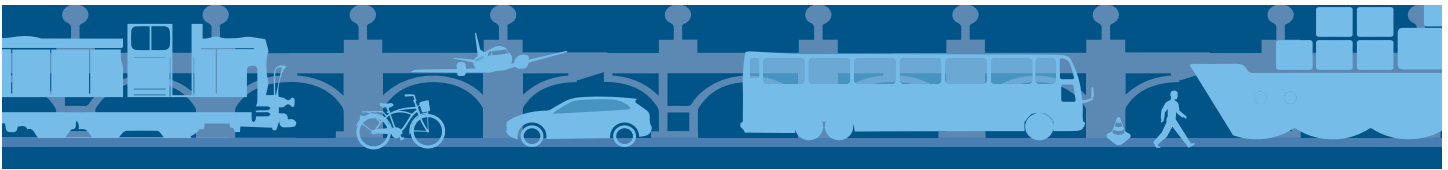




FACT SHEET: PERFORMANCE MEASURES AND CATEGORIES USED FOR IDENTIFICATION OF MID-TERM NEEDS¹

Goal ₂	Measure	What it Measures	Where it Applies	Period of Analysis	Threshold for Need
A	Percent of Person Miles Traveled in Excessively Congested Conditions (PECC)	Percent of total vehicle travel at speeds significantly slower than posted speed limit (PSL), i.e., 75% of PSL	Interstates and select limited access facilities ₃	Weekday 6 am to 10 am, 10 am to 4 pm, & 4 pm to 8 pm Weekends 6 am to 8 pm	At least 2% of the average travel takes place in the excessively congested conditions
	Travel Time Index (TTI)	Intensity of congestion – if TTI = 2, it takes twice as long to travel than during traffic conditions typical for that hour	Non-limited access Corridors of Statewide Significance (CoSS) and Regional Networks (RNs)	6 am to 8 pm weekdays & weekends	TTI = 1.3 or higher for at least three hours TTI = 1.5 or higher for at least one hour
	Level of Travel Time Reliability (LOTTR)	Hours of travel that occur in highly unreliable conditions – if LOTTR = 1.5, the amount of time to drive through a segment in congested conditions is more than 1.5 times the average hourly travel time for that segment	CoSS and RNs	6 am to 8 pm weekdays & weekends	LOTTR = 1.5 or higher for at least one hour
	Passenger and Intercity Rail On-Time Performance	For Amtrak, average on-time (per the established schedule) arrival of passenger train at stations or on rail line For Virginia Railway Express (VRE), average on-time (per the established schedule) arrival of passenger train on rail line	CoSS CoSS	Weekday & weekend service hours Weekday & weekend service hours	On-time performance less than 80% (with a 15-minute buffer) at a rail station On-time performance less than 90% (with a 5-minute buffer) for rail lines attributed to stations along the rail line
B	Competitiveness of Transit Access to Activity Centers for Workers	Number of workers that can access an Activity Center within 45 minutes by bus or rail transit compared to auto. The higher the difference between public transportation and auto, the greater the potential need for improved transit services to that Activity Center	RNs	24-hour weekday	Deficit greater than 0
	Non-motorized Access to Activity Centers for Workers	Bike- and walk-sheds around local-serving and knowledge-based Activity Centers, fixed-guideway transit stations, and bus rapid transit (BRT) lines	RNs	N/A	1-mile walk-shed and a 7-mile bike-shed
	Transit Access for Equity Emphasis Areas	Census Block Groups with Need for transit access based on income, age, disability status, racial minority status, Hispanic or Latino origin, and limited English proficiency; population density, and existing transit service	RNs	5-year estimates (2017 data)	An equity emphasis area with no fixed route transit service that has population density to support fixed route transit service
	Access to Industrial and Economic Development Areas	Identifies locations for improved transportation access to potential industrial sites	Statewide	N/A	Virginia Business Ready Site Program readiness status of Tier 3 or above
	Locally-determined transportation needs within Urban Development Areas	Identifies needs for bicycle and pedestrians, circulation and access, safety, transit enhancements and access to locally designated Urban Development Areas (UDAs)	All non-limited access roadways located within an identified UDA (per Code of Virginia § 33.2-353 and § 15.2-2223.1)	N/A	Locality-identified high, moderate, or low transportation needs that would promote development of the UDA
C	Potential for Safety Improvement	Identifies intersections and roadway segments with higher number crashes than expected based on characteristics of the roadway	Statewide	Five years (2014-2018)	For each Construction District, includes VDOT Top 100 Potential for Safety Improvement (PSI) Intersections and Segments, and PSI locations with 3+ Fatal or Injury crashes at the intersection or segment over the last five years
	Pedestrian Safety Improvement Locations	Identifies priority corridors for proactive pedestrian safety countermeasures	Statewide	Five years (2012-2016)	Priority Corridors identified in VDOT Pedestrian Safety Action Plan (2018)



Goal ₂	Measure	What it Measures	Where it Applies	Period of Analysis	Threshold for Need
D	Capacity Preservation	Preserves capacity of critically important transportation corridors	CoSS, RNs	N/A	Inclusion in the VDOT Arterial Preservation Network (the state-maintained portion of the National Highway System, as well as additional highways that facilitate connectivity)
E	Transportation Demand Management	Identifies needs for Transportation Demand Management	Limited access CoSS + all limited-access facilities within RNs Non-limited access CoSS outside of RNs Within RNs- non-limited access, non-CoSS, and all remaining non-local streets	N/A	All identified needs are included

¹ The information provided herein is considered in draft form, as it is subject to public comment and may change.

- ²Goals:
- A: Economic Competitiveness and Prosperity — Invest in a transportation system that supports a robust, diverse, and competitive economy.
 - B: Accessible and Connected Places — Increase the opportunities for people and businesses to efficiently access jobs, services, Activity Centers, and distribution hubs.
 - C: Safety for all Users — Provide a safer and secure transportation system for passengers for goods on all travel modes.
 - D: Proactive System Management — Maintain the transportation system in good condition and leverage technology to optimize existing and new infrastructure.
 - E: Healthy Communities and Sustainable Transportation Communities — Support a variety of community types promoting local economies and healthy lifestyles that provide travel options, which preserving agricultural natural, historic and cultural resources.

³ Select limited-access facilities: Facilities identified by OIPI as limited-access segments meeting the following criteria:
 1) are part of the National Highway System (NHS), AND, 2) are greater than 10 miles in length, OR, are at least 5 miles in length and connect to another limited access segment to total at least 10 miles in length, OR, are less than 5 miles in length, but connect on each end to limited access facilities to total at least 10 miles in length.

