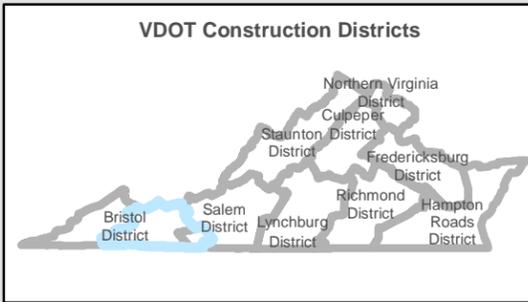
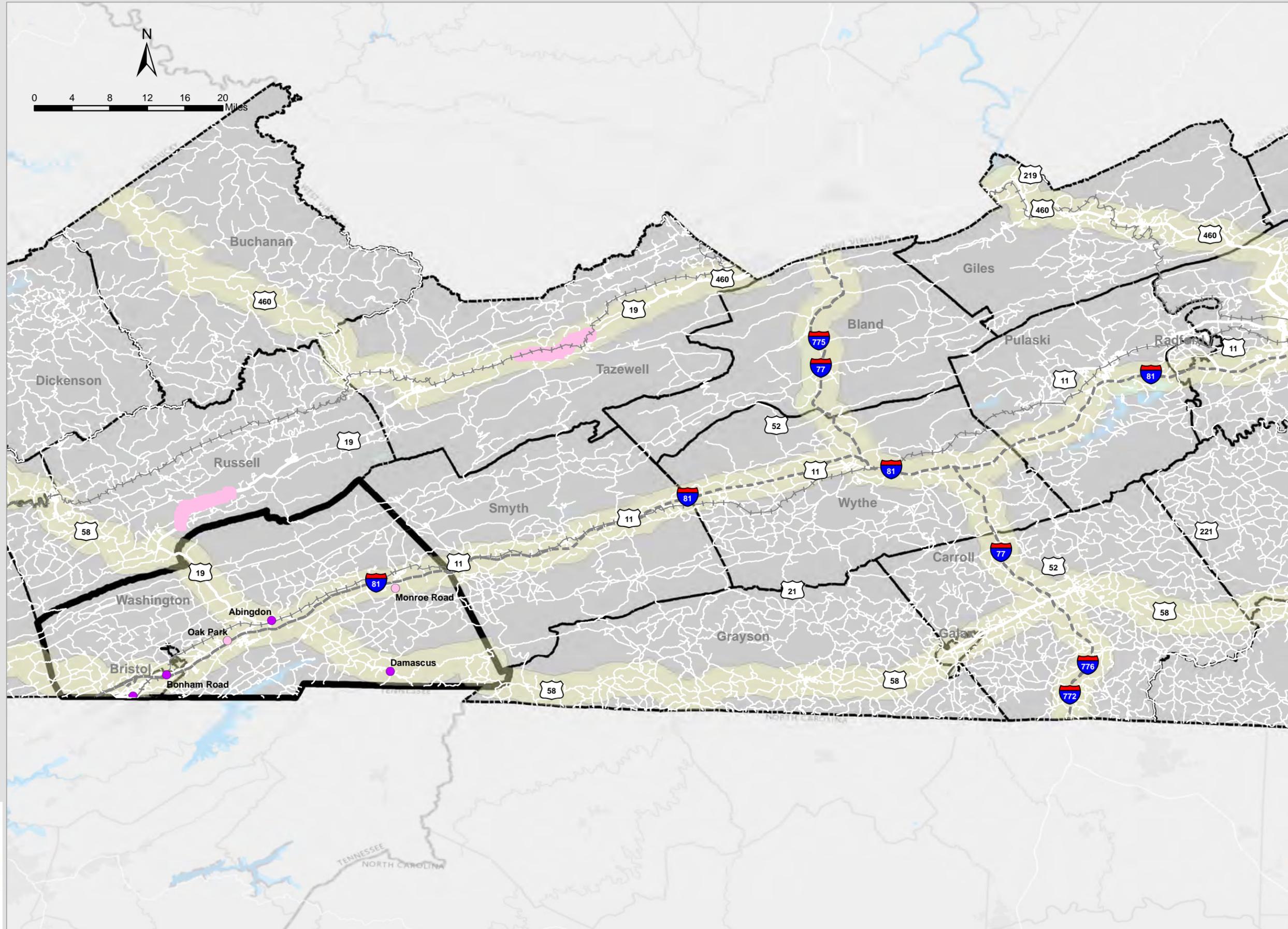


Regional Workshop - Bristol Area

July 31, 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

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.

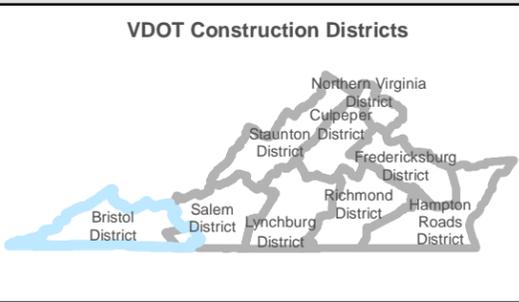
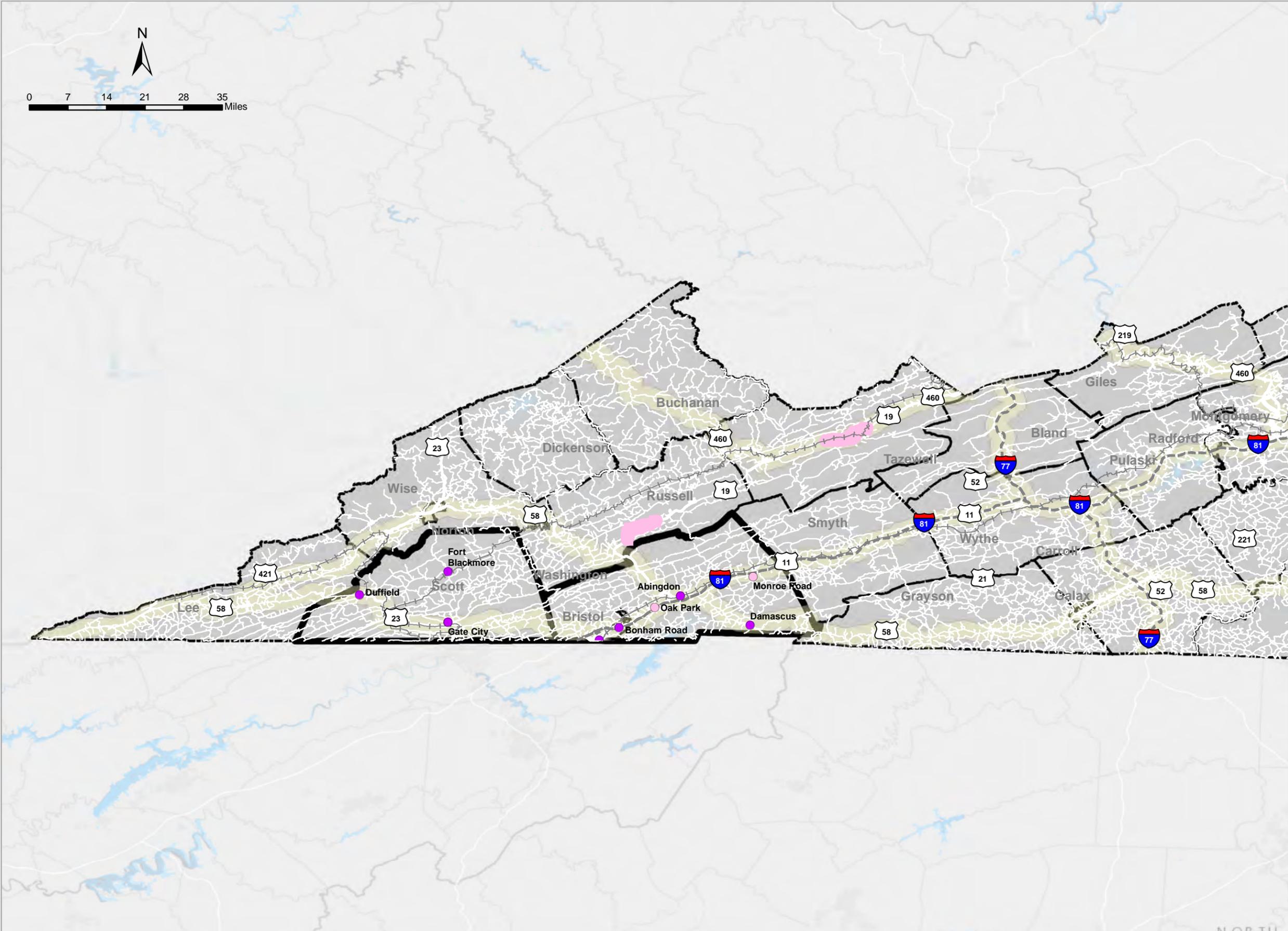
DRAFT

Regional Workshop - Bristol-Kingsport Area

July 31, 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.

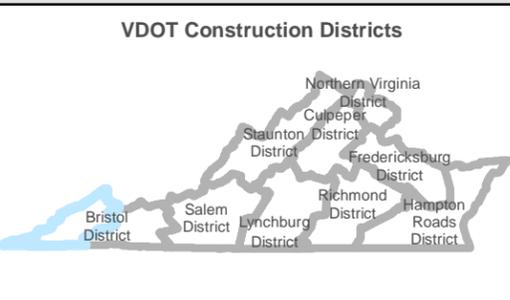
DRAFT

Regional Workshop - Kingsport Area

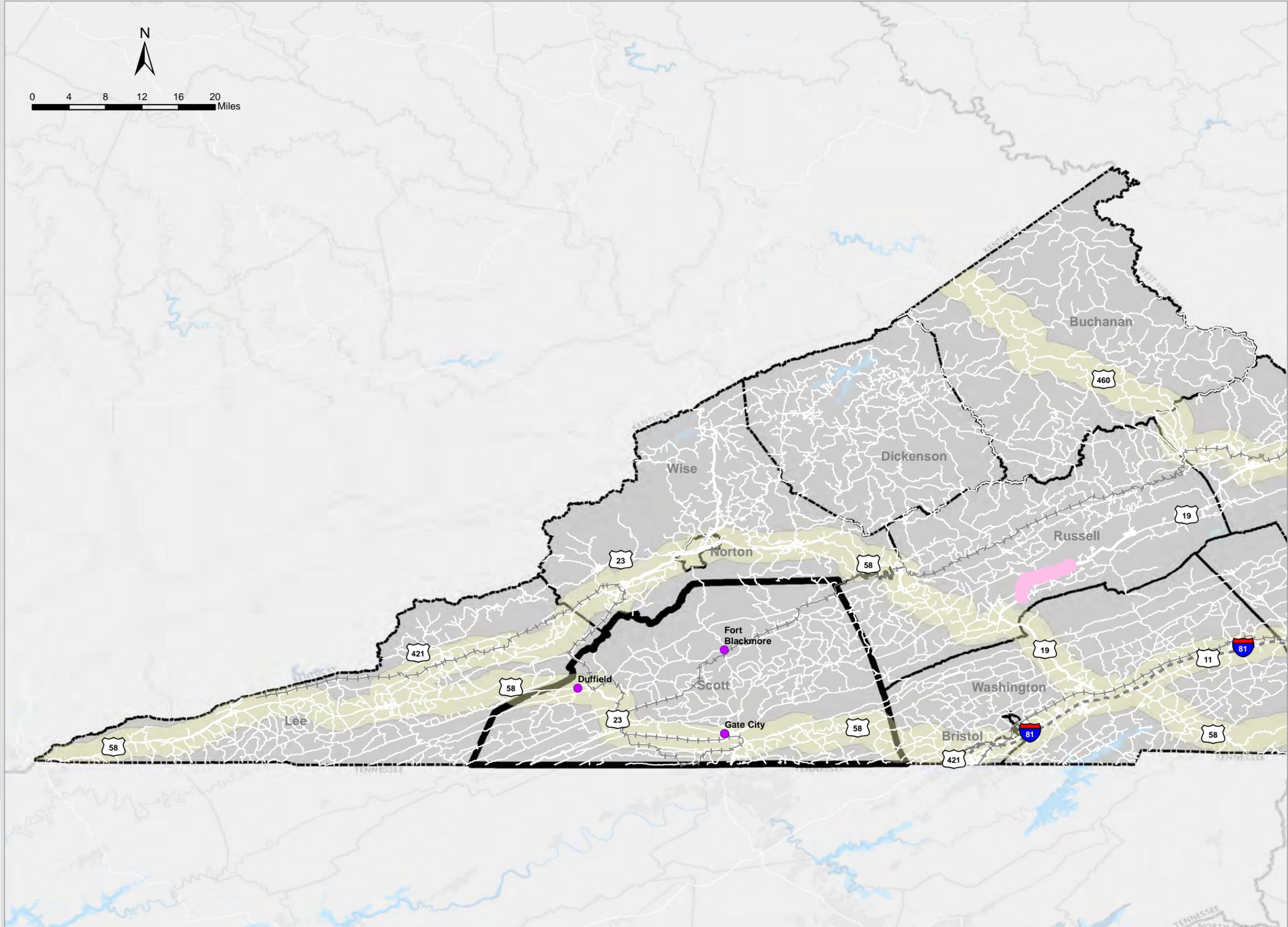
July 31, 2019

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



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: Bristol Area

July 31, 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

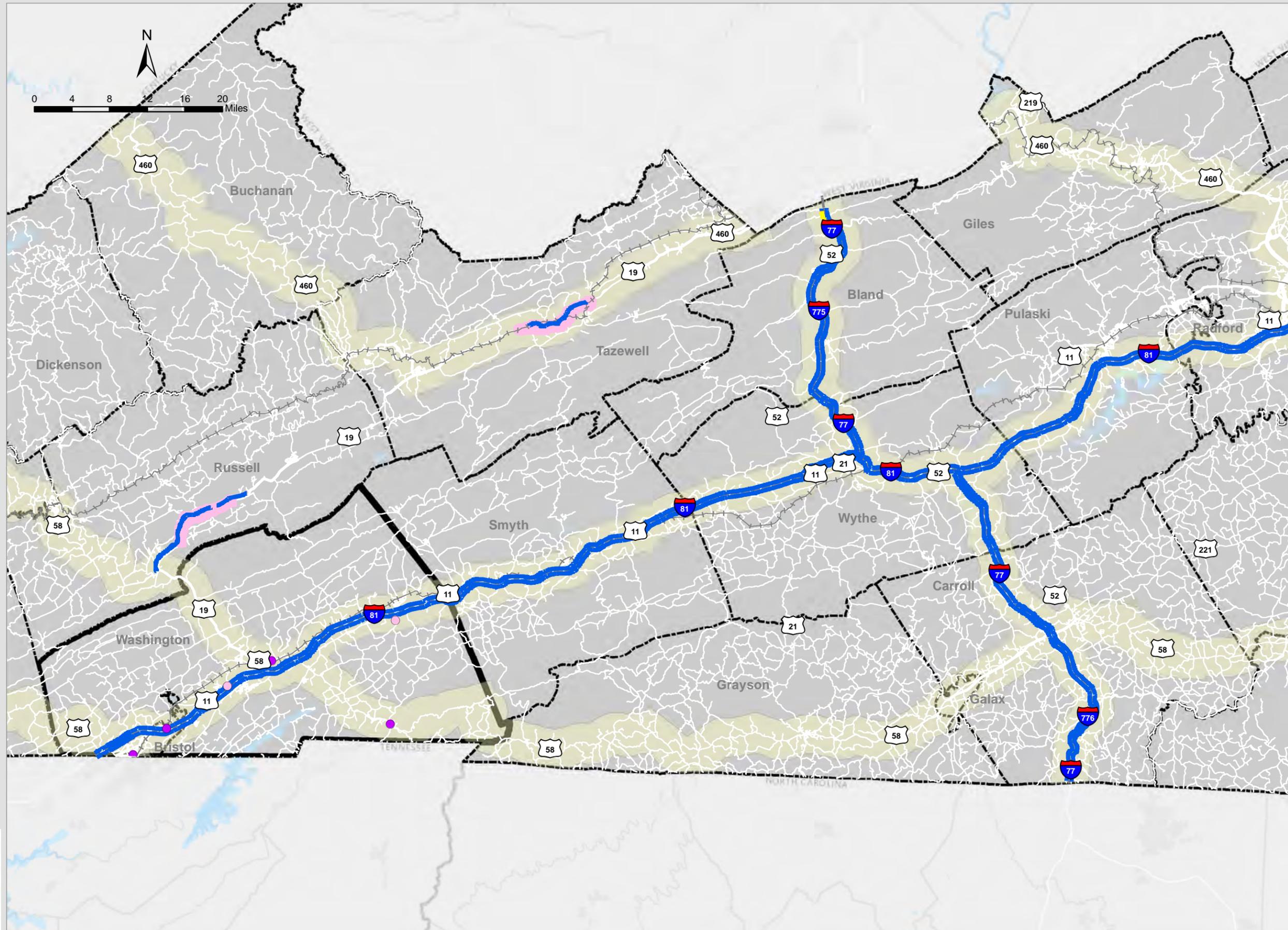
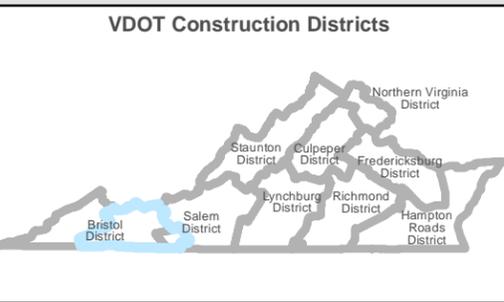
Activity Centers

- 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: Bristol-Kingsport Area

July 31, 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

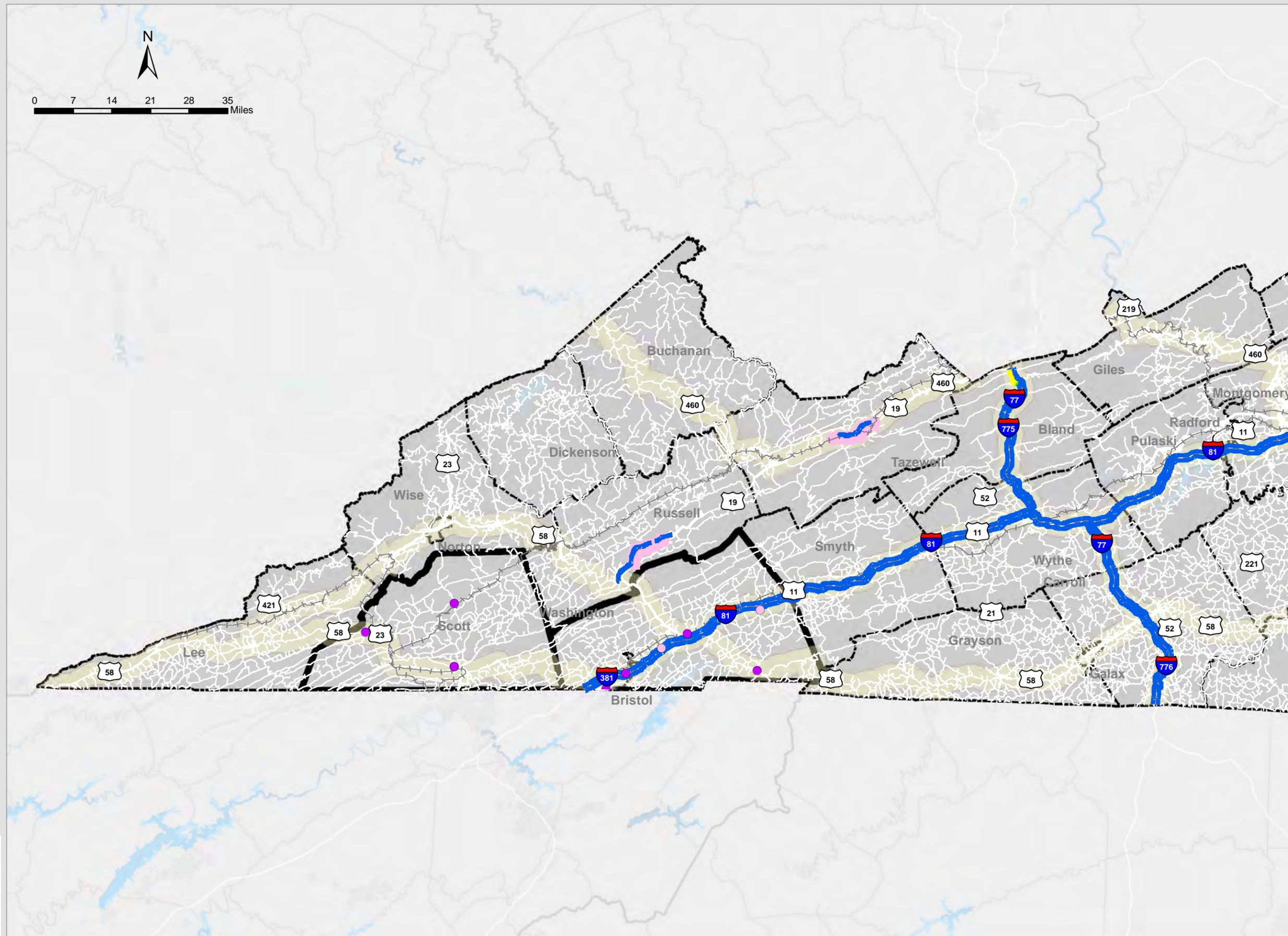
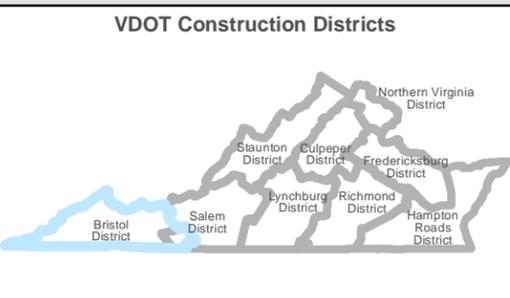
Activity Centers

- 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: Kingsport Area

July 31, 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

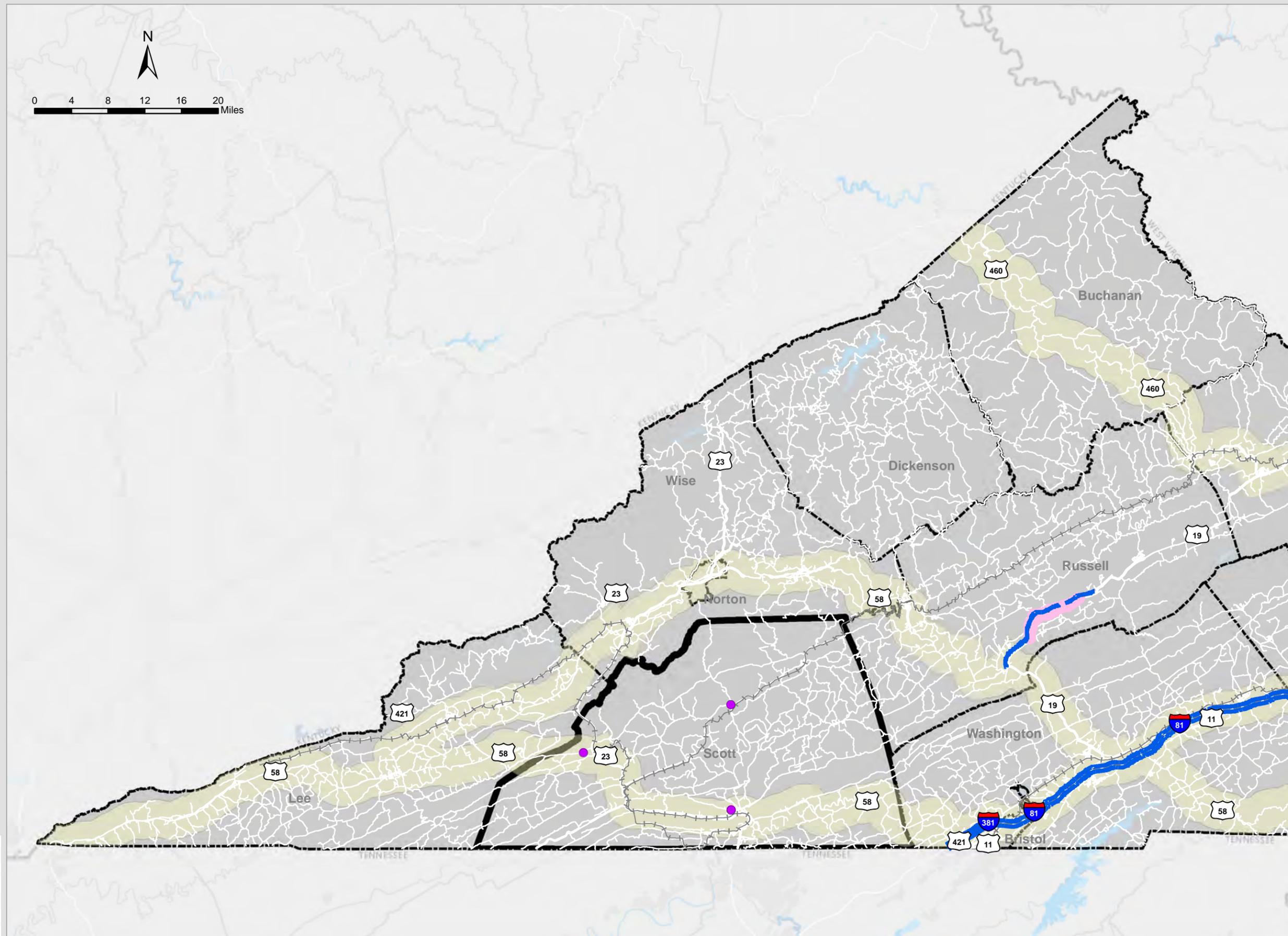
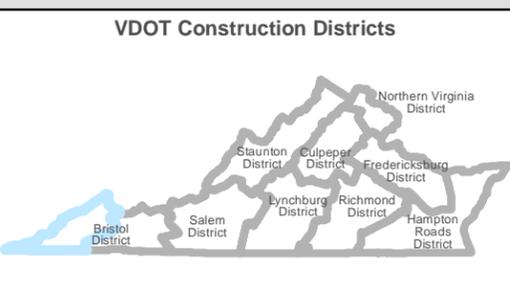
Activity Centers

- 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: Bristol Area

July 31, 2019

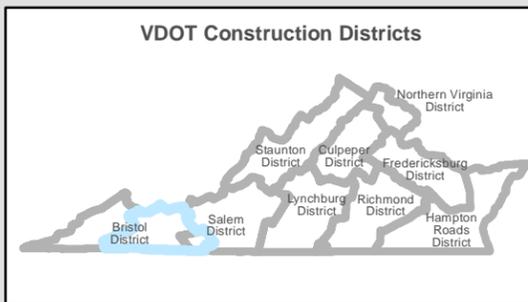
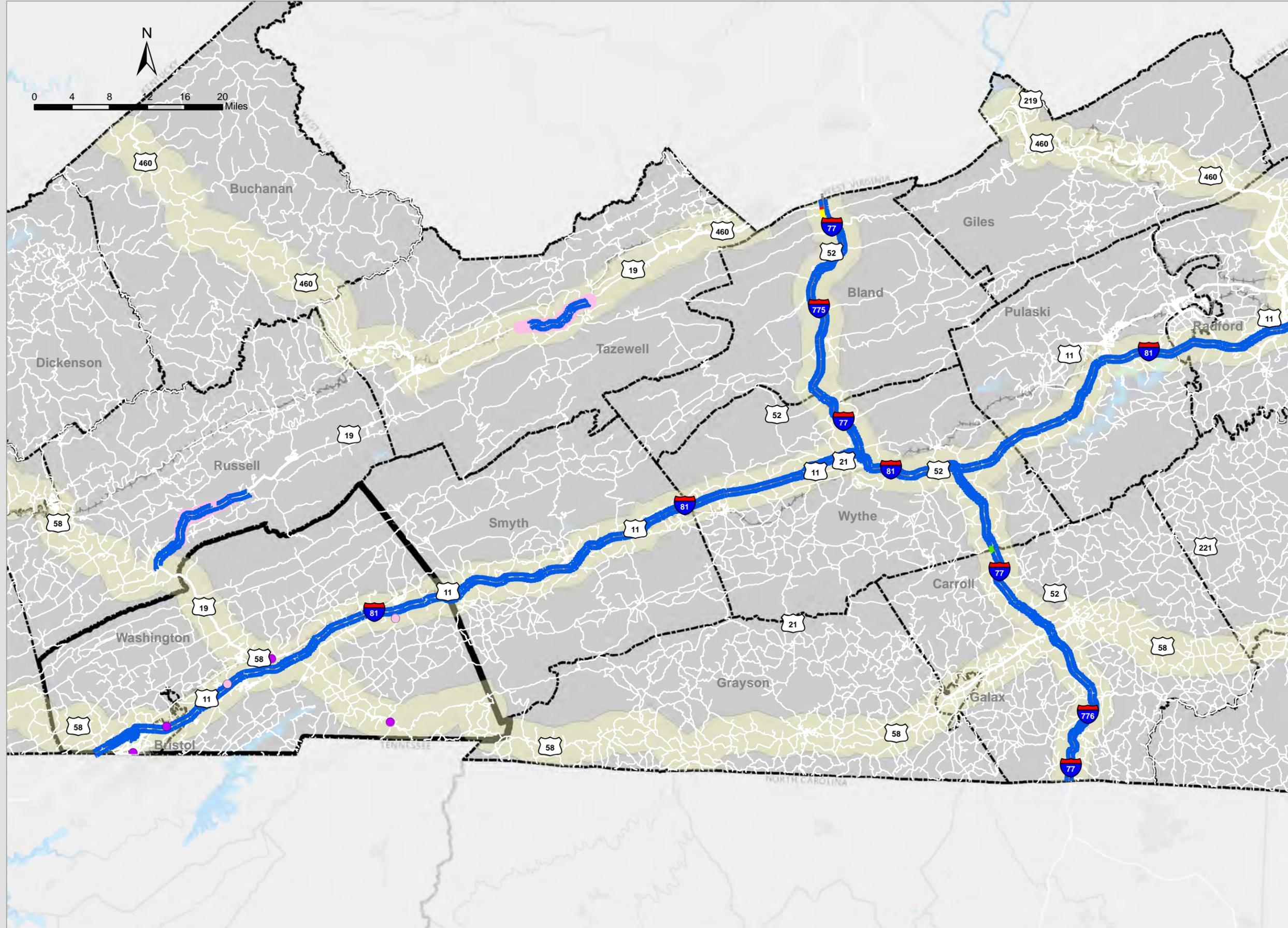
Percent Person of Miles Travel In Excessively Congested Conditions, (PECC), Weekday, 75% of Posted Speed Limit

- █ 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: Bristol-Kingsport Area

July 31, 2019
 Percent Person of Miles Travel In Excessively Congested Conditions, (PECC),
 Weekday, 75% of Posted Speed Limit

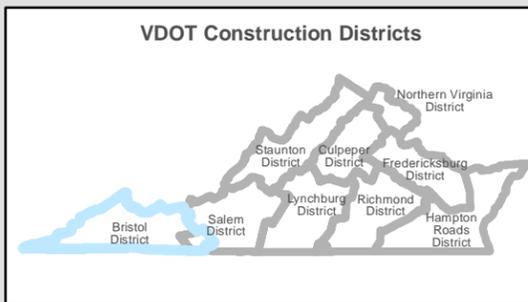
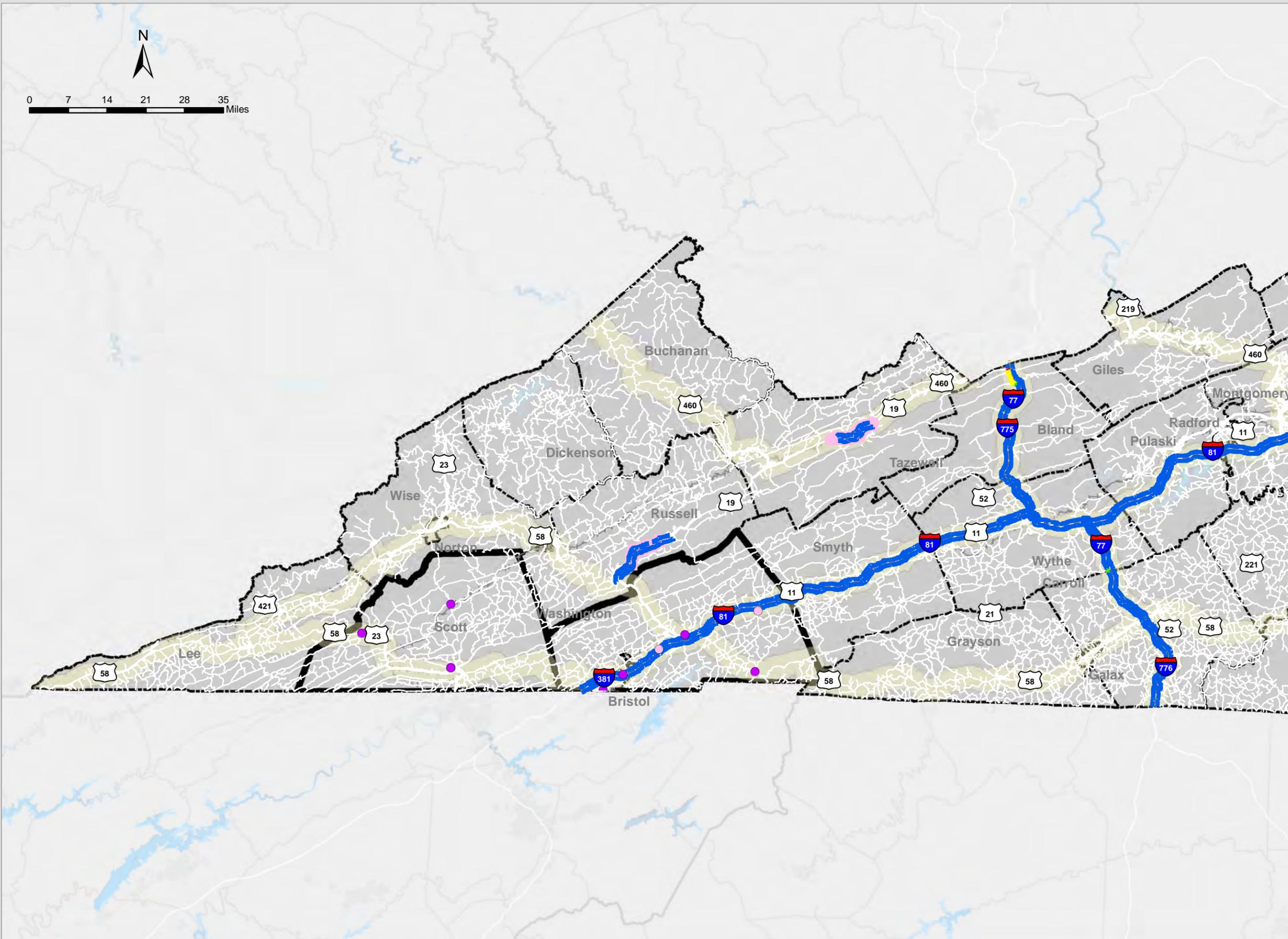
- 0% - 10%
- 10% - 15%
- 15% - 20%
- 20% - 25%
- Greater than 25%
- No Data

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: Kingsport Area

July 31, 2019

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

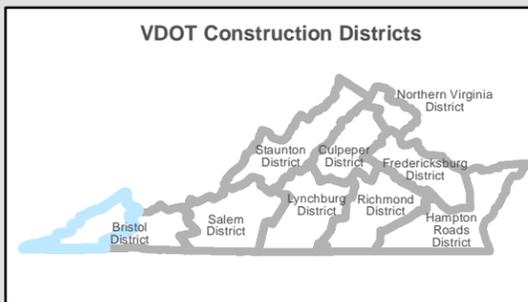
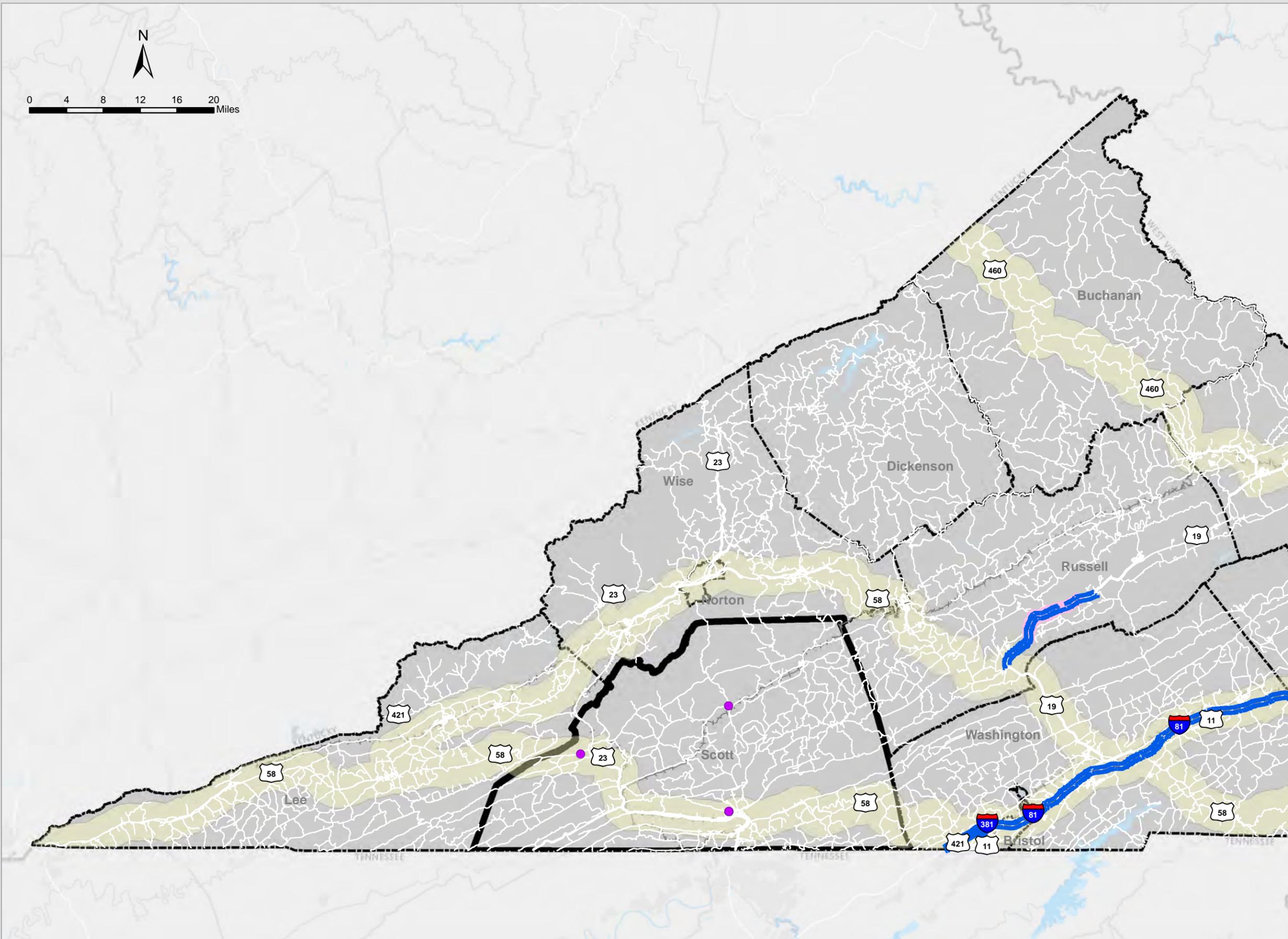
- 0% - 10%
- 10% - 15%
- 15% - 20%
- 20% - 25%
- Greater than 25%
- No Data

Activity Centers

- 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: Bristol Area

July 31, 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

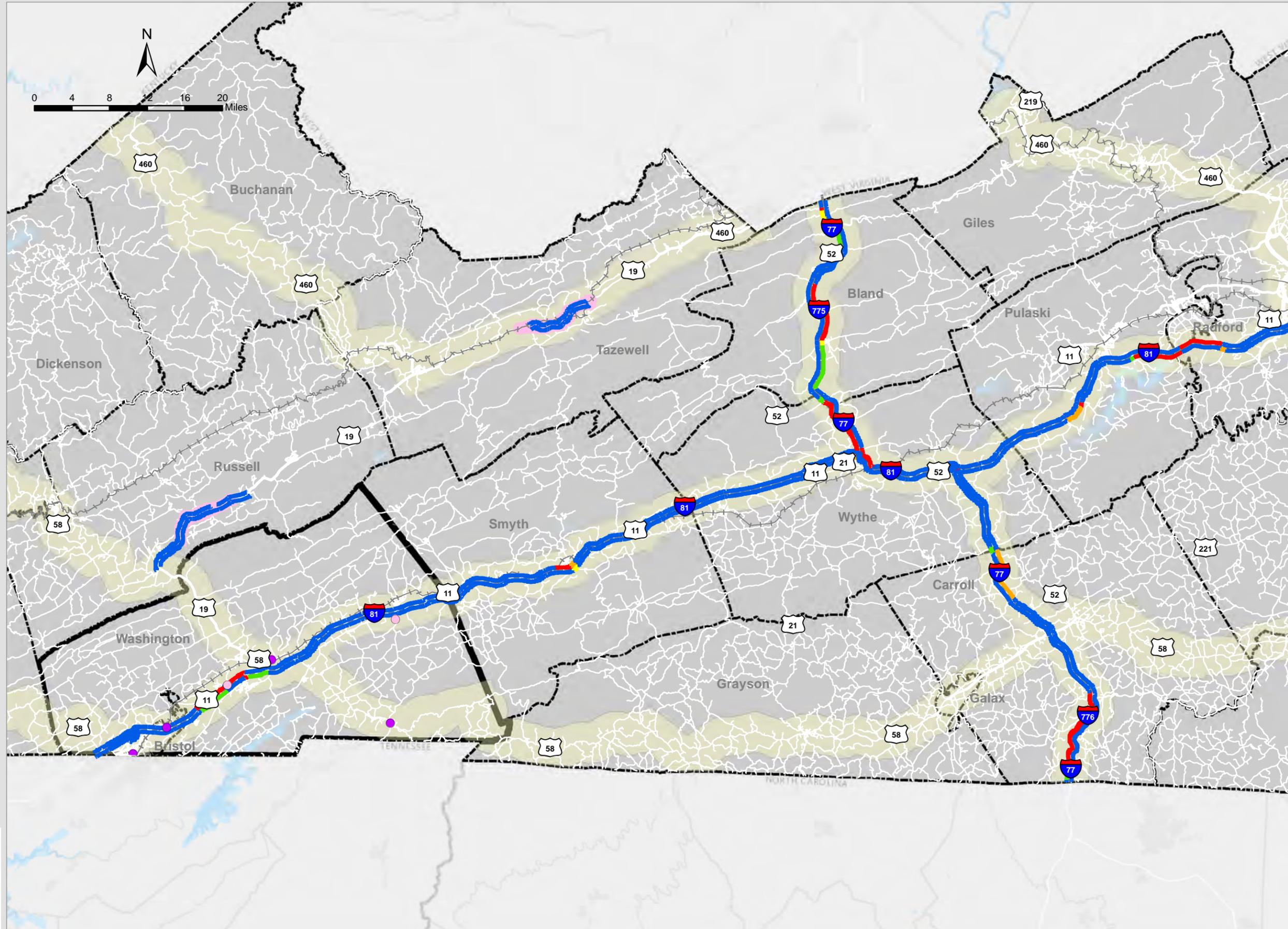
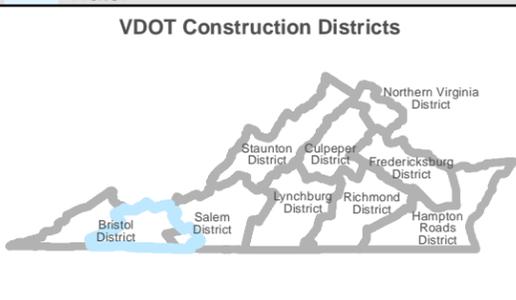
Activity Centers

- 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: Bristol-Kingsport Area

July 31, 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

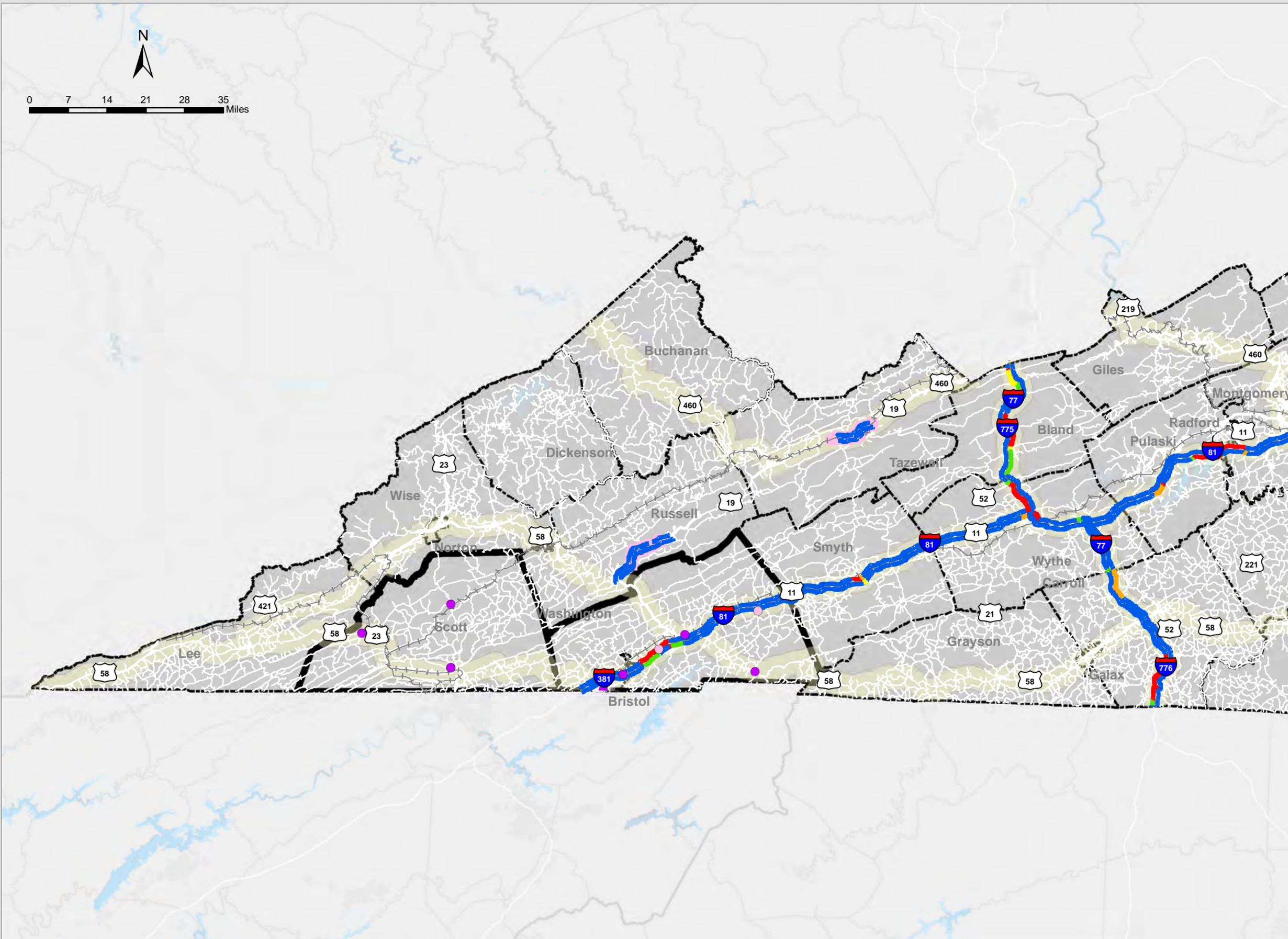
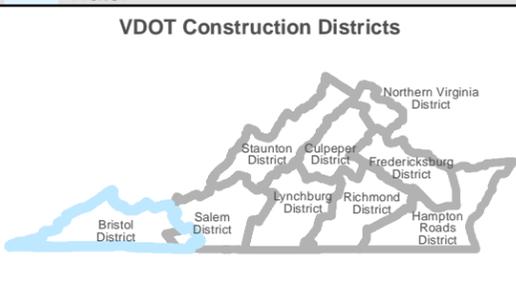
Activity Centers

- 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: Kingsport Area

July 31, 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

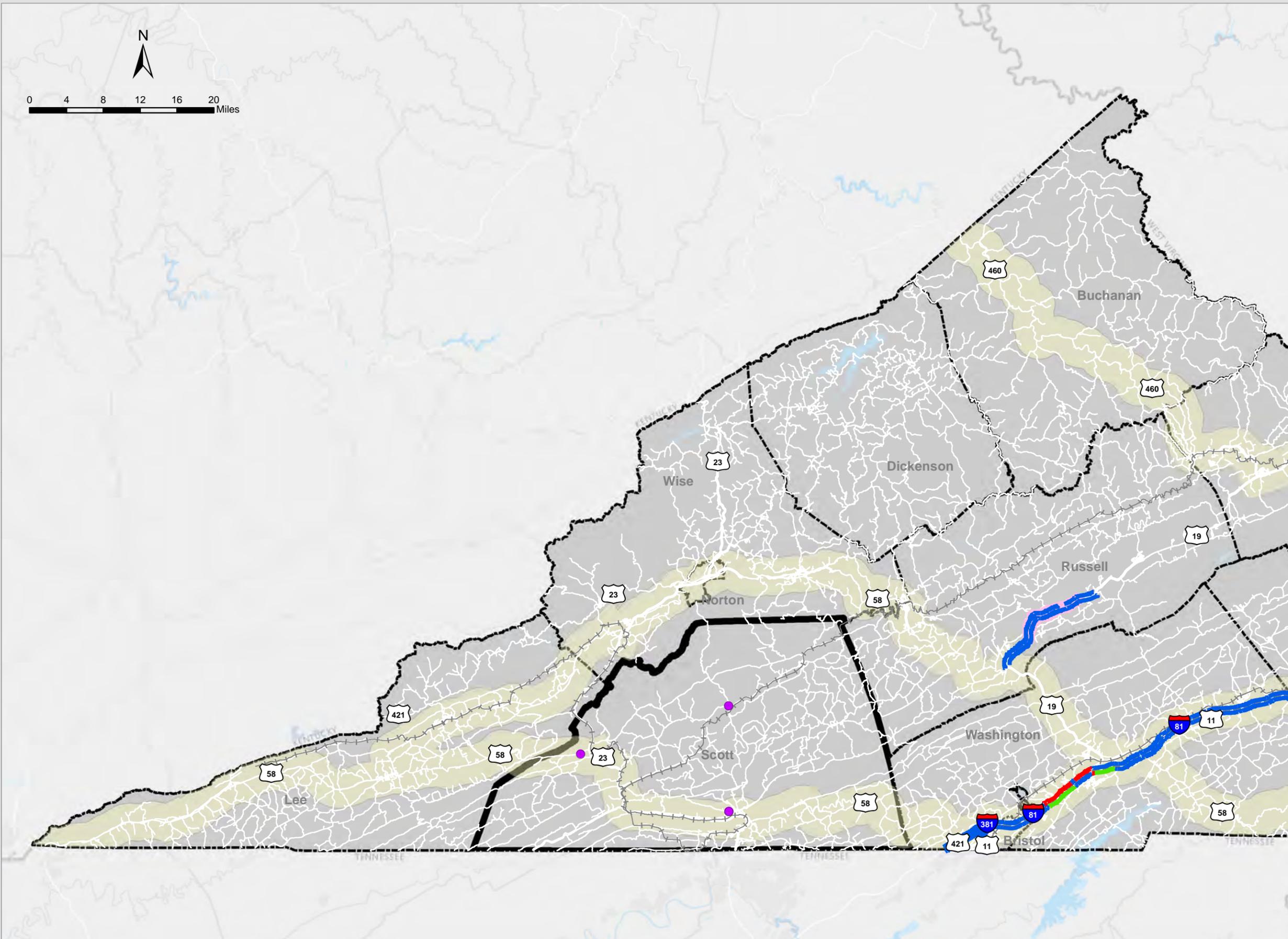
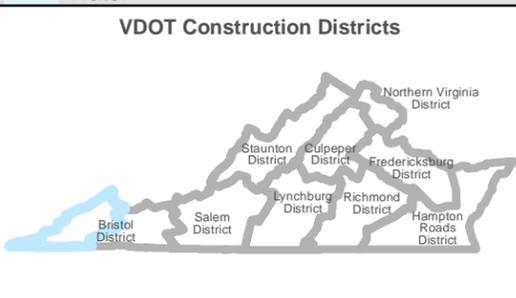
Activity Centers

- 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 Non-Limited-Access COSS and Regional Network: Bristol Area

July 31, 2019

minimum TTI value shown 1.5

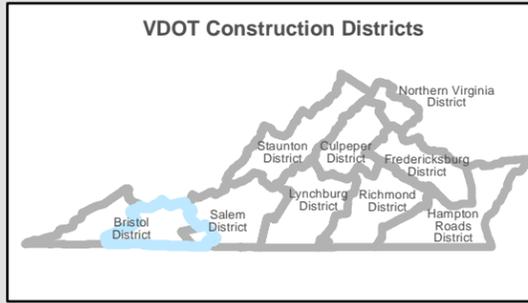
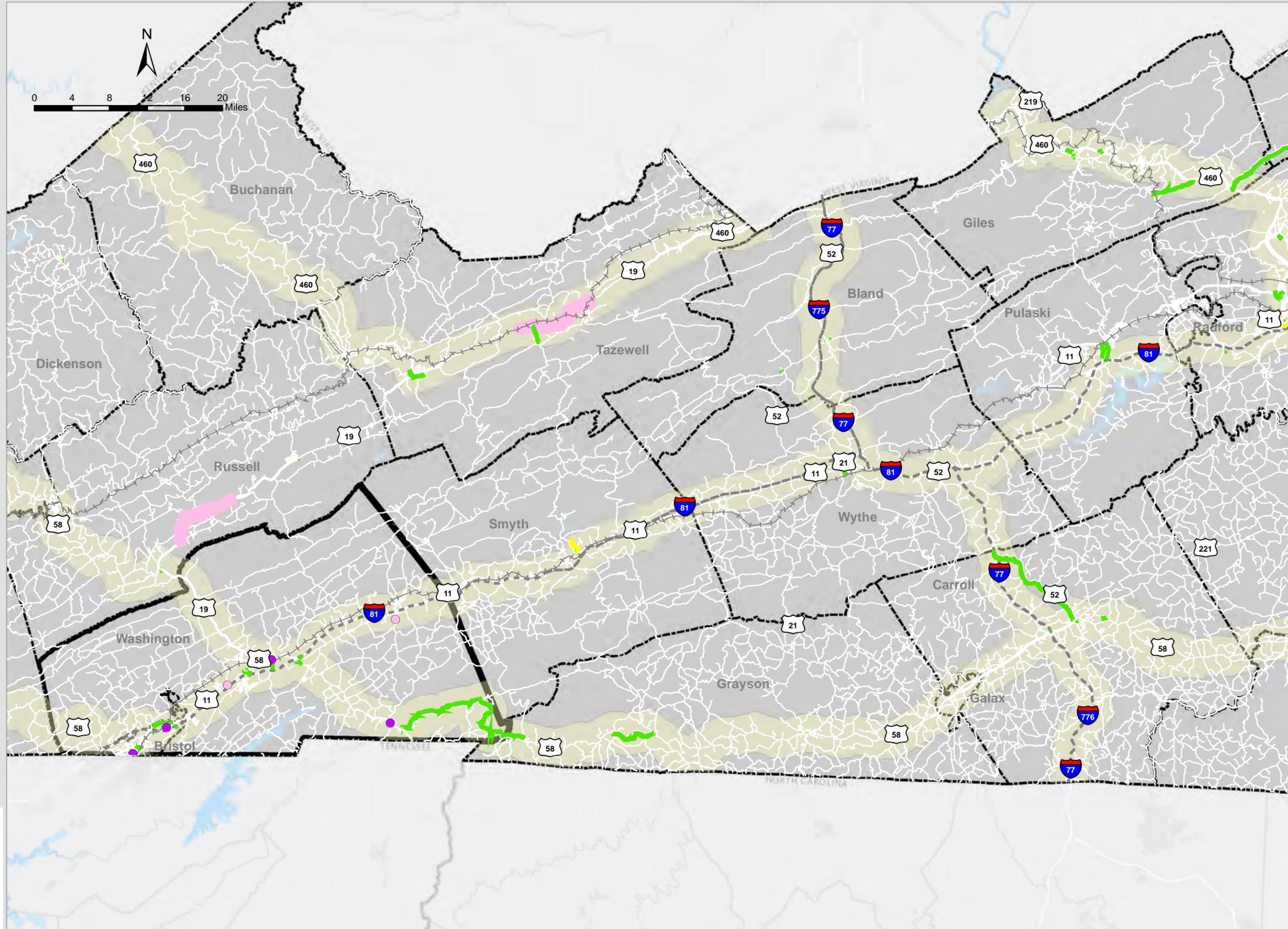
- 1.5 - 2.0
- 2.0 - 2.5
- 2.5 - 3.0
- Greater than 3.0

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



Office of
INTERMODAL
Planning and Investment

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

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

July 31, 2019

minimum TTI value shown 1.5

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

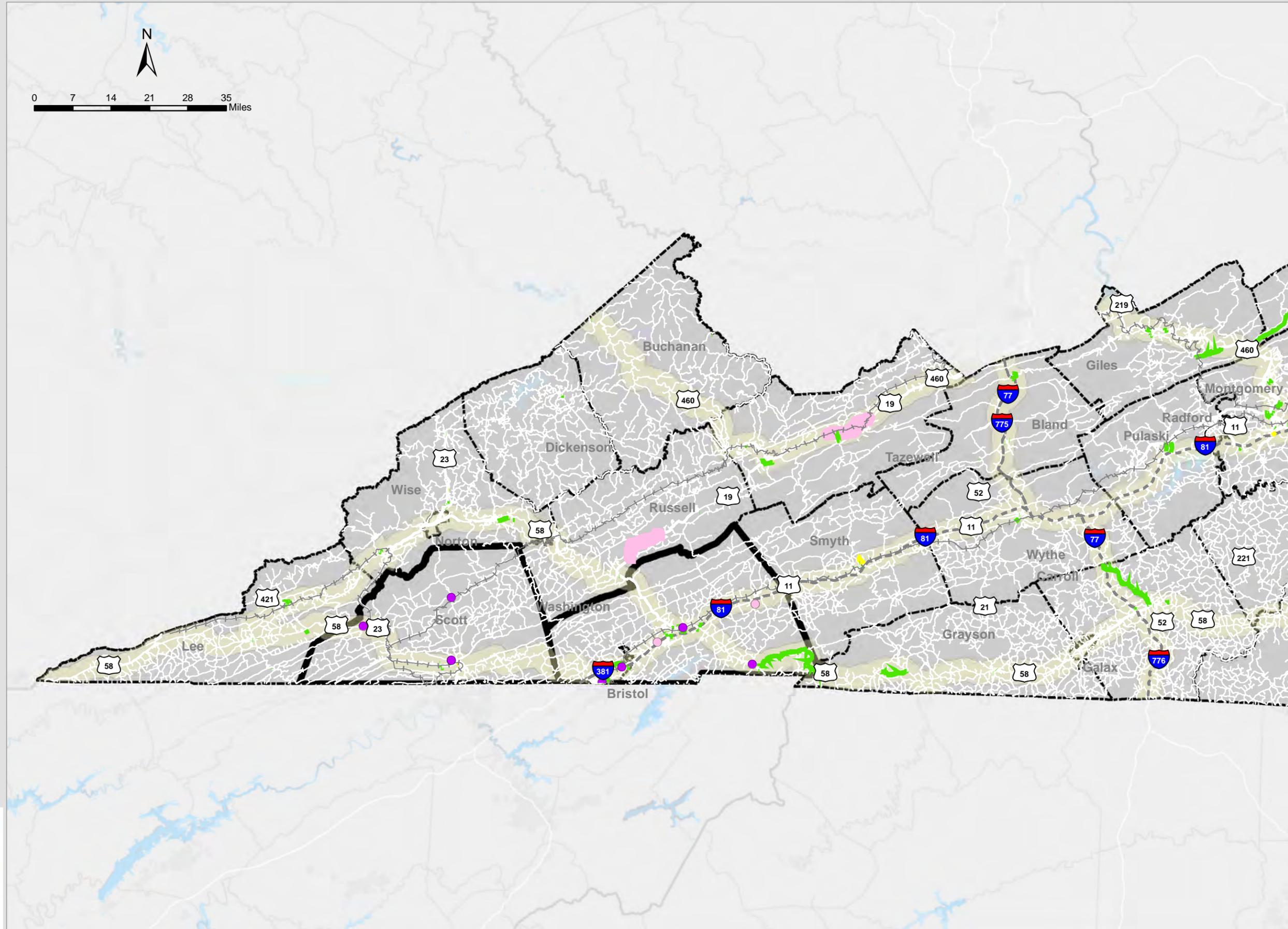
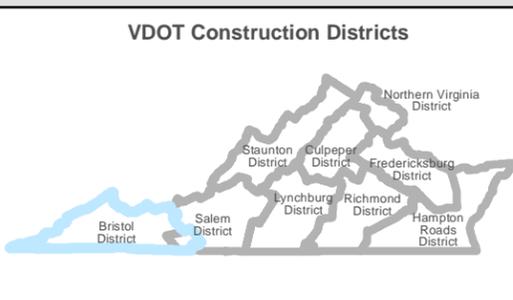
Activity Centers

- 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: Kingsport Area

July 31, 2019

minimum TTI value shown 1.5

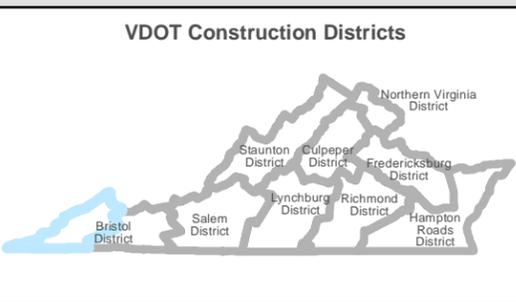
- 1.5 - 2.0
- 2.0 - 2.5
- 2.5 - 3.0
- Greater than 3.0

Activity Centers

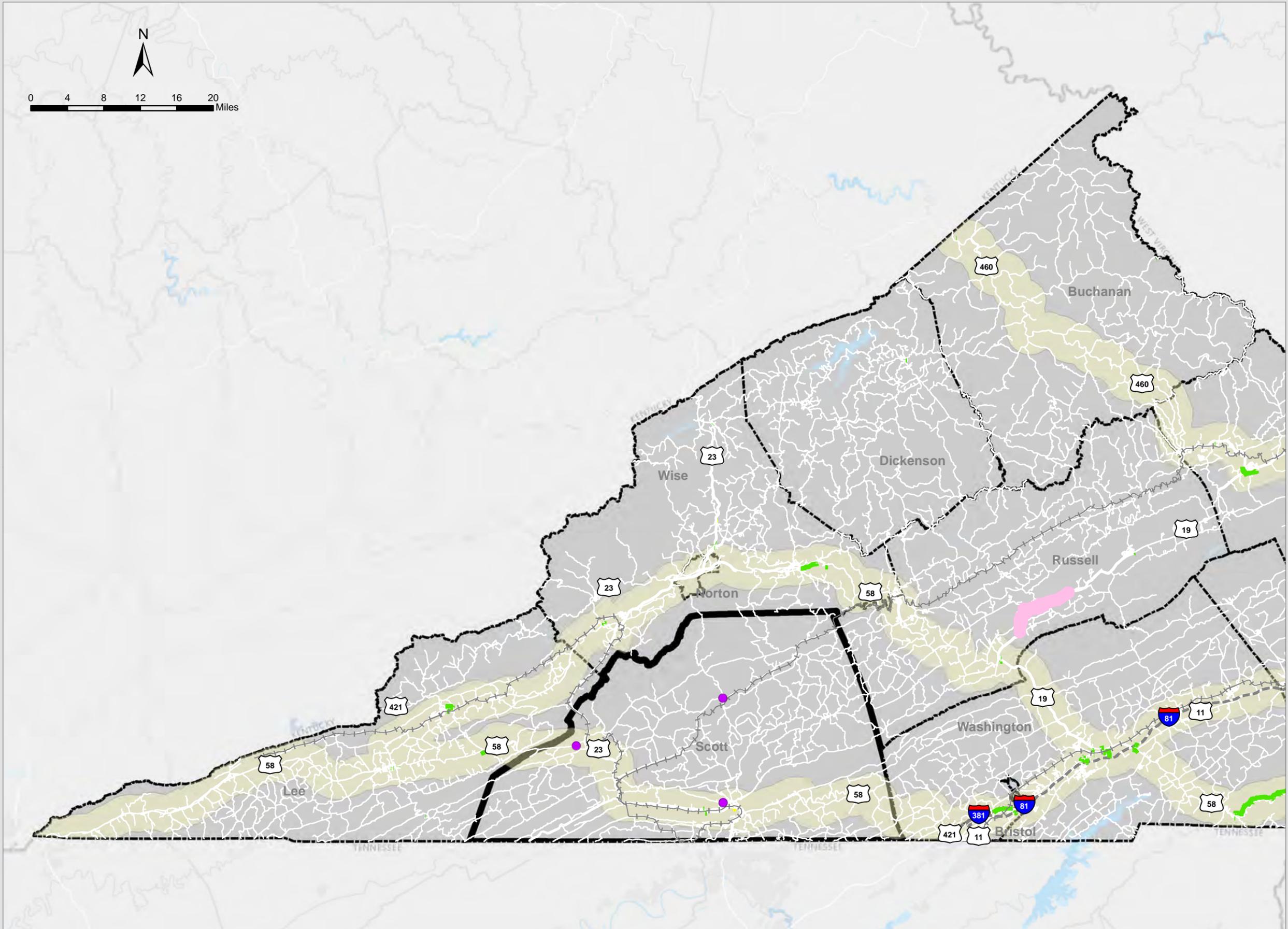
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates

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: Bristol Area

July 31, 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

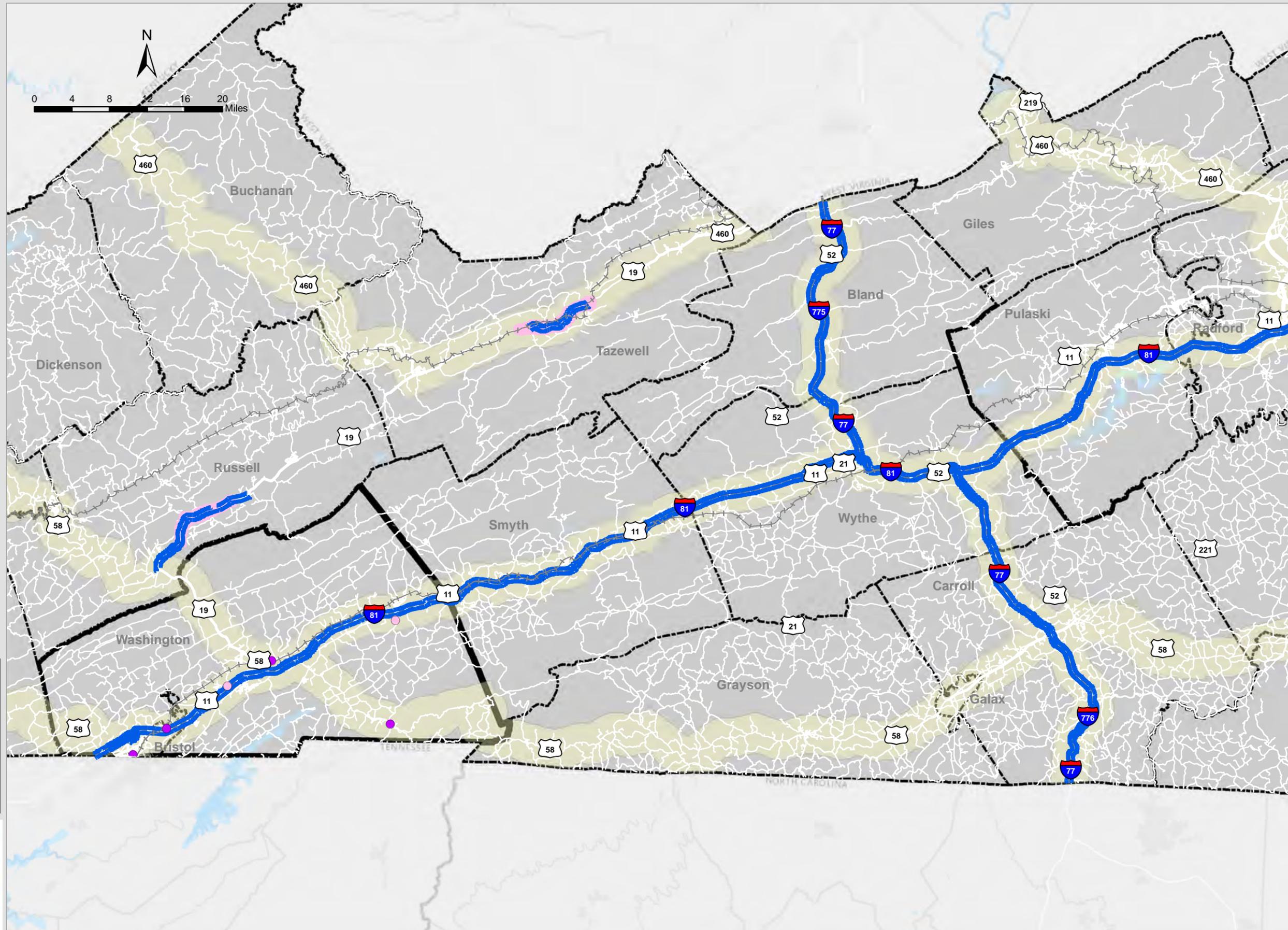
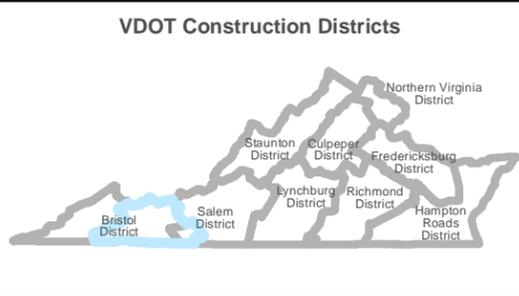
Activity Centers

- 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.

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

July 31, 2019
 Minimum 80th/50th percentile travel time equal to 1.5 or higher - Weekday

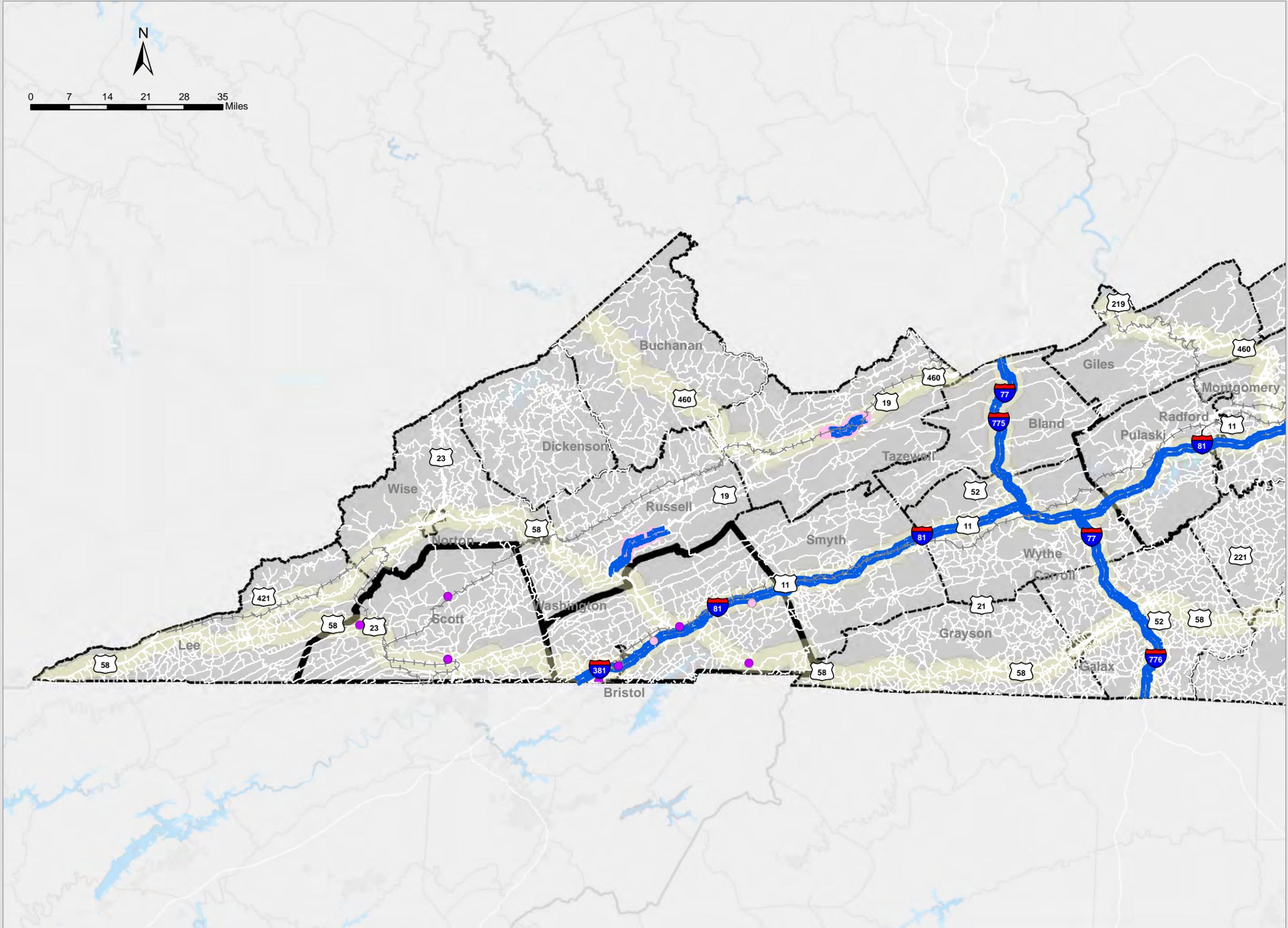
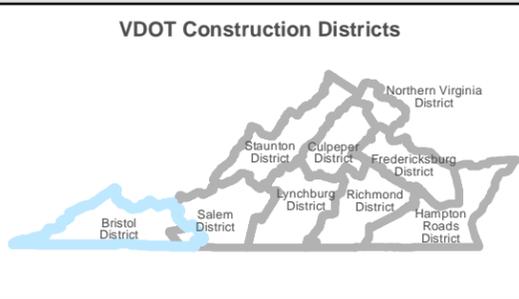
- 0 - 750
- 750 - 2,600
- 2,600 - 7,400
- 7,400 - 21,800
- >21,800

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: Kingsport Area

July 31, 2019
 Minimum 80th/50th percentile travel time equal to 1.5 or higher - Weekday

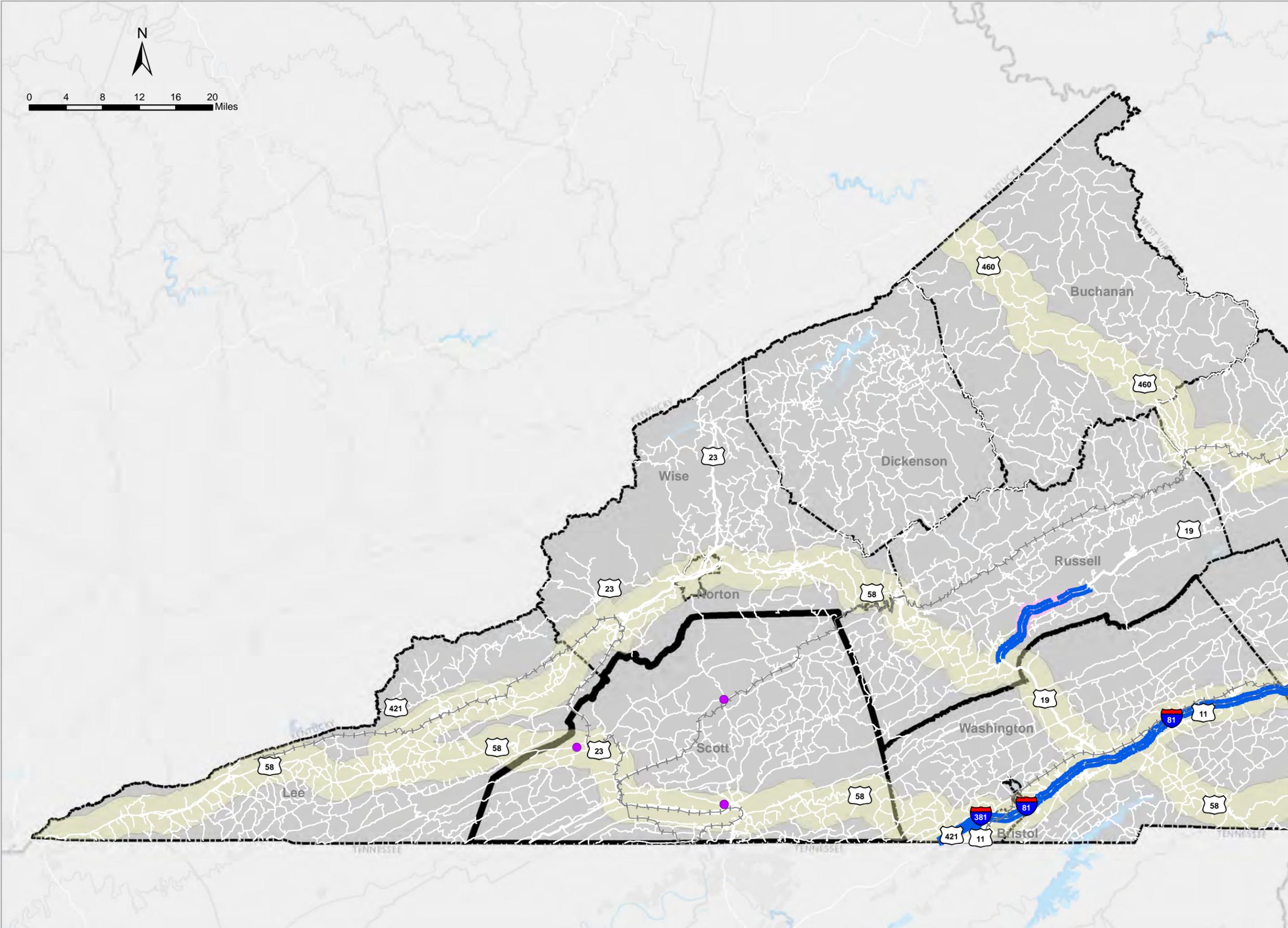
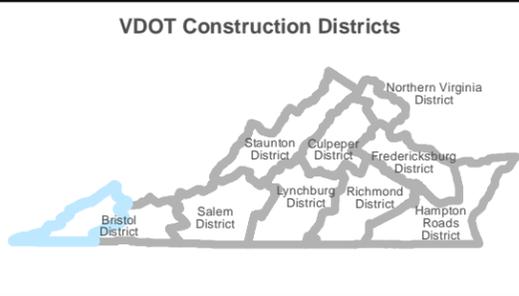
- 0 - 750
- 750 - 2,600
- 2,600 - 7,400
- 7,400 - 21,800
- >21,800

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: Bristol Area

July 31, 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

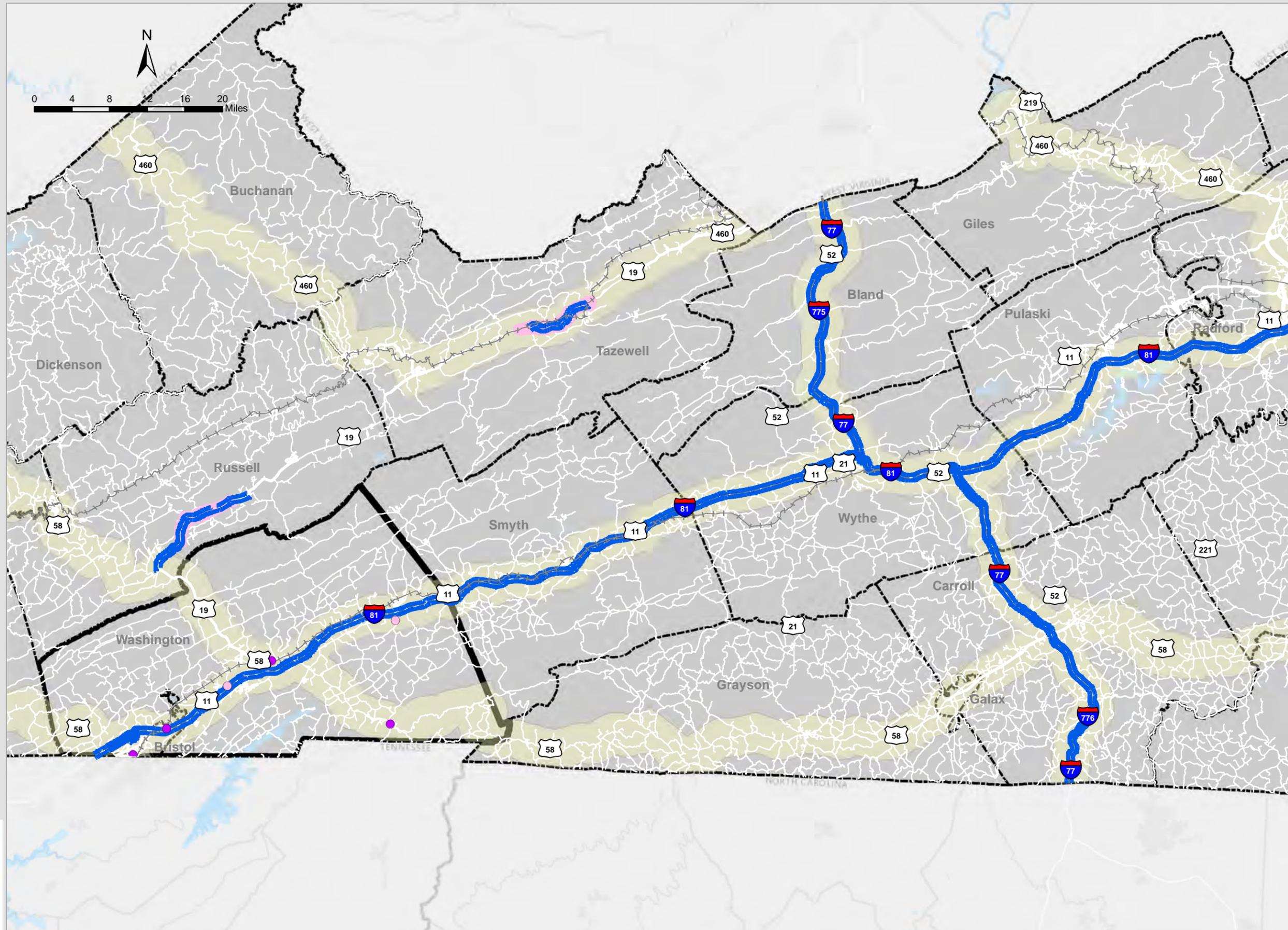
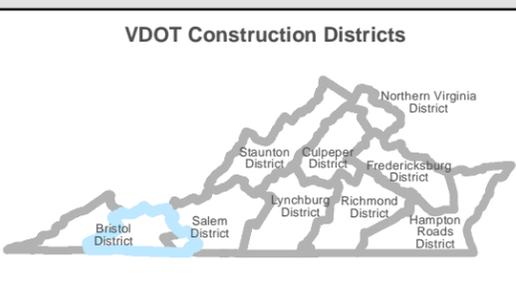
Activity Centers

- 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.

DRAFT

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

July 31, 2019
 Minimum 80th/50th percentile travel time equal to 1.5 or higher - Weekend

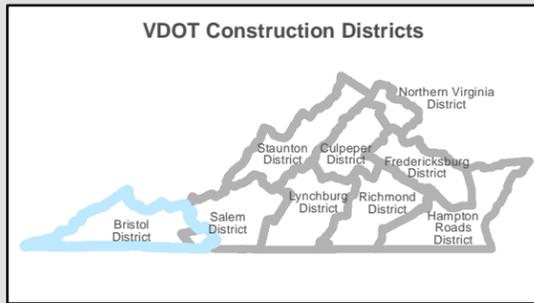
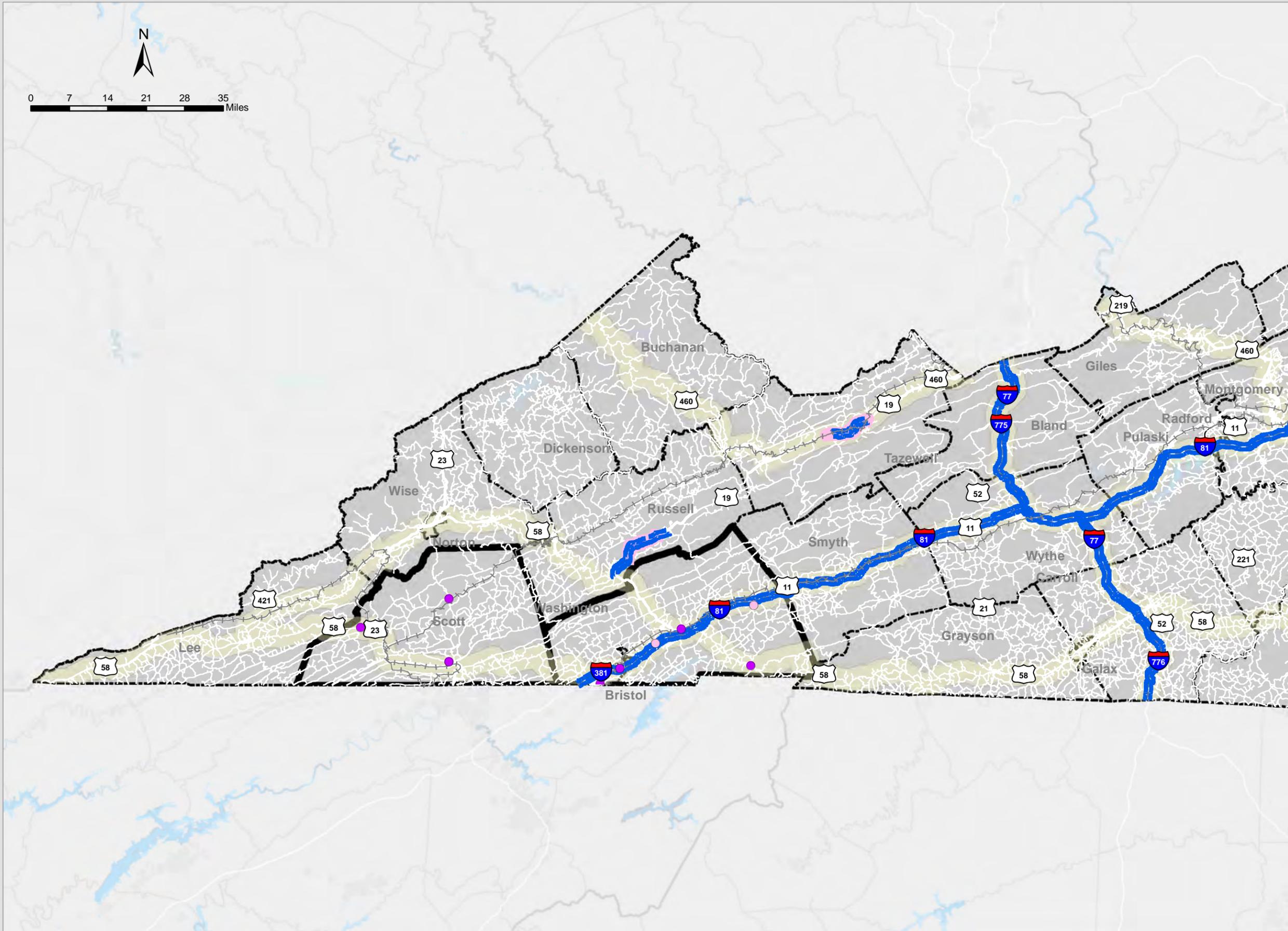
- 0 - 750
- 750 - 2,600
- 2,600 - 7,400
- 7,400 - 21,800
- >21,800

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.

DRAFT

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

July 31, 2019

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

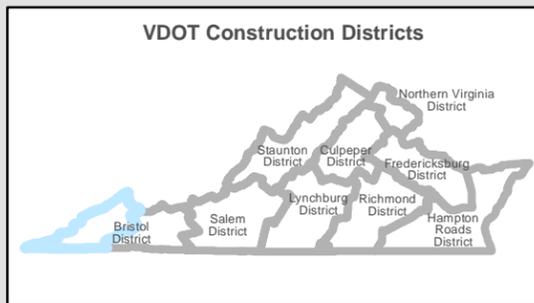
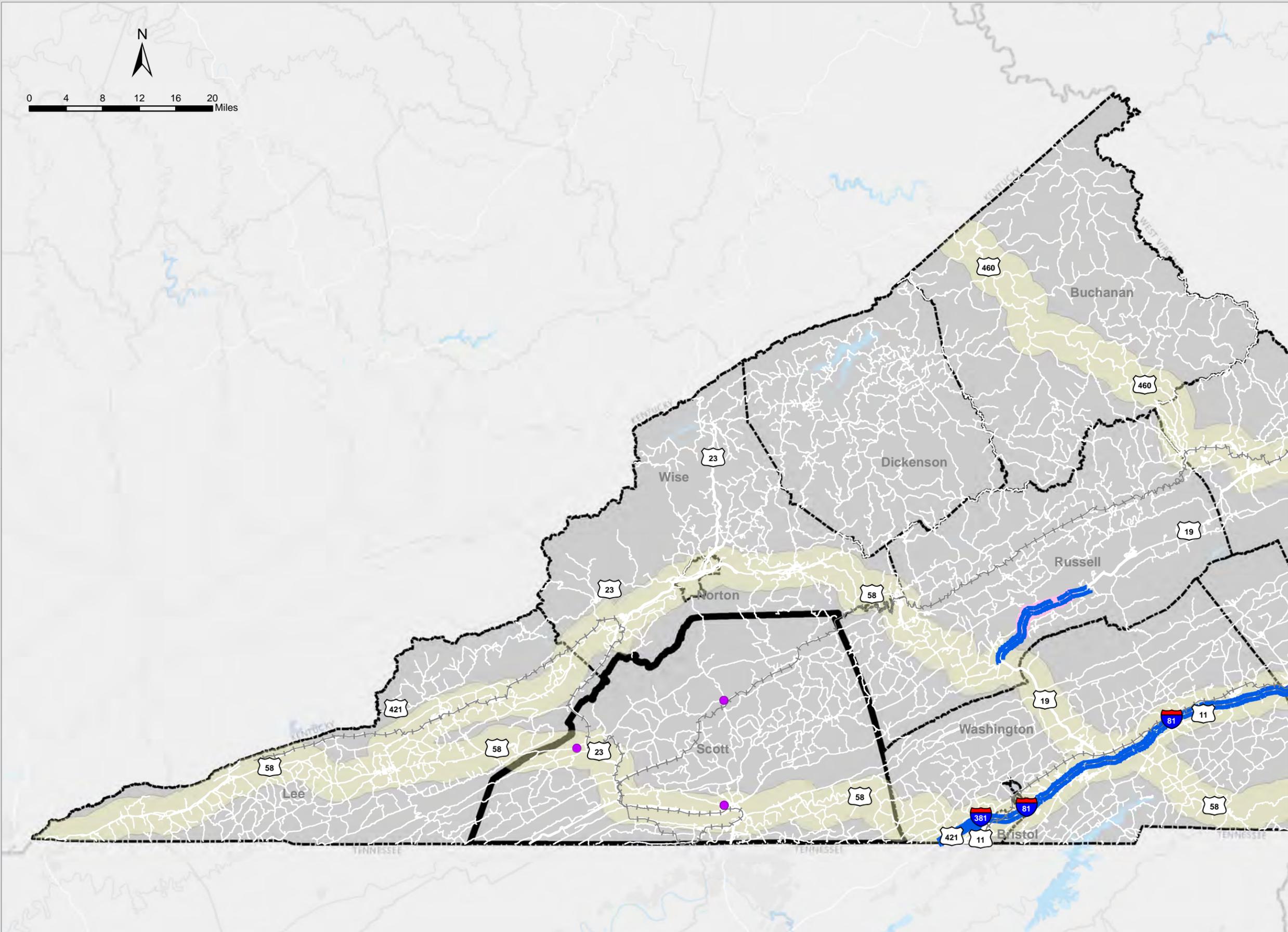
- 0 - 750
- 750 - 2,600
- 2,600 - 7,400
- 7,400 - 21,800
- >21,800

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.

DRAFT

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

July 31, 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

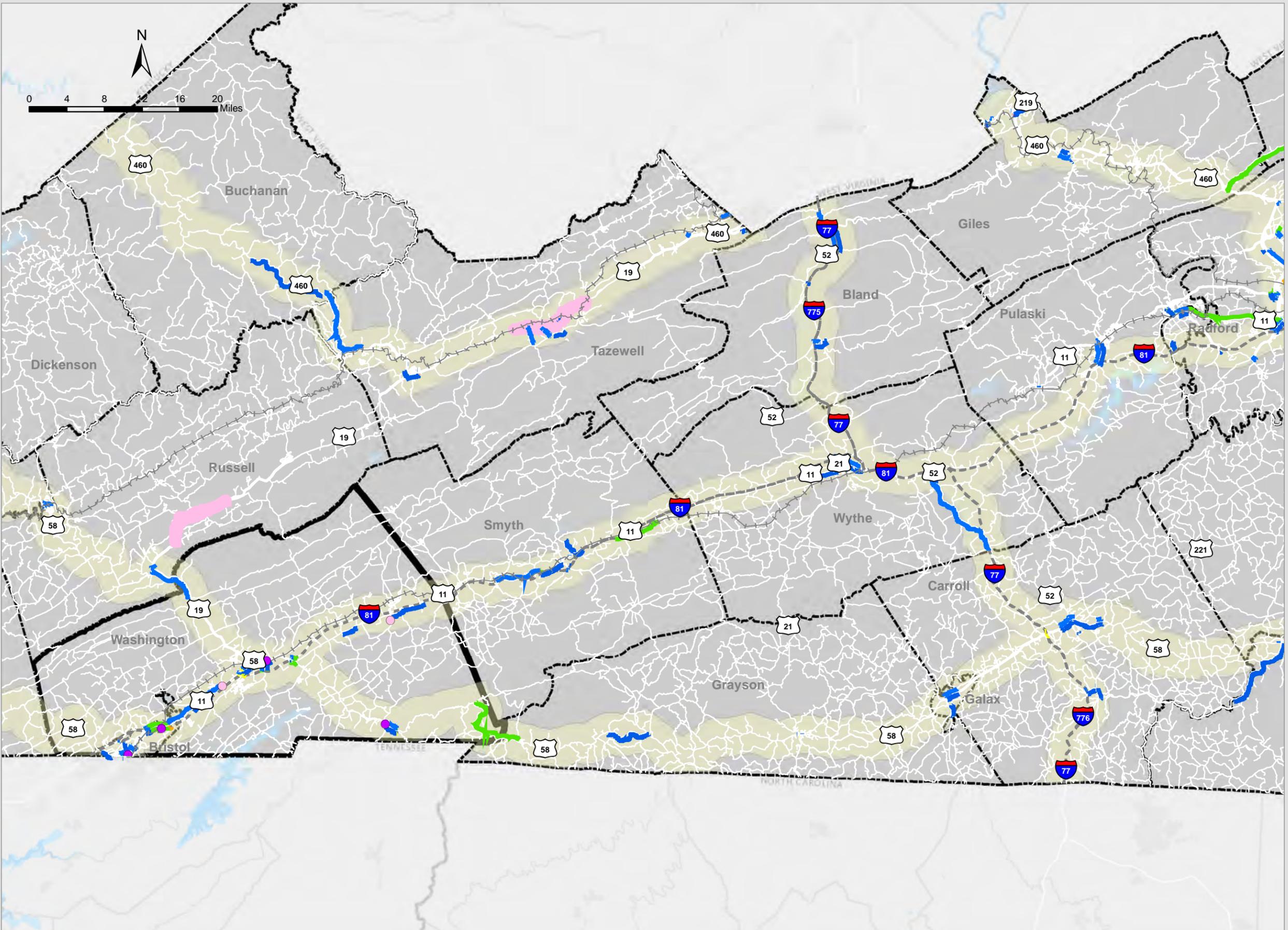
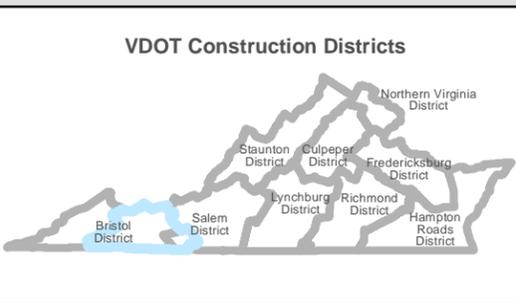
Activity Centers

- 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



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

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

July 31, 2019

Minimum BTI value shown is 0.5

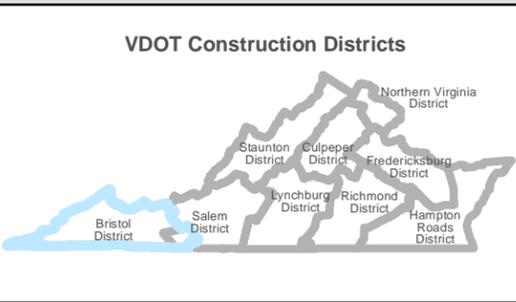
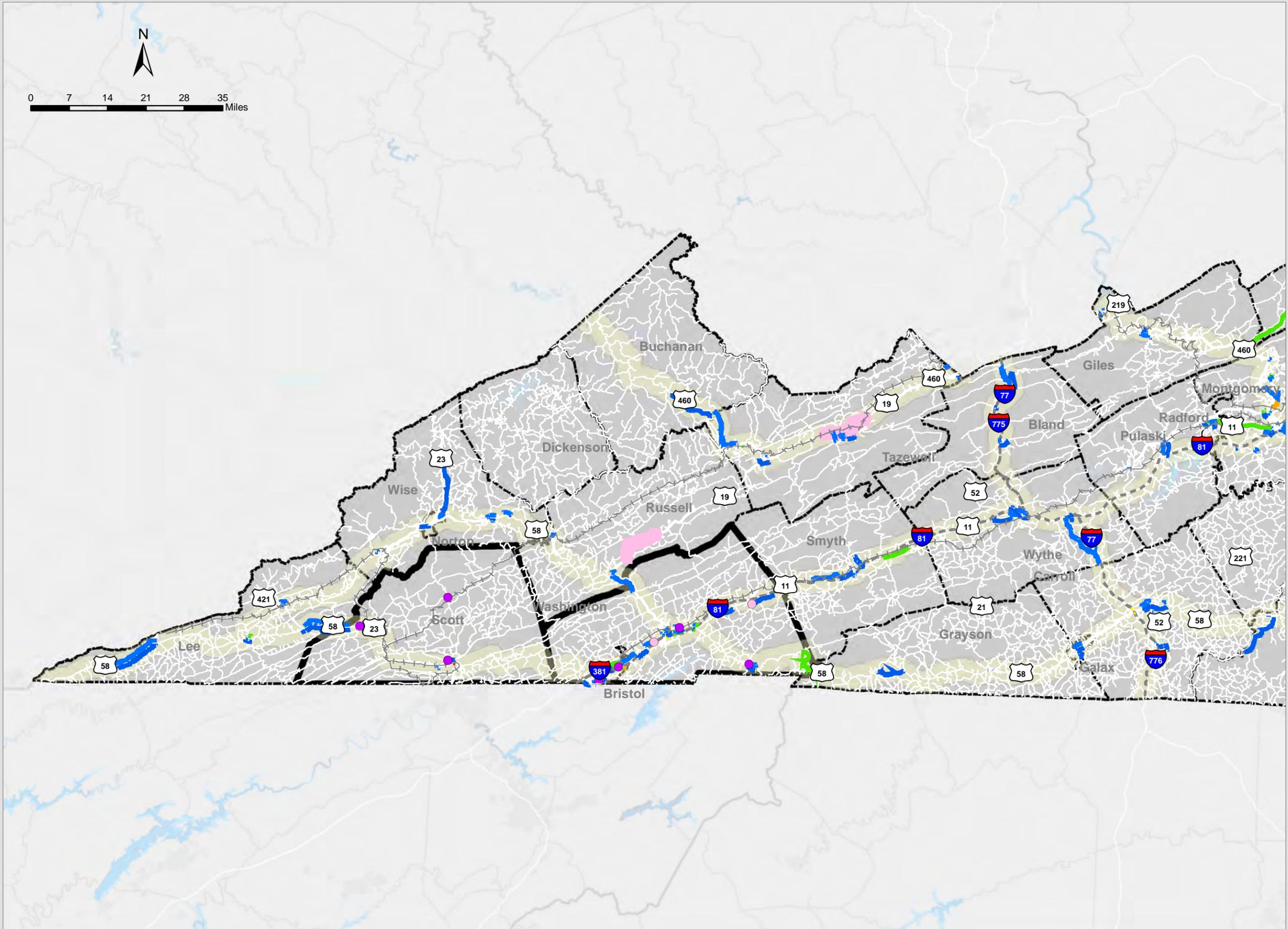
- 0.5 - 1.0
- 1.0 - 1.5
- 1.5 - 2.0
- 2.0 - 2.5
- Greater than 2.5

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



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

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

July 31, 2019

Minimum BTI value shown is 0.5

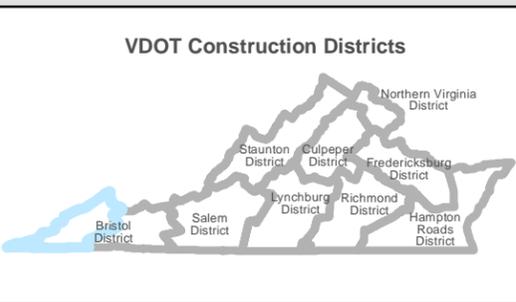
- 0.5 - 1.0
- 1.0 - 1.5
- 1.5 - 2.0
- 2.0 - 2.5
- Greater than 2.5

Activity Centers

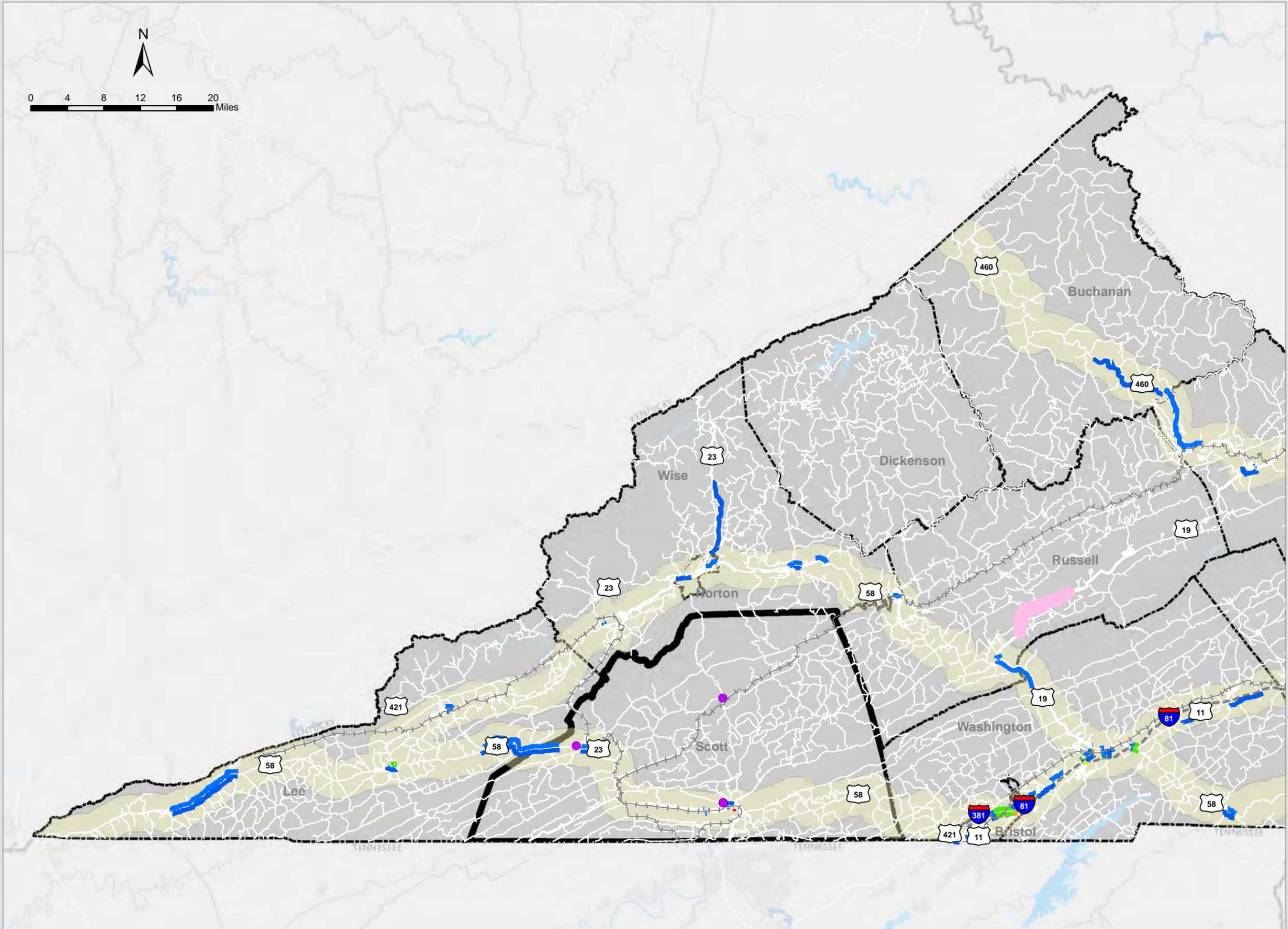
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates

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



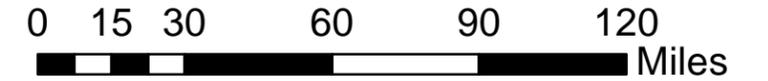
Date: 8/13/2019



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

Amtrak On Time Rail Performance Averages 2018

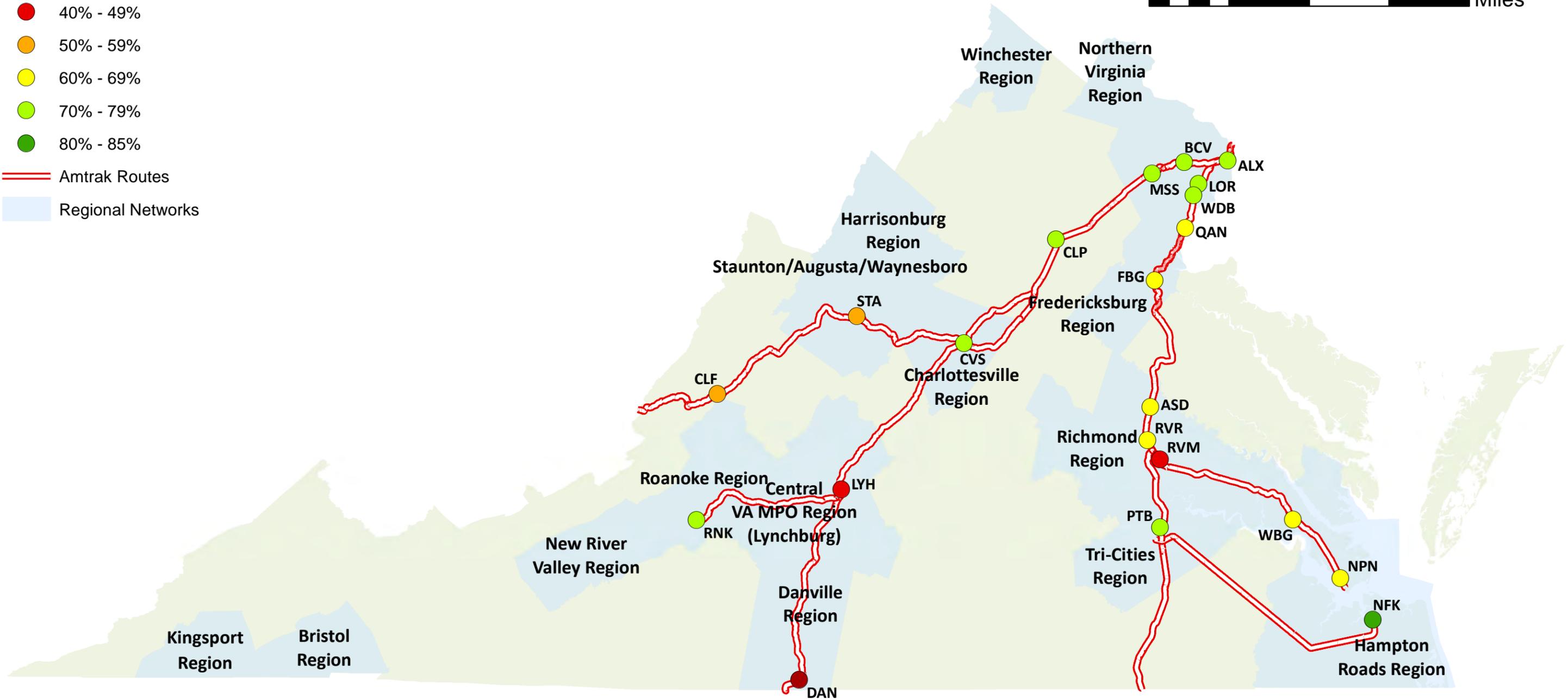


Amtrak Station (Average On-Time Performance)

- 0% - 39%
- 40% - 49%
- 50% - 59%
- 60% - 69%
- 70% - 79%
- 80% - 85%

Amtrak Routes

Regional Networks

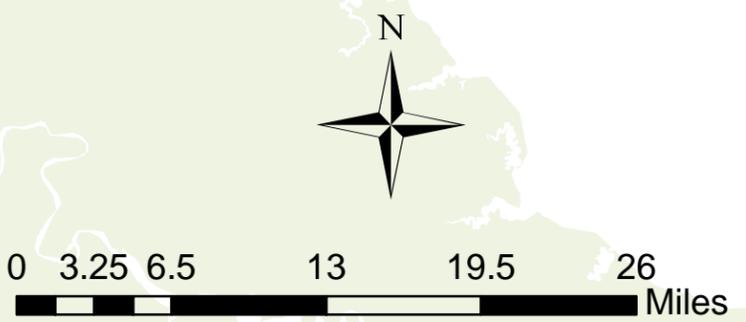
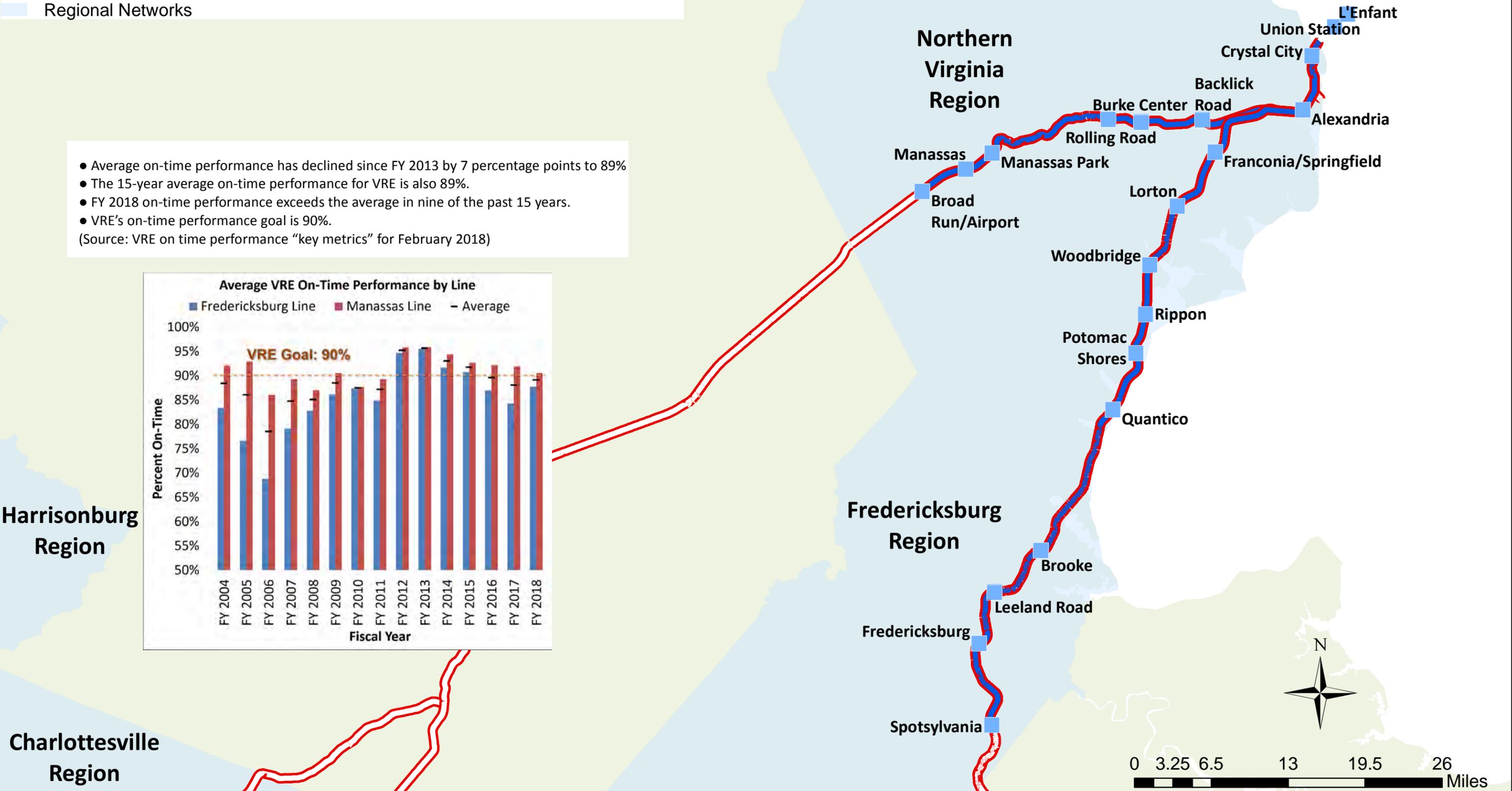
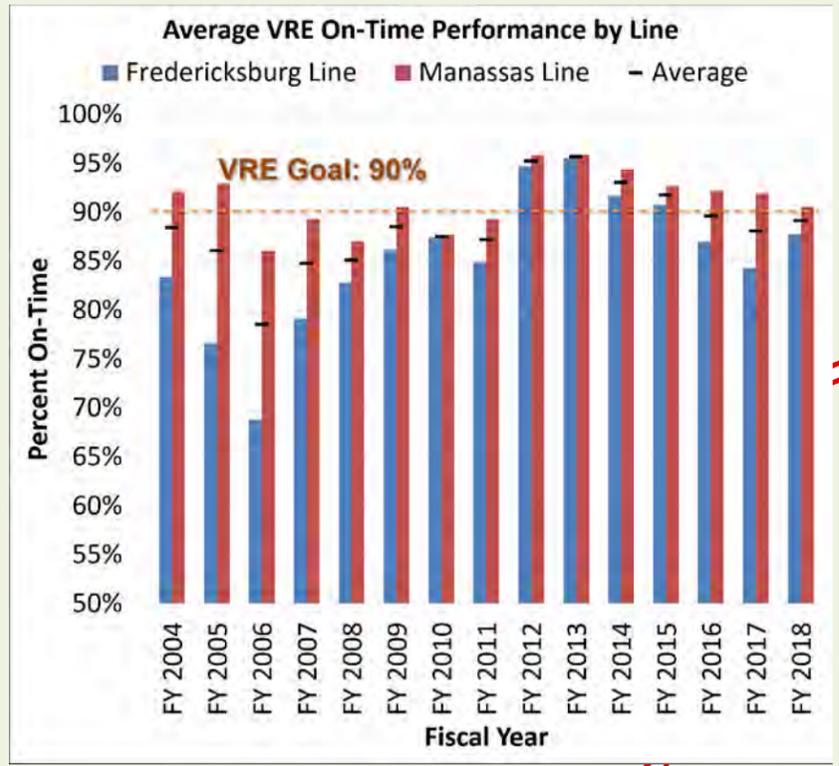


Virginia Railway Express On-Time Performance

- 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 - Kingsport Area

July 31, 2019

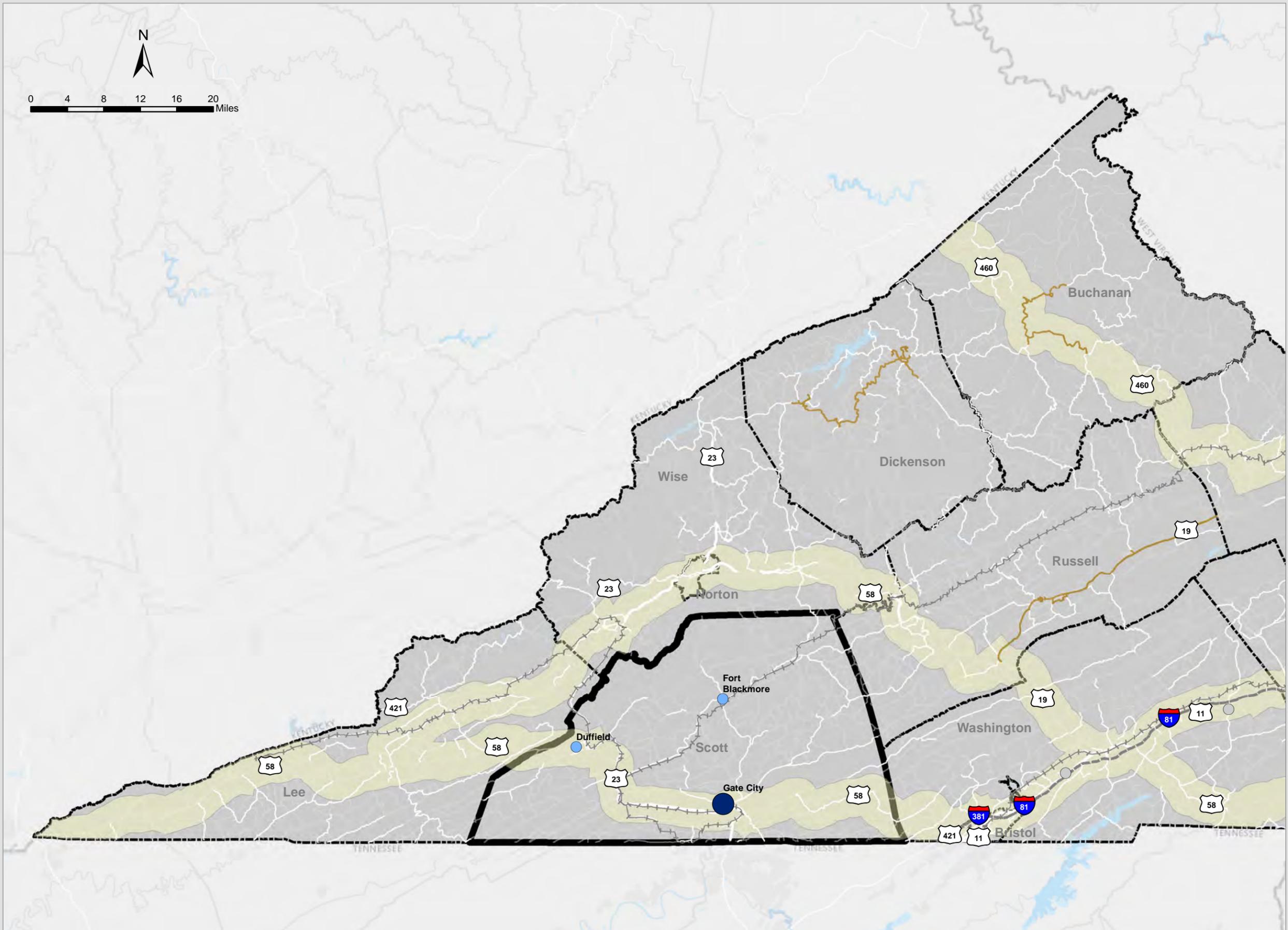
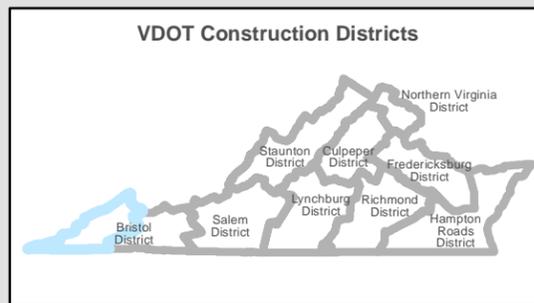
Transit Access Deficit to Local-Serving and Knowledge-Based Activity Center for Workers
 Deficit levels, (high, medium, low) are relative to each region

- 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 - Bristol-Kingsport Area

July 31, 2019

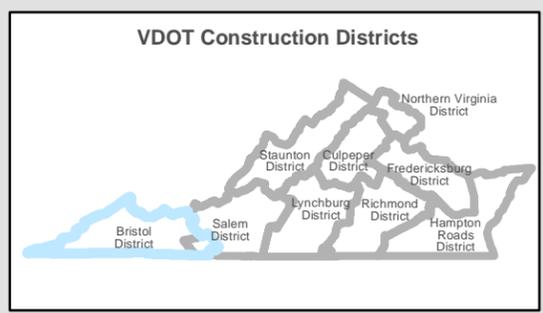
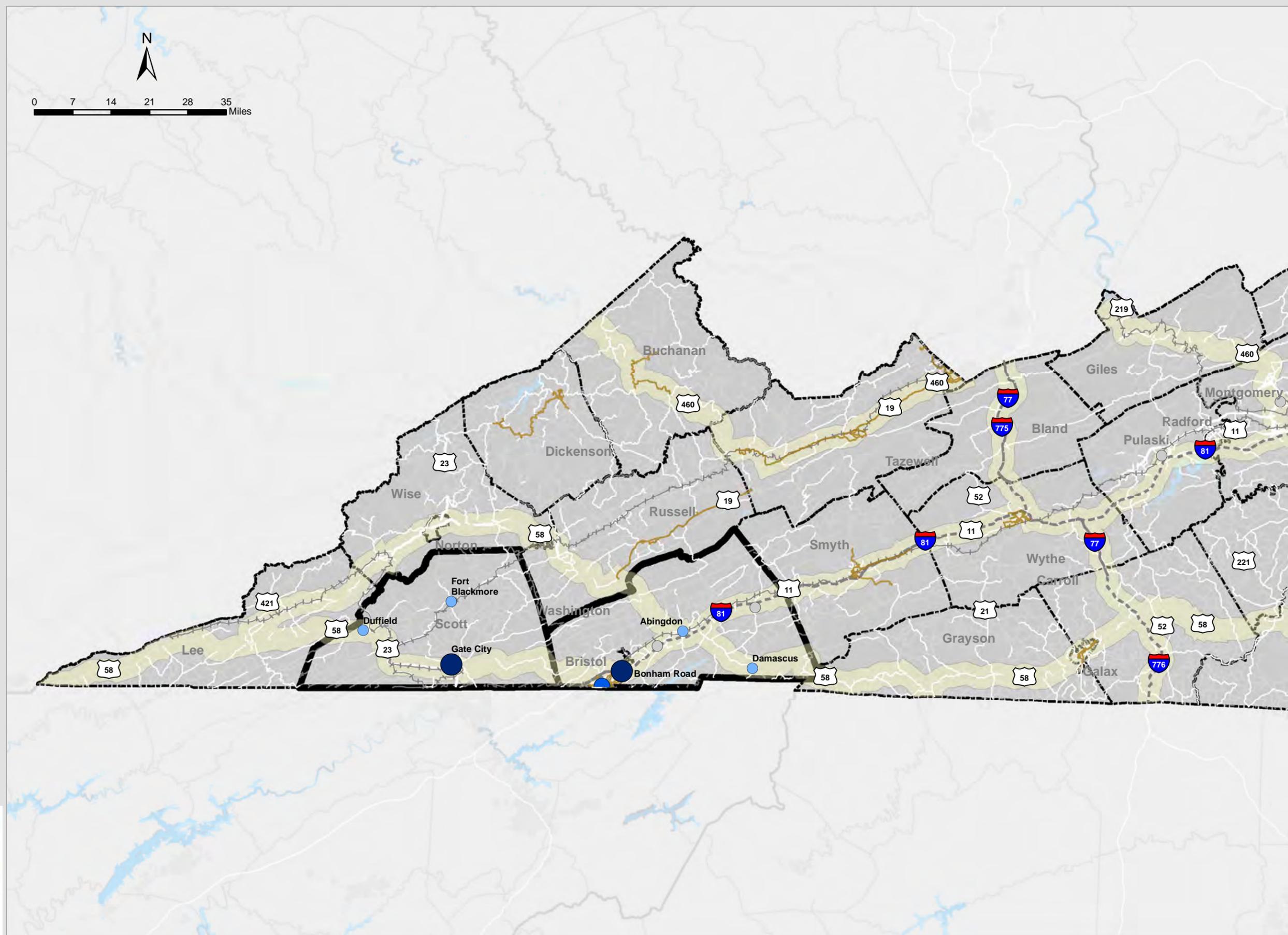
Transit Access Deficit to Local-Serving and Knowledge-Based Activity Center for Workers
 Deficit levels, (high, medium, low) are relative to each region

- 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 - Bristol Area

July 31, 2019

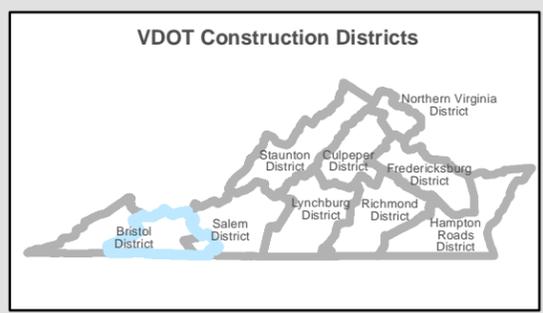
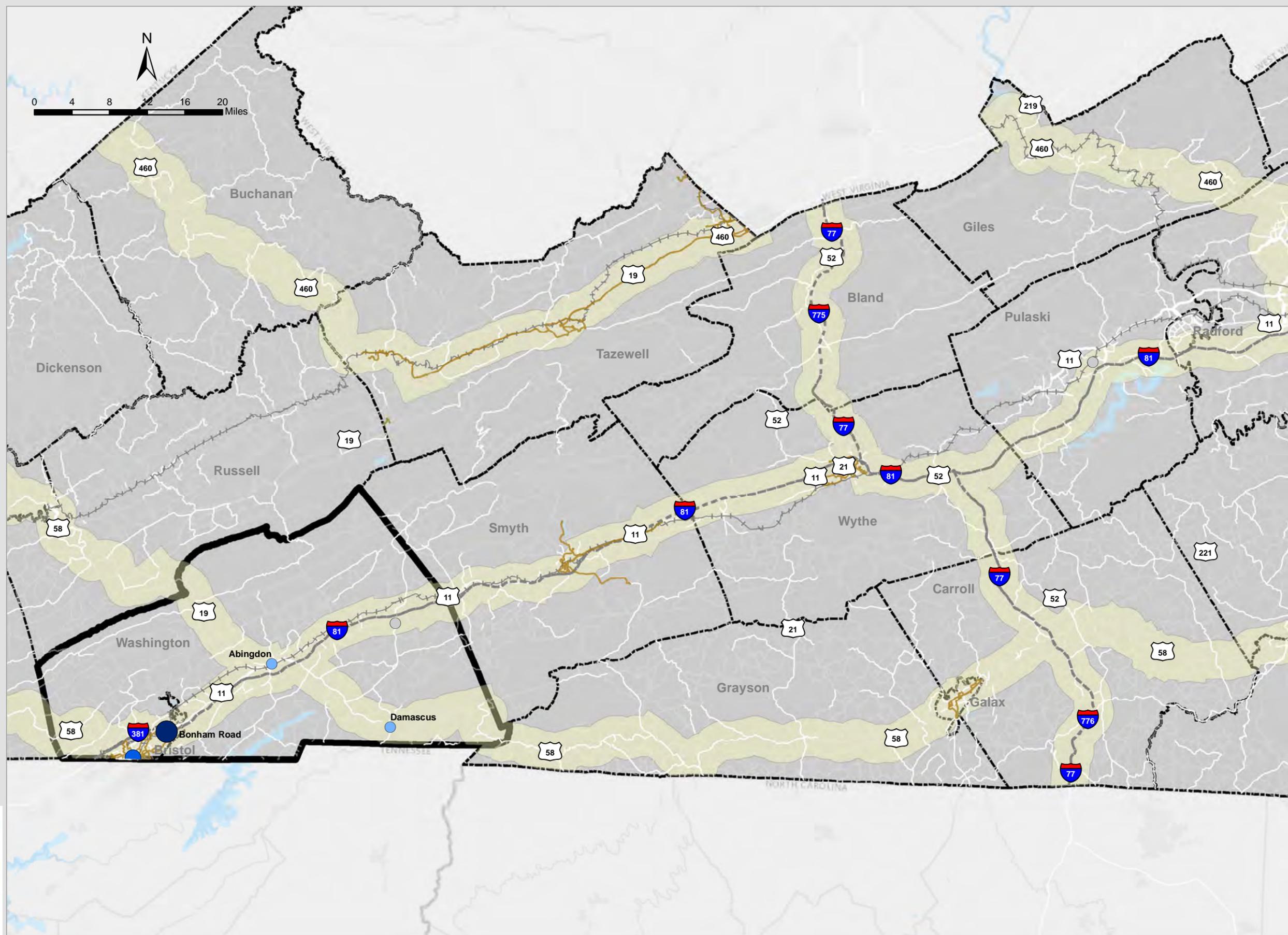
Transit Access Deficit to Local-Serving and Knowledge-Based Activity Center for Workers
 Deficit levels, (high, medium, low) are relative to each region

- 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: Regional Workshop - Bristol Area

July 31, 2019

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

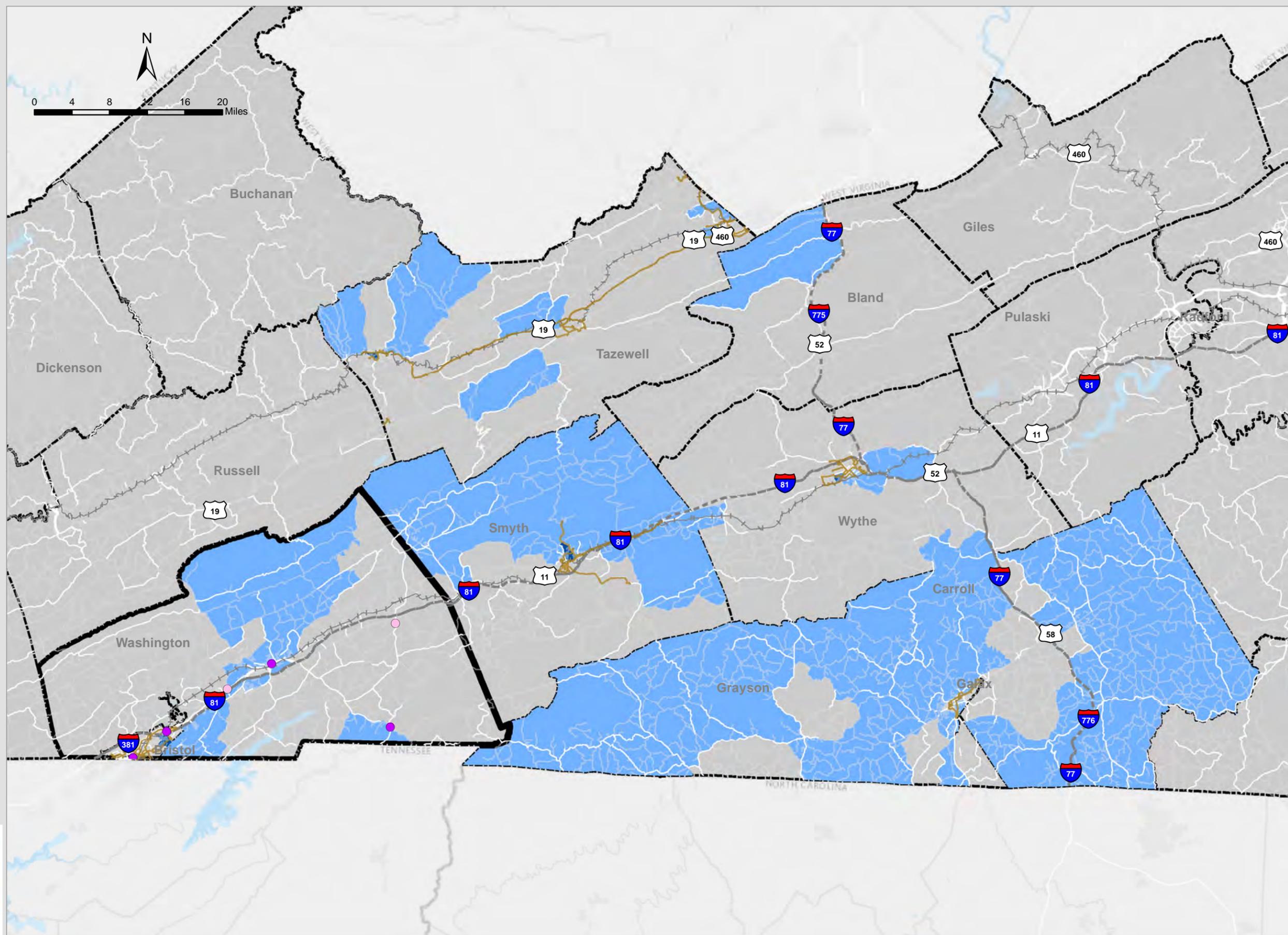
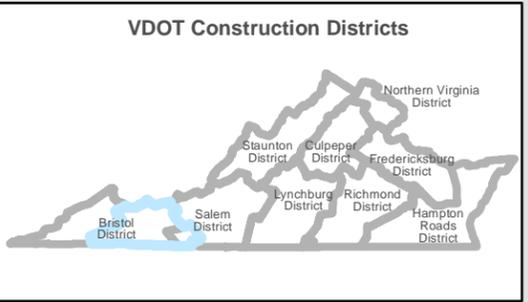
- Disadvantaged and Not Viable for fixed route service, local rail, or BRT
- Disadvantaged and Viable for fixed route service, local rail, or BRT
- Transit Routes

- 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

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 - Bristol-Kingsport Area

July 31, 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

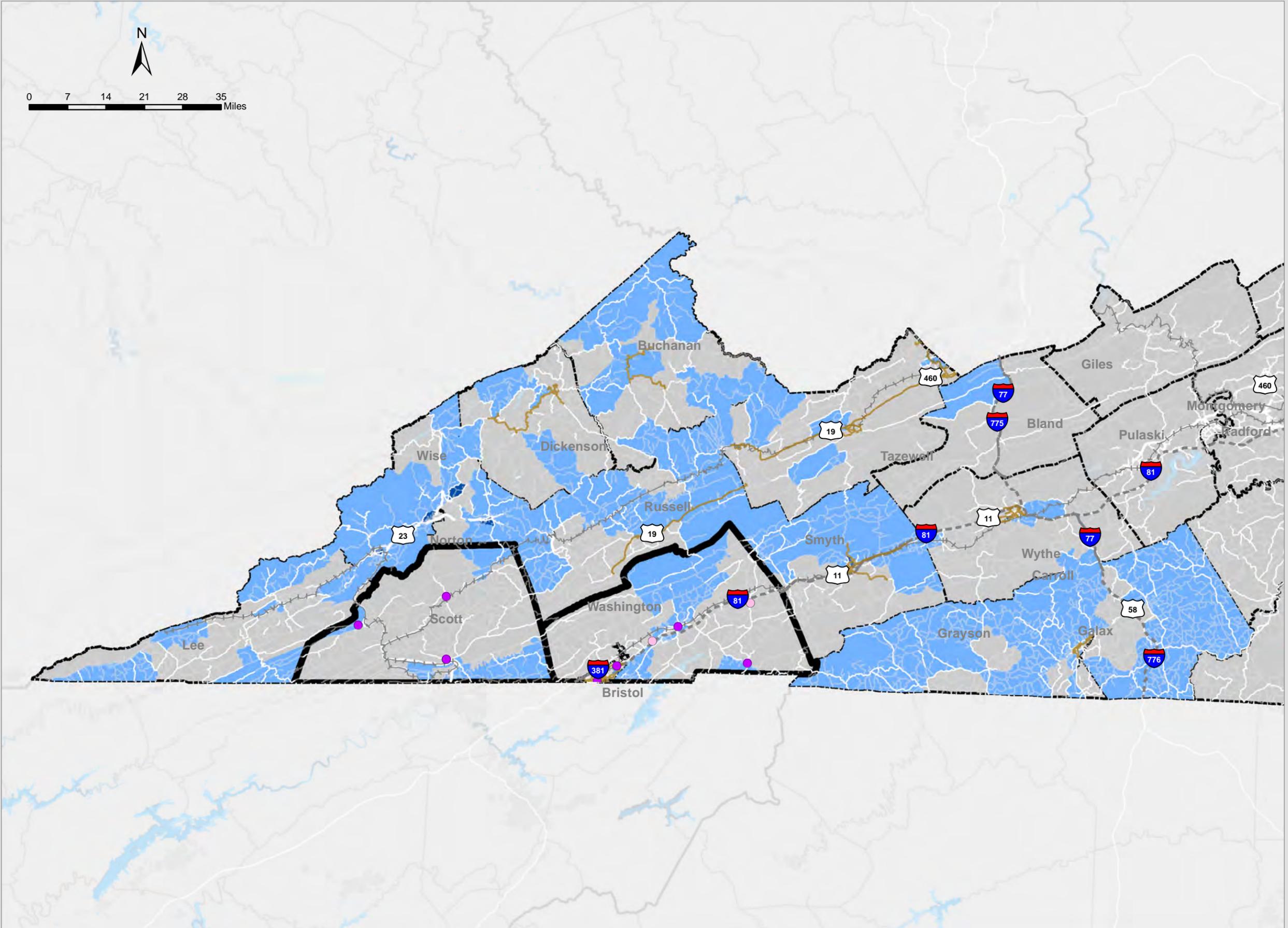
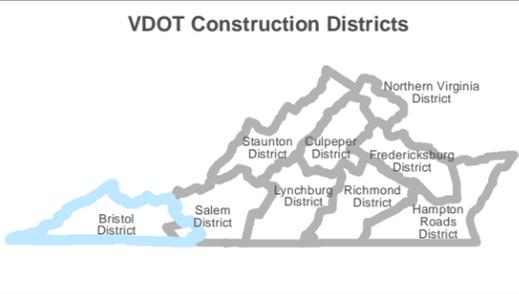
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates
- Local Roads

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.



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.

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

July 31, 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

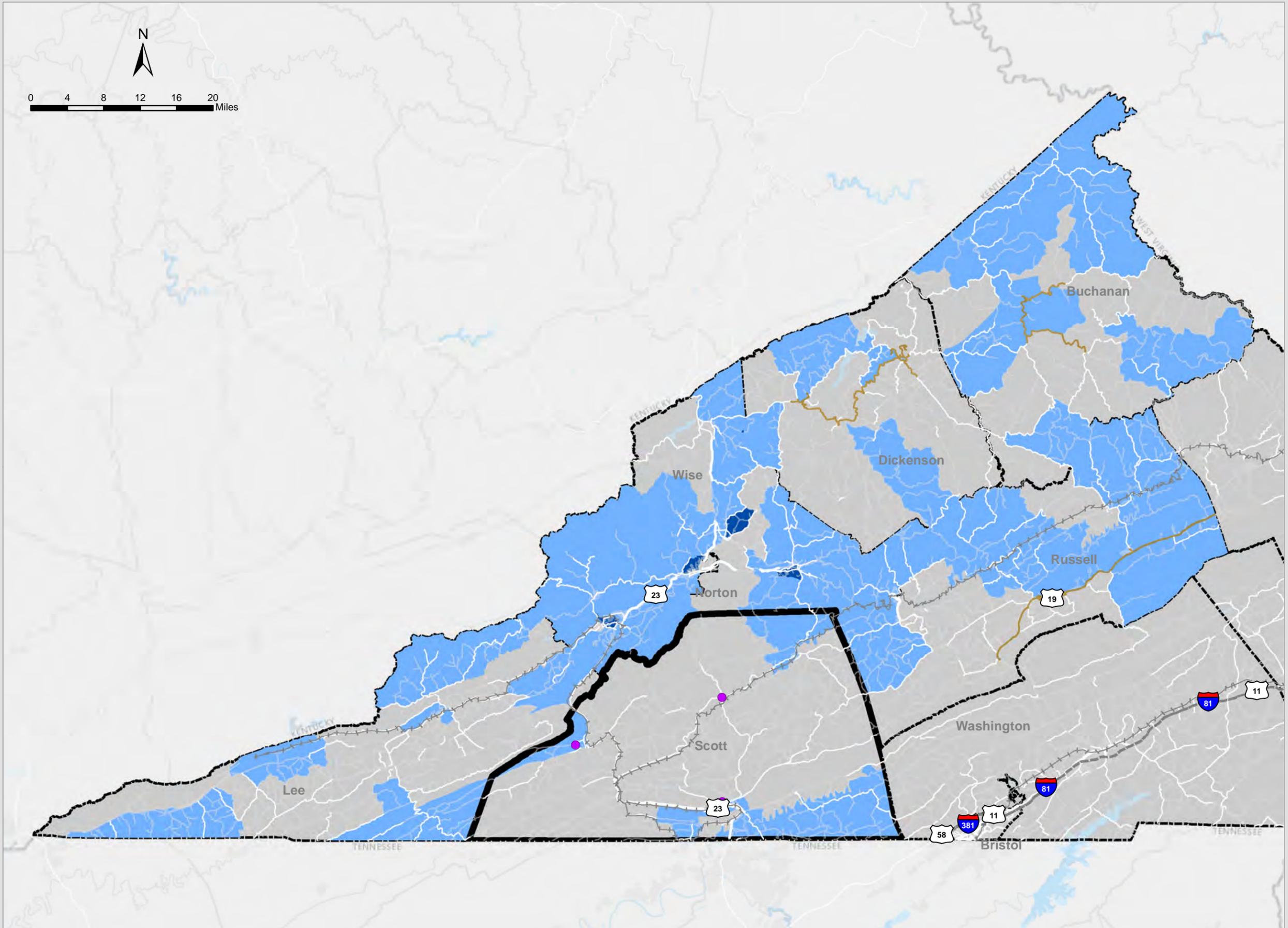
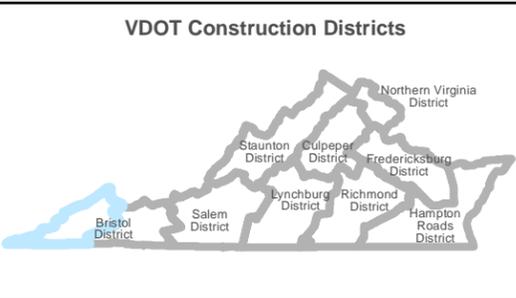
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- - - Interstates
- Local Roads

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: Regional Workshop - Bristol Area

July 31, 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

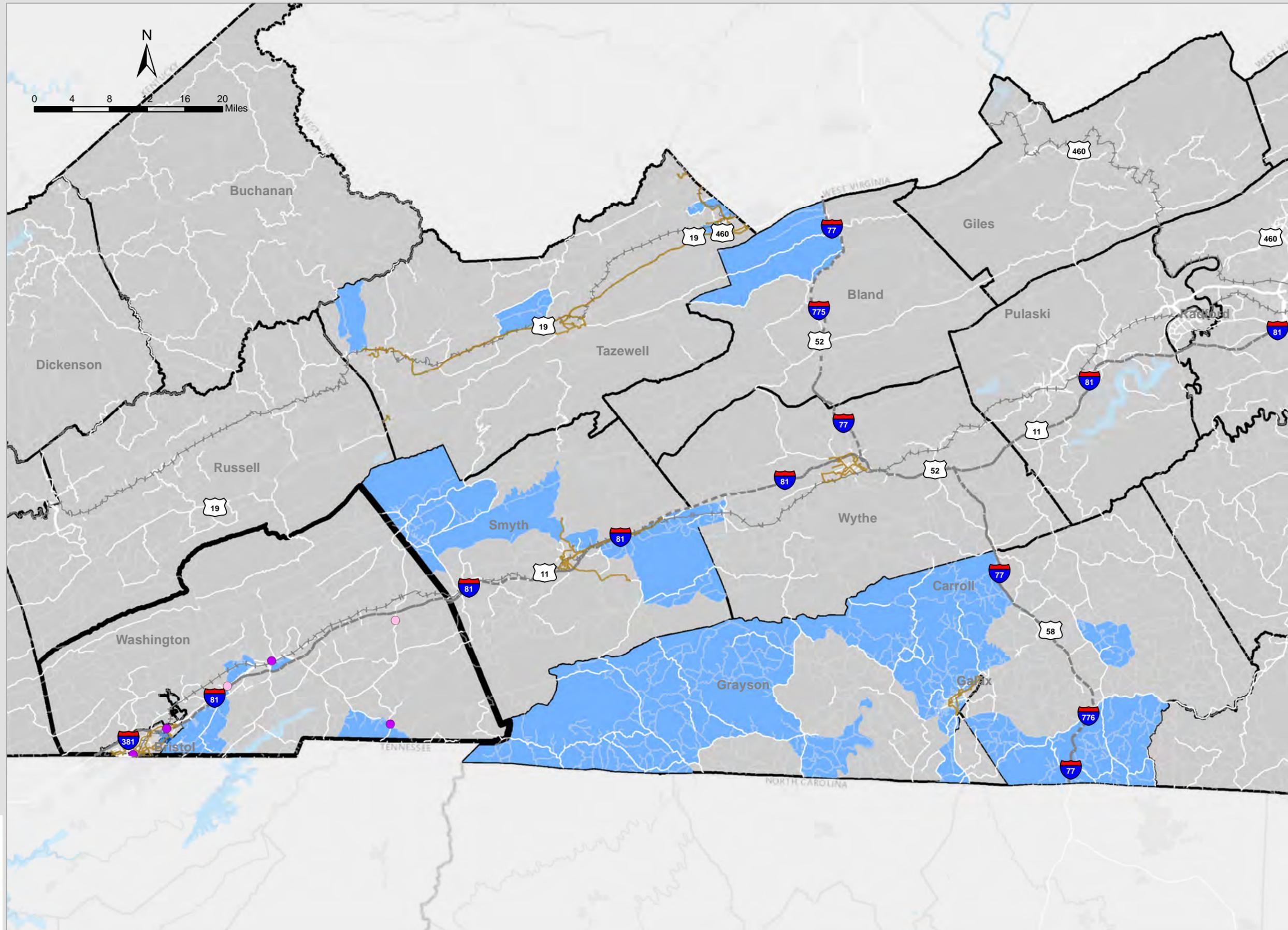
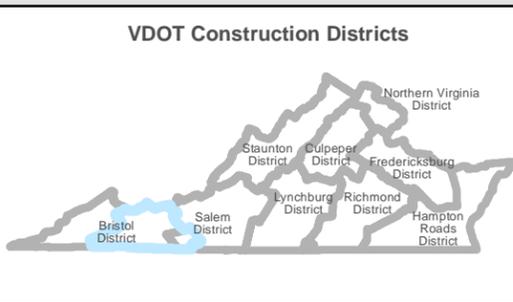
- Interstates
- Local Roads

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 - Bristol-Kingsport Area

July 31, 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

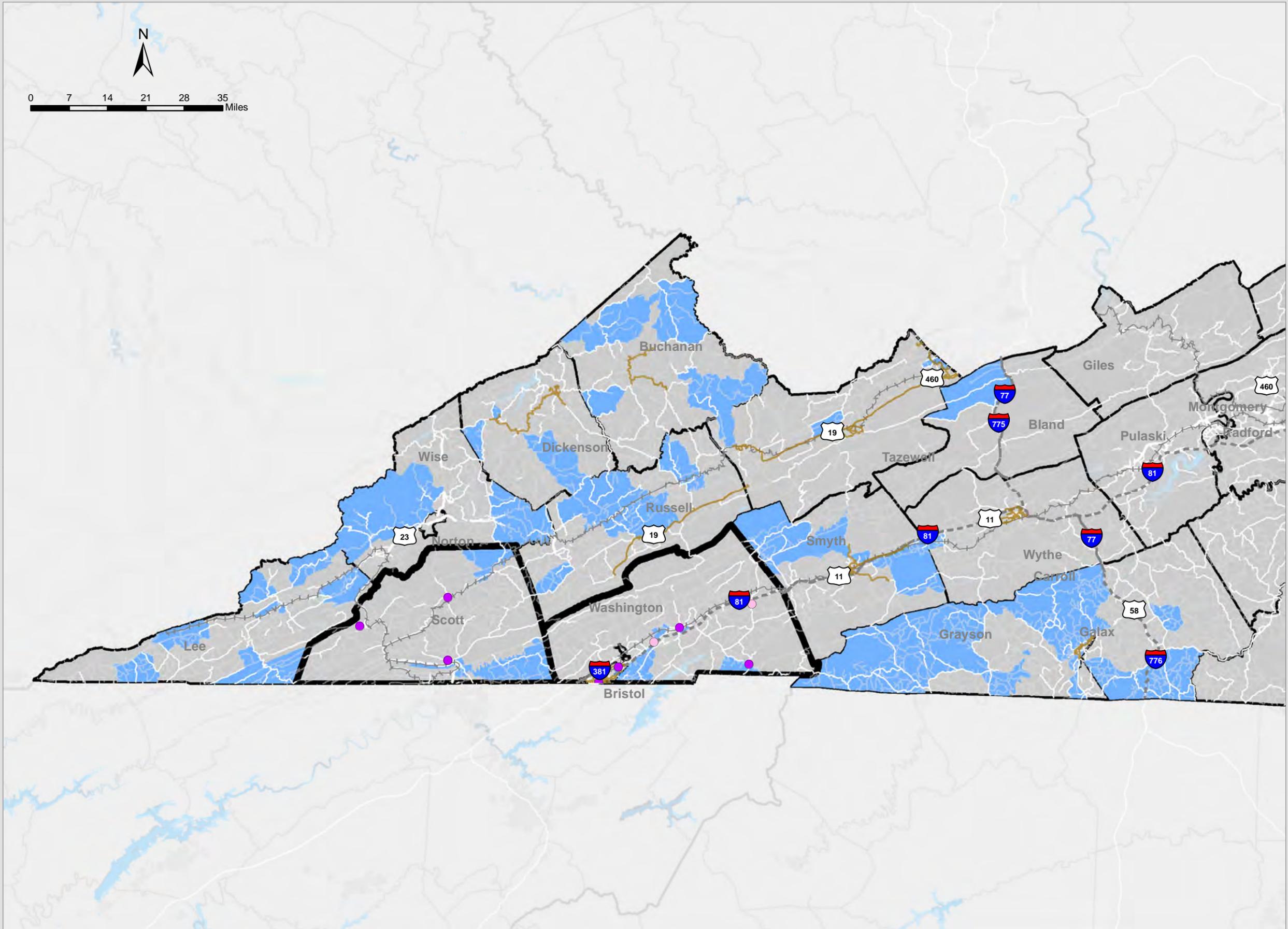
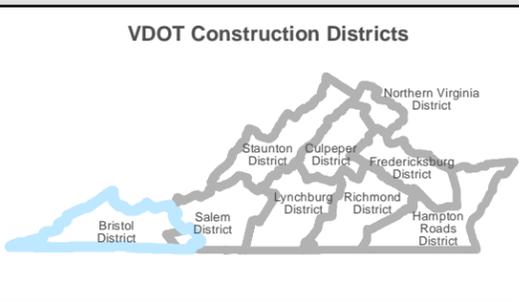
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates
- Local Roads

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 ¼ mile Access to Transit Service: Regional Workshop - Kingsport Area

July 31, 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

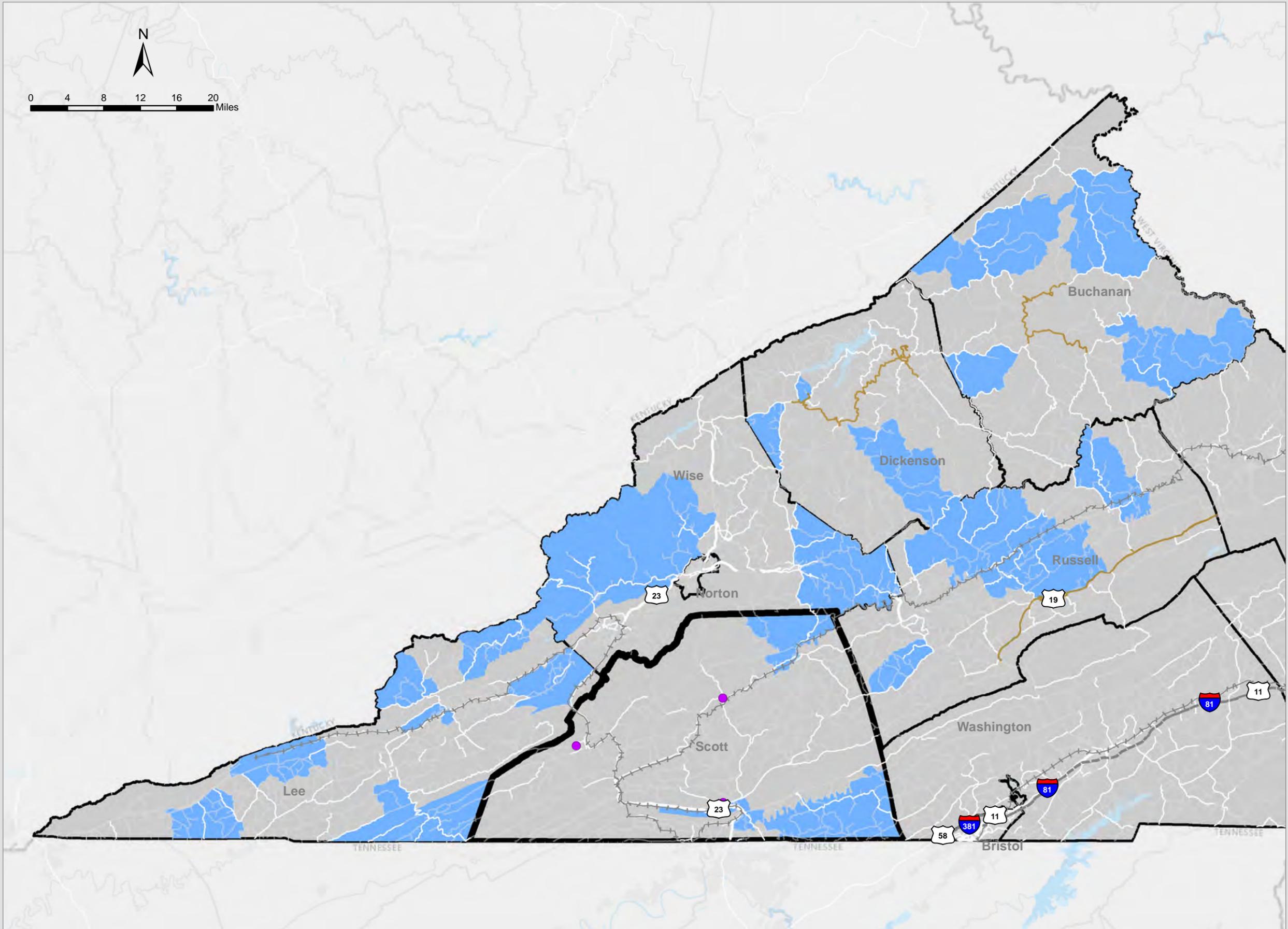
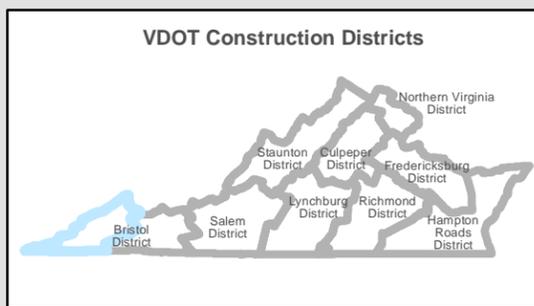
- Freight dependent
- Knowledge
- Local serving
- Ports
- Amtrak/Passenger Rail Stations
- Airports
- Interstates
- Local Roads

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

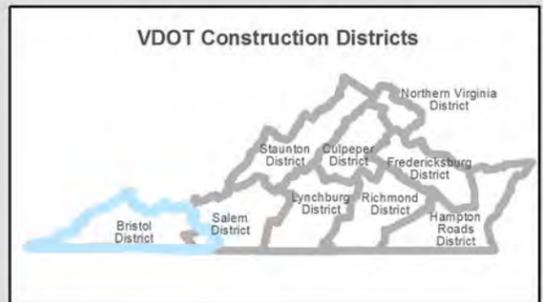
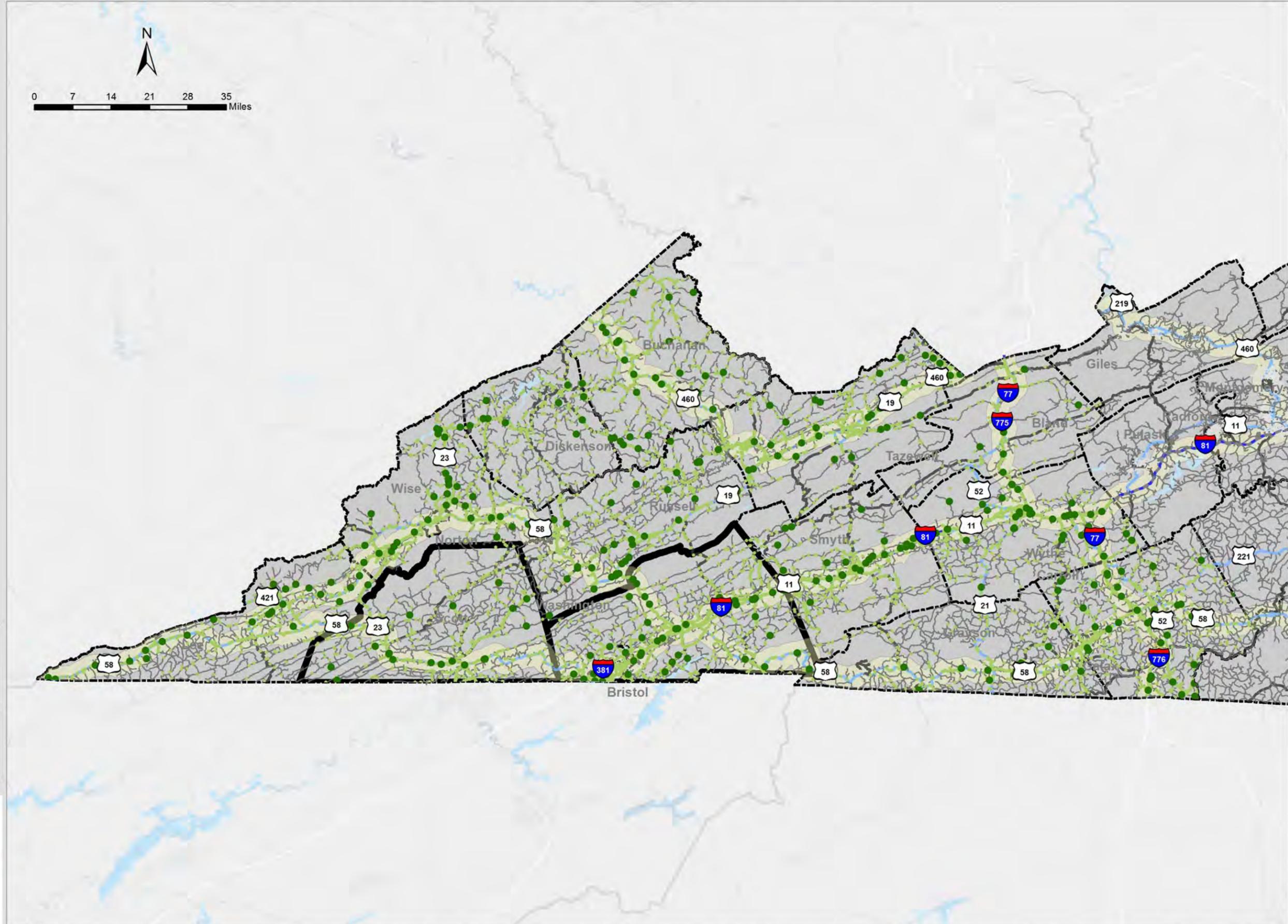
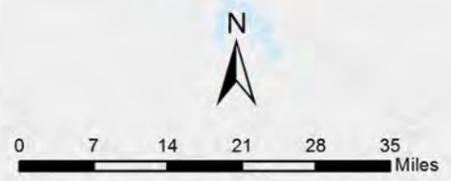
The depiction of measures and data shown on this map is intended to be used as an aid in discussing Mid-term Needs. This depiction of measures and data does not represent Mid-Term Needs. They are two of several inputs used in the determination of Needs and are not the sole determinants.

DRAFT

Vehicular Crashes January 2013 - April 2019: Regional Workshop - Bristol-Kingsport Area

July 31, 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.

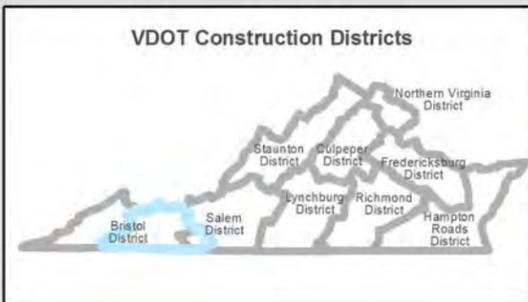
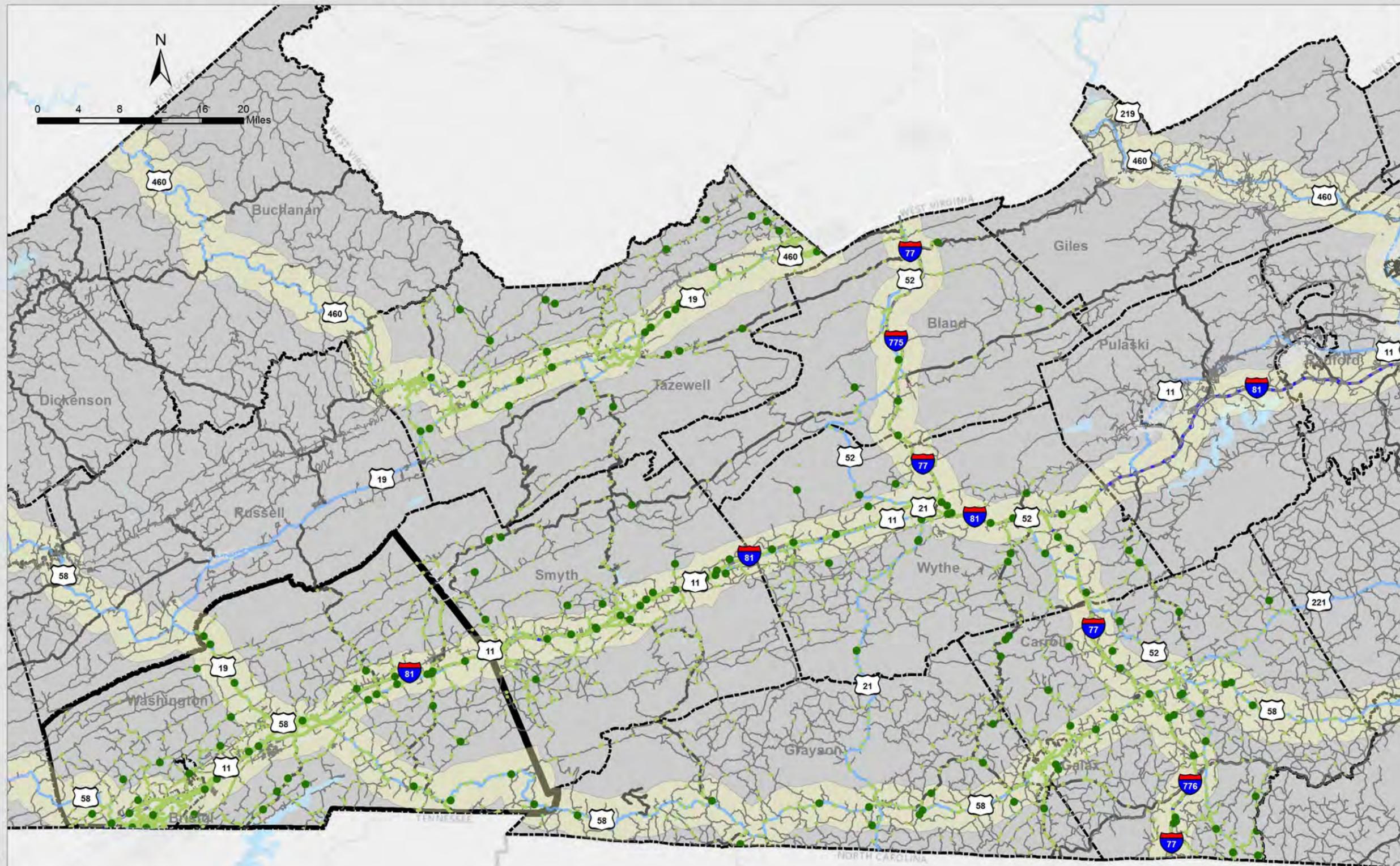
Date: 8/14/2019

DRAFT

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

July 31, 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