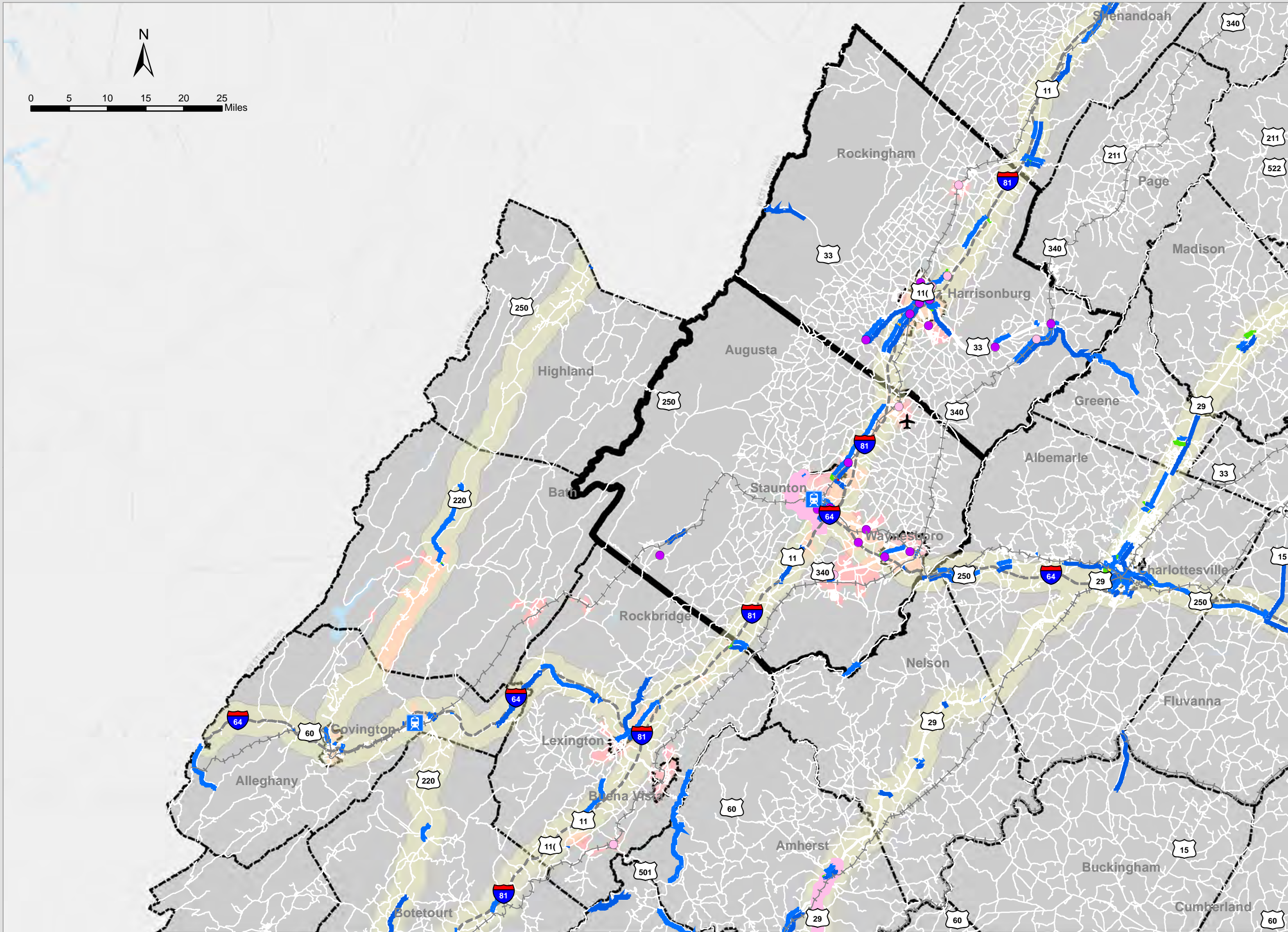
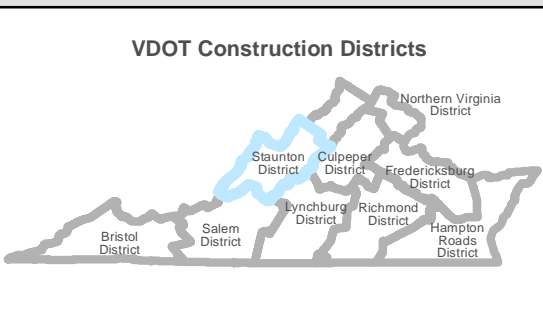
- 0.5 - 1.0
- 1.0 - 1.5
- 1.5 - 2.0
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Activity Centers

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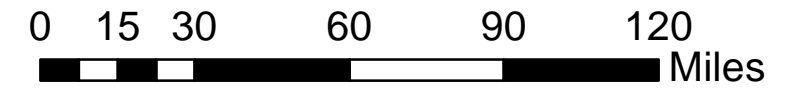
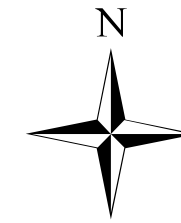


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DRAFT

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

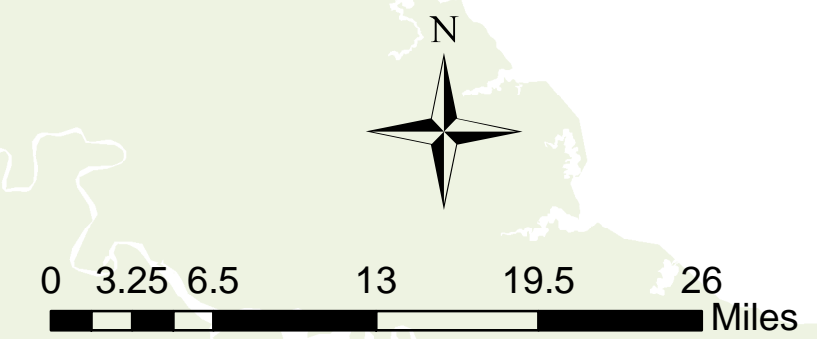
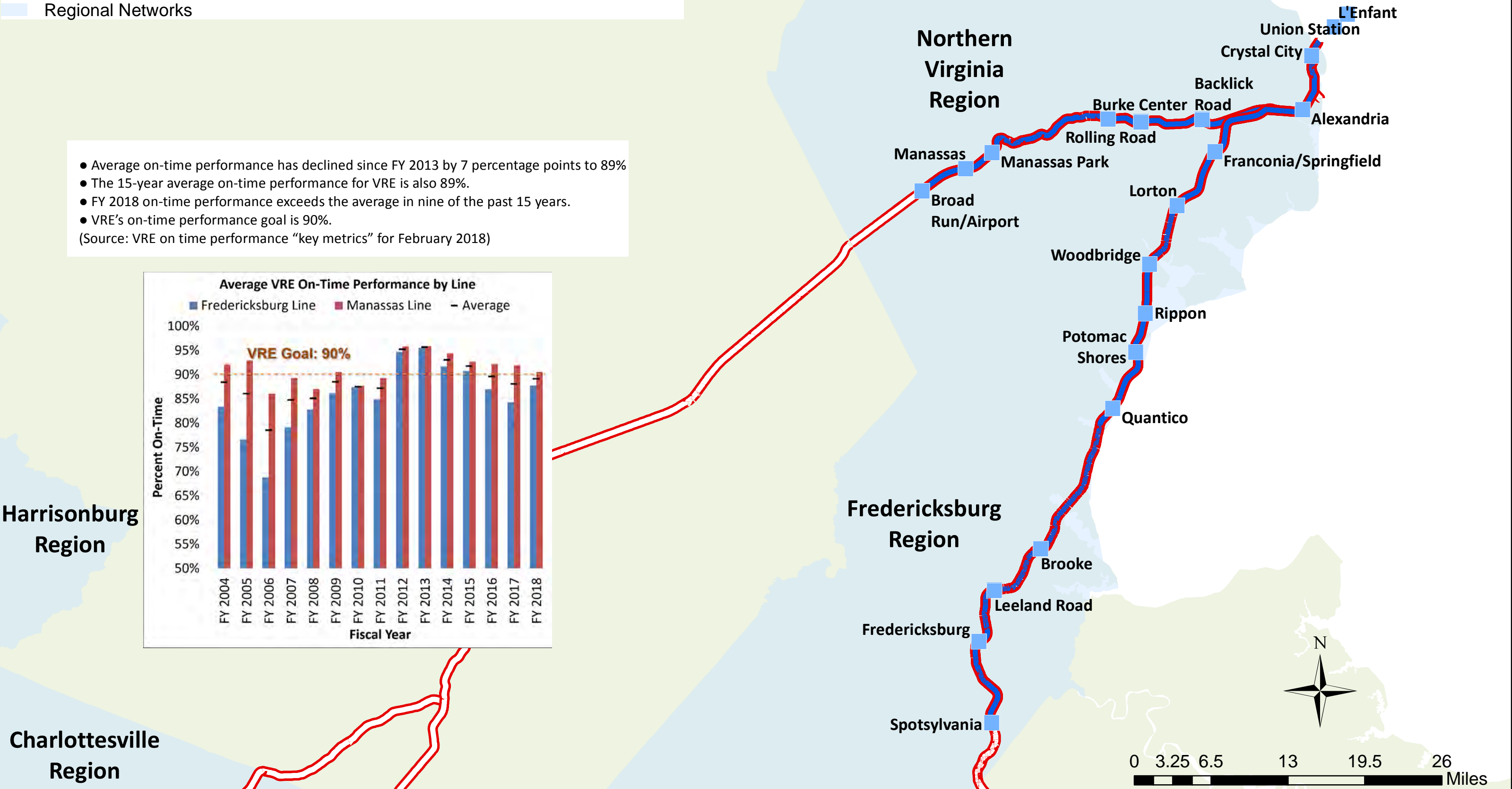
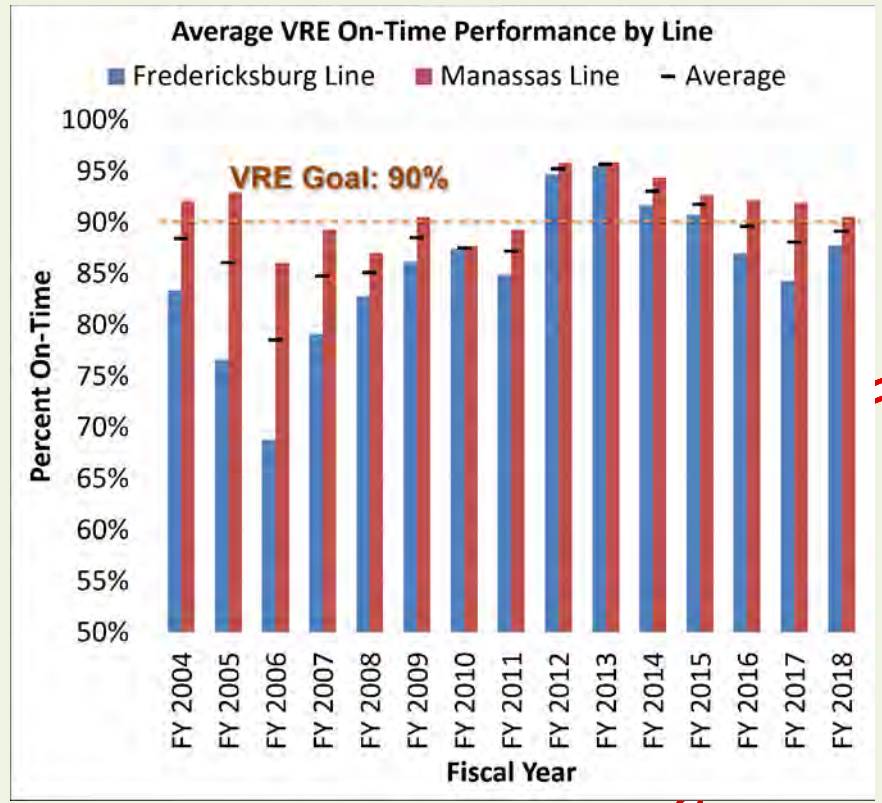
Regional Networks



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: Regional Workshop - Harrisonburg Area

July 29, 2019

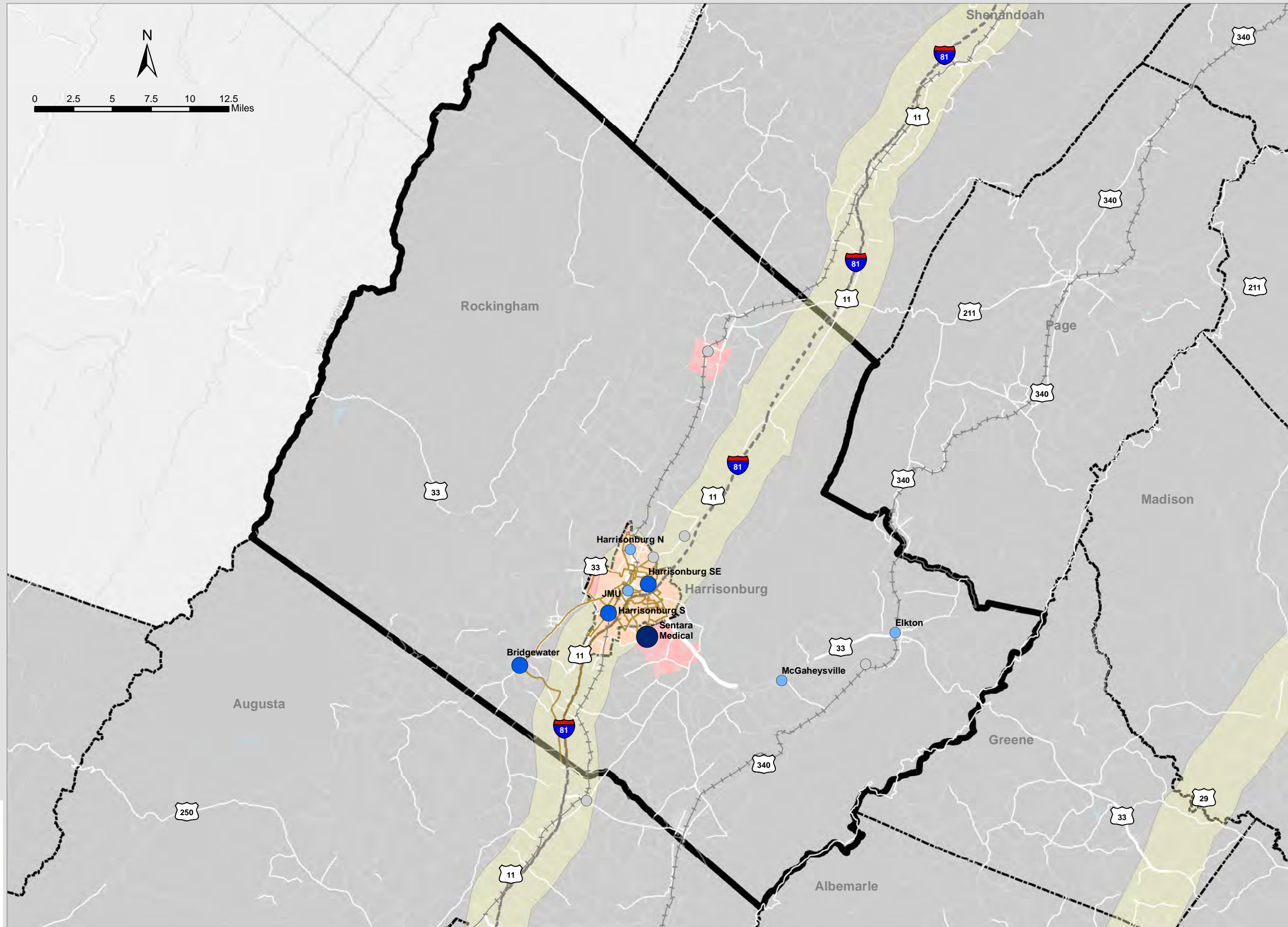
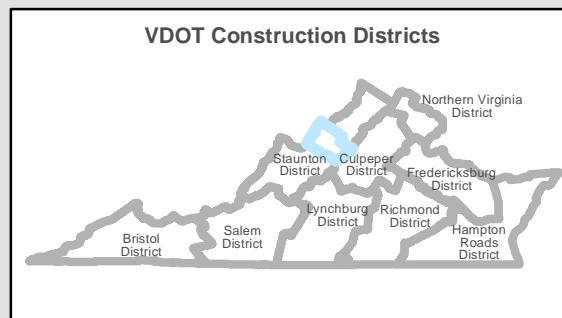
Transit Access Deficit to Local-Serving and Knowledge-Based Activity Center for Workers
 Deficit levels, (high, medium, low) are relative to each region

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

Annual Average Daily Traffic (AADT)

- 0
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- Greater than 75,000

- Rail Network
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- Urban Development
- Regional Network
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- Water



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DRAFT

Accessibility to Activity Centers: Regional Workshop - Staunton Area

July 29, 2019

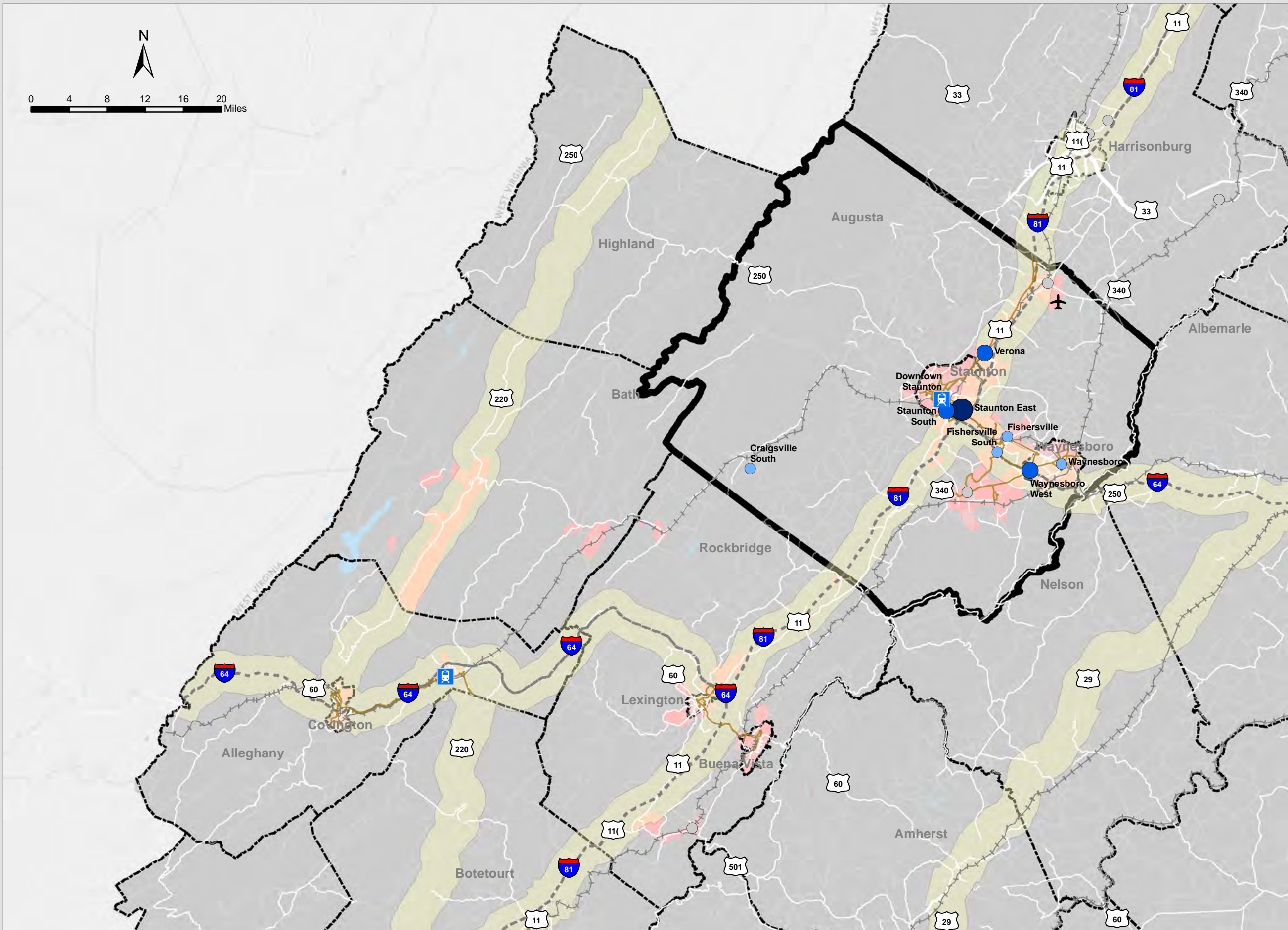
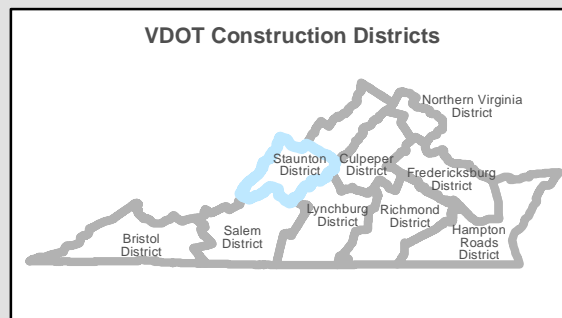
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Accessibility to Activity Centers: Regional Workshop - Staunton-Harrisonburg Area

July 29, 2019

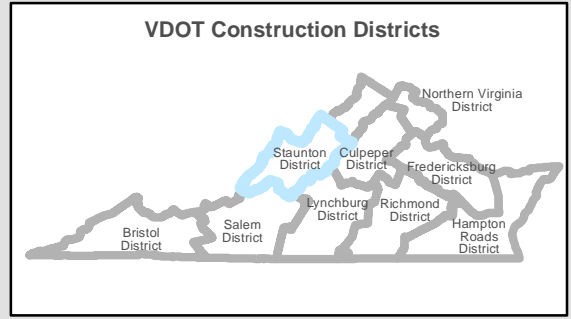
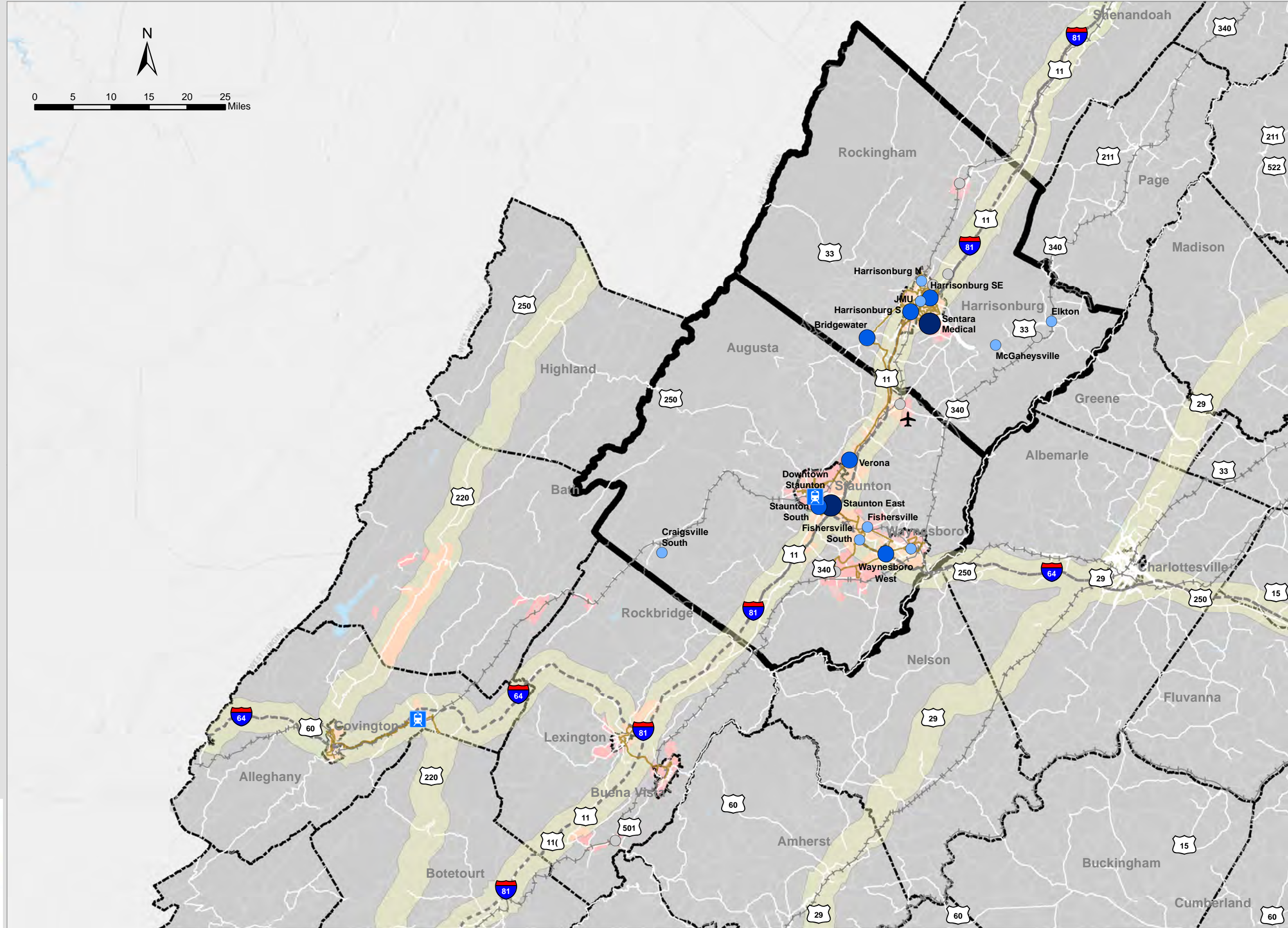
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DRAFT

Disadvantaged Population beyond ¼ mile Access to Transit Service: Regional Workshop - Harrisonburg Area

July 29, 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

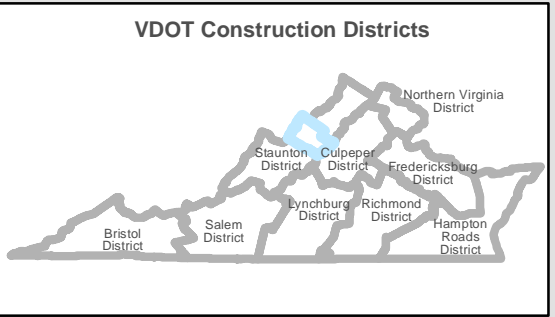
- Activity Centers**
- Freight dependent
 - Knowledge
 - Local serving
 - Ports
 - Amtrak/Passenger Rail Stations
 - Airports
 - Interstates
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Annual Average Daily Traffic (AADT)

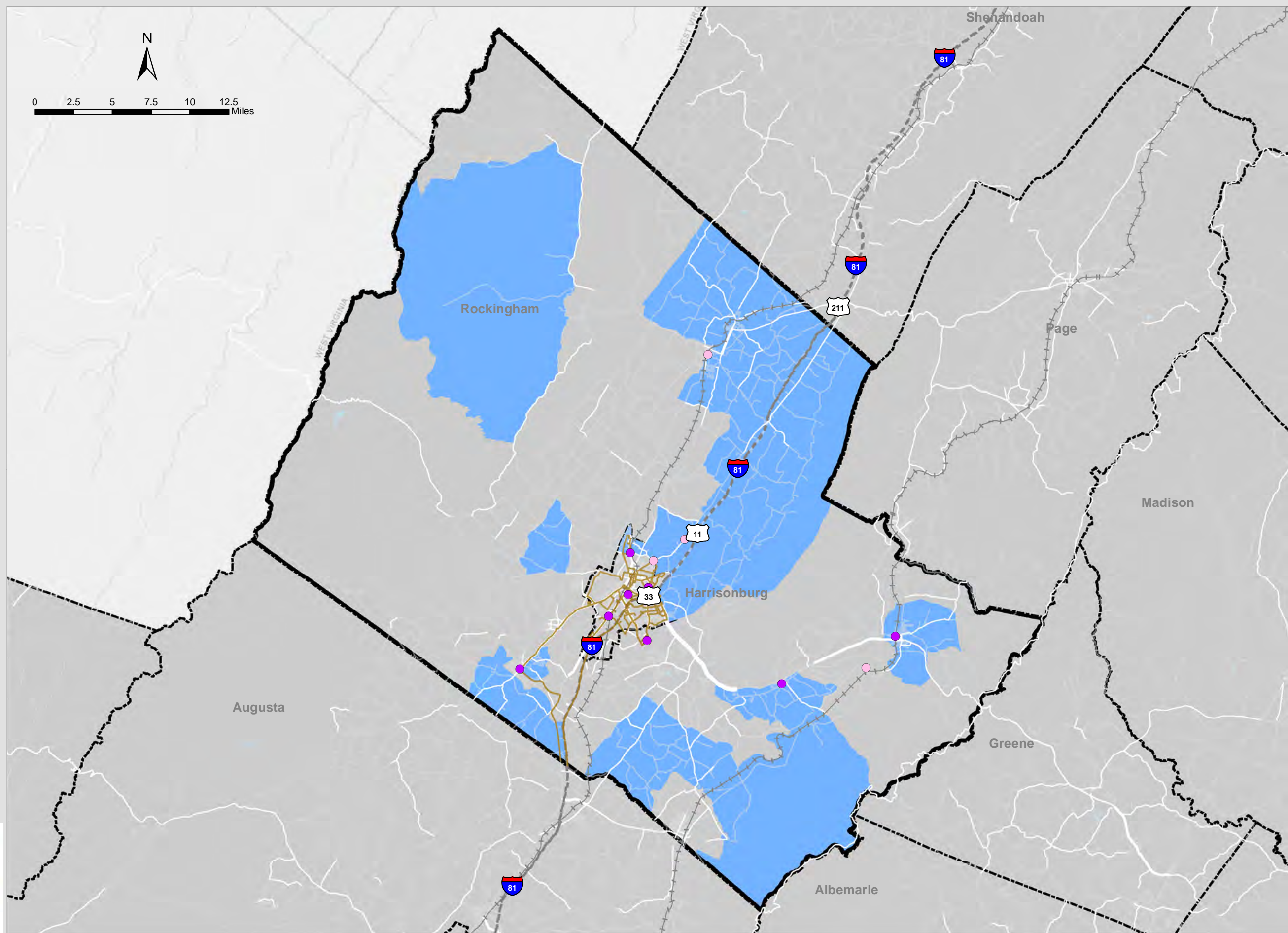
- 0
- 1 - 10,000
- 10,000 - 25,000
- 25,000 - 50,000
- 50,000 - 75,000
- Greater than 75,000

- 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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DRAFT

Disadvantaged Population beyond 1/4 mile Access to Transit Service: Regional Workshop - Staunton Area

July 29, 2019

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

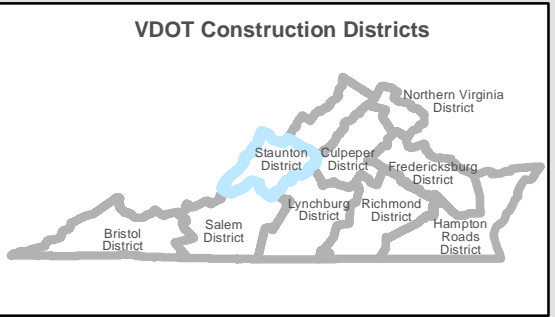
- Disadvantaged and Not Viable for fixed route service, local rail, or BRT
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 - Airports
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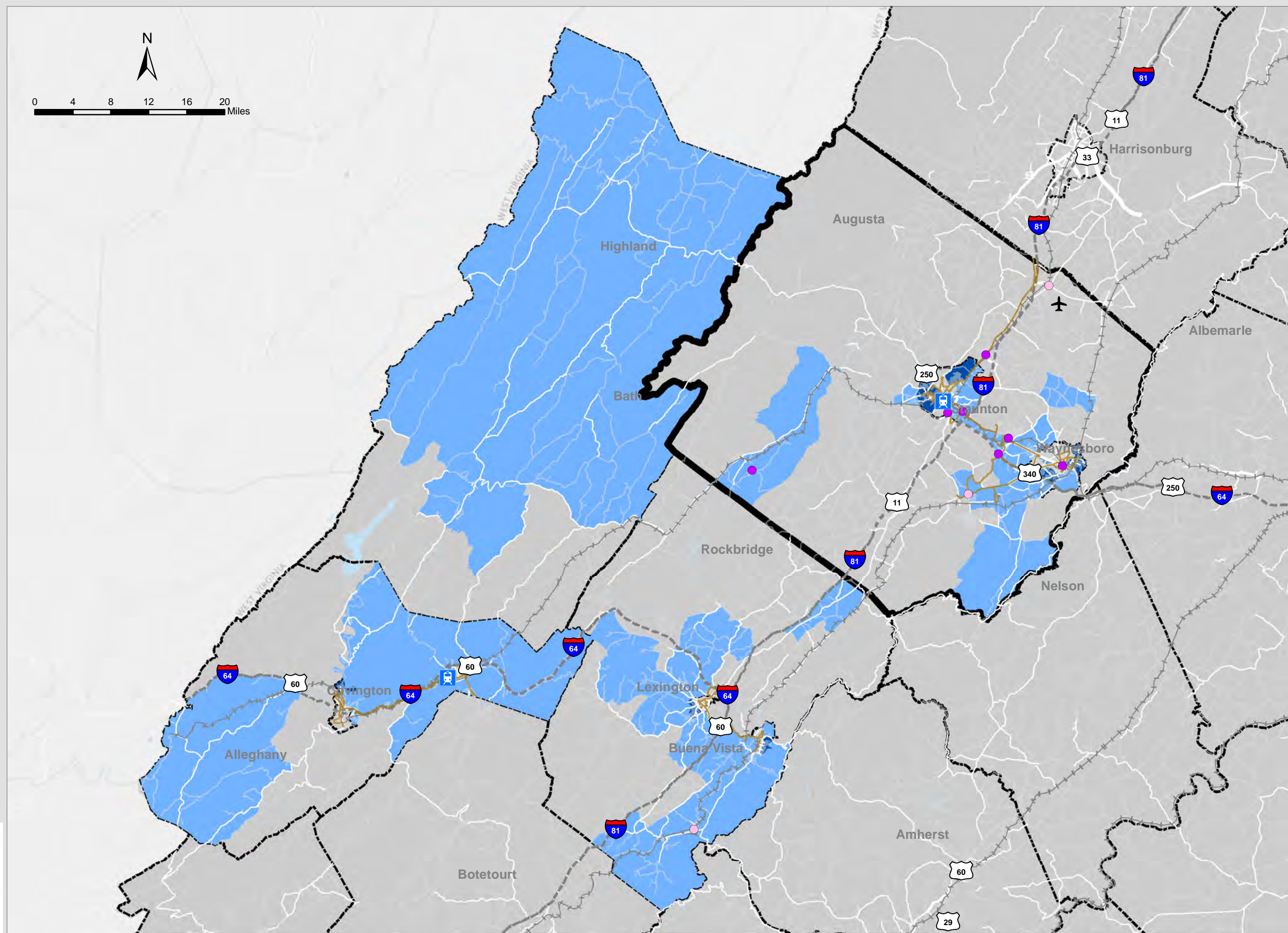
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DRAFT

Disadvantaged Population beyond 1/4 mile Access to Transit Service: Regional Workshop - Staunton-Harrisonburg Area

July 29, 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

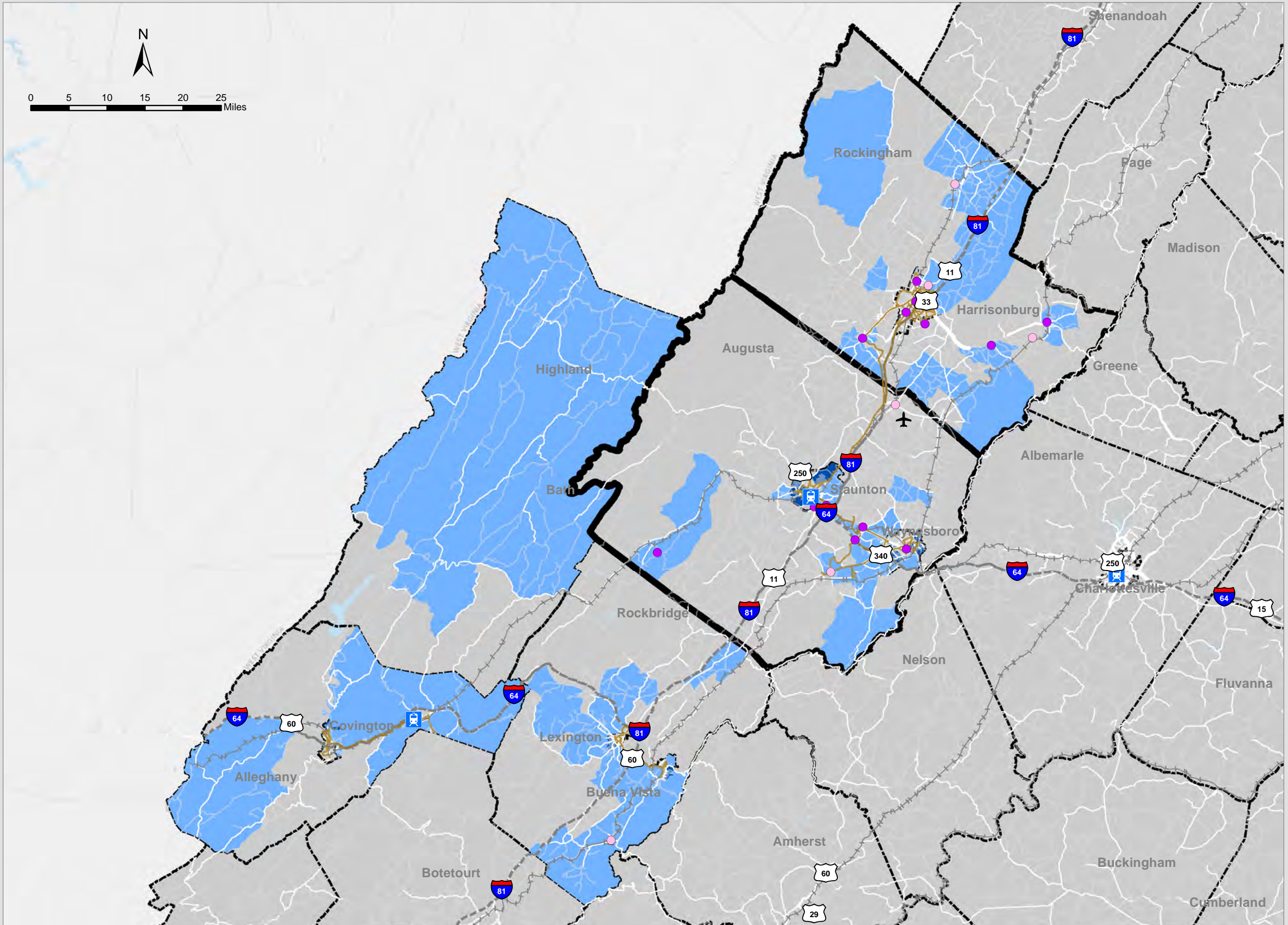
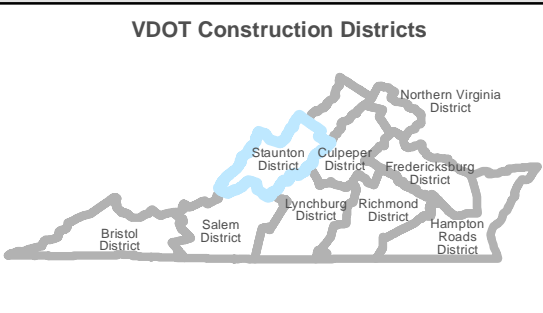
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Disadvantaged Population beyond ¼ mile Access to Transit Service: Regional Workshop - Harrisonburg Area

July 29, 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

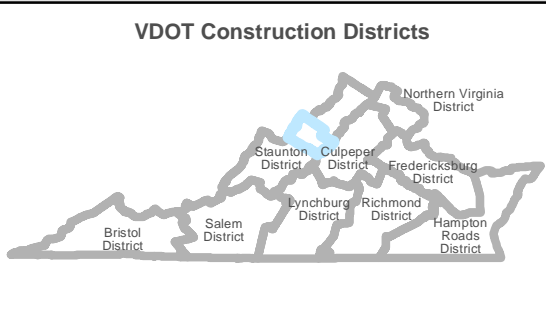
- Interstates
- Local Roads

Annual Average Daily Traffic (AADT)

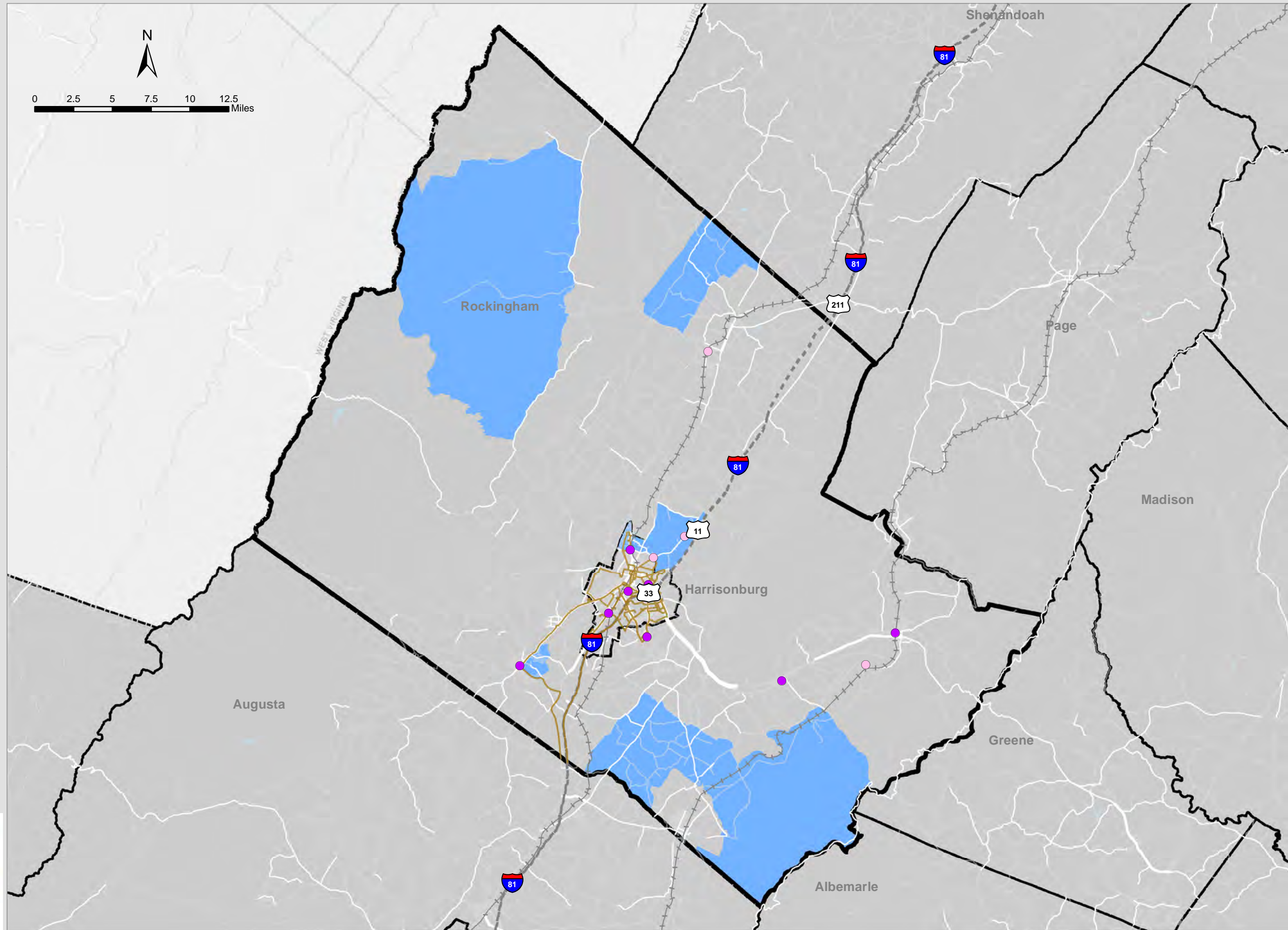
- 0
- 1 - 10,000
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DRAFT

Disadvantaged Population beyond 1/4 mile Access to Transit Service: Regional Workshop - Staunton Area

July 29, 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
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Activity Centers

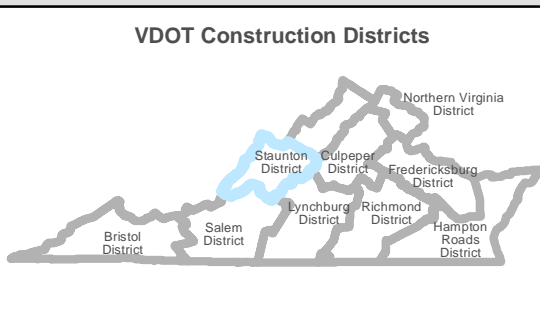
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- Local Roads

Annual Average Daily Traffic (AADT)

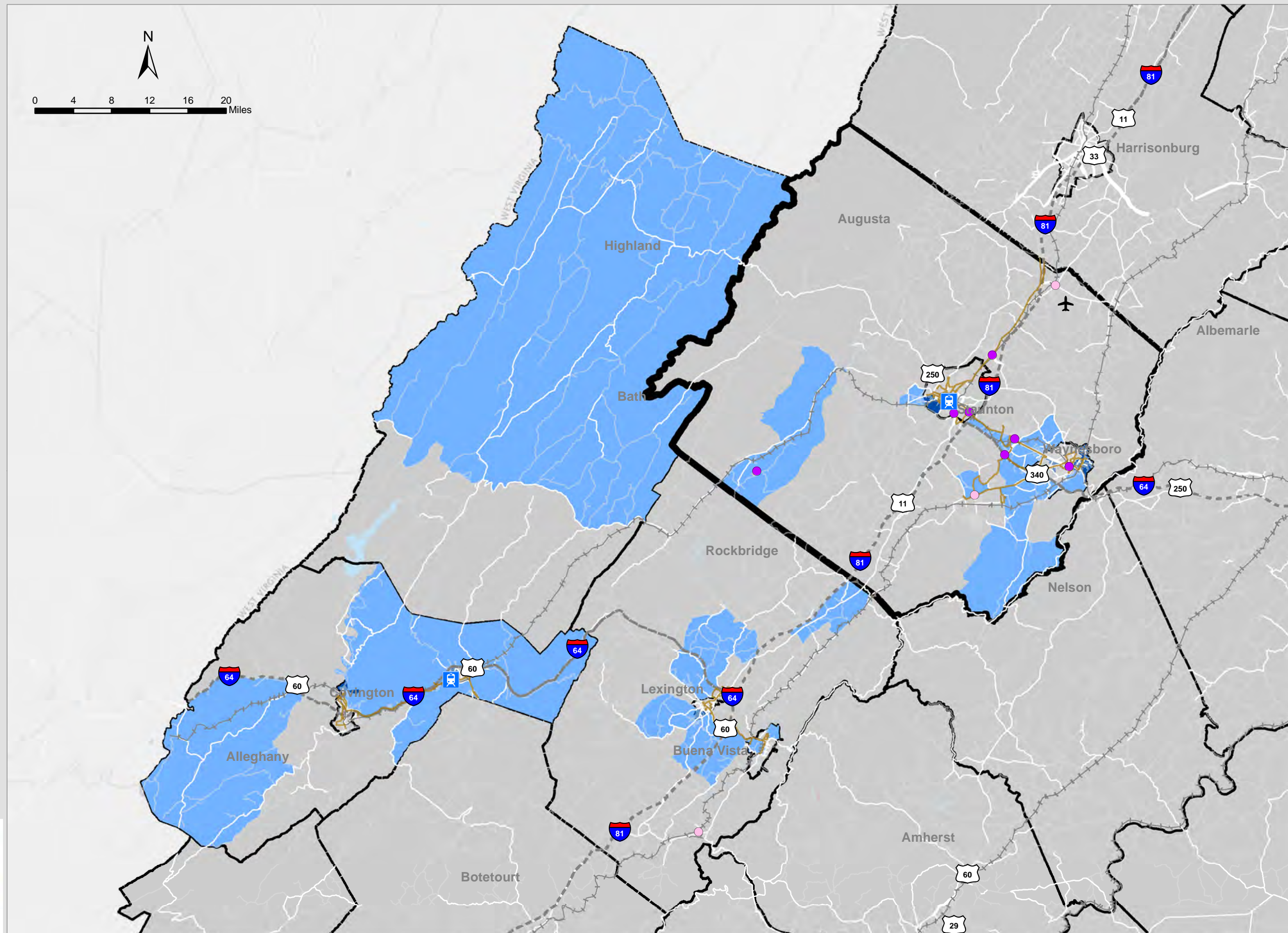
- 0
- 1 - 10,000
- 10,000 - 25,000
- 25,000 - 50,000
- 50,000 - 75,000
- Greater than 75,000

- +— 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.

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Disadvantaged Population beyond 1/4 mile Access to Transit Service: Regional Workshop - Staunton-Harrisonburg Area

July 29, 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

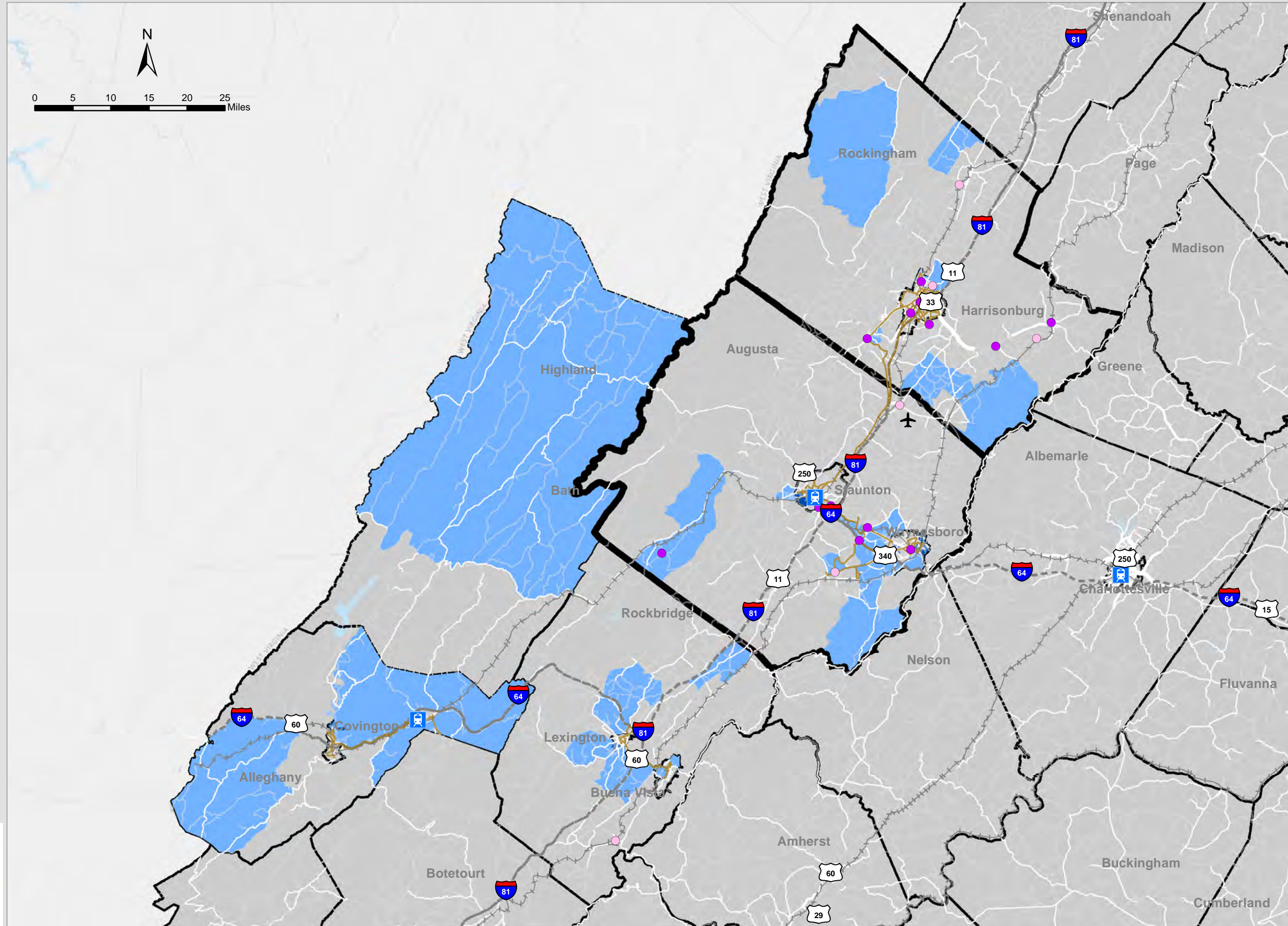
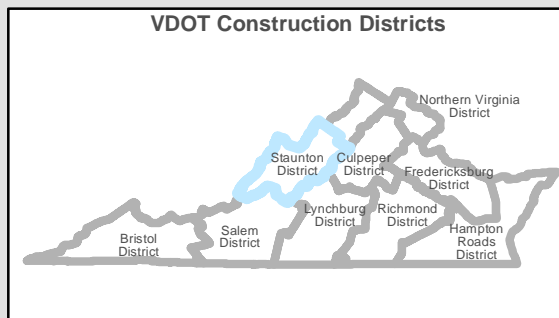
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates
- Local Roads

Annual Average Daily Traffic (AADT)

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

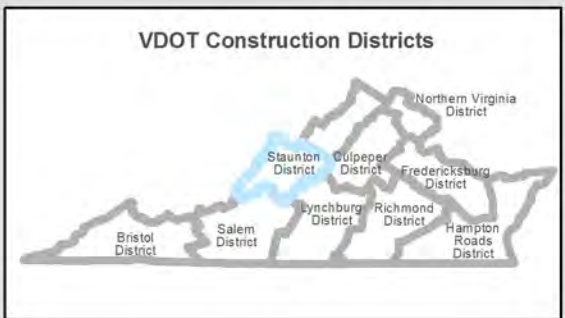
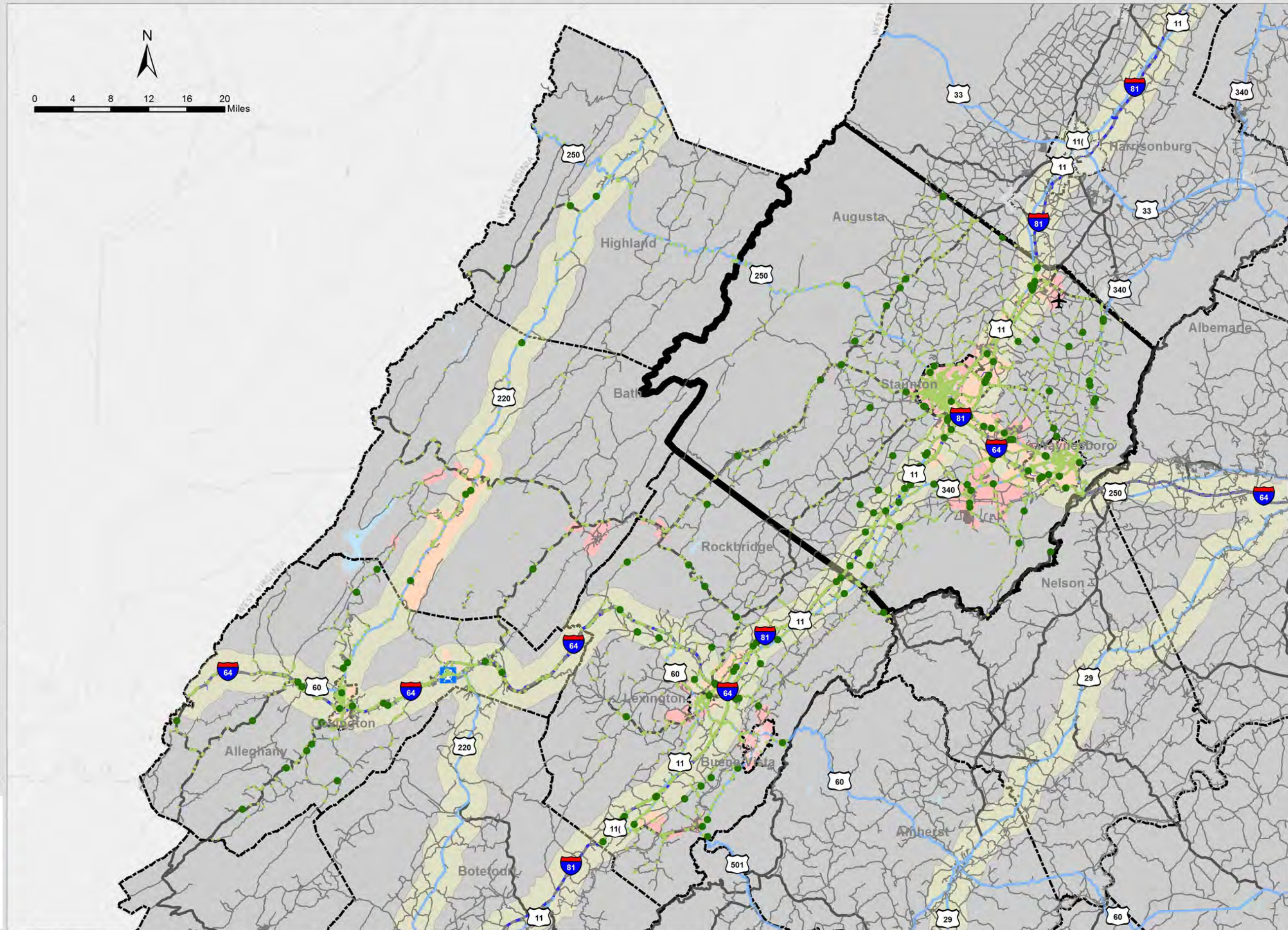
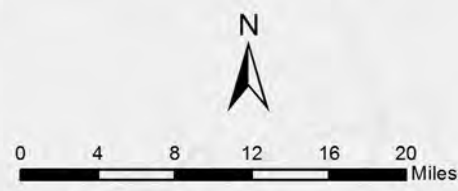
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Vehicular Crashes January 2013 - April 2019: Regional Workshop - Staunton Area

July 29, 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



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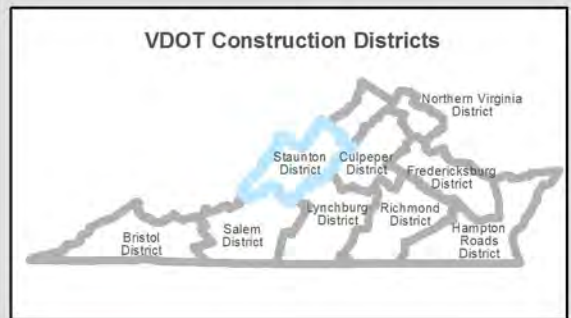
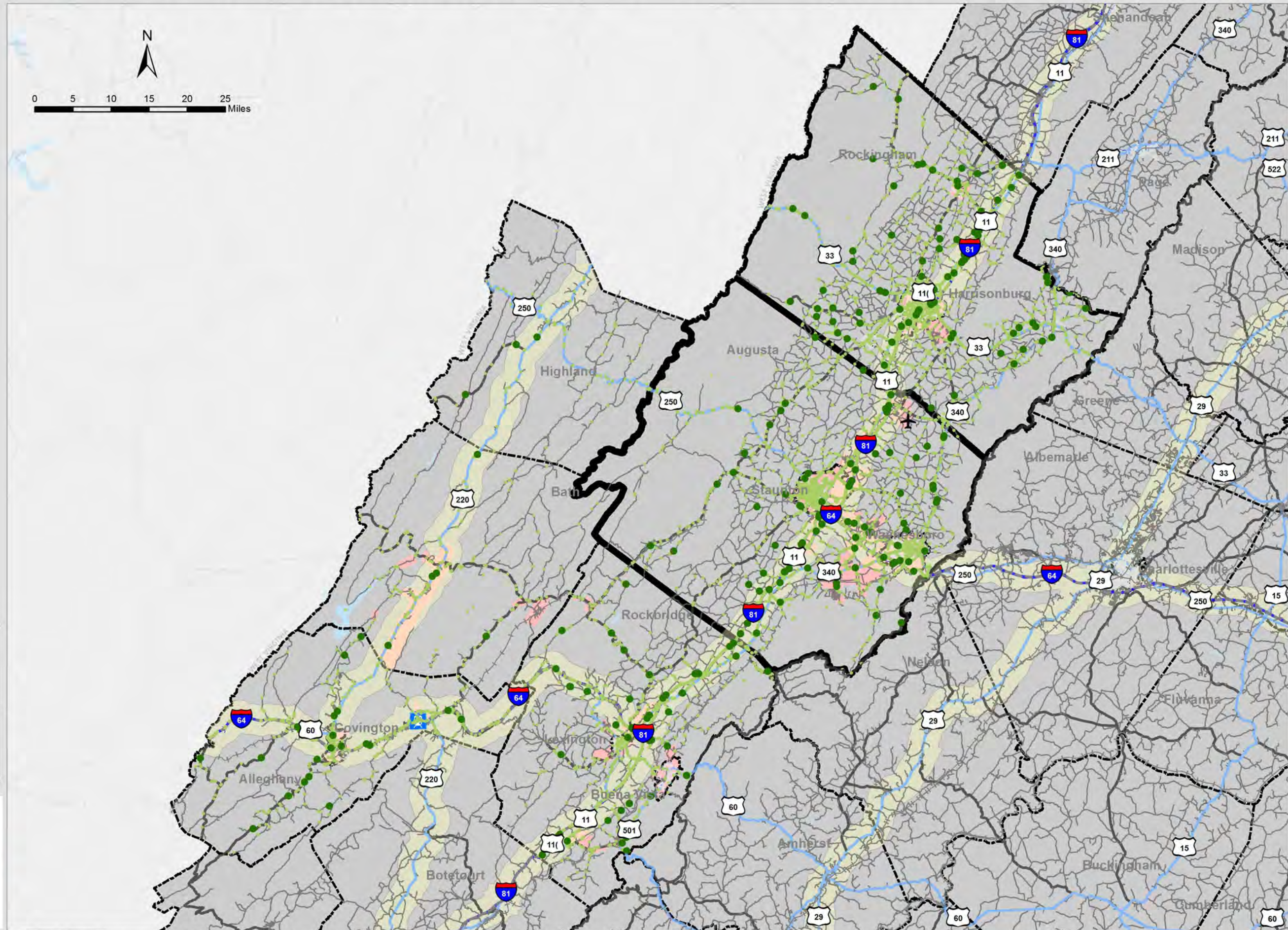
Date: 8/14/2019

DRAFT

Vehicular Crashes January 2013 - April 2019: Regional Workshop - Staunton-Harrisonburg Area

July 29, 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
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- Counties and Cities
- Water



Office of **INTERMODAL** Planning and Investment

VTRANS VIRGINIA'S TRANSPORTATION PLAN

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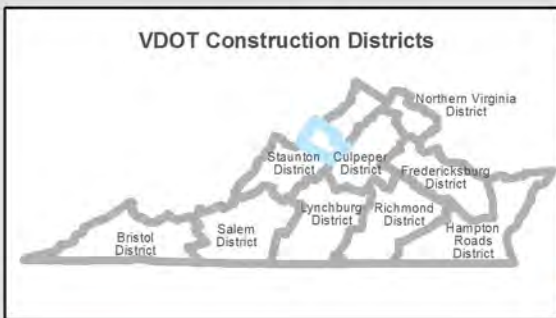
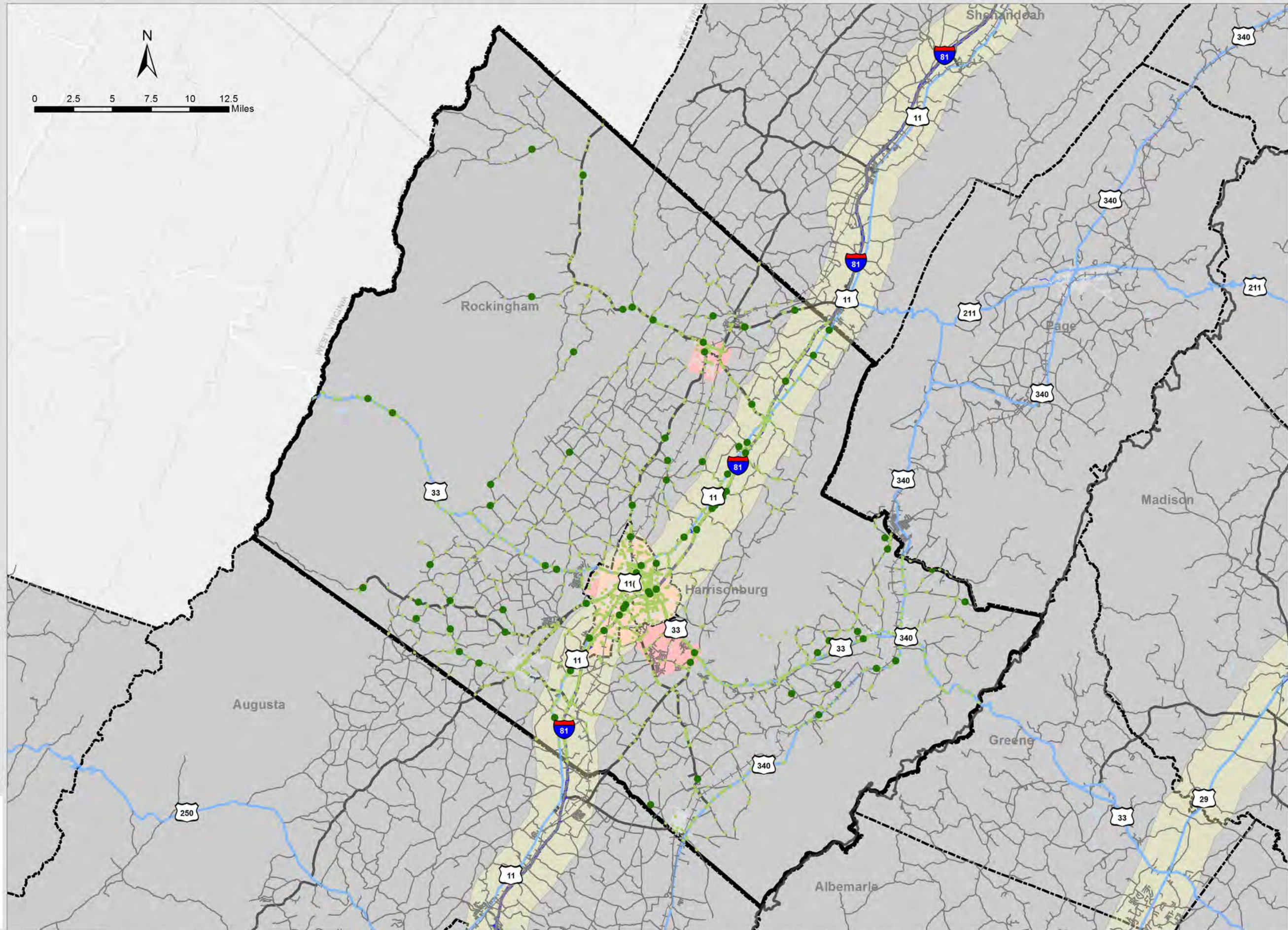
Date: 8/14/2019

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Vehicular Crashes January 2013 - April 2019: Regional Workshop - Harrisonburg Area

July 29, 2019

- Crash Severity**
- Fatal Crash
 - Injury Crash
- Roadway Functional Classes**
- Interstate
 - U.S. Route
 - State Route
 - Frontage Road
 - Secondary Route
 - Urban Road
- Ports
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